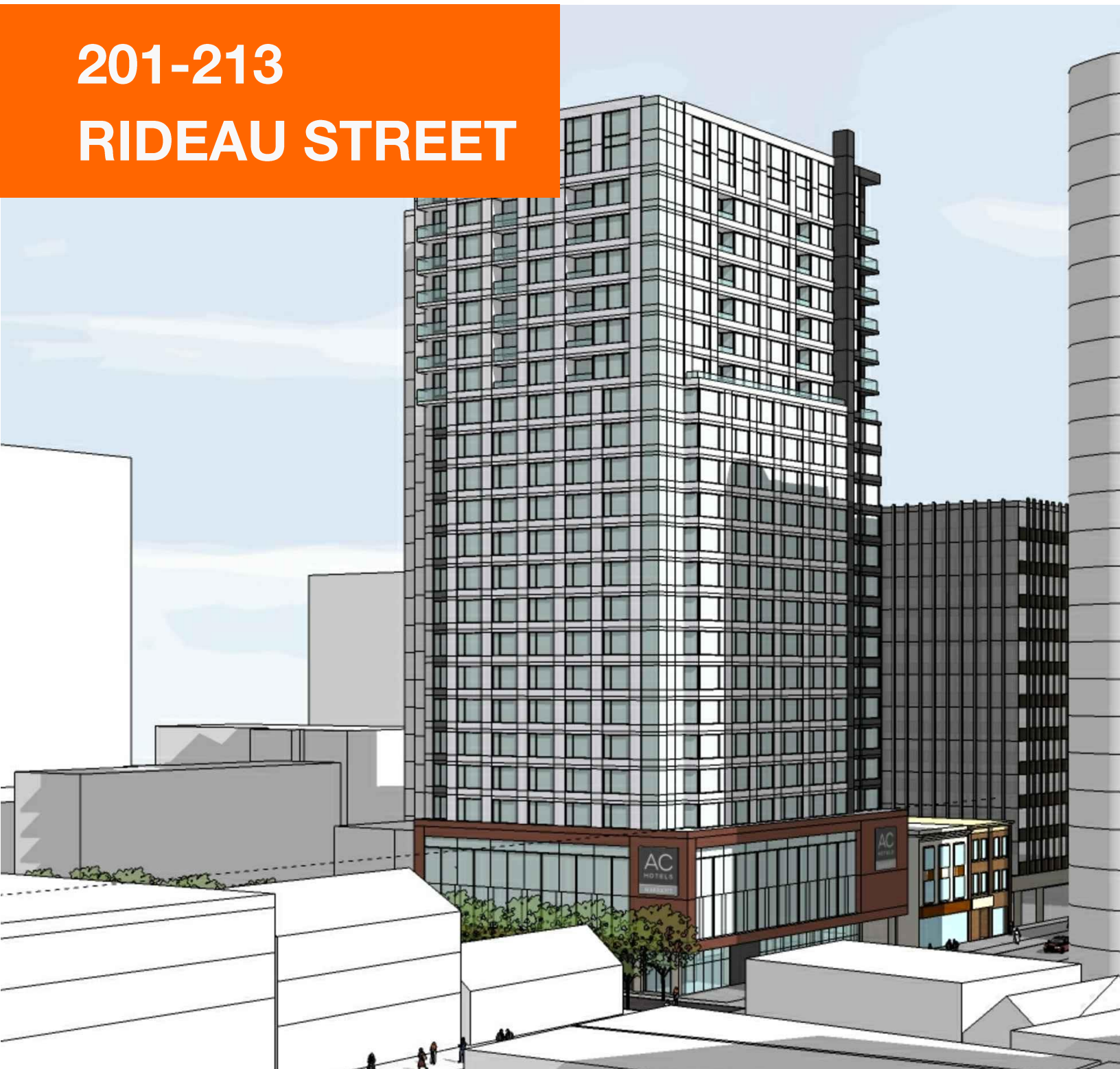


# FOTENN

## 201-213 RIDEAU STREET



December 13, 2018

Planning Rationale

Site Plan Control



Prepared for:



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December 13, 2018

# 1.0 INTRODUCTION

Fotenn Consultants Inc., acting as agents for Prince Developments (“the Owner”), is pleased to submit this Planning Rationale Report as part of the Site Plan Control application for the lands municipally known as 201-213 Rideau Street in the City of Ottawa.

## 2.0 SURROUNDING AREA AND SITE CONTEXT

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### 2.1 The Site

The subject site is municipally known as 201/207/213 Rideau Street, located on the north side of Rideau Street between Dalhousie Street and Cumberland Street. The Waller Mall is immediately adjacent to the west of the site, providing a mid-block pedestrian connection between George Street and Rideau Street. The site has a total lot area of 1,239.7m<sup>2</sup> and a total of 39.88 metres of frontage along Rideau Street.



Figure 1: Aerial image of the subject site.

The property is currently occupied by:

- / 201 Rideau Street: Surface parking lot for The Beer Store (now closed)
- / 207 Rideau Street: Single-storey retail store (The Beer Store, now closed)
- / 213 Rideau Street: Two-storey commercial building (Restaurant / Personal Service Business)

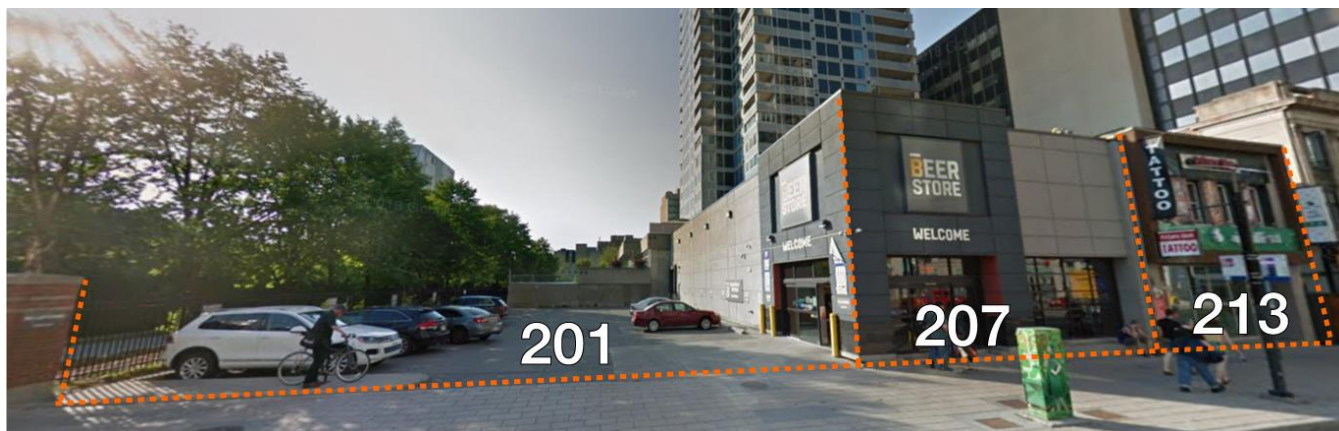


Figure 2: Perspective of the site from Rideau Street, looking north. The Waller Mall is visible on the left.

## 2.2 Surrounding Area

The following is a description of the surrounding land uses:

**North:** Immediately north of the subject site along George Street is a mixed-use (The St. George, office/condominium), 25-storey high-rise building with a two-storey podium extending from under the tower to the west towards Waller Mall. Further north across George Street is a large surface parking lot, the Salvation Army Ottawa Booth Centre, and future development lands (i.e. former Honest Lawyer site).



Figure 3: Streetview looking south from George Street from the adjacent building to the north of the subject site, featuring a 23-storey tower atop a two-storey podium.

**East:** Immediately adjacent to the subject site to the east are two (2) two-storey commercial buildings along Rideau Street, followed by a 12-storey office/commercial building which is the Cumberland Building of the Department of National Defence. Further east along Rideau Street is the Metro grocery store, and multiple low-to-high rise residential and mixed-use buildings.

**South:** To the south of the subject site across Rideau Street is Claridge Plaza, a 25-storey development with two (2) hotel/residential towers and a single-storey podium with ground floor retail uses. Further south along Waller Street is the neighbourhood of Sandy Hill, which features a mix of low-to-high rise residential and commercial uses.

**West:** West along Rideau Street are generally low-rise, mixed-use buildings typical of a Traditional Mainstreet, having retail at grade with offices, residential or service commercial uses on upper floors. Further west are high-rise office and residential use buildings, as well as the CF Rideau Centre and Château Laurier.

## 2.3 Community Amenities

The site is located in an established area with a wide range of uses, listed below:

- / Retail, service commercial, and restaurant uses located primarily along Rideau Street, but also on George Street and other side streets within the ByWard Market;
- / Major shopping and tourist destinations including the CF Rideau Centre, Chateau Laurier and the ByWard Market;

- / Schools including the University of Ottawa, Francojeunesse Public Elementary School, York Street Public School and Sainte-Anne Catholic Elementary School; and
- / Community centres, parks and greenspaces including Major's Hill Park, Sir Wilfrid Laurier Park, Routhier Community Centre, Raphael Brunet Park, and the Sandy Hill Park and Community Centre.

