



## **70 Nicholas Street, Ottawa**

Planning Rationale  
Zoning By-law Amendment & Site Plan Control Applications  
November 15, 2021



Prepared for The Cadillac Fairview Corporation Limited

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# 1.0

## Introduction

Fotenn Planning + Design has been retained by the Cadillac Fairview corporation Limited to prepare this Planning Rationale in support of Zoning By-law Amendment and Site Plan Control applications, which are intended to facilitate the proposed development on the lands municipally known as 70 Nicholas Street in the City of Ottawa.

The purpose of the applications is to permit the redevelopment of the property with a high-rise, mixed-use building with commercial uses at-grade along Nicholas Street and residential units with significant communal amenity space above. The preservation, integration, and adaptive re-use of the existing heritage structure (City Registry Office) is an integral aspect of the proposed redevelopment program.

The coordination of the proposed development with the CF Rideau Centre shopping centre, Westin Hotel, Shaw Convention Centre and associated vehicle access and loading areas, was a critical part of the design process.

To facilitate the proposed development, Zoning By-law Amendment, Site Plan Control, and Heritage Permit applications are required.

The Zoning By-law Amendment (ZBA) proposes to facilitate the development through requesting relief from various provisions of the Ottawa Comprehensive Zoning By-law. The requested amendments are detailed further in Section 5 of this report and involve relief from the Heritage Overlay provisions of Section 60 and addressing minor non-compliance with certain provisions of the “Mixed Use Downtown, Exception 1425, Schedule 57 (MD[1425] S57)” such as provisions regulating minimum at-grade active frontage along Nicholas Street and the requirements for visitor parking spaces.

A new site-specific exception will establish permitted setbacks and stepbacks, while also addressing necessary relief from specific provisions of the current zone as detailed throughout this report.



Figure 1: Proposed Residential Entry (Looking Northwest from Nicholas Street)

Finally, a Site Plan Control Application for the proposed development has also been submitted to further detail site-specific design considerations such as landscaping, servicing locations, access/egress, and building materiality.

A Heritage Permit Application will also be submitted in the future to facilitate the proposed development. The Heritage Permit Application is required given the City Registry Office (CRO) located on the subject property being designated under Part IV of the Ontario Heritage Act. The CRO is proposed to be restored, relocated and integrated into the proposed development as a defining element. As detailed throughout this report and within the submitted Cultural Heritage Impact Statement, the heritage attributes listed in the designation by-law include the round headed window and door arches with rusticated quoins, the salmon-gold brick, and the barrel vault ceiling.

## 1.1 Public Consultation Strategy

Pursuant to the City's Public Notification and Consultation Policy, the above noted applications will follow the Council-approved procedures for notification and consultation.

The required pre-application consultation meeting was held on May 12, 2021, which involved City Staff and representatives from the Action Sandy Hill Community Association. Cadillac Fairview has also met with Councillor Fleury to provide an overview of the proposal. On July 9, 2021, an earlier interaction of the proposed design was presented to the Urban Design Review Panel for an informal review.

These formal and informal discussions will continue to occur following submission of the application package. It is anticipated that the Councillor will host a community information session following the submission of the applications to share the proposed development with the public. Additional public consultation events may be organized if requested by the Ward Councillor and/or Community Associations.

Other means of engagement and opportunities for input may include the statutory posting of notification signs by the City, posting on the City's Development Application (DevApps) website, a formal review by the Urban Design Review Panel (which is open to the public), and the statutory public meeting at Planning Committee.



## Site Context and Surrounding Area

The subject property is located on the city block bordered by Nicholas Street to the east, CF Rideau Centre to the west, Daly Avenue to the north, and the MacKenzie King Bridge to the south, in the Sandy Hill/ByWard Market neighbourhoods of the City of Ottawa.

The submitted applications pertain to the lands at 70 Nicholas Street in the City of Ottawa, commonly referred to as the “City Registry Office” site which forms part of the larger CF Rideau Centre property. The subject portion of the lot has approximately 107 metres of frontage along Nicholas Street, and approximately 38 metres of frontage along Daly Avenue, with a total area of 2,986 square metres.

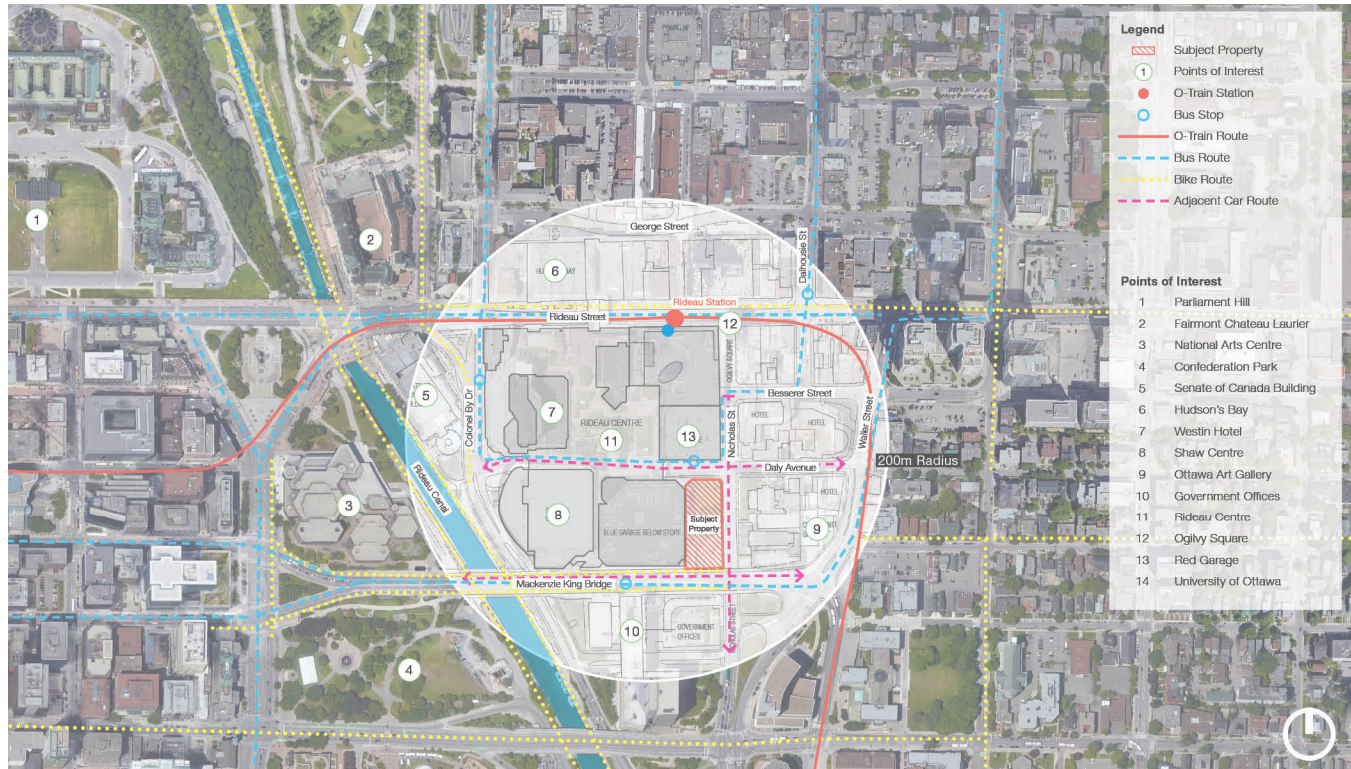


Figure 2: Site Context Aerial (Subject Property Noted)

The subject portion of the subject property is currently occupied by the City Registry Office; a structure designated under Part IV of the Ontario Heritage Act while the balance of the site is vacant. A pedestrian access to the CF Rideau Centre is provided along the north edge of the site (abutting Daly Avenue) while existing parking and loading accesses are located on the south edge of the subject property, abutting the Mackenzie King Bridge.

As noted, the subject property is located within the ByWard Market/Sandy Hill neighbourhoods, which is a large and diverse urban neighbourhood located immediately east of the City's downtown core. The subject property is within 250 metres walking distance of Rideau station on the City's east-west Confederation Line light rail transit (LRT) system. The subject property is also in proximity to the main campus of the University of Ottawa, the Central Business District, City Hall, the Parliament Buildings, and many other key institutions and employment uses. The immediate area comprises a mix of uses and building forms and is characterized predominantly by commercial and institutional uses in the mid-to high-rise height category.

The City Registry Office forms part of the “Judicial District” together with buildings to the east including the former courthouse, the Albion Hotel, and the Nicholas Jail.

Importantly, the subject property is not within immediate proximity to any sensitive residential or public amenity spaces that could be adversely impacted by the proposed development.

## 2.1 Surrounding Area

The surrounding community is characterized by a mix of land uses, including residential, institutional, and commercial. Surrounding land uses are described as follows:

**North:** The subject property abuts Daly Avenue on its norther boundary. Further north of the subject property is a multi-level publicly accessible parking garage with access from Daly Street. Further north is the By-ward Market and ultimately the Ottawa River.

**East:** The subject property abuts Nicholas Street on its eastern boundary. The lands further east of the subject property consist of institutional uses within the Ottawa Arts Court campus. Also east of the subject property is the Ottawa Youth Hostel. The buildings east of the property along with the City Registry Office form part of the Judicial District; an important heritage building cluster in the City that also includes the Albion Hotel, former Courthouse, and Jail.

**South:** The subject property is bordered to the south by the MacKenzie King Bridge (an elevated crossing over Nicholas). Further east is the main Campus of Ottawa University as well as UOttawa Station, and the Rideau Canal Eastern Pathway.

**West:** The subject property is bordered to the west by the existing commercial retail mall known as the CF Rideau Centre. The interface with this portion of the mall consists of a predominantly blank three-storey high precast concrete wall. Further west is the Central Business District of Ottawa, Ottawa City Hall, and the Federal Parliament buildings.



Figure 3: Existing Street Context



## 2.2 Road Network

The subject property is well served with respect to the existing road network with Nicholas Street identified as an Arterial Roadway on Schedule F of the Official Plan (Central Area/Inner City Road Network). The subject property is also in proximity to a series of other arterials crossing the downtown core north-south and east-west.

Arterial Roadways are roads within the city intended to carry higher volumes of traffic to local and regional destinations. These roadways function as major public and infrastructure corridors that are intended to accommodate not only vehicular traffic but also public transit, pedestrians, cyclists and public utilities. Due to their intended function Arterial Roadways are generally best suited for increased activity as a result of residential and commercial intensification.

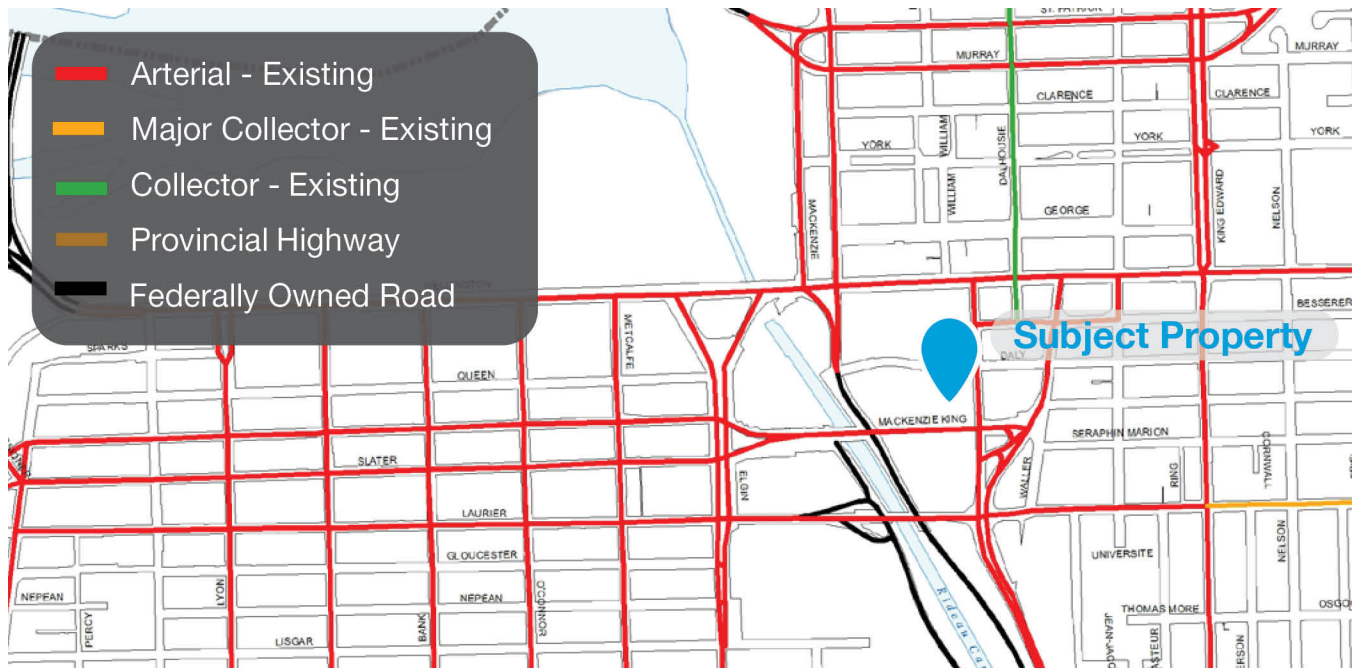


Figure 4: Excerpt from Schedule F, Central Area/Inner City Road Network, City of Ottawa Official Plan

## 2.3 Transit Network

The subject property is also well served by public transit options. The property is located approximately 250 metres walking distance from the nearest rapid transit station on the Confederation Line (Rideau). The subject property is also well served by local transit routes along Daly Avenue, Waller Street, and Rideau Street, a designated Transit Priority Corridor on Schedule D of the Official Plan.

## 2.4 Active Transportation Network

The subject property is located within an established and well served mixed-use neighbourhood in the heart of central Ottawa. The site context offers ease of access to a full array of amenities, educational facilities, recreation options, and employment opportunities reducing the need for private personal vehicle trips for future residents and visitors of the proposed building.

Mackenzie King Bridge (Albert/Slater to the west) is designated as a cycling spine route on Schedule C of the Official Plan and provides connection to the greater Ottawa cycling network. This corridor delivers east-west connections and provides cyclists safe and convenient access to and from the downtown core, as well as improving overall connectivity by



intersecting with the north-south crosstown bikeway along O'Connor Street. The subject property is also in proximity to the Rideau Canal Eastern multi-use pathway and Confederation Line multi-use pathway as designated on Schedule C of the Official Plan.

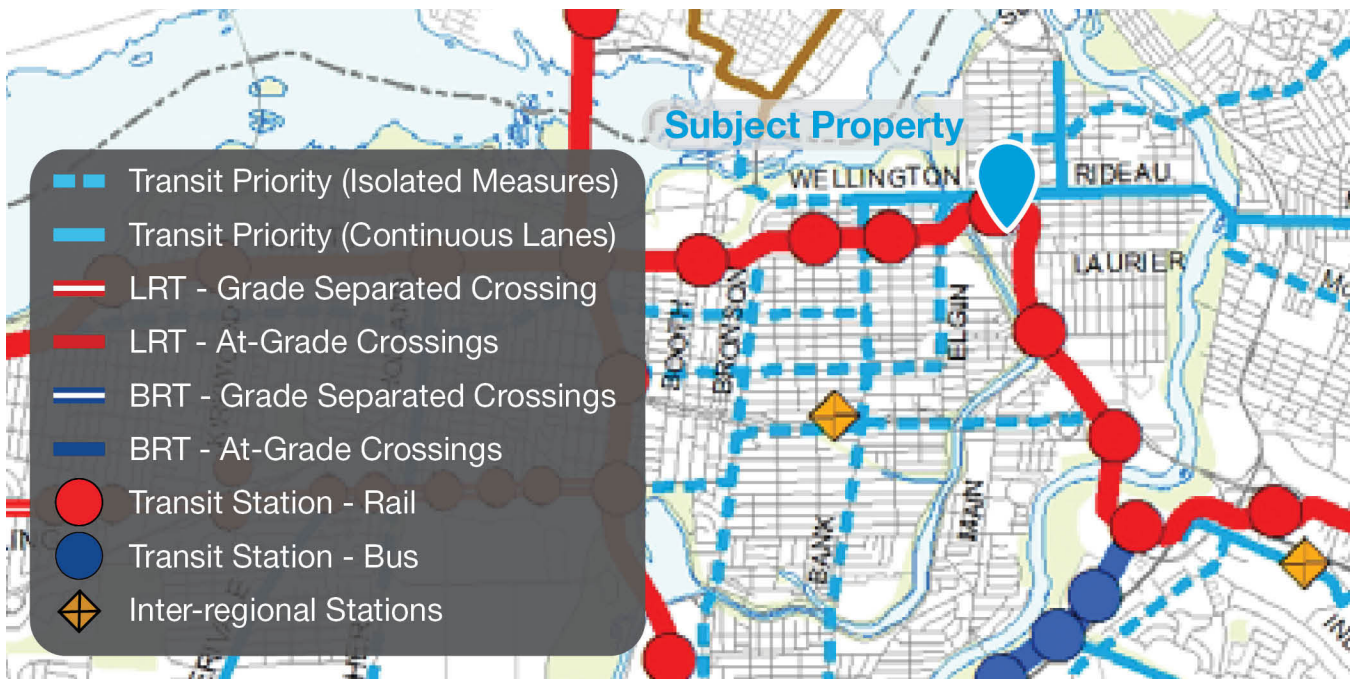


Figure 5: Excerpt from Schedule D, Rapid Transit Network, City of Ottawa Official Plan

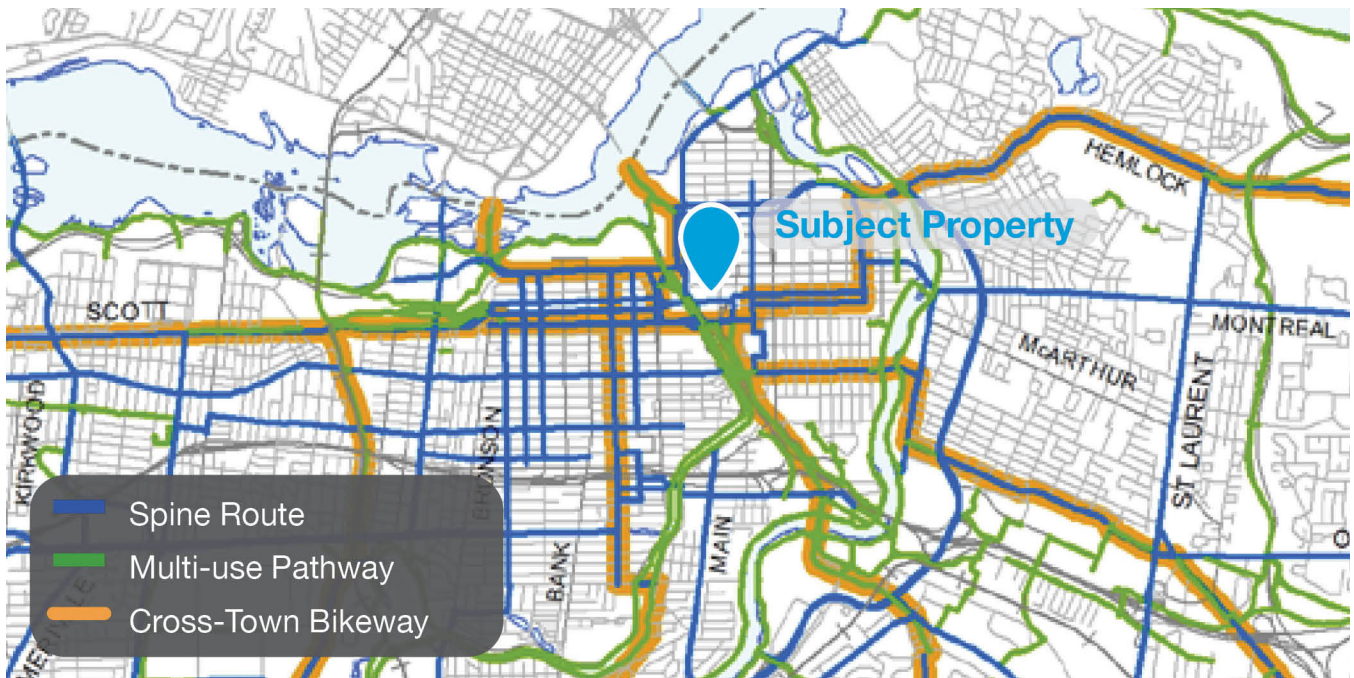


Figure 6: Excerpt from Schedule C, Primary Urban Cycling Network, City of Ottawa Official Plan

The subject property is appropriately situated for active modes of transportation and is in proximity to the Central Business District, University of Ottawa Main Campus, CF Rideau Centre, recreational facilities, institutional uses, and service and commercial areas located in the immediate area. The site is also within walking distance of Ottawa's Central Area and downtown core.

## Proposed Development

The proposed development consists of a high-rise mixed-use building including a total of 280 apartment dwelling units above at-grade retail space. The development proposes the relocation of the City Registry Office further north on the site to be integrated into the base of the new development providing a unique and interesting retail space with outdoor seating space. The upper floors of the building are visually separated into two volumes – 20 storeys for the north and 21 storeys for the south. The lower floors of the building are highly transparent and integrate the main access points, communal amenity space, building services, enclosed bicycle parking, personal storage space, and the at-grade commercial component of the building.

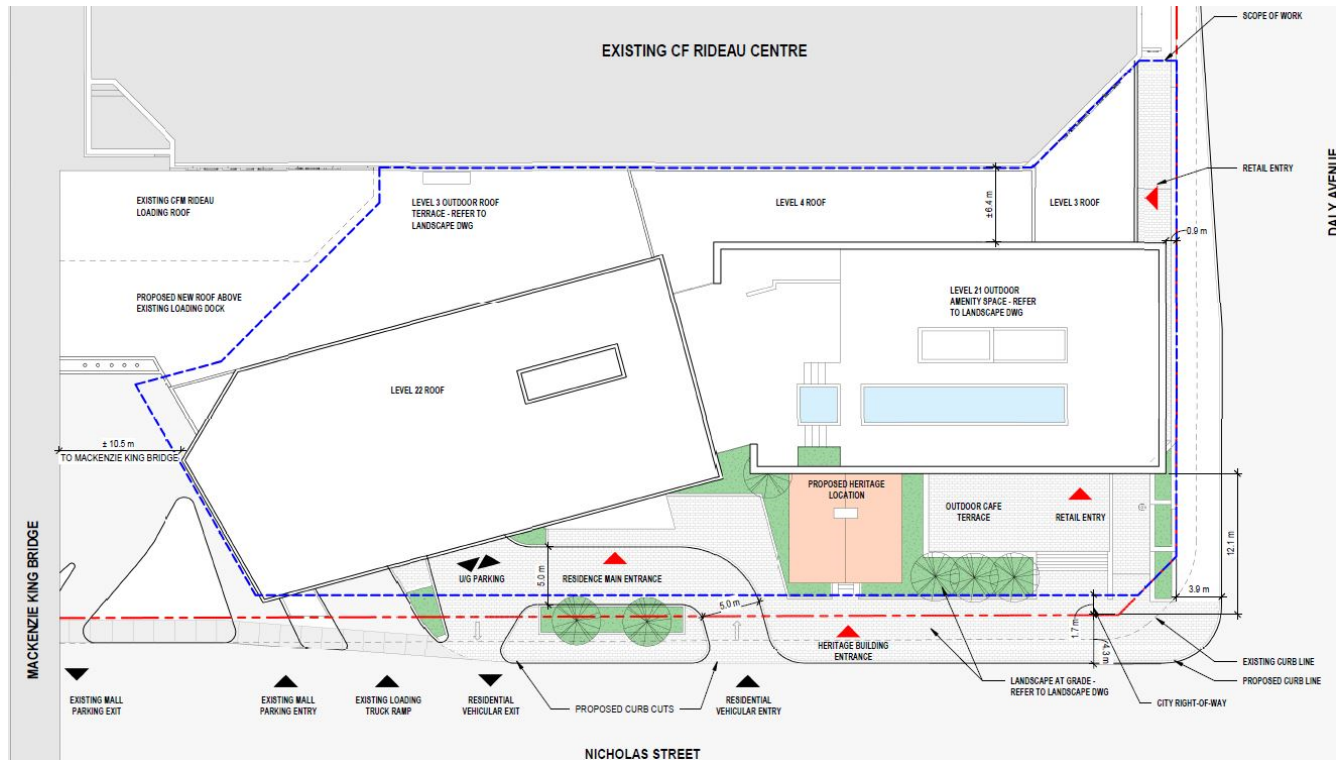


Figure 7: Proposed Site Plan

The recessed articulation and materiality changes of the two distinct portions of the building reinforces the separation of the two tall building components. The north volume is set back 12.4 metres from Nicholas Street to allow space for a widened sidewalk and the public realm, the proposed at-grade commercial plaza framed by the retained heritage building, and the revised mall access ramp running parallel to Daly Avenue. The south volume is angled, contributing to a more interesting building articulation, and providing additional separation and amenity space along its west side. The rooftop amenity space with dog run above will provide amenity space for residents and will soften the edge of the Mackenzie King Bridge sidewalk.