## 2.4 Transportation

The site is located along Rideau Street, a major east-west arterial road in the Central Area of the City of Ottawa. Several other streets in the immediate vicinity are also arterial roads, including portions of Besserer Street, Waller Street, and Cumberland Street. The site is also in close proximity to King Edward Avenue, a major north-south arterial road with connections to Gatineau and Highway 417. Dalhousie Street, a collector road, is also located in close proximity to the subject site.

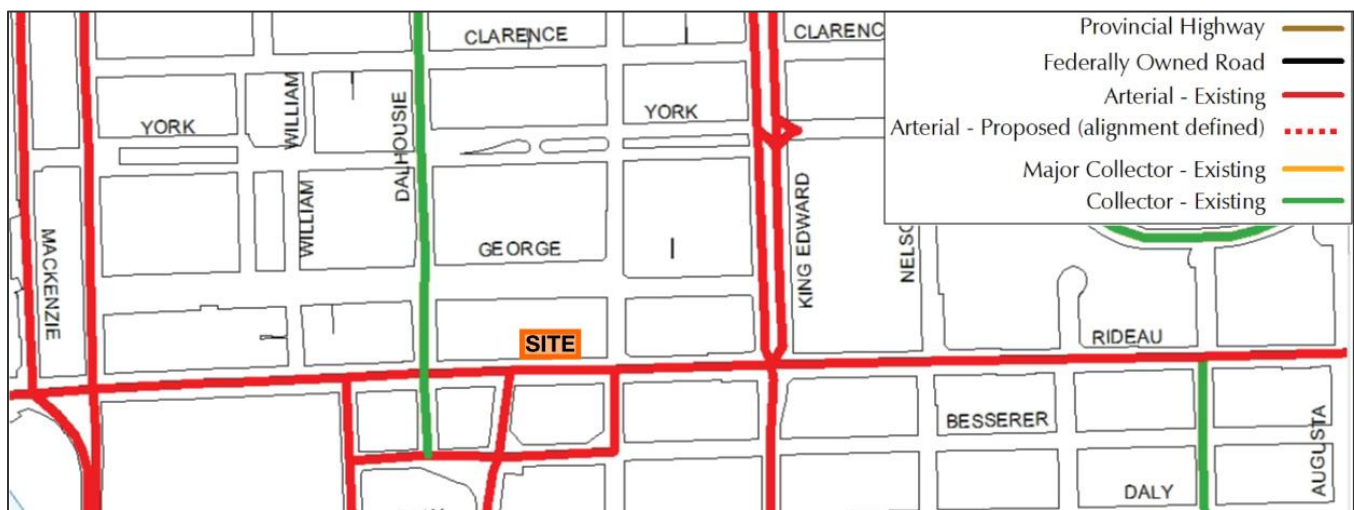


Figure 4: Schedule F – Central Area / Inner City Road Network, City of Ottawa Official Plan.

The site is well serviced by transit, including several bus routes in proximity to the subject site along Rideau Street and Dalhousie Street. Further, the site is approximately 400 metres east of the Rideau LRT station on the new Confederation Line, scheduled to open by March 2019.

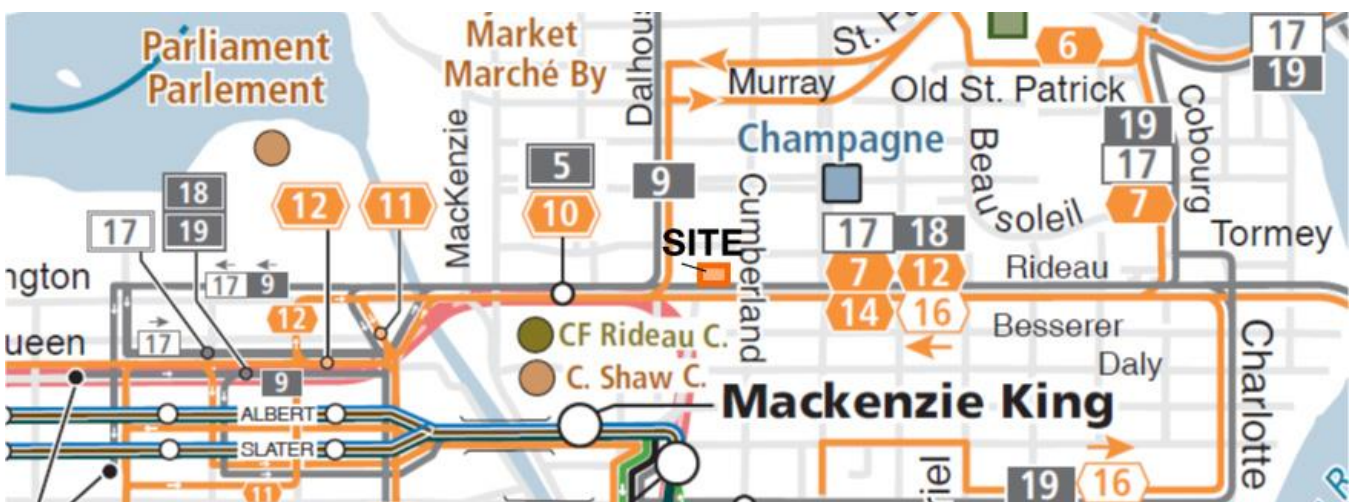


Figure 5: OC Transpo route map (December 2018).

# 3.0 DEVELOPMENT PROPOSAL

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## 3.1 Proposal Description and Statistics

The Owner is proposing to demolish the existing buildings and construct a 24-storey hotel and residential building with underground parking. The proposal features a three (3) storey podium which steps back along Rideau Street at the 4<sup>th</sup> and 17<sup>th</sup> storeys, as well as a larger stepback in the rear yard after the podium to ensure an appropriate tower separation distance to the existing high-rise building adjacent to the north.

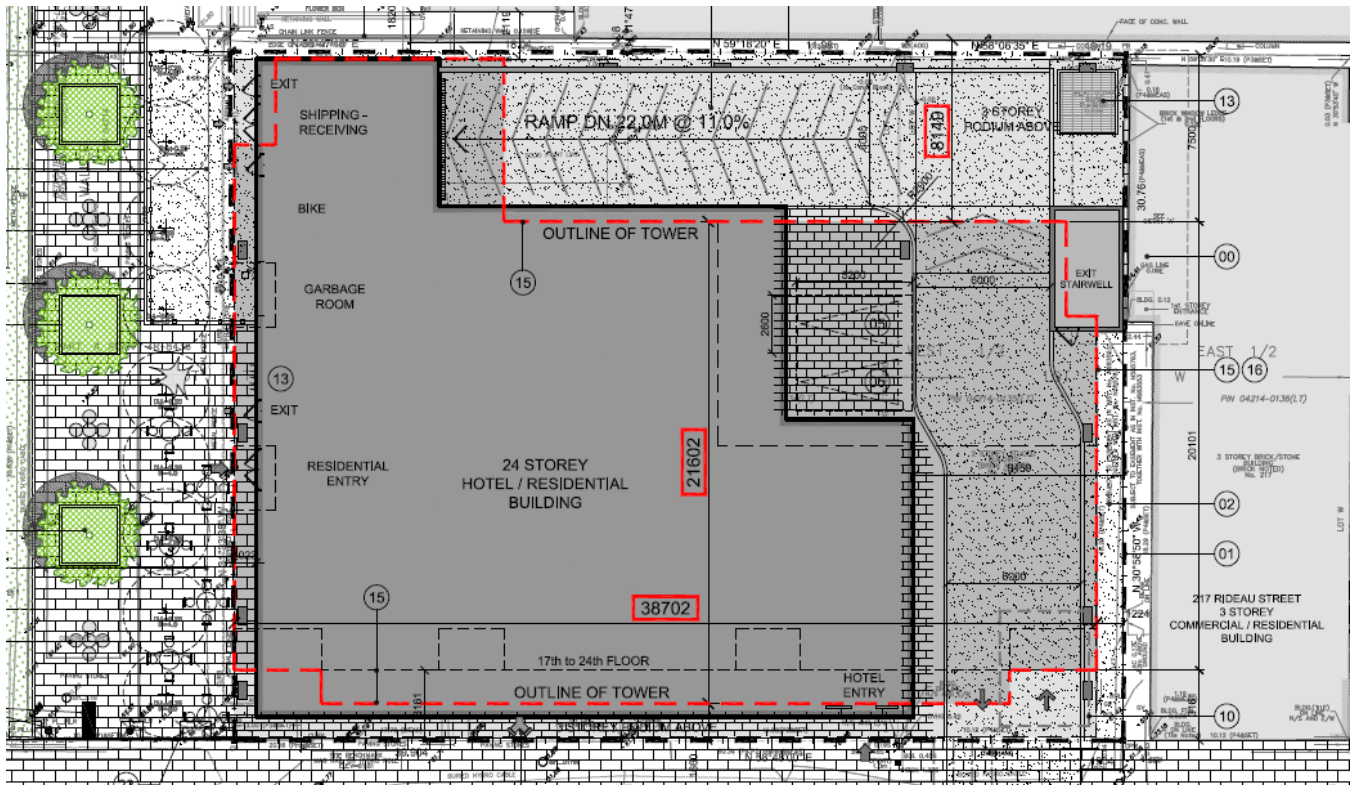


Figure 6: Site Plan showing the podium, outline of the tower (red dotted line) and additional stepback after the 17<sup>th</sup> storey (black dotted line).