The proposed development includes a total of 280 dwelling units including a mix of 1- and 2-bedroom units. The ground floor of the building includes 230 square metres of retail spaces in addition to an enhanced and improved pedestrian access to the CF Rideau Centre shopping centre. The retail space includes the restored City Registry Office.

The lower three (3) floors of the building are dedicated to lobby, bike storage, building service, and amenity spaces. A highly-transparent, double-high lobby space abuts Nicholas Street and provides an engaging streetscape while providing space around the City Registry Office. The southerly portions of the ground floor provide building services and access to



resident bike storage and storage lockers. The third floor provides additional amenity spaces including a gym, theatre, playrooms, lounge space and yoga room. The lounge also provides direct access to the south-facing rooftop garden space abutting the Mackenzie King Bridge. The building provides an additional amenity space on the rooftop including additional lounge rooms and a rooftop pool and outdoor terrace. In total, 7,118 square metres of amenity are provided including 2,429 square metres of communal amenity area.



Figure 8: Proposed Development (Looking Southwest from Daly/Nicholas)

The proposed development includes 102 underground parking spaces within a new, two (2) level parking garage accessed from a new vehicle ramp via Nicholas Street at the south end of the subject property. The new garage is intentionally separate from the larger Rideau Centre parking garage and will provide parking for residents of the residential building only. No visitor parking is proposed given the adjacency of large parking garages. In addition to vehicular parking, a total of 241 bike parking spaces (228 for residents + 13 for visitors) are provided within the first storey of the proposed building. Bike parking is accessed at the south end of the building and provides convenient storage for residents and visitors.

The public realm abutting Nicholas Street is proposed to be significantly enhanced through a widened sidewalk (created through large setbacks and removal of a vehicular lane along Nicholas Street), and landscape treatment. An enhanced pedestrian access to the CF Rideau Centre will articulate the north edge of the site. On the north side of the City Registry Office, an elevated courtyard provides flexibility for future tenants to have outdoor seating. South of the City Registry Office, a new lay-by access is proposed for ride-share drop-offs and deliveries. The access is intended to operate as a one-way access from north to south. The new vehicular access is proposed at the south end of the subject property and provides two-way access to the new parking garage. The loading area and parking garage access for the CF Rideau Centre has been significantly reduced in width to minimize the impact on the streetscape, while maintaining the critical function.

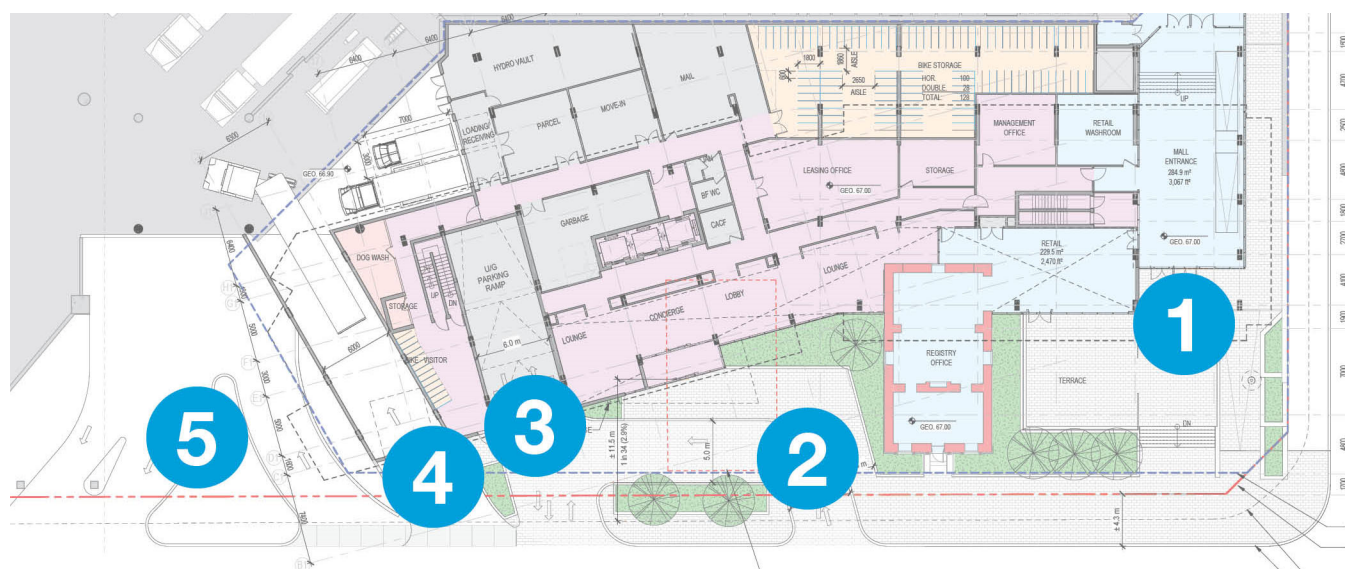


Figure 9: Proposed Access Points (1 - Revised pedestrian western access to CF Rideau Centre; 2 - Vehicle Lay-By Area for residential entrance; 3 - Underground parking access for proposed building; 4 - CF Rideau Centre & Shaw Convention Centre loading area access; 5 - CF Rideau Centre & Shaw Convention Centre visitor parking area access)

### 3.1.1 Integration to the CF Rideau Centre and Shaw Centre

Integration and compatibility with the existing CF Rideau Centre to the west was a critical consideration of the proposed design. The subject property protects the necessary loading dock access from Nicholas Street for the CF Rideau Centre and Shaw Centre as well as visitor and employee parking access to the mall. These existing connections are essential to the operations of the mall and convention centre and are therefore necessary to be retained during construction and long-term.

Access to the parking and loading has been reduced in width to minimize the impact on the streetscape. The proposed development would also cover a significant portion of the loading area to soften the experience overlooking the Mackenzie King Bridge.

To maintain pedestrian access to the CF Rideau Centre from Nicholas Street, an enclosed pedestrian atrium and access ramp feature has been included in the site design/layout.

### **3.1.2 Heritage Conservation**

The City Registry Office is a heritage property designated under Part IV of the Ontario Heritage Act and is currently located at the centre of the subject property. The proposed development seeks to retain, relocate, and restore the heritage building and integrate it into the ground floor of the proposed development. The building would be relocated to the north and set back from Nicholas Street where it will define the front facing facade of the building and offer opportunities for at-grade commercial uses.

The heritage building is envisioned as a part of the at-grade retail area of the building which will have a total area of about 230 square metres. The heritage building is intended to be respectfully integrated into the proposed design, accentuating its prominent historic features. A Cultural Heritage Impact Statement has been filed in support of the applications and addresses the heritage considerations in greater detail.



## Policy and Regulatory Framework

### 4.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) 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 are to identify and promote opportunities for intensification and redevelopment.

As discussed above, 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:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;

Policy 1.1.3.1 and 1.1.3.2 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:

- a) Densities and a mix of land uses which:
  - 1. Efficiently use land and resources;
  - 2. 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;
  - 3. Minimize negative impacts to air quality and climate change, and promote energy efficiency;
  - 4. Support active transportation;
  - 5. 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 shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area.

Policy 1.6.7.2 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 1.7.1.3 states that long-term economic prosperity should be supported by encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.

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:

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

Policy 2.6 addresses cultural heritage and archaeology. 2.6.1 states that significant built heritage resources and significant cultural heritage landscapes shall be conserved.

**The proposed development is consistent with the policies of the Provincial Policy Statement as it retains a Part IV designated heritage building and represents efficient, cost-effective growth, intensifying an underutilized property within an existing community and in proximity to transit that is well suited to accommodate the proposed mixed-use development.**

**The design of the new building and especially those portions directly interacting with the heritage building contain complementary and appropriate materials and design choices. The proposal ensures the heritage building remains as a prominent feature on the site while maintaining the original orientation to the street and relationship to other heritage buildings in the immediate context. This establishes a strong functionality for the site while ensuring the height, form, and massing of the new building do not detract from the existing heritage attributes. A Cultural Heritage Impact Statement addressing heritage conservation in more detail has also been filed in support of the submitted applications.**

**The proposed development represents an efficient redevelopment of the lands proposing a compact form and residential uses in proximity to existing transit, amenities, and public services. The development will promote active transportation given its location within the City's network of pedestrian and cycling infrastructure.**

**The range of unit sizes provided will ensure a diversity of housing opportunities in this area. Residential intensification of the currently underutilized subject property will make efficient use of existing infrastructure, public service facilities, and will support the City's investment and commitment to public transit.**

## 4.2 City of Ottawa Official Plan

The overarching policy document directing development, land use, and growth in the City of Ottawa, the City of Ottawa Official Plan ('Official Plan'), is composed of eight sections. Each of these addresses a different aspect of the planned

function of the City as a whole. Section 2 of the Official Plan provides Strategic Directions on growth and development within the City.

#### 4.2.1 Managing Growth

Ottawa's population is projected to grow by up to 30 percent by 2031. At the same time, it is anticipated that the number of people per household will decline, resulting in the need for approximately 145,000 new homes in Ottawa by 2031. The City anticipates that approximately 90 percent of the growth in population, jobs and housing will be accommodated within the urban area, and one third of housing growth is anticipated to occur within the Greenbelt. Much of the demand for new housing is anticipated to be in the form of smaller units such as apartments or condominiums.

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 is to be distributed throughout the urban area to strengthen liveable communities through intensification and infill as well as new development on vacant land in designated growth areas. 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 is considered residential intensification as defined by Section 2.2.2, policy 1 of the Official Plan.**

The Official Plan identifies specific land use designations, including the Central Area, Mixed-Use Centres, and Mainstreets, as target areas for intensification given their location on the rapid transit and transit priority network as defined by Schedule D of the Official Plan. Minimum density targets for many of these areas are defined in Figure 2.3 of the Official Plan. Within the Central Area, the Official Plan sets a target of 500 people and jobs per gross hectare in Figure 2.3.