Table 1. Project Information

<b>Zoning</b>	<b>MD S82</b>
<b>Site Area</b>	1,239.7m <sup>2</sup>
<b>Building Height</b>	77 metres / 24 storeys
<b>Total Area Above Grade (GFA)</b>	13,084.1m <sup>2</sup>
<b>Unit Breakdown</b>	
Hotel Rooms	208
Residential Units	76
<b>Parking</b>	
Vehicles	121 spaces / 4 underground levels / 115 spaces for hotel

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	/ 6 spaces for residential visitor parking
Bicycles	109 spaces / 99 interior spaces / 10 exterior spaces

With regards to materiality, the proposed building is highly fenestrated at the ground level to create an active, pedestrian-oriented streetscape along Rideau Street where the main entrance to the hotel is located. The podium is accentuated with corten steel metal cladding, framing the large windows at grade and the second and third floors. The middle of the tower is clad in black metal with a continuous glazing window wall with white metal cladding as accents. The upper portion of the tower is composed of the same materiality, but includes an additional step back and recessed balconies.

The residential units are located on the upper floors (17 to 24) and include private balconies for the majority of the residential units. The hotel amenity spaces located in the building podium include a pool, gym, yoga room and sauna and these amenities are accessible to both users of the hotel and residents of the upper floors.

## POLICY AND REGULATORY REVIEW

### 4.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act in April 2014. It 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 the intensification of 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 uneconomical expansion. To achieve this goal, planning authorities must identify and promote opportunities for intensification and redevelopment [Policy 1.1.3.3]. In addition, the proposed development meets the following Provincial Policy interests:

- / Promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term [1.1.1 (a)];
- / Accommodates an appropriate range and mix of residential, employment, recreational and open space uses to meet long-term need [1.1.1 (b)];
- / Promotes cost-effective development standards to minimize land consumption and servicing costs [1.1.1 (e)];
- / Improves accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society [1.1.1 (f)];
- / Proposes a land use pattern within a settlement area that has densities and a mix of uses which efficiently use land and resources and that is appropriate for, and efficiently uses, the infrastructure and public service facilities which are planned or available [1.1.3.2 (a)]; and,
- / Identifies and promotes an opportunity for intensification and redevelopment [1.1.3.3].

The proposed development is consistent with the policies of the Provincial Policy Statement. It proposes an efficient, cost-effective pattern of development and capitalizes on an intensification opportunity within the City. This site possesses significant development potential in an area where infrastructure, including new transit initiatives, and public service facilities are available and abundant.

### 4.2 City of Ottawa Official Plan (2003, as amended)

The City of Ottawa Official Plan is composed of eight sections, each addressing a different aspect of the planned function of the City as a whole. Section 2 of the Official Plan provides Strategic Directions for growth and development within the City.

Ottawa’s population is projected to grow by up to 30 percent by 2031. The City plans to meet this growth challenge by managing it in ways that support liveable communities and healthy environments. In other words, the City is striving to create ‘complete’ communities in which residents do not need to drive for everyday activities and where jobs, shopping, recreation and social activities lie within walking or cycling distance.

More specifically, the Plan pursues strategic directions in four key areas, two of which are relevant to the proposal:

1. Managing Growth
  - a) The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently, including development on previously underutilized lots;
  - b) Growth in the urban area 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.

## 2. Building Liveable Communities

- a) The City will provide opportunities to increase the supply of affordable housing throughout the rural and urban areas;
- b) 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;
- c) Attention to design will help create attractive communities where buildings, open space, and transportation work well together.

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

### 4.2.1 Managing Growth

Section 2.2.2 of the Official Plan deals specifically with 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.

Mainstreets perform a double role: they carry cross-town commuters and attract shoppers, while also acting as primary service corridors, meeting places and residences for those occupying the many neighbourhoods through which they traverse. Further, these mainstreets often parallel the rapid transit network and, as per Policy 4, are a target area of major intensification along with the Central Area and Mixed-use / Town Centres.

This proposal transforms a surface parking lot and low-rise commercial buildings to a high-rise building featuring hotel rooms that support the local economy of Rideau Street and the ByWard Market, while also providing residential units in proximity to existing transit and the planned Rideau LRT Station on the Confederation Line.

### 4.2.2 Building Liveable Communities

Section 2.5 of the Official Plan describes the basics of liveable communities – good housing, employment, ample greenspace, and a sense of history and culture – and proposes to create more liveable communities by focusing on community design and collaborative community building. Community design engages with the details of how buildings and landscapes relate. The design objectives and principles in Section 2.5.1 are found in the table below:

**Table 2: Section 2.5.1. Design Objectives and Principles**

Design Objective	Most Relevant Principles	Proposal
To enhance the sense of community by creating and maintaining places with their own distinct identity.	<ul style="list-style-type: none"> <li>/ Promote quality consistent with a major metropolis, and a prime business and tourist destination.</li> <li>/ Reflect a thorough and sensitive understanding of place, context and setting.</li> </ul>	The proposed building contains both a hotel and a residential component, which supports local businesses along Rideau Street and local tourism in the ByWard Market area. The building is designed by a local, well-respected architecture firm and is sensitively designed for the site's local context. The building includes stepbacks at the podium and upper floors for tower separation and streetscape character, integrates itself with the Waller Mall, and includes significant glazing on the ground floor along Rideau Street to improve the pedestrian environment.

To define quality public and private spaces through development	<ul style="list-style-type: none"> <li>/ Enhance and enliven the quality, character and spatial delineation of public spaces.</li> <li>/ Consider streets as public spaces.</li> <li>/ Address the relationship between buildings and between buildings and the street.</li> <li>/ Meet the needs of pedestrians as a priority.</li> </ul>	The proposed development will improve the facades on both Rideau Street (hotel entrance) and the Waller Mall (residential entrance). By integrating the Waller Mall into the proposal, the building has active entrances on both public facades, building a relationship between the proposed building and the two pedestrian corridors adjacent to the building. An improved public realm will also keep “eyes on the street” that are required for quality public spaces and pedestrian environments.
To create places that are safe, accessible and are easy to get to, and move through.	<ul style="list-style-type: none"> <li>/ Connect buildings and spaces through a network of roads, sidewalks, and pathways in ways that are understandable.</li> <li>/ Create places and spaces that are visible and safe and can be confidently used at all hours of the day and at night where it is appropriate to do so.</li> </ul>	The residential entrance is located on the Waller Mall, transforming this underutilized corridor into an active pedestrian environment. The hotel bar and lounge are located on the ground floor in the southwest corner of the building. This provides an active day/night use adjacent to both the entrance to the residential units and the hotel, ensuring safety at all hours of the day and night for both residents and pedestrians using the Mall.
To ensure that new development respects the character of existing areas.	<ul style="list-style-type: none"> <li>/ Integrate new development to complement and enliven the surroundings.</li> <li>/ Allow the built form to evolve through architectural style and innovation.</li> <li>/ Complement the massing patterns, rhythm, character, and context.</li> </ul>	The proposed development integrates itself into the existing context by implementing active entrances along Rideau Street and Waller Street. With regards to adjacent buildings, the proposed tower is located 7.5 metres from a portion of the rear property line to provide for adequate tower separation to the adjacent building. The proposed building is consistent with the high-rise pattern and character of other tall buildings along Rideau Street, including a podium/tower design, stepback at upper floors and a design that integrates itself with the local context.
To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.	<ul style="list-style-type: none"> <li>/ Achieve a more compact urban form over time.</li> <li>/ Allow for varying stages of maturity in different areas of the city, and recognize that buildings and site development will exhibit different characteristics as they evolve over time.</li> <li>/ Accommodate the needs of a range of people of different incomes and</li> </ul>	The proposed building transforms an underutilized site with a surface parking lot into a compact, mixed-use project that includes residential units. Multi-unit housing, such as apartment and condominiums, accommodate downsizing seniors, young urban professionals, and other people at similar stages in the life cycle. The hotel component supports the local tourist economy of Rideau Street and the ByWard Market.

	lifestyles at various stages in the life cycle.	
To understand and respect natural processes and features in development design	/ Protect, integrate and enhance the urban forest, vegetative cover, green spaces and corridors, environmental features and landscapes, and existing topography, where possible and appropriate.	The proposed development makes efficient use of municipal services on an existing, urban site. Redevelopment of existing hard surface sites, such as parking lots, help preserve existing greenspaces in the urban area. The Landscape Plan shows proposed landscaping improvements on and adjacent to the Waller Mall including proposed plantings, a patio area for the hotel bar/lounge, pedestrian lighting, ornamental fence screening, and an art/sculptural element.
To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.	/ Orient development to maximize opportunities for passive solar gain, natural ventilation, and use energy efficient development forms and building measures. / Maximize opportunities for sustainable transportation modes (walking, cycling, transit facilities and connections).	The proposed development is highly fenestrated to take advantage of sunlight on the east/south/west facades. The proposed development is in close proximity to both bus routes and the new Rideau LRT station, allowing both residents and tourists in the proposed building to take advantage of public transit.

The proposed development is sensitively designed with respect to existing buildings in the area, including tower separation, urban features such as the Waller Mall, transit including the new Rideau LRT station, and proximity to urban commercial and tourist areas along Rideau Street and the ByWard Market. The proposal strengthens the existing neighbourhood context and positively supports the local tourism economy, while also providing new housing on an underutilized site. The ground floor integrates with both Rideau Street and the Waller Mall to provide an improved pedestrian experience and a strong streetscape. Overall, the project meets the design objectives of Section 2.5.1 of the Official Plan.

#### 4.2.3 Land Use Designation

The site is designated Central Area on Schedule B – Urban Policy Area in the City of Ottawa Official Plan. The Central Area is the economic and cultural heart of the city and the symbolic heart of the nation, and features a unique mix of employment, government, retail, housing, entertainment and cultural activities. The policies of the Central Area promote its vital role in the City, its distinct identity and heritage character, as well as the primacy of the Parliament Buildings and other national symbols.

The policies also aim to enhance the diversity and attractiveness of the Central Area by encouraging a broad range of land uses and day/night, year-round activities. To support these uses, the Central Area should see an increase in the number of downtown area dwelling units. New buildings and spaces are to reflect a human scale of development and be guided by the design criteria of Section 2.5.1, 4.11 and applicable City of Ottawa Urban Design Guidelines. Rideau Street is expected to flourish as a vibrant shopping street with enhanced pedestrian environments and office, residential and other uses above the street.

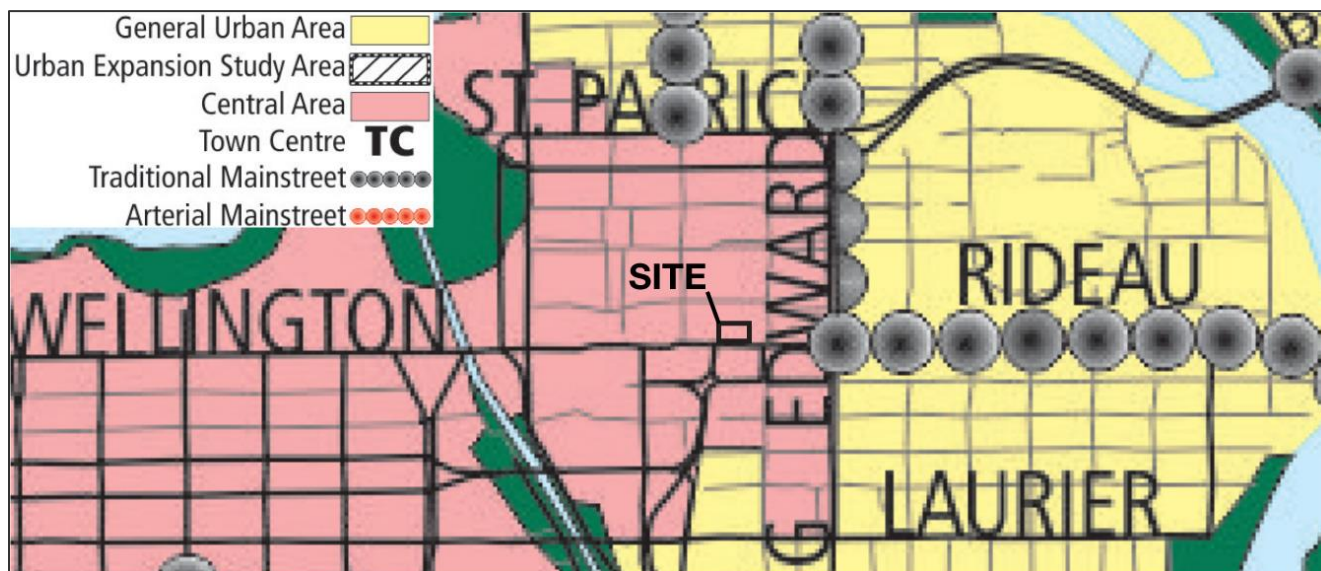


Figure 7: Schedule B – Urban Area, Official Plan.

The policies of the Central Area generally promote a range of uses including day/night and year-round activities, and support the Central Area's role as a main tourist destination. In addition to tourism, the Central Area is supported by the residents living downtown that also frequent the retail stores, bars/clubs, restaurants and other commercial uses found in the Central Area. Further, the Central Area shall include improved and enhanced pedestrian environments including at-grade active uses, accessible transit services and hard/soft landscaping and amenity areas.

The proposed uses of hotel/residential are permitted in the Central Area and support the tourism and commercial core uses in downtown Ottawa. The building is sensitively designed with an active day/night use at grade (bar/lounge) that wraps around the southwest corner of the building to improve the pedestrian environment along Rideau Street and the Waller Mall. The stepbacks and tower location ensure appropriate transitions to the street and to neighbouring high-rise buildings. Overall, the proposal is consistent with the policies of the Central Area and support its vital role as the main commercial and tourism sector of the City of Ottawa.

#### 4.2.4 Central Area Key Views

The subject site is not located in a key viewpoint as shown on Annex 8A of the Official Plan, but is located in the Area of Background Height Control. As per subsection (i) of Policy 2e:

*Buildings constructed in the areas of height control as set out on Annex 8A do not rise above the ridgeline of the roof of the Centre Block, and thus do not visually mar the silhouette of the Parliament Buildings and do not visually dominate the Parliament Buildings and other national symbols.*

The applicable zoning schedule (S82) includes maximum building heights as per the policies of the Area of Background Control.

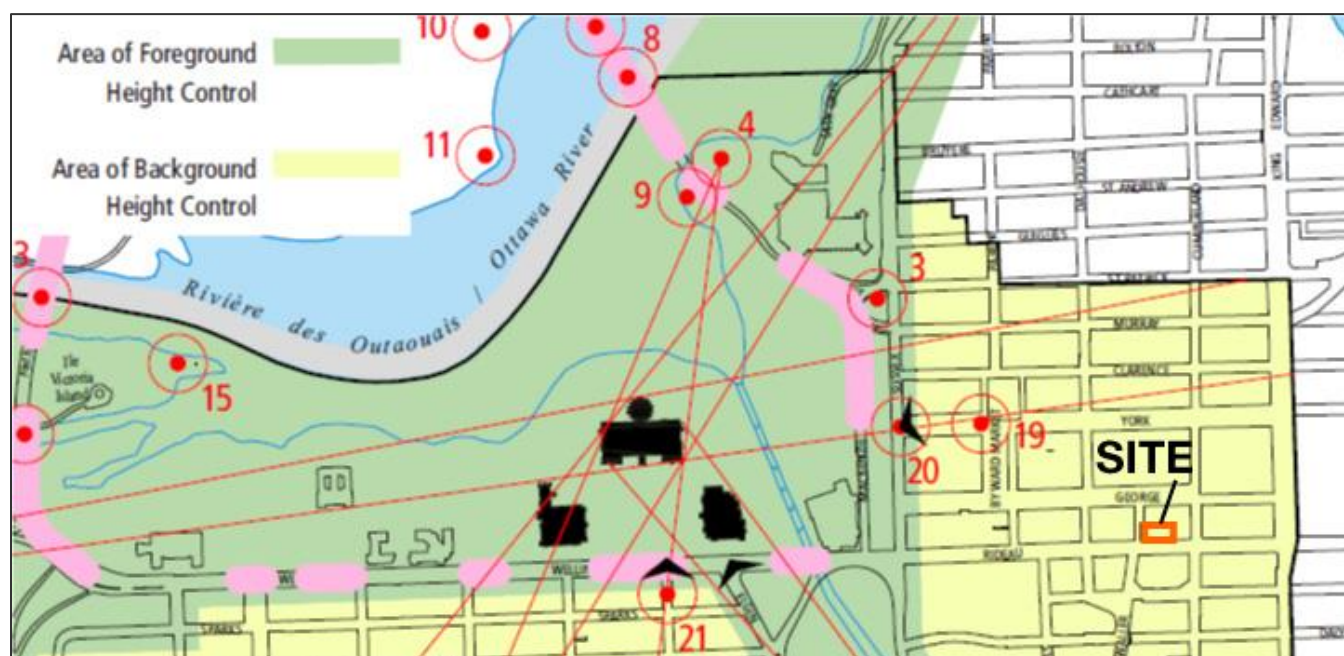


Figure 8: Annex 8A, Central Area Key Views.

#### 4.2.5 Compatibility

Section 4.11 of the Official Plan sets out criteria which are used to evaluate the compatibility of proposed developments. These criteria include: traffic, vehicular access, parking requirements, outdoor amenity areas, loading areas, service areas and outdoor storage, lighting, noise and air quality, sunlight, microclimate, supporting neighbourhood services. Not all of these compatibility criteria apply to this particular proposal.