**The subject property is located within a target area for intensification and will contribute to achieving the City's target density for residents and jobs within the Central Area.**

Policy 10 of Section 2.2.2 states that intensification may occur in a variety of built forms provided urban design and compatibility objectives are met. Policy 11 states that the distribution of appropriate building heights will be determined by the location in a target area for intensification (such as the Central Area); and, the design and compatibility of the development with the surrounding context and planned function as detailed in Section 4.11 (discussed below), with buildings clustered with other buildings of similar height.

The Official Plan defines building heights as follows:

- / Low-Rise: 4 storeys or less
- / Mid-Rise: 5 to 9 storeys
- / High-Rise: 10 to 30 storeys



/ High-Rise 31+: 31 storeys or greater

Policy 14 of Section 2.2.2 notes that building heights are established in the land use designation policies of Section 3 of the Official Plan but notes that Secondary Plans may specify greater or lesser building heights where the heights are consistent with the strategic directions of Section 2.

**The proposed development represents a high-rise intensification of the subject property. The site is within a target area for intensification and has been carefully designed to ensure compatibility with the surrounding community and an appropriate scale for the area. Further discussion on compatibility and design is detailed below.**

#### 4.2.2 Land Use Designation

The subject property is located within the Central Area on Schedule B of the Official Plan (OP). The Central Area is the economic and cultural heart of the city providing a combination of employment, government, retail, housing, entertainment, and cultural activities. In this designation, the Official Plan states that new buildings will reflect a human scale of development and will be guided by design criteria which will result in an enhanced pedestrian environment. Further, the Official Plan states that the Central Area's unique heritage resources will be protected and enhanced through new development which respects and complements nearby heritage buildings.

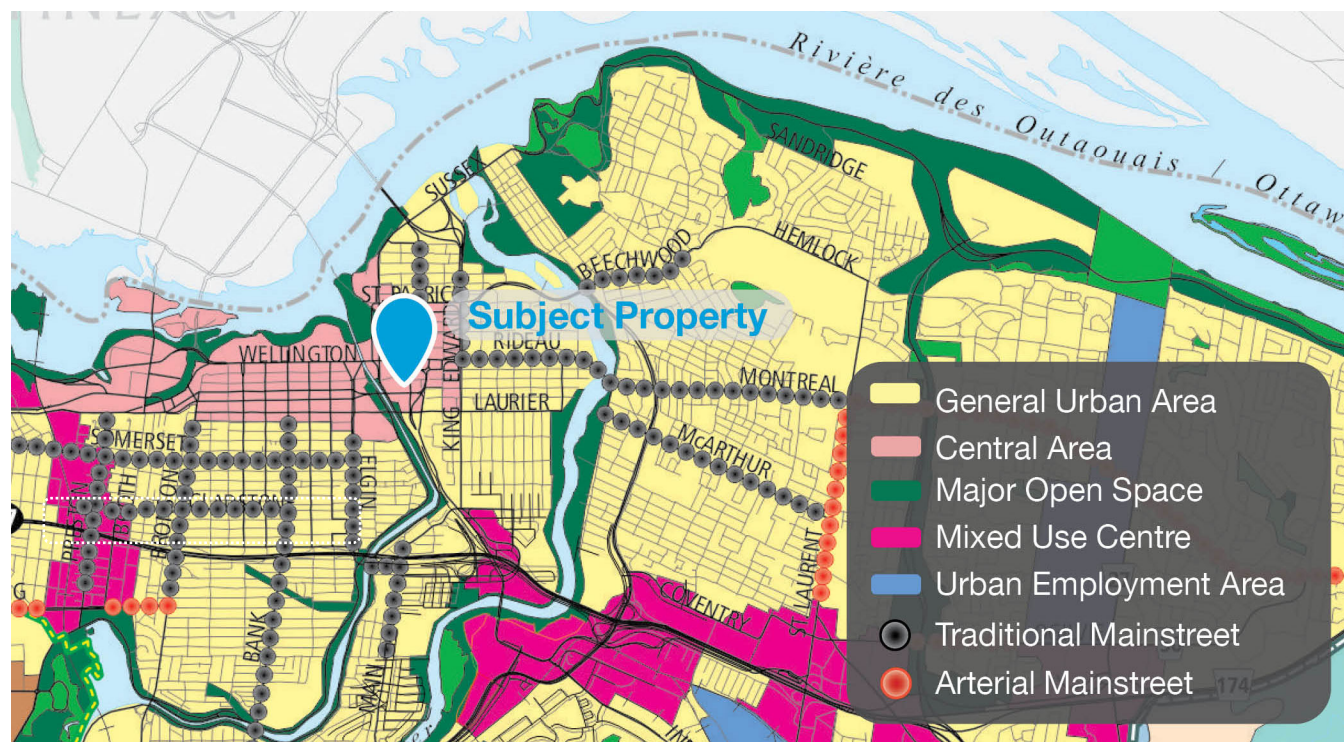


Figure 10: Excerpt from Schedule B, Urban Policy Plan, City of Ottawa Official Plan

Policy 2(d) of Section 3.6.6. states that the City will support the Central Area's role by ensuring development applications have regard for the Central Area Secondary Plan policies to enhance the physical character, identity, and unique heritage resources of the Central Area's distinctive streets, theme streets, character areas, and heritage conservation districts.

**The proposed development's adherence to the Central Area Secondary Plan is discussed in greater detail in Section 4.4 of this report.**

Policy 2(e) establishes the importance of protecting the visual integrity and symbolic primacy of the Parliament Buildings and other national symbols as seen from Confederation Boulevard and the main approach routes to the Central Area, depicted as key viewpoints and view sequences on Annex 8A – Central Area Key Views and View Sequences of the Parliament Buildings and Other National Symbols.

Policy 2(e) states that buildings constructed in those areas designated on Annex 8A as areas of foreground height control, do not visually obstruct the foreground of views of the Parliament Buildings and other national symbols, as seen from the key viewpoints and view sequences indicated on Annex 8A.

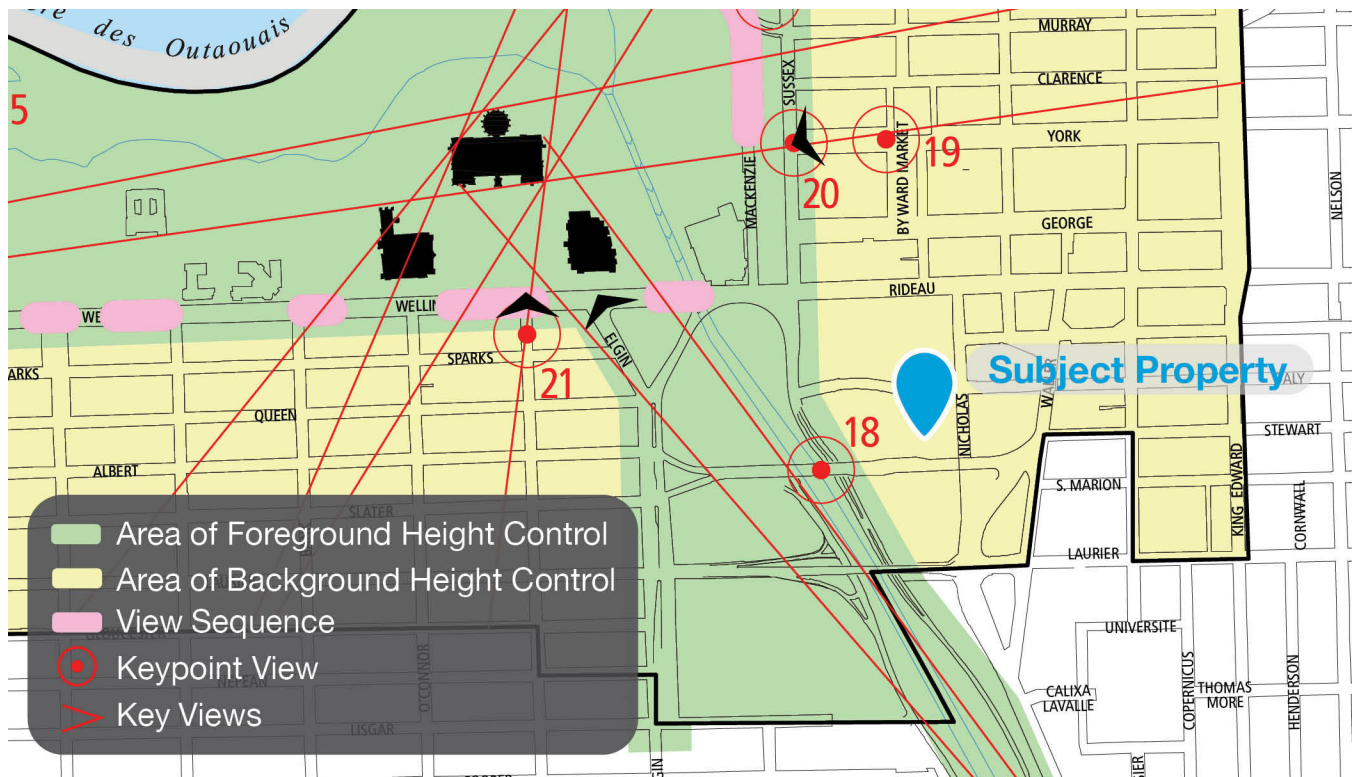


Figure 11: Excerpt from Annex 8A, Central Area Key Viewpoints of the Parliament Buildings and Other National Symbols, City of Ottawa Official Plan

Annex 8B establishes maximum building heights and angular planes for the Central Area, including the subject property. This annex has been translated into site-specific zoning schedules for all the properties captured within the annex.

**The subject site is not located within a key view plane as indicated on Annex 8A of the Official Plan but is located in the area of background height control. The proposed maximum building height adheres to the objectives of Annex 8A and does not project into the identified protected view planes. The site-specific Zoning schedule applying to the subject property from Annex 8B is discussed below.**

Policy 6 of Section 3.6.6 states that the City shall improve and enhance the pedestrian environment in the Central Area by:

- Providing outdoor/indoor green open space and pedestrian amenity areas (including interim green spaces on vacant lands) such as pocket parks, plazas, green rooftops and/or indoor winter gardens;
- Providing soft and hard landscaping elements, including tree plantings, which contribute and are sensitive to the character of the area;
- Providing sheltered and sunlit seating areas and comfort stations where appropriate

- d) Protecting and enhancing established public courtyards, pedestrian malls and circulation systems in the Central Area;
- e) Preserving the established architectural integrity of existing buildings, streets and areas;
- f) Ensuring buildings are designed and sited to minimize sun shadowing and provide appropriate wind attenuation, where required, on public open spaces and pedestrian corridors;
- g) Ensuring the provision of at-grade street-oriented uses with their principal entrances fronting on the sidewalk and providing a continuity of weather protection;
- h) Considering appropriate safety and public security measures, including, design for safety, lighting and site visibility for all development proposals and public improvements.

Policy 8 references policy direction to give walking, cycling and public transit priority in the Central Area.

**The existing condition of the subject property is characterized by predominantly vacant lands, and significant hardscape providing vehicle and loading access to the CF Rideau Centre and the Shaw Convention Centre. The public realm and pedestrian experience is proposed to be significantly enhanced on this portion of Nicholas Street with active at-grade uses and the retained heritage building framing the street, reduced street width, transparent glazing, increased sidewalk widths, and a comprehensive landscape plan interfacing with the public realm. Ground-floor commercial space is proposed as part of the development to complement and serve the residents of the new building and those in the surrounding community.**

Finally, Policy 9 of Section 3.6.6 states that the City will ensure that parking and loading facilities address the unique role of the Central Area and contribute to an enjoyable, safe and secure pedestrian environment by limiting temporary facilities, and mitigating their impact.

**The proposed development conforms to the Central Area policies detailed in Section 3.6.6 of the Official Plan. As noted above, the Central Area is identified in the Official Plan as a target area for intensification. The proposed development will help achieve the goal for intensification within the downtown core by redeveloping a vacant parcel that is within the core and in proximity to rapid transit, services, and amenities.**

**The proposed 21-storey height is permitted as per the policy framework and respects the established maximum building heights and angular plane requirements. The proposed development will contribute to a range of housing types and tenures within the area. This residential intensification will promote the Official Plan's objectives of making the Central Area a hub of activity for the region.**

**The proposed development is in an area of the City that is well-served by nearby services, amenities, recreational opportunities, and employment areas and therefore will promote walking, cycling and public transit priority in the Central Area as per Section 3.6.6.**

#### **4.2.3 Urban Design and Compatibility**

High-quality urban design is critical for all aspects of development on the subject property, given its location within a Design Priority Area. Two sections of the Official Plan provide design guidance on achieving high-quality urban design and compatibility with the existing and planned built context. Section 2.5.1 of the Official Plan sets out seven high-level design objectives which are broadly applicable on a city-wide basis. Section 4.11 of the Official Plan sets more specific criteria for certain classes of development.

Section 2.5.1 addresses community design, setting high level objectives to encourage good urban design and high-quality architecture. The section applies particularly to new, higher-density infill in existing urban areas. Development must be sensitive to and compatible with existing communities that have developed over long periods of time. Compatible development is identified as development that, although 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. Compatible development 'fits well' within the physical context and 'works well' among those functions that surround it.

The proposed development responds to the identified Design Objectives in the following way:

To enhance the sense of community by creating and maintaining places with their own distinct identity.	<b>The proposed development will greatly improve the existing condition of this portion of the property. The proposal seeks to redevelop and intensify an underutilized property, which will assist in positively enclosing the street edge and improving the public realm with an increased sidewalk width, active uses at-grade, improved landscaping program, and residential units above. The retention and integration of the heritage structure into the new building will act as a gateway into the area and will promote a distinct identity for the site in relation to the other heritage buildings within the Judicial District.</b>
To define quality public and private spaces through development.	<p><b>The proposed development encloses the street edge with active, at-grade (commercial) uses and prominent residential entrances that feature large amounts of glazing and active entrances to the sidewalk.</b></p> <p><b>The upper storeys of the building are visually separated into two volumes through a change in orientation, materiality, and balcony pattern. The proposed retail plaza and retained heritage building will also contribute to a more animated street frontage. The existing pedestrian access to the CF Rideau Centre is retained and improved with an enclosed atrium-style walkway accessed from Nicholas and running parallel to Daly Avenue.</b></p> <p><b>Within the building, the rooftop amenity space is adequately setback from the building's exterior walls and provides for active and passive activities for residents and visitors. Along with the rooftop amenity space, the third-floor communal amenity and interior amenity will provide a high-quality and unique space for residents and their guests. This will be complemented by private balconies and terraces throughout the building.</b></p>
To create places that are safe, accessible and are easy to get to.	<b>The proposed development provides adequate glazing and outdoor amenity spaces that improve passive surveillance along the street and has been designed to enclose the street edge and improve the public realm.</b>
To ensure that new development respects the character of existing areas.	<p><b>The existing condition of the area is characterized by large commercial and institutional uses with significant car-oriented elements.</b></p> <p><b>The existing condition will be significantly improved through the proposed redevelopment of the site. The design of the building contemplates a built form that is compatible within the nearby context and the planned function of the area. The high-rise built form responds to the policies and regulations established for building heights within the Central Area Designation of the OP while also providing an appropriate building layout and ensuring that the front, rear, and side yards interface appropriately with the existing community.</b></p> <p><b>The proposed development respects the existing permitted heights prescribed by the OP and zoning for the lands and does not rise above the ridgeline of the</b></p>

	roof of the Centre block or visually impact or overwhelm the silhouette of the parliament buildings.
To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.	<p><b>The proposal considers adaptability and diversity by intensifying the prominent property and adding to the diversity of housing types and commercial opportunities available in the area.</b></p> <p><b>An integral aspect of the proposed redevelopment is the retention and re-integration of the City Registry Office into the overall development program. Further, the proposed development integrates into the CF Rideau Centre complex aesthetically and functionally to ensure the continued operational success of the existing and future users of the property and vibrancy of the mall.</b></p>

Given the location of the subject property within the Central Area Designation of the Official Plan, the proposed development is within a Design Priority Area per policy 4 of Section 2.5.1 and is therefore subject to review by the City's Urban Design Review Panel (UDRP) following application submission. The UDRP is instructed to review developments against the criteria set out in Section 4.11 of the Official Plan. Requests for additional height and density are also evaluated against criteria set out in this section of the Official Plan.



Figure 12: View Looking Northwest of the Proposed Development in Context

The following table explains how the proposed development responds to the applicable compatibility criteria of Section 4.11:

	Policy	Proposed Development
1.	A Design Brief will be required as part of a complete application, except where identified in the Design Brief Terms of Reference. The focus of this Brief will vary depending on the nature of the development.	<b>The required Design Brief has been submitted within this application package under separate cover.</b>
<b>Building Design</b>		
5.	Design of the parts of the structure adjacent to existing buildings and facing the public realm will achieve compatibility through design of: <ul style="list-style-type: none"> <li>/ Setbacks, heights and transition;</li> <li>/ Facade and roofline articulation;</li> <li>/ Colours and materials;</li> <li>/ Architectural elements including windows, doors and projections;</li> <li>/ On site grading; and</li> <li>/ Elements and details that reference common characteristics of the area.</li> </ul>	<p><b>The proposed development has a high-rise built form that is compatible with the existing context and planned function along Nicholas Street.</b></p> <p><b>Notably, the subject property is not near any sensitive residential, institutional, or city-owned parkland or open spaces.</b></p> <p><b>The podium/atrium portion of the east facade provides for an understated and simple design that is highly transparent to create an appropriate backdrop for the restored heritage building and will promote its prominence.</b></p> <p><b>The proposed development uses architecture to articulate the building entry points and enhance the existing shopping centre access, bringing it to the street and distinguishing it from the residential building access.</b></p> <p><b>The comprehensive landscape plan for the streetscape is complemented by the heritage building and outdoor courtyard and will drastically improve the public realm along Nicholas Street.</b></p>
6.	The City will require that all applications for new development: <ul style="list-style-type: none"> <li>/ Orient the principal facade and entrance(s) of main building(s) to the street.</li> <li>/ Include windows on the building elevations that are adjacent to public spaces;</li> <li>/ Use architectural elements, massing, and landscaping to accentuate main building entrances.</li> </ul>	<p><b>The building design includes a prominent front entry feature for the residential building along Nicholas Street and creates opportunities for commercial entries directly from the sidewalk to the north. The building features a significant amount of glazing to interface with the adjacent public realm.</b></p> <p><b>The improved public realm (widened sidewalk and improved landscape plan), as well as the integration of the heritage building into the overall design will provide a positive and unique experience for the site.</b></p>
8.	All servicing, loading and other required mechanical equipment should be internalized and integrated into the design of the base of the building.	<b>The proposed development integrates the garbage room and storage which are within the podium of the building and screened from the street to minimize impacts on the public realm.</b>



9.	Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building.	<b>The rooftop mechanical equipment has been integrated into the enclosed rooftop amenity space and incorporated into the building design.</b>
<b>Massing and Scale</b>		
10.	The appropriateness of the development will be assessed using criteria set out in the Secondary Plan.	<b>The proposed development adheres to the direction and intent of the Central Area Secondary Plan. The policies of the Central Area Secondary Plan are discussed in greater detail below.</b>
11.	The Shadow Analysis and Wind Analysis will evaluate the potential impacts of the development on the adjacent properties and pedestrian amenity areas. The intent of each Analysis is to demonstrate how impacts have been minimized or avoided.	<p><b>A Shadow Analysis has been prepared by Zeidler Architecture as part of the application package to assess the impact of the proposed development on adjacent properties.</b></p> <p><b>As shown in the study, the shadows generated by the proposed development will extend towards non-residential buildings to the east and north and will not impact the public realm or private residential properties in any meaningful way. The shadows will not result in undue adverse impacts on surrounding properties.</b></p> <p><b>A Pedestrian Level Wind Analysis has been prepared by Gradient Wind for the proposed development. The report concludes that all grade-level areas within and surrounding the subject property are predicted to be acceptable for the intended use throughout the year. Both outdoor terraces have also been assessed and are anticipated to be suitable for their intended uses.</b></p>
12.	Transition refers to the integration of buildings that have greater height or massing than their surroundings. Proposals for developments that are taller in height than the existing or planned context should demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as stepping down or varying the building form has been incorporated.	<b>The proposed building is within an urban context with adjacent high-rise buildings. The building will enhance the character of the skyline through its articulated massing and quality of materials. The height and position of the building is consistent with the surrounding context and creates a continuity of high-rise buildings in the downtown core area.</b>
<b>Outdoor Amenity Areas</b>		
19.	Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s).	<b>There are no private amenity spaces near the subject property.</b>
20.	Residential buildings incorporating residences will include well-designed, usable amenity	<b>The proposal includes ample amenity area for residents well exceeding the Zoning By-law requirements. A total of 7,118</b>

	areas, including private and communal amenity spaces such as: balconies, terraces and rooftop patios.	<b>square metres is provided which includes 4,689 square metres of private balconies and 2,429 square metres of communal interior and exterior amenity space on the rooftop, third floor area, and throughout the building.</b>
<b>Design Priority Areas</b>		
22.	The portion of the building(s) which are adjacent to the public realm will be held to the highest building design standards by incorporating specific building design features (e.g. taller first floor height, front facades parallel to the street, transparent windows, etc.)	<p><b>The proposed development features a seven (7) metre high ground floor that is entirely clad in glass, distinguishing it from the floors above and complementing the retained heritage building.</b></p> <p><b>A high degree of transparency is maintained.</b></p> <p><b>A revised access feature to the eastern entrance of the CF Rideau Centre is also included within the proposed design.</b></p>
24.	The massing and scale of development will define and enclose public and private spaces (e.g. streets, parks, courtyards, squares) using buildings, structures and landscaping; and relate to the scale and importance of the space they define (e.g. street width to height ratios)	<b>The proposed development encloses the two (2) street edges and creates an animated and active pedestrian realm. Building setbacks and tower articulation ensures an appropriate pedestrian scale along the street.</b>

**The proposed development conforms to the policies of the Official Plan, including the urban design objectives of Section 2.5.1 and the compatibility criteria of Section 4.11.**

#### **4.2.4 Cultural Heritage Resources**

The former City Registry Office (constructed in 1874) was designated by the City of Ottawa in 1978 under Part IV of the Ontario Heritage Act. As part of the proposed development, the building would be relocated approximately 18 metres north and serve as a focal point for a new plaza along Nicholas Street.

Section 2.5.5 of the Official Plan states that the City will continue to preserve cultural heritage resources in a manner that respects their heritage value, ensures their future viability as functional components of Ottawa's urban and rural environments, and allows them to continue their contribution to the character, civic pride, tourism potential, economic development, and historical appreciation of the community.

Section 4.6 of the Official Plan provides policies for cultural heritage resources in the context of development application reviews. Policy 1 of Section 4.6.1 states that where a structure designated under Part IV of the Ontario Heritage Act is to be altered, added to, partially demolished, demolished, or relocated, the approval of Council is required. A Cultural Heritage Impact Statement (CHIS) will be required to be conducted by a qualified professional with expertise to describe the impacts on the heritage resource, describe actions to prevent, minimize, or mitigate adverse impacts, and demonstrate that the proposal will not adversely impact the heritage value or attributes of the property.

Policy 4 of Section 4.6.1 states that where a designated structure is proposed for relocation, the CHIS will be required to demonstrate that relocation is the only way to conserve the resource.

**A Cultural Heritage Impact Statement (CHIS), filed under separate cover, provides a detailed review of the proposed development as it relates to the City Registry Office. The proposal retains, relocates, and restores the existing heritage building within the overall redevelopment concept. The two-storey building is set against a modern architectural**

backdrop maintaining its local landmark status. The design of the new building, and especially those portions directly interacting with the heritage resource will contain complementary and appropriate materials and design choices.