The most applicable compatibility criteria are discussed in the following table:

**Table 3. Compliance with Section 4.11 of the Official Plan**

COMPATIBILITY CRITERIA	PROPOSED DEVELOPMENT
<b>TRAFFIC:</b>	<p>A Transportation Impact Assessment (TIA) is being completed for this project. The Screening and Scoping Report has been submitted with the application. The preliminary analysis has concluded that weekday morning, afternoon and Saturday peak hours are expected to be the peak traffic generating periods for this development. The weekday (morning and afternoon) peak periods are expected to have the most significant impact to traffic operations on the adjacent road network.</p> <p>The TIA process is ongoing and IBI Group has been in constant contact with City transportation engineers.</p>
<b>VEHICULAR ACCESS:</b>	<p>The existing site has vehicular access on the west side of the site to the surface parking lot for the Beer Store. The proposed development will close this access and reinstate the curb, shifting the vehicular access to the east along Rideau Street which leads to an underground parking garage. No additional vehicular accesses are proposed on the subject site, maintaining the same number of driveways crossing over the sidewalk along Rideau Street.</p>

<b>PARKING REQUIREMENTS:</b>	<p>The subject site is located in Area Z on Schedule 1A of the Zoning By-law. Area Z requires no parking to be provided for any use in these areas, due to proximity to transit services. However, visitor parking must be provided for the 76 residential units and a total of 6 spaces are required. The proposed underground parking garage contains 121 spaces to accommodate the 208 hotel rooms proposed as well as the required visitor parking.</p> <p>The project also includes 109 bicycle parking spaces, whereas 46 spaces are required. 99 spaces are securely located indoors for both the hotel and residential uses, with an additional 10 spaces located at grade on city-owned land for public use.</p>
<b>OUTDOOR AMENITY AREAS:</b>	With the exception of the private balconies for most of the residential units, the amenity areas are predominantly located inside the proposed building, including a pool, gym, sauna and yoga room. As such, the proposed development is not anticipated to have any negative effects on adjacent outdoor amenity areas.
<b>LOADING AREAS, SERVICE AREAS, AND OUTDOOR STORAGE:</b>	The loading area is located in the northwest corner of the building, accessible from the Waller Mall. Loading and deliveries are to take place through these doors, with trucks parking on George Street and using push carts on Waller Mall. This ensures loading is moved away from Rideau Street to minimize impacts on pedestrian and vehicular movement.
<b>LIGHTING:</b>	A detailed landscaping plan will include lighting details. The area in front of the residential entrance along Waller Street is anticipated to be well lit by both on-ground and off-building lighting sources. The hotel entrance and façade along Rideau Street will also be well lit from both on-street and off-building sources. The Landscape Plan shows an example of the proposed pedestrian lighting sources along the Waller Mall.
<b>SUNLIGHT:</b>	A Sun Shadow Study has been submitted as part of this application. As sunlight impacts are generally greatest to the north and east, and as the Waller Mall and Rideau Street are located to the west and south of the proposed development, shadowing impacts are generally located away from the rights-of-way and onto existing adjacent development and the site itself.
<b>MICROCLIMATE:</b>	A Wind Study was completed by Gradient Wind Engineering and concluded that the wind conditions over all pedestrian-sensitive grade-level locations within and surrounding the study site will be acceptable for the intended uses on a seasonal basis. Further, within the context of typical weather patterns, which exclude anomalous localized storm events such as tornadoes and downbursts, no areas over the study site were found to experience conditions too windy for walking, or that could be considered unsafe.
<b>SUPPORTING NEIGHBOURHOOD SERVICES:</b>	The proposed development will bring both tourists and visitors to the central commercial and tourist area in Ottawa. There are several schools, parks and other community amenities in the surrounding area and Rideau Street and the ByWard Market are in close proximity for shopping and entertainment. The proposed development supports local neighbourhood services.

Overall, the proposed development conforms to the City of Ottawa Official Plan and the policies therein. It meets the policy objectives of the Central Area land use designation, adds an infill residential use that relates to existing community character, supports local tourism, contributes to a liveable community, and is designed to be compatible with its surroundings.

### 4.3 Central Area Secondary Plan

The Central Area Secondary Plan breaks down the Central Area into several Character Areas and Theme Streets. The subject site is located on the Rideau Street Theme Street, whose vision includes the continued but accelerated evolution of Rideau Street as a vital part of Ottawa's Central Business District.

At street level, Rideau Street is to become both a major east-west transportation artery and dynamic pedestrian shopping street that includes pedestrian-oriented uses with direct street access and visibility, the maximization of sunlight, and pedestrian links to adjacent areas. Above the ground floor, a mix of uses is encouraged to attract businesses, as well as residents and visitors, to support the retail street and surrounding area. New development, such as the proposed development, should also be sensitively designed to complement surrounding uses, provide a sense of human scale and create a pleasant pedestrian environment by mitigating microclimate impacts on Rideau Street.

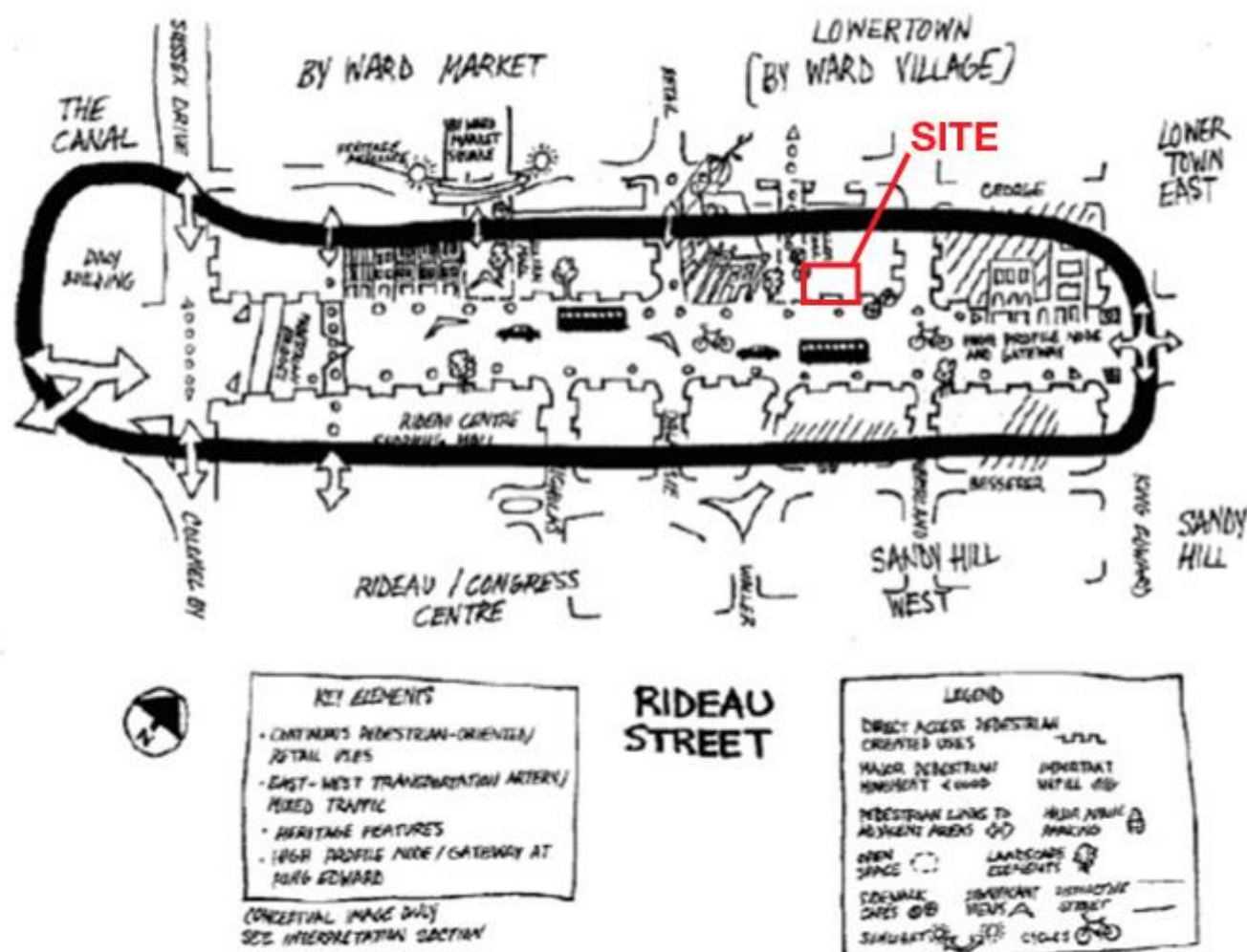


Figure 9: Rideau Street Theme Street, Central Area Secondary Plan.

The policies of the Rideau Street Theme Street seek to create an improved pedestrian environment along Rideau Street to preserve its role as a shopping destination for both residents and visitors to Ottawa. The most relevant policies to the subject development from Section 1.12.3 of the Secondary Plan are discussed below:

**Table 4. Central Area Secondary Plan**

Policy	Proposed Development
<p><b>Mixed Use Business District with Shopping Street Focus</b>  City Council shall promote Rideau Street as a significant Central Area shopping street and an integral part of the Central Business District. City Council shall therefore:</p> <ul style="list-style-type: none"> <li>/ require pedestrian-oriented uses at grade;</li> <li>/ permit and promote commercial, residential or other appropriate uses to locate above the street; and</li> <li>/ promote uses which encourage evening activity, such as restaurant-bars and entertainment uses.</li> </ul>	<p>The proposed development includes a pedestrian-oriented use at grade, being the ground floor bar/lounge in the proposed hotel, which is also an evening activity ensuring “eyes on the street” through extensive glazing at the ground floor level. The residents and visitors of the proposed building are in close proximity to local shopping along Rideau Street, supporting local businesses and services.</p>
<p><b>Profile of Development and Design Criteria</b>  City Council shall therefore permit a range of building profiles, while having regard to the following criteria:</p> <ul style="list-style-type: none"> <li>/ where it directly abuts the street, development shall generally be at low profiles, retaining the sense of a traditional shopping street;</li> <li>/ where development reaches medium to high profiles above the street, it shall generally be set back;</li> <li>/ development between Dalhousie and Cumberland Streets will generally be at medium to high profiles, and: <ul style="list-style-type: none"> <li>o provide an appropriate transition to abutting Character Areas, and in particular, from Rideau Street to the low profile forms in the By Ward Market Character Area compatible with the heritage character of the area,</li> <li>o maintain direct sunlight on the By Ward Market Square, in accordance with Policy 1.5.3 d) of this chapter, and</li> <li>o maximize sunlight on the William and Waller Street pedestrian malls;</li> </ul> </li> </ul>	<p>The proposed development includes a 3-storey podium with architectural features that emphasize the low-profile structure on the first 3 storeys. The height of the podium portion of the building is similar to the abutting context, matching the height of other podiums and low-rise buildings to re-inforce the low profile streetscape. The high-rise tower portion of the building is set back from Rideau Street to preserve the low-rise commercial composition of the streetscape.</p> <p>The proposed building is designed with appropriate tower separation to the existing development to the north and limits the amount of shade cast on to the Waller Mall.</p>