Figure 13: Integration of the City Registry Office into the ground floor of the Proposed Development

The proposal re-positions the building and maintains the original orientation to the street, therefore establishing a better functionality for the site while ensuring the height, bulk, form, and massing do not detract from the existing heritage attributes.

The cultural heritage value of the property, as represented through the identified heritage attributes, will be conserved and the impacts on the heritage elements will be appropriately mitigated through detailed design review.

#### 4.2.5 Rights-of-Way Protection Requirements

Annex 1 of the Official Plan indicates that the City will protect rights-of-way for the development of the transportation network. Annex 1 establishes the right-of-way (ROW) widths for this portion of Nicholas Street as follows as 20 metres.

The proposed design has considered the required right-of-way width. The required widening has been incorporated into the proposed development.

### 4.3 New Ottawa Official Plan

Ottawa City Council approved the City's new Official Plan on October 27, 2021 which was the culmination of a multi-year review process. The final adoption by Council is anticipated for November 24, 2021. The new Official Plan provides a vision for the future growth of the city and a policy framework to guide the overall development. The policy document will now require review by the Ontario Ministry of Municipal Affairs and Housing with final approval expected in early 2022.



Per City direction, development applications filed and deemed complete prior to adoption of the new Official Plan would be subject to the policies of the current Official Plan (summarized above). Regardless it is important to review the draft of the New Official Plan as it provides insight on the direction the City of Ottawa has on land use planning and growth management in the future.

The City has the goal of becoming most liveable mid-sized City in North America. By 2046, population is expected to hit 1.4 million. The City has drafted an Official Plan that is intended to create a flexible, resilient City where people want to live/work/play. The main thrust of the plan is to achieve more growth by intensification than by greenfield development.

Policy directions include:

- / Achieve an intensification target of 60% by 2046;
- / Orient land use designations around nodes, corridors, and neighbourhoods;
- / Evolve to denser, walkable, 15-minute neighbourhoods;
- / A renewed emphasis on building form; and
- / Establishing minimum densities for new developments in proximity to important rapid transit stations.

#### **4.3.1 Transect Policy Areas**

In the new Official Plan, the subject lands are within the “Downtown Core” Transect. The new Official Plan States that the Downtown Core is a mature built environment whose urban characteristics of high-density, mixed uses and sustainable transportation orientation are to be maintained and enhanced and that the Downtown Core area shall continue to develop as healthy 15-minute neighbourhoods. Within this transect, the City emphasizes prioritizing walking, cycling and transit within, and to and from the Downtown Core.

#### **4.3.2 Designation**

Within each Transect, designations further articulate maximum building heights and minimum densities. The four designations are Hubs, Mainstreet Corridors, Minor Corridors, and Neighbourhoods. Each designation represents a different progression in the type and evolution of built environment and development heights and densities, from taller and denser (Hubs) to lower and less dense (Neighbourhoods).

The subject property is proposed to be designated as a “Hub” on Schedule B1 of the Approved Official Plan. Hubs are generally envisioned as areas of higher density of development, mixed land-use and higher level of public transit connectivity. Residential uses and compatible non-residential uses are generally permitted within Hubs. Hubs are typically areas within 800 metres walking distance (600 metres radius) from rapid transit stations.

The Hub designation would generally support high-rise buildings (up to 40 storeys) within a 300 metre radius of a rapid transit station, subject to height restrictions within a Secondary Plan. For the subject property, the maximum heights and angular plane would continue to apply to ensure the protection of the visual primacy of the Parliament Buildings.

A minimum of 5% of new dwellings within Hubs are required to be large dwellings, with a preferred target of 10%. Large dwellings are defined as units with three or more bedrooms or an equivalent floor area and are typically within ground-oriented built forms.

The Downtown Hub has a minimum area-wide density target of 500 people and jobs per gross hectare and a minimum residential density requirement for intensification of 350 dwellings per net hectare.

All Hubs, including the Downtown Hub, are designated as Protected Major Transit Station Areas (PMTSAs). Permitted uses within PMTSAs shall include a range of mid- and high-density housing types as well as a full range of non-residential functions, excluding low-density employment uses and auto-oriented uses. The minimum building heights and lot coverage requirements within PMTSAs and specifically for the subject property are not less than 4 storeys and a minimum lot coverage of 70%.

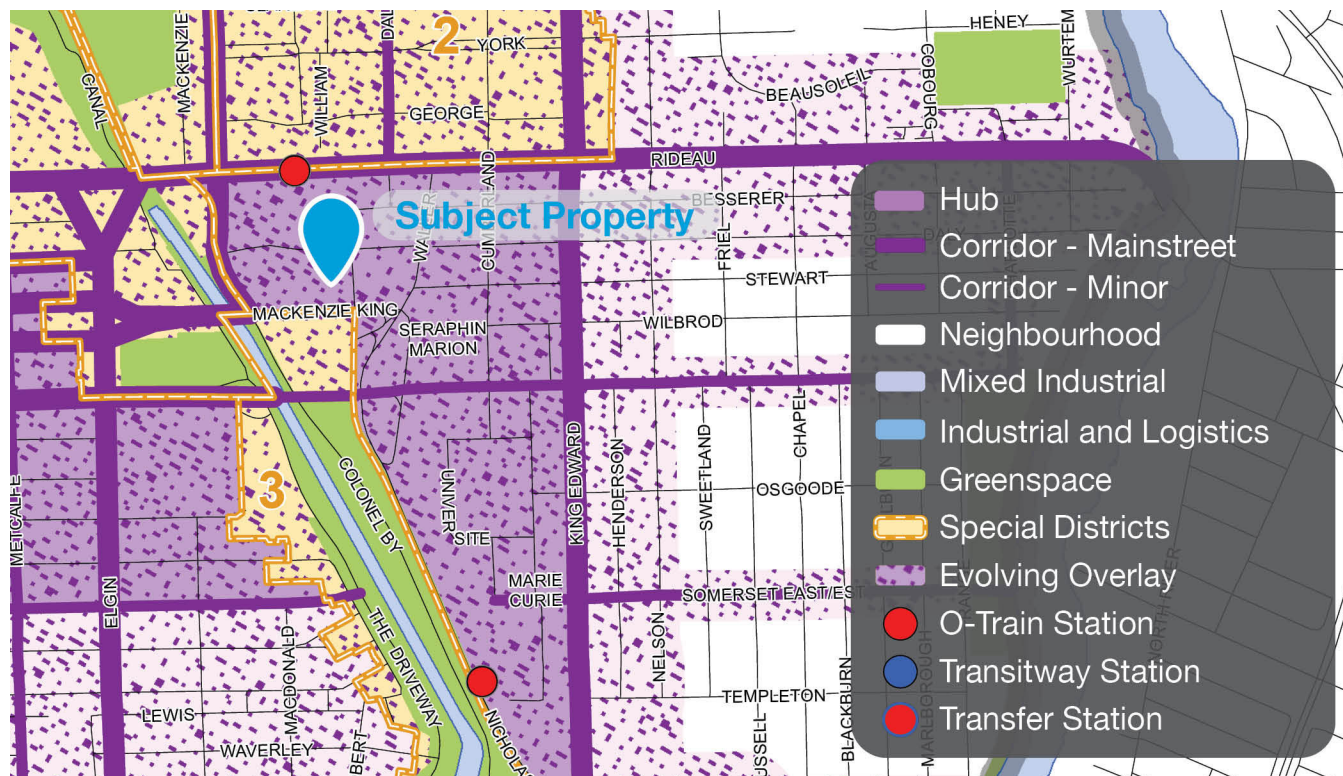


Figure 14: Excerpt from Schedule B1, Downtown Core Transect, City of Ottawa Approved New Official Plan

The proposed development supports the intensification and built-form objectives put forward in the new Official Plan in proximity to the downtown core, rapid transit, and transit priority corridors while respecting policies relating to the protection of the visual primacy of the Parliament Buildings. The proposed development will exceed the targets for density within the Downtown and proposes 7.5% 2 bedroom + den units that would satisfy the requirements for large dwellings.

The proposed development conforms to the emerging direction of the new Official Plan.

#### 4.4 Central Area Secondary Plan

The Central Area Secondary Policy Plan provides detailed area-based policy direction for a number of geographical areas within the Central Area, referred to as Character Areas and Theme Streets. The policy lays out objectives, policies, vision and a conceptual image for each Character Area or Theme Street. Policy 1.6 of the secondary plan establishes that the subject property is within the Rideau/Congress Centre character area.

##### 4.4.1 Vision of the Central Area Secondary Plan

Section 1.6.1 of the Secondary Plan establishes a vision for the growth and future development of the area. The vision statements is as follows:

##### Congress Centre and Rideau Centre

- / The expansion of the Congress Centre (now “Shaw Centre”) and the Rideau Centre, which will respect and contribute to an enhanced pedestrian environment and heritage ambience along Nicholas Street, will serve as a catalyst for economic growth and development, not only in the Rideau/ Congress Centre area, but along Rideau Street and within the entire Central Business District east of the Canal.

## Heritage and Arts

- / Attractive development will reflect a new era of urban design in the Central Area. Buildings will follow a range of profiles while contributing to a sense of human scale, from higher profile hotels and office uses to the low profile cluster of heritage buildings in the vicinity of Daly Avenue and Nicholas. The distinct heritage ambience of this significant group of buildings will be protected and enhanced in a manner that retains its historic context and character and increases its visibility. A sense of Ottawa's civic heritage will be captured as the Carleton County buildings and the City Registry Office are restored and sensitively integrated with the Arts Court block redevelopment and the expansion of the Congress Centre, respectively.

**The proposed development will enhance the judicial district through the retention and integration of the City Registry Office. People will be able to access the Registry Office as part of a proposed retail space and the building will remain within the established heritage cluster. The proposed design positions the City Registry Office prominently on the site, and the proposed materiality and built form respects and enhances the attributes of the heritage structure. The proposal sensitively integrates the CRO with proposed new building and its surroundings.**

## Pedestrian Environment

- / The pedestrian environment of the Rideau/Congress Centre area will be greatly enhanced as improvements to traffic circulation in the Central Area, east of the Canal, are effected... The maintenance of pedestrian links to and through the Rideau Centre, and the promotion and enhancement of other identifiable pedestrian links will be an integral part of achieving an improved pedestrian environment within the Rideau/Congress Centre area.

**The proposed development will greatly enhance the pedestrian environment along Nicholas Street and will maintain and enhance the existing pedestrian connection through the Rideau Centre.**

### 4.4.2 Objectives of the Central Area Secondary Plan

The proposed development promotes the following objectives as established in Section 1.6.2 of the Secondary Plan:

- / The proposed development promotes pedestrian-oriented uses at grade;
- / The proposed development permits and promotes commercial, residential or other appropriate uses to locate above the street;
- / The proposed development promotes uses which encourage evening activity, such as restaurant-bars and entertainment uses.
- / The proposed development ensures the design respects and is sensitive features of existing heritage buildings.
- / The proposed development ensures a pleasant pedestrian environment through various landscaping means; and
- / The proposed development protects significant public views, particularly towards the nearby heritage buildings/developments.