<p><b>Heritage Area</b> City Council shall ensure the protection, conservation and enhancement of heritage resources on Rideau Street, and shall ensure that the design of development respects, and is sensitive to, such heritage features.</p>	<p>The proposed building is sensitively designed to enhance the heritage character of Rideau Street, while ensuring the design of the building is modern and “of its own time.”</p>
<p><b>Rideau Street Heritage Group</b> City Council shall recognize that the group of heritage buildings on the north side of Rideau Street generally between Sussex Drive and Cumberland Street represents the most significant heritage area on Rideau Street. City Council shall, therefore, investigate its potential designation as a Heritage Conservation District and the adoption of design criteria for the Central Area.</p>	<p>While the subject property is located on the north side of Rideau Street between Sussex Drive and Cumberland Street, the existing buildings to be demolished are not designated under Part IV or Part V of the Ontario Heritage Act, nor are they identified on the City’s Heritage Reference List.</p>
<p><b>Distinctive Streetscape and Pleasant Pedestrian Environment</b> City Council shall ensure that a distinctive, co-ordinated streetscape treatment and a pleasant pedestrian environment are established and maintained along Rideau Street. In particular, City Council shall ensure that the Rideau Street streetscaping treatment:</p> <ul style="list-style-type: none"> <li>/ is vibrant, respects its heritage resources, and reflects its gateway function and theme, in keeping with [the policies] above;</li> <li>/ accommodates large volumes of pedestrian traffic and provides adequate seating and bus waiting areas;</li> <li>/ establishes and maintains an attractive, identifiable streetscape for Rideau Street, including such elements as unique landscape treatment, soft landscaping, trees, lighting, signage and entrance elements which reflect its gateway function. These elements shall be in keeping with the theme established for the street, as well as its heritage character;</li> <li>/ maintains and provides identifiable, secure, inviting pedestrian links to adjacent Character Areas, especially the By Ward Market and Rideau/Congress Centre Character</li> </ul>	<p>The proposed development replaces an existing surface parking lot and underutilized site adjacent to Rideau Street and the Waller Mall. The proposal includes an active, vibrant day/night use at grade and a residential entrance on the Waller Mall to bring activity and life to this important pedestrian connection, increasing “eyes on the street” and safety for pedestrians and visitors to the site.</p>

<p>Areas, and to the Central Area west of the Canal; and</p> <p>/ animates and enhances the William and Waller Street pedestrian malls, in a manner which will facilitate a variety of pedestrian-oriented activities, such as street theatre, outdoor cafés and business association and other activities and events in accordance with Policy 1.5.3 (j) of this Plan.</p>	
<p><b>Views</b></p> <p>City Council shall protect significant public views from the Rideau Street right-of-way - particularly those of the significant heritage area as per Policy d) above; views of Parliament Hill and heritage resources west of the Canal; and of the Mercury Court development at Rideau and Dalhousie Streets.</p>	<p>As per Section 4.2.4 of this report, the subject site is in the Area of Background Control on Annex 8A of the Official Plan, and it not anticipated to have negative impacts on important view corridors, as the proposed building height is within the existing zoning.</p>
<p><b>Parking</b></p> <p>City Council shall identify the parking needs of Rideau Street, and if appropriate, facilitate the provision of additional short-term parking spaces within mixed use development on the edges of adjacent Character Areas or on Rideau Street subject to Policy l) below, exclusive of the By Ward Market.</p>	<p>With the exception of the six (6) visitor parking spaces required for the residential units, the remainder of the parking spaces on site are reserved for the hotel. Tourists will have the option to park their vehicle and walk or use transit, including the new LRT, to reach their destinations.</p>
<p><b>Access Loading</b></p> <p>City Council shall facilitate continuous pedestrian and vehicular movement along Rideau Street by generally requiring that appropriate off-street loading and vehicular access occur from nearby streets, subject to the fulfillment of policies in the Secondary Policy Plans for adjacent Character Areas.</p>	<p>Loading will be via the Waller Mall by pushcarts, with trucks and other delivery vehicles to park along George Street. The loading bay doors are located on the northwest corner of the property, to minimize the travel distance. This will ensure Rideau Street is free from loading activities which could impact pedestrian and vehicular movement.</p>

Overall, the proposal meets the policies of the Central Area Secondary Plan. The proposed redevelopment of an underutilized site will bring people, both residents and tourists, to Rideau Street and ByWard Market for shopping, dining and other entertainment uses. The development has been sensitively designed to maximize the potential of this section of Rideau Street, including direct frontage and residential access from the Waller Mall.

#### 4.4 Urban Design Guidelines for High-rise Buildings (2018)

In May 2018, City Council approved the new Urban Design Guidelines for High-rise Buildings, replacing the previous version from 2009. The Official Plan defines a high-rise building as one that is ten (10) storeys or more in height. The objectives of the guidelines are to:

- / promote high-rise buildings that contribute to views and vistas and enhance the character and the image of the city;

- / address compatibility and the relationship between high-rise buildings and their existing and planned context;
- / create human-scaled, pedestrian-friendly streets, and attractive public spaces that contribute to liveable, safe and healthy communities;
- / coordinate and integrate parking, services, utilities, and public transit into the design of the building and the site; and
- / promote development that responds to the physical environment and microclimate through design.

The Official Plan provides direction to evaluate the appropriateness of individual sites and to inform many aspects of high-rise design, and the Zoning By-law provides a preliminary framework that addresses issues related to context, massing, shadowing and public space. The Official Plan directs high-rise buildings to areas where intensification is expected and encouraged due to proximity to major transit stations, such as the Central Area.

The most relevant guidelines to the proposed development are discussed in the table below:

**Table 5. Urban Design Guidelines for High-rise Buildings**

Guideline		Proposed Development
<b>1.2</b>	The Official Plan has established a series of views and angular planes in the Central Area and the vicinity to protect the visual integrity of the Parliament Buildings and other important national symbols. These views and angular planes must be respected in the development process. A comprehensive view analysis, including a three-dimensional computer model is required to evaluate the potential impact of the proposed development on these views and view planes.	The proposed building is located in the Area of Background Control, and does not impact any key view corridors identified in Annex 8A of the Official Plan. Various three-dimensional perspectives have been prepared and submitted as part of this application.
<b>1.4</b>	In the absence of Council policies, the proposal for a high-rise development should clarify whether or not the proposed building will be a landmark building or a background building through a thorough context analysis, documented in the Design Brief or Scoped Design Brief.	<p>The proposed building is designed as a background building to complement the emerging pattern of high-rise development along Rideau Street and the area surrounding the ByWard Market.</p> <p>A Design Brief was prepared by Roderick Lahey Architects and submitted under a separate cover.</p>
<b>1.6</b>	If the proposed high-rise building is determined to be a background building that will frame important views and vistas, the context analysis should indicate: <ul style="list-style-type: none"> <li>a. the characteristics of the views and vistas;</li> <li>b. the characteristics of the background that frames the views and vistas, such as the scale, skyline, fenestration patterns, texture, materials, and color; and</li> </ul>	As a background building, the proposed design respects and enhances the overall character of the existing and planned urban fabric and the skyline by maintaining a harmonious relationship with the neighbouring buildings. This is achieved by using height transitions and variation in built form design, fenestration patterns, colour, and materials.