### 4.4.3 Policies of the Central Area Secondary Plan

Relevant Policies of Section 1.6.3 of the Central Area Secondary Plan include:

#### Visitor-Oriented Mixed Uses

Policy A of Section 1.6.3 states that City Council shall permit and promote a mix of uses within the Rideau/Congress Centre area, having particular regard to the following:

- / residential uses as a component of mixed use development, as well as office uses.
- / appropriate retail uses at grade which complement the primary visitor-oriented uses, such as galleries, restaurants, boutiques and personal services; and
- / a regional centre for arts and culture, including venues for innovative arts and culture entrepreneurs, which will be the focal point of the Arts Court block, bounded by Daly Avenue, MacKenzie King Bridge, Waller and Nicholas Streets;
- / visitor-oriented uses, such as hotel, convention, shopping, arts, cultural and entertainment uses;



**The proposed development incorporates a mix of uses to foster a vibrant contribution to the community. Through providing residential intensification in the form of 280 rental units with active at-grade commercial uses integrated into the heritage building and fronting Nicholas Street, the proposal will complement the existing uses and services in the area such as educational facilities, LRT Stations, art galleries, restaurants, shops, and personal services.**

### **Heritage Cluster**

Policy B of Section 1.6.3 states City Council shall recognize the City Registry, the Albion Hotel, and the Carleton County Courthouse, Registry and Gaol buildings as a very significant cluster of heritage buildings east of the Canal which serves as an important source and reminder of local civic history. Accordingly, City Council is to ensure that these heritage resources are protected and enhanced in a manner which respects their heritage character, context, and collective relationship, while maximizing their public exposure.

**The architectural and landscape strategy gives regard to the heritage values and character defining elements of the existing heritage cluster including the Registry Office by ensuring the relocated position of the Registry Office maintains the building's physical association to the other buildings in the "Judicial District". Further, the Registry Office is sensitively retained and integrated into the new building in a way that maintains its visual prominence in area.**

### **Rideau Centre/Congress Centre Expansion**

Policy C of Section 1.6.3 states that in considering any expansion of the Ottawa Congress Centre, and the Rideau Centre, City Council shall ensure the fulfillment of all relevant policies of this section and Plan, particularly, but not limited to:

- / the minimizing of potential vehicular impacts on the pedestrian environment
- / the optimization of the use of the roof of the Rideau Centre;
- / the provision of a human scale and the fulfillment of the urban design criteria, especially the avoidance/minimizing of blank walls; and,
- / the creation of an appropriate building profile transition to the cluster of heritage buildings in the vicinity of Daly and Nicholas and the protection and enhancement of these heritage resources.

### **Building Profile**

Policy D of Section 1.6.3 states that City Council shall permit a range of building profiles, while ensuring an appropriate transition to the adjoining Sandy Hill West, Rideau Street and Canal areas. In particular, City Council shall ensure that new development respects, and creates a sensitive transition to the cluster of heritage buildings.

**The relocated position of the City Registry Office building maintains the locational relationship to the other buildings in the heritage cluster known as the "Judicial District". The proposed development is significantly set apart from the adjacent towers in the area and low-rise neighbourhoods resulting in an appropriate transition. Further, the articulation of the two volumes, and substantial at-grade setback ensures the proposed building design does not overwhelm the public realm or the integrated heritage building.**

### **Pedestrian Environment**

Policy E of Section 1.6.3 states City Council shall encourage the enhancement of the pedestrian environment in the Rideau/Congress Centre area through such measures as:

- / the optimization of the use of the Rideau Centre rooftop terrace, through such measures as animation of external access points to ensure identifiability, and the programming of such space with appropriate pedestrian-oriented activities; and,
- / the provision of small pedestrian amenity areas, such as green pocket parks and courtyards, especially along pedestrian corridors and within the Arts Court block.

**The proposed development animates the street edge with retail at-grade, large lobby space and widened public sidewalk. As well, the proposed landscape approach creates a new plaza/courtyard space along the street.**

### Urban Design

Policy F of Section 1.6.3 states that City Council shall, when reviewing plans for development, ensure a high quality of design in keeping with the character of the area and its high profile image as a centre for arts, culture and other visitor-oriented activity. City Council shall, therefore, have regard to the Urban Design policies outlined in Ottawa Official Plan Sections 2.5.1 and 3.6.6, and shall particularly ensure that new development:

- / minimizes or avoids blank walls and creates visual interest through such measures as appropriate architectural detail, articulation of facades, the use of texture/materials, and landscape treatment;
- / minimizes undue impacts of wind;
- / maximizes opportunities for sunlight;
- / is of a human scale and especially avoids overpowering effects;
- / is sensitive to, and respects the character of nearby heritage buildings; and,
- / provides an interesting roof treatment or other appropriate design feature at the upper levels, within the height limits, that adds visual interest to the building;

**The proposed building is appropriate given its north-south access and definition of the edge of Nicholas Street and the edge of the Rideau Centre. The building frames the scenic entry view from Nicholas travelling northbound. The setback of the north volume from Nicholas allows the public realm, historic building, and Rideau Centre entry to engage the street.**

**The proposed building respects the existing and protected views and vistas by remaining below the angular view plane relative to the Parliament buildings while the height, massing, and scale are consistent with the nearby high-rise buildings and planned function for the area. The building's materials, articulation, balcony placement, and window patterns create a unique yet compatible interface with the surrounding buildings which are of a similar scale.**

### Views

Policy G of Section 1.6.3 states City Council shall protect, and/or maximize and enhance significant public views, particularly those of Parliament Hill, the Canal, and the cluster of heritage buildings and the Arts Court block as seen from the Rideau Centre rooftop terrace and/or the MacKenzie King Bridge.

**The proposed development protects significant public views, particularly towards the City Registry Office heritage building by providing an integrated design that ensures the heritage building remains visibly distinguished and prominent from various vantage points including along Nicholas Street as well as the MacKenzie King Bridge to the south. Further, the subject property is not located within a key view plane as indicated on Annex 8A of the Official Plan but is located in the area of background height control. The proposed maximum building height adheres to the maximum heights and angular plane of Annex 8B and does not project above the maximum heights.**

### Transportation Requirements

Policy H of Section 1.6.3 states City Council shall ensure that the transportation requirements of this area are appropriately addressed through such measures as:

- / undertaking a targeted road reconstruction program to normalize the street pattern once through truck traffic can be removed;
- / ensuring that parking, loading and other vehicular requirements are recognized in the development of buildings and associated uses in the area while minimizing their potential impacts on the pedestrian environment wherever possible; and,
- / providing a high level of transit service which provides convenient access to the Arts Court block.

**The subject property is located within close proximity to Rideau Station, various dedicated bicycle lanes and multi-use pathways, and a full suite of services and amenities which considered together, will promote active transportation and transit use over private vehicles.**

The provided residential parking space provision rate is 0.36 spaces per unit while no visitor or commercial parking spaces are provided.

The vehicle access/egress locations for the proposed development have been consolidated to the eastern portion of the site with a layby area provided off-street to better separate vehicles from pedestrians/cyclists.

#### 4.5 Urban Design Guidelines for High-Rise Buildings

The Urban Design Guidelines for High-Rise Buildings were approved by Ottawa City Council in May 2018. The guidelines focus largely on the context for high-rise buildings and appropriate transition and compatibility, while also looking at the built form. The relevant guidelines have been reviewed for the purposes of this report.

The proposed development advances the following guidelines:

- / The interior corner lot has an area greater than 1,350 square metres [Guideline 1.16];
- / Enhances and creates the overall pedestrian experience in the immediate surrounding public realm through the design of the lower portion which animates existing street edge [Guideline 2.1];
- / Enhances and creates the image of a community and a city through the design of the upper portion of the building that respects and enhances the skyline [Guideline 2.2];
- / Appropriately places a bar building to effectively frame the street edge [Guideline 2.4(b)];
- / The base and middle of the proposed building contribute to enhancing the existing street wall condition [Guideline 2.10];
- / The facades of the base and middle are articulated to break up the overall mass [Guideline 2.11];
- / Provides a greater setback at-grade to accommodate an expanded and improved pedestrian realm [Guideline 2.14];
- / Provides a minimum base height of two storeys [Guideline 2.17];
- / Uses high-quality, durable, and environmentally sustainable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the façade [Guideline 2.21];
- / Features a highly transparent and animated ground floor [Guideline 2.23];
- / Creates a fenestration pattern and applies colour and texture on the facades that are consistent with and complement the surrounding context [Guideline 2.33];
- / Integrates rooftop mechanical equipment into the architecture [Guideline 2.36];
- / Locates the main building accesses at the same level as the street [Guideline 3.10];
- / Animates the ground floor frontage with commercial uses, with greater floor to ceiling height at the ground floor, and ensuring transparency [Guideline 3.12];
- / Locates parking underground [Guideline 3.14];
- / Internalizes loading and service facilities [Guideline 3.16];
- / Minimizes the size of garage and service doors [Guideline 3.19];
- / Considers wind impacts in the design of the building [Guideline 3.26]; and,
- / Analyzes shadow impacts resulting from the proposed building [Guideline 3.27].

**The proposed development advances several of the City's Urban Design Guidelines for High-rise Buildings. The submitted Design Brief further details implemented design components of the proposal with the Urban Design Guidelines for High-Rise Buildings.**

#### 4.6 Transit Oriented Development Design Guidelines

In September 2007, City Council approved design guidelines to address Transit-Oriented Development. The guidelines apply to all development throughout the City that is within 200 metres walking distance of a rapid transit stop or station and provide guidance for the proper development of these strategically located properties. The guidelines address six



elements of urban design including: land use, layout, built form, pedestrians and cyclists, vehicles and parking, and streetscape and environment.

The following sections provide analysis of the Guidelines and Fotenn's professional opinion as they relate to the proposed development.

- / Guideline 1: Provide transit supportive land uses within a 200 metre walking distance of a rapid transit stop or station.
- / Guideline 2: Discourage non transit-supportive land uses that are not oriented primarily to the automobile and not the pedestrian, cyclist or transit user.
- / Guideline 3: Create a multi-purpose destination for both transit users and local residents through providing a mix of different land uses.
- / Guideline 7: Locate buildings close to each other and along the front of the street to encourage ease of walking between buildings and to public transit.
- / Guideline 14: Provide architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians.
- / Guideline 15: Use clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order to provide ease of entrance, visual interest and increased security through informal viewing.
- / Guideline 28: Design ground floors to be appealing to pedestrians, with such uses as retail, personal service, restaurants, outdoor cafes and residences.
- / Guideline 29: Provide convenient and attractive bicycle parking that is close to building entrances, protected from the weather, visible from the interior of the building and that does not impede the movement of pedestrians.
- / Guideline 36: Design access driveways to be shared between facilities.
- / Guideline 39: Encourage underground parking or parking structures over surface parking lots.
- / Guideline 43: Locating loading areas off the street, behind or underneath buildings.

**As a site within 250 metres walking distance of Rideau Station, in close proximity to the MacKenzie King Bridge bicycle lane, and within a well-served urban area, the proposed development strongly supports and encourages transit-use, walking and cycling for residents and visitors alike. The proposed development will include a significant amount of glazing at the lower levels, together with pedestrian entrances, to provide animation and safety along Nicholas Street and Daly Avenue.**

**Parking for the proposed development will be located within an underground garage via Nicholas Street. Garbage collection and loading access will be provided from Nicholas Street internal to the building in order to minimize disruption to the pedestrian realm.**

**Overall, the proposed development responds well to the applicable Transit-Oriented Development Guidelines.**

## 4.7 Bird Safe Design Guidelines

Ottawa's Bird-Safe Design Guidelines are intended to be used during the planning stage of private or public development projects to minimize the potential risks to birds.

However, on an individual basis, large buildings (whether low, mid or high-rise) tend to have higher per-structure kill rates than houses due to their greater surface area and, frequently, their more extensive use of glass and lighting. Targeted mitigation in such buildings can substantially reduce bird deaths, and can be readily achieved for new buildings through the site plan control process.

Some important aspects of bird-safe design include:

- / Treating glass to make it more visible as a barrier to birds (see Guideline 2).
- / Eliminating design traps such as glass passageways or corners that are invisible to birds (see Guideline 3).
- / Designing landscaping to reduce the risk of collisions (see Guideline 5).
- / Designing and managing exterior lighting to minimize impacts on night migrating or nocturnal birds (see Guideline 6).