	c. how the proposed high-rise building will respect and enhance the characteristics of the background.	
<b>1.9</b>	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.	The proposed building respects the existing planned views in the area of background control on Annex 8A. The proposed building is designed within the permitted buildable height, includes height transitions, and maintains a consistent low-rise pattern of buildings abutting Rideau Street.
<b>1.10</b>	When a high-rise building or group of high-rise buildings are proposed within an identified growth area, design the buildings nearer the edge of the growth area to be progressively lower in height than those in the “centre.”	The proposed development is located internal to the Central Area along a key theme street, Rideau Street. The proposed height is consistent with the prevailing context along Rideau Street.
<b>1.11</b>	When a high-rise building or group of high-rise buildings are proposed on a site surrounded by other high-rise buildings of consistent height, relate the height and scale of the proposed buildings to the existing context and provide variations	The proposed development includes a podium and tower design similar to other development in the area. However, the proposed design provides some variation in the form of a three (3) storey podium, which differs from the podium to the south across Rideau Street (one storey) and to the north adjacent to the site (1/2 storeys). The three-storey podium height is contextual to the north side of Rideau Street, which includes an oscillating pattern of low-rise building heights.
<b>1.12</b>	Include base buildings that relate directly to the height and typology of the existing or planned streetwall context.	The three (3) storey podium directly reflects the existing and planned context of buildings abutting Rideau Street, including abutting buildings.
<b>1.16</b>	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: a. 1,350m <sup>2</sup> for a corner lot; b. 1,800m <sup>2</sup> for an interior lot or a through lot; c. in areas where land assembly is difficult, the minimum lot area may be reduced without compromising the setback, step back and separation requirements and	The site has a total lot area of 1,239.7 metres, the result of an assembly of three (3) properties. While the site is considered an “interior lot”, the site abuts the Waller Mall to the west which is a City-owned right of way, and the proposal has active uses along this frontage. As such, the site can be treated as a corner lot abutting two municipal rights-of-way. Further, the proposed development meets all of the performance standards under the Zoning By-law, including setbacks, step backs and other transition requirements.

	proponents of a high-rise building may enter into a Limiting Distance Agreement with neighbouring property owners, registered on title.	
<b>1.23</b>	Respect the character of the adjacent heritage buildings by integrating high-quality, contemporary design cues, particularly at the base of the building.	The adjacent building to the east (217 Rideau Street) is on the City off Ottawa Heritage Register. Under Section 27 of the Ontario Heritage Act, municipalities can add properties of cultural heritage value to the Heritage Register, which requires owners to notify the City 60 days prior to a proposed demolition. There are no restrictions under Section 27 with regards to the proposed development. The proposed 3-storey podium is in keeping with the general heights of building facades along Rideau Street, but has a more contemporary design.
<b>2.1</b>	Enhance and create the overall pedestrian experience in the immediate surrounding public spaces (including POPS) through the design of the lower portion, typically the base, of the building, which: a. fits into the existing urban fabric, animates existing public spaces, and frames existing views; and b. creates a new urban fabric, defines and animates new public spaces, and establishes new views.	The proposed podium is consistent with the pattern of facades and building heights along Rideau Street and brings this built form to the Waller Mall. This will help animate the Waller Mall, including the entrance to the residential portion of the proposed development, and redefine the interaction of this site and the pedestrian realm.
<b>2.2</b>	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: a. protects and/or creates views and landmarks; and b. respects and/or enriches urban fabric and skylines	The proposed tower includes a middle (hotel, floors 4-16) and top (residential, floors 17-24) and is sensitively designed with respect to existing high-rise buildings in the area, including an appropriate separation distance (7.5 metres to the property line) to the abutting tower to the north.
<b>2.3</b>	Depending on the function and context, high-rise buildings can take many different forms to serve both the experience and expression functions: a. a high-rise building that includes three distinctive and integrated parts – base, middle, and top is generally accepted as a good approach to built form design in order to effectively achieve many urban design objectives. b. a high-rise building that has a tower (middle + top) with a small floor plate can	The proposed building includes a base, middle and top with progressive reductions in size. The tower itself has a relatively small floorplate.  Podium floorplate: 1,191.1 m <sup>2</sup>  Middle floorplate: 645.86 m <sup>2</sup>  Top floorplate: 590.4 m <sup>2</sup>

	effectively achieve many design objectives in the urban environment.	
<b>2.13</b>	Place the base of a high-rise building to form continuous building edges along streets, parks, and public spaces or Privately Owned Public Space (POPS): a. where there is an existing context of street wall buildings, align the facades of the base with adjacent building facades; b. in the absence of an existing context of street wall buildings, create a new street wall condition to allow for phased development and evolution.	The base (podium) of the proposed building is designed to integrate the Waller Mall with Rideau Street. The three-storey low-profile height is contextual to existing facades along Rideau Street, but presents a more contemporary design.
<b>2.15</b>	The maximum height of the base of a proposed high-rise building should be equal to the width of the ROW (Diagram 2-6) to provide sufficient enclosure for the street without overwhelming the street.	The Rideau Street ROW is approximately 27 metres wide in this area. The proposed three-storey podium is 13.4 metres tall.
<b>2.18</b>	Where there is an existing context of streetwall buildings with consistent height, the base of the proposed high-rise building should respect this condition through setbacks and architectural articulation.	The proposed three-storey podium is consistent with the heights and articulation of other buildings and podiums along Rideau Street.
<b>2.23</b>	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.	The proposed base is highly transparent and includes extensive fenestration at grade. The hotel lobby, bar/lounge, and amenity areas are all located in the podium. The base is clad in coloured corten steel to complement and frame the window walls along Rideau Street and the Waller Mall
<b>2.24</b>	Encourage small tower floor plates to minimize shadow and wind impacts, loss of skyviews, and allow for the passage of natural light into interior spaces:  a. the maximum tower floor plate for a high-rise residential building should be 750m <sup>2</sup>	The proposed tower has a maximum floorplate of 645 m <sup>2</sup> .
<b>2.26</b>	In the Central Area and some areas within the Greenbelt where lot fabric is tight, a reduced separation to a minimum of 15 to 20m respectively may be considered provided the towers are staggered and do not overlap by more than 15 to 20% of the length of the facing facades.	The proposed tower is set back over 7.5 metres from the rear property line, which abuts an existing high-rise tower. The proposed tower is offset to the west to minimize any overlap between the facades and to maximize the effectiveness of the provided separation distance.
<b>2.29</b>	Step back the tower, including the balconies, from the base to allow the base to be the primary defining element for the	The proposed development includes a stepback after the 3 <sup>rd</sup> storey (podium) of 1.66 metres and an additional 1.5 metres at the 17 <sup>th</sup> storey.

	<p>site and the adjacent public realm, reducing the wind impacts, and opening skyviews:</p> <ul style="list-style-type: none"> <li>a. a step back of 3m or greater is encouraged.</li> <li>b. the minimum step back, including the balconies, should be 1.5m; and</li> <li>c. where development lots are very narrow (less than 30m), such as in the Central Area and emerging downtown districts, and a step back is difficult to achieve, use various design techniques to visually delineate the tower from the base. Use other measures to mitigate shadow and wind impacts.</li> </ul>	
<b>2.31</b>	Orient and shape the tower to minimize shadow and wind impacts on the public and private spaces.	Shadowing effects are most impactful to the north and east. As such, the proposed tower is located on the southwest corner of the podium to ensure the shadows fall most prominently on the adjacent podium to the north, and the podium of the subject site.
<b>2.33</b>	For a background building, create a fenestration pattern, and apply colour and texture on the facades that are consistent with and complement the surrounding context.	The proposed building is highly fenestrated and is complemented by textured materials and colours that are modern and respectful of the existing context.
<b>2.37</b>	<p>The top should make an appropriate contribution to the character of the city skyline:</p> <ul style="list-style-type: none"> <li>a. for a background building, the top should fit into the overall character and contribute to the harmony of the city skyline;</li> </ul>	The top of the building is consistent with the rest of the building and fits into the general harmony of the City skyline.
<b>2.39</b>	High-rise buildings in the Central Area should be subject to, and implement the National Capital Commission's Capital Illumination Plan.	The detailed lighting plan will have regard for this Plan.
<b>3.8</b>	Where appropriate, break up larger street blocks or larger development parcels by introducing mid-block pedestrian or multi-use connections, public or private, outdoor or indoor to increase and enhance the overall pedestrian accessibility and walkability of the area.	The Waller Mall is an existing underutilized feature and the proposed development makes use of this mid-block pedestrian connection by orienting the building to create a façade along the mall, including the main entrance to the residential portion of the building.
<b>3.11</b>	Where the main pedestrian entrance is located away from the sidewalk provide a direct, clearly defined pedestrian connection such as a walkway or a	The main entrance to the residential units is located on the Waller Mall. The Waller Mall provides direct pedestrian access to both Rideau Street and George Street.

	pedestrian plaza, between the main pedestrian entrance and the sidewalk.	
<b>3.12</b>	<p>Animate the streets, pathways, parks, open spaces, and POPS by:</p> <ul style="list-style-type: none"> <li>a. introducing commercial and retail uses at grade on streets with commercial character;</li> <li>b. incorporating ground-oriented units with useable front entrances, and front amenity spaces on streets with residential character;</li> <li>c. providing greater floor to ceiling height at the ground floor to allow for flexibility in use over time;</li> <li>d. providing a minimum of 50% of clear bird-friendly glazing on the portions of the ground floor that face the pedestrian realm;</li> </ul>	The proposed development has frontage on both Rideau Street and the Waller Mall, with active entrances on both frontages. The highly fenestrated podium includes pedestrian-oriented uses, such as the hotel bar/lounge. The podium has greater floor-to-ceiling heights than upper-level storeys.
<b>3.14</b>	Locate parking underground or at the rear of the building.	Parking is provided in an underground parking garage, except for two (2) surface parking lots intended for temporary use (drop-off and sign-in).
<b>3.16</b>	Internalize and integrate servicing, loading, and other required utilities into the design of the base of the building, where possible.	The majority of servicing is internal to the building. Loading is located at the rear of the building along the Waller Mall to minimize impacts on the pedestrian and vehicular realms.
<b>3.27</b>	Conduct a shadow analysis for all high-rise developments in accordance with the Shadow Analysis Terms of Reference and indicate how the placement and the built form is designed and shaped to minimize shadow impacts on the surrounding public and private realms.	A Shadow Analysis has been provided as part of the Design Brief submitted with this application.