**The proposed development has considered and incorporated relevant guidelines into the design program.**

#### 4.8 Rideau/Arts Precinct Public Realm Plan

The subject property is within the study area of the Rideau/Arts Precinct Public Realm Plan which was adopted by the City of Ottawa in 2014. The plan is meant to guide implementation of improvements to the public realm in the Rideau/Arts Precinct. The public realm represented reflects a high-quality urban streetscape consistent with the precinct's critical role as a zone of connectivity between some of Ottawa's most important destinations.

Improvements include prioritizing space for pedestrians, narrowing road widths where appropriate, extending bicycle facilities and safety for cyclists, significantly increasing tree planting, and ensuring effective bus operations.

Within the plan, a complete street concept was prepared for Nicholas Street. The principles guiding the vision for Nicholas Street between Besserer Street and Laurier Avenue are for the street to be a vital pedestrian connection within the precinct and support outdoor related functions. Elements of the proposed plan include the following:

- / Relocate bus and taxi waiting areas off street to other locations.
- / Provide parking laybys on the east side of the street north of MacKenzie King Bridge.
- / Widen sidewalks and plant trees on both sides of the street.
- / Coordinate streetscape elements throughout the precinct in a way that makes visual connections to Rideau Street as the defining and designated theme street within the precinct.
- / Consider reconfiguring as two-way street to provide OC Transpo vehicles greater flexibility in travel routes through the area, with potential for some bus lay-bys on the east side of the street under Mackenzie King Bridge.

Similarly, a complete street concept was included in the public realm plan for Daly Avenue. The principles guiding the vision for Daly Avenue between Colonel By Drive and Waller Street are for the street to be a vital east-west pedestrian connection from the Rideau Canal Trail system to Sandy Hill and to provide for the drop off and entrance functions of the Arts Court development. Elements of the proposed plan include the following:

- / Improve the pedestrian and cycling infrastructure under the covered section of Daly Avenue.
- / Consider introducing public art under the covered section of Daly Avenue to improve the pedestrian experience.
- / Coordinate streetscape elements throughout the precinct in a way that makes visual connections to Rideau Street as the defining and designated theme street within the precinct.

**Through providing a widened sidewalk along Nicholas Street, increased landscaping and tree planting, active at-grade uses, and safe and condensed vehicle access/egress, the proposed Site Plan incorporates the key elements of the suggested designs from the Public Realm Plan (PRP) to improve the pedestrian experience along the redeveloped roadway frontage of the subject property.**

#### 4.9 City of Ottawa Zoning By-Law

The subject property is currently zoned, "Mixed Use Downtown, Exception 1425, Schedule 57 Zone (MD[1425] S57)". The purpose of the MD Zone is to support the Central Area, as the central place in the region for employment and commerce

while also promoting residential, cultural, and entertainment uses and facilitating more intense, compatible, and complementary development to ensure that the active, pedestrian-oriented environment at street level, is sustained.

As indicated in the zoning map above, the subject property is predominantly surrounded by similarly zoned properties in the Mixed-Use Downtown zone which will facilitate long-term compatibility of the proposed building with the planned function of the area.

The proposed development is compared to the MD[1425] S57 requirements in the table below:

<b>Zoning Mechanism</b>	<b>Required</b>	<b>Proposed</b>	<b>Compliance</b>
<b>Minimum Lot Area</b>	No minimum	2,986m <sup>2</sup> (impacted area)	✓
<b>Minimum Lot Width</b>	No minimum	118m	✓
<b>Minimum Setbacks</b>	No minimum on all sides	Daly: 4m Nicholas: 2m	✓
<b>Active Ground Floor</b>	At least 50% of the ground floor must be occupied by active uses having separate and direct access to the street (e.g. bank, hotel, library, restaurant, retail store, etc.)	<b>11% as per MD zone provisions.</b>  <b>53.1% including residential lobby area occupied by active uses.</b>	<b>X</b>
<b>Building Height</b>	Per Schedule 57 - 135 to 137 e.a.s.l	132.6 metres e.a.s.l (66m building height)	✓
<b>Minimum Parking</b> Area Z on Schedule 1A Residential: No parking required. Visitor: 0.1/unit, excl. the first 12 units; max 30 Commercial: No parking required.	Residential: 0 Residential Visitor: 27 spaces Commercial: 0	Residential: 102 spaces <b>Visitor: 0</b> Commercial: 0	✓ <b>X</b> ✓
<b>Maximum Parking</b> Residential: 1.75 spaces/unit	Residential: 490 spaces	102 spaces	✓
<b>Parking Space Dimensions</b>	Width: 2.6m to 3.1m Length: 5.2m	Width: 2.6m to 3.1m Length: 5.2m	✓
<b>Percentage of Small Spaces</b>	Maximum 40% of spaces may be 2.4m by 4.6m	No reduced spaces proposed	✓
<b>Accessible Parking Requirements</b> *Technically, where the parking does not serve the public, the requirements are less strict, however AODA standards are encouraged	101-133 total spaces: 2 Type A spaces (3.4mx5.2m) 3 Type B spaces (2.4x5.2m) 1.5m aisle between accessible spaces	101-133 total spaces: 2 Type A spaces (3.4mx5.2m) 3 Type B spaces (2.4x5.2m) 1.5m aisle between accessible spaces	✓
<b>Driveway Width</b>	Minimum Two-Way: 6m Minimum One-Way: 3m Maximum 6.7m	One-way Lay-by: 5m Two-way Garage Access: 6m	✓
<b>Aisle Width</b>	6m	6m	✓





The subject property is also subject to Schedule 57 of the Zoning which establishes maximum permitted building heights relating to the angular plane and protection of views of Parliament. The schedule permits heights ranging from 134.2 to 137.6 metres in elevation above sea level on the subject property.

**The proposed development, including any mechanical penthouse, is located entirely within the angular view plane.**

#### 4.9.1 Heritage Overlay

The subject property is within the Heritage Overlay of the Zoning By-law, as described in Section 60. This section establishes a number of additional provisions pertaining to the form and layout of the new building as it relates to the heritage structure. The intent of the heritage overlay zoning provisions are to ensure compatible, complementary, and appropriate development when impacting properties with heritage attributes. Section 60 of the Zoning By-law states that despite the provisions of the underlying zone, the following provisions apply to land uses within an area affected by a heritage overlay.

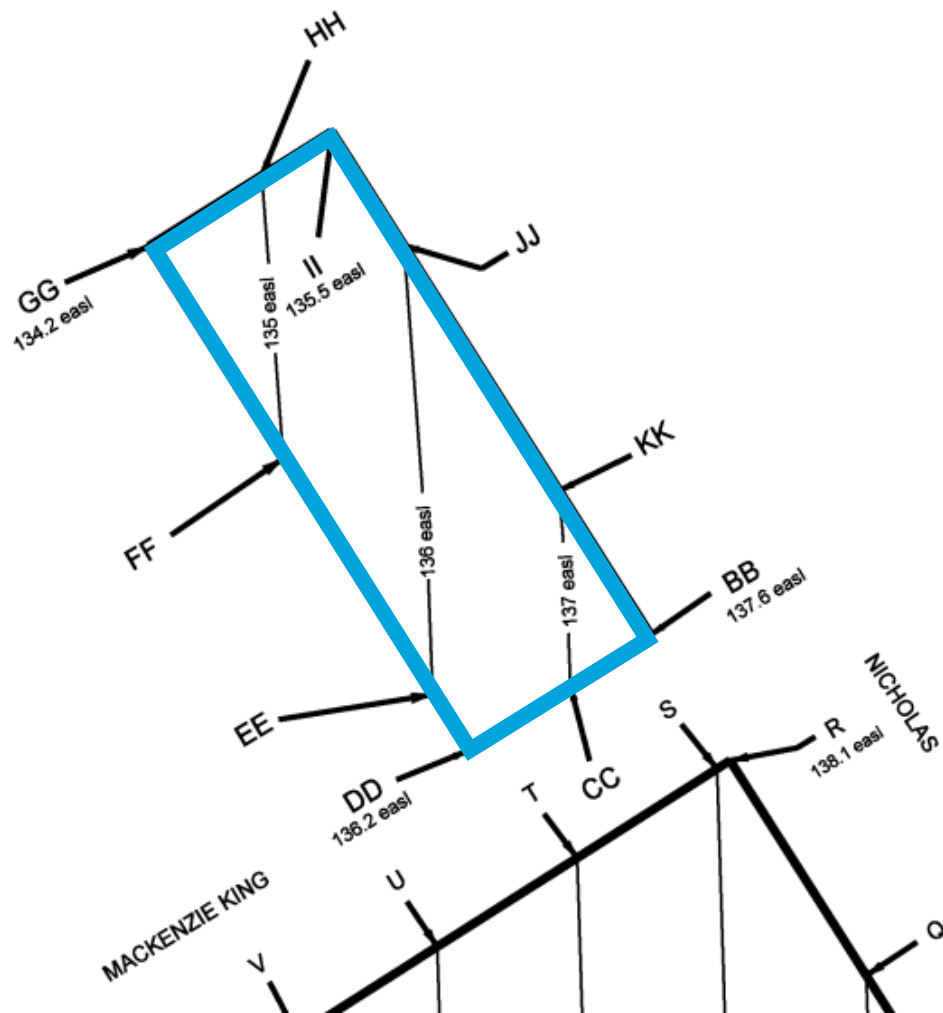


Figure 16: Excerpt from Schedule 57 of the City of Ottawa Comprehensive Zoning By-law

The relevant provisions of Section 60 are outlined in the table below:

<b>Zoning Mechanism</b>	<b>Required</b>	<b>Proposed</b>	<b>Compliance</b>
<b>General Provisions</b>	Where a building in an area to which a heritage overlay applies is removed or destroyed it must be rebuilt with the same character and at the same scale, massing, volume, floor area and in the same location as existed prior to its removal or destruction.	The proposal seeks to retain the existing building in its entirety but relocate it within the site and for this reason relief is required from this provision.	<b>X</b>
<b>Projections</b>	Despite Section 65, projections are not permitted into the front, corner side yard or side yard in an area to which a heritage overlay applies, except in the case of: a ramp used for handicap access;	No projections are proposed.	✓
<b>Parking Lot</b>	A parking lot is prohibited in a front yard or corner side yard abutting a street in an area to which a heritage overlay applies.	No parking lot is provided.	✓
<b>Parking Garage</b>	A parking garage in an area to which a heritage overlay applies must be setback from a front or corner side lot line a minimum of: a. the same distance as the building to which it is an addition; or b. the equivalent of the setback required for the underlying zone, whichever is greater.	The proposed below-grade parking garage extends slightly closer to the property line than the relocated heritage building.	<b>X</b>

**The proposed Zoning By-law Amendment will seek relief from the above provisions of Section 60 to permit the relocation and integration of the City Registry Office into the proposed development.**



## Required Amendments

### 5.1 Zoning By-law Amendment

To facilitate the proposed development, a Zoning By-law Amendment is being submitted to amend the zoning of the subject property to “Mixed Use Downtown, Exception XXXX, Schedule YYY (MD[XXXX] S(YYY))”. A new site-specific zoning schedule will establish permitted building heights (that continue to respect the angular height plane), required setbacks and required stepbacks while the site-specific exception will provide the necessary relief from specific provisions of the current zone as detailed in the previous section of this report. The site-specific exception would also provide relief from Section 60 of the Zoning By-law with regards to the heritage overlay.

#### 5.1.1 Reduced Requirement for Active Uses At-Grade

Section 193(2) of the Zoning By-law establishes that at least 50% of the ground floor of any building must be occupied by the listed active uses and provide separate and direct access to the street when located at ground floor abutting a street. The proposed development has a retail space which constitutes approximately 11% of the ground floor and relief is being sought to permit this.

While not active uses as required by the Zoning By-law, the proposed development offers a ground floor program that improves and animates the public realm through the widening of the sidewalk, retention and re-integration of the existing heritage building, and provision of a prominent commercial space and associated outdoor plaza with direct access to Nicholas Street. A re-imagined public access point to the CF Rideau Shopping Centre is also provided along this frontage. The