#### 4.5 City of Ottawa Comprehensive Zoning By-law 2008-250

The subject site is zoned **Mixed-Use Downtown Zone, Schedule 82 (MD S82)** in the City of Ottawa Comprehensive Zoning By-law 2008-250. The purpose of the MD zone is to support the Central Area designation as the central place in the region for employment and shopping while also allowing residential, cultural and entertainment uses. Under the MD zone, Rideau Street is intended to continue to serve as primary business or shopping areas with a distinct character. Development along Rideau Street is intended to be more intense, compatible and complementary development to ensure that the active, pedestrian-oriented environment at street level.

A wide range of uses are permitted in the MD zone, including the proposed uses of **hotel** and **apartment dwelling, mid-high rise**.



Figure 10: Zoning, MD S82.

The proposed development meets all of the applicable performance standards, as shown in the table below:

**Table 6. Zoning Compliance**

PERFORMANCE STANDARD	MD S82	PROVIDED	COMPLIANCE
<b>Min. Lot Area</b> Table 193	No minimum	1,239.7 m <sup>2</sup>	Yes
<b>Min. Lot Width</b> Table 193	No minimum	39.88 m	Yes
<b>Min. Front Yard Setback</b> Table 193	No minimum	0 m	Yes
<b>Min. Interior Side Yard Setback</b> Table 193	No minimum	0 m	Yes
<b>Min. Rear Yard Setback</b> Table 193	No minimum	0 m	Yes
<b>Max. Building Height</b> Schedule 82	139.2-140 easl	Average Mean Grade: 61.9 easl  Building Height: 77.00 – 80.00 metres	Yes
<b>Min. Amenity Space</b> Section 137	6.0 metres per unit: 76 units x 6m = 456m <sup>2</sup>	Private balconies: 392.8m <sup>2</sup>	Yes

PERFORMANCE STANDARD	MD S82	PROVIDED	COMPLIANCE
	Communal Area 50%: 228m <sup>2</sup>	3 <sup>rd</sup> floor communal interior: 835m <sup>2</sup>  3 <sup>rd</sup> floor exterior: 26m <sup>2</sup>  Total: 1,253.8m <sup>2</sup> Total communal: 861m <sup>2</sup>	
<b>Min. Parking Spaces</b> Section 101	Area Z  Residential: 0 spaces (no parking required in Area Z) Visitor: 6 spaces (0.1 per dwelling unit, after the first 12 units.  (76 units – 12 = 64 x 0.1 = 6.4 or 6 spaces)  Hotel: 0 spaces (no parking required in Area Z)	121 spaces provided  Visitor: 6 spaces  Hotel: 115 spaces	Yes
<b>Min. Bicycle Parking</b> Section 111	Residential: 0.5 per residential unit = 38 spaces  Hotel: 1 space per 1,000 m <sup>2</sup> GFA = 9 spaces  Total: 47	99 interior + 10 exterior  Total: 109 spaces	Yes
<b>Min. Drive Aisle Width</b> Section 107	6.0 metres	6.0 metres	Yes
<b>Min. Parking Space Dimensions</b> Section 106	Width: 2.6 metres  Length: 5.2 metres	Width: 2.6 metres  Length: 5.2 metres	Yes

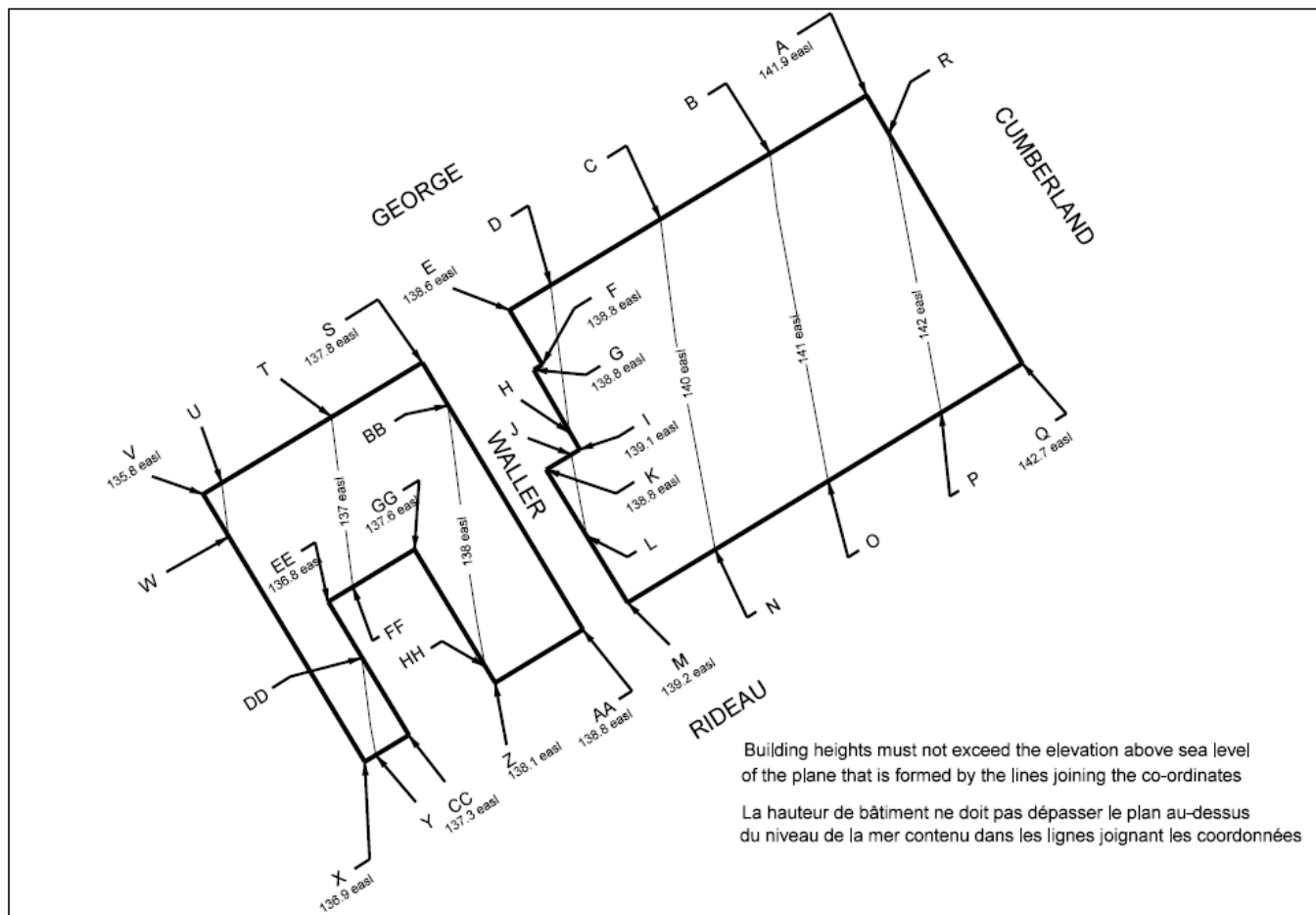


Figure 11: Schedule 82.

In considering the proposed development and applicable policy framework, it is our professional opinion that the proposed development represents good planning and is in the public interest for the following reasons:

### **CONSISTENT WITH THE PROVINCIAL POLICY STATEMENT**

The proposed development is consistent with the Provincial Policy Statement which promotes the development of serviced, underutilized lands located within settlement areas and proposes an efficient, cost-effective pattern of development, capitalizes on an intensification opportunity within the City, and anticipates future needs of the community in which it is located.

### **CONFORMS TO THE CITY OF OTTAWA OFFICIAL PLAN**

The proposed development conforms to the City of Ottawa Official Plan as it represents an opportunity for intensification in the Central Area that supports its role as a tourism and commercial core within the heart of the City of Ottawa. The proposed development is consistent with the policies of the plan regarding growth management and compatibility with existing and planned development.

### **MEETS APPLICABLE DESIGN GUIDELINES**

The proposed development generally meets the design direction provided in the Urban Design Guidelines for High-rise Buildings and the Official Plan. The proposed development takes advantage of an infill opportunity and contributes to reinforcing the streetscape along Rideau Street and the pedestrian-oriented Waller Mall.

### **MAINTAINS THE GENERAL INTENT OF THE ZONING BY-LAW**

The proposed development is consistent with the intent of the zoning by-law, as it proposes the redevelopment of an underutilized site in the Central Area. The proposed building will enhance the street edge along Rideau Street, while the podium/tower design ensures compatibility with adjacent development. The Mixed-Use Downtown zone permits development that maximizes the potential of a site, and the proposed development provides appropriate transition in the form of step backs at upper floors and appropriate tower separation to the tower to the north.

### **REPRESENTS GOOD PLANNING**

Overall, the proposed development advances several key policy objectives at the Provincial and Municipal levels including: optimizing the use of serviced lands within the existing urban boundary, promoting residential intensification within the urban boundary, supporting local tourism and commercial uses, and promoting mixed use development in proximity to transit.

Based on the above analysis, the proposed development represents good planning and is therefore in the public interest.



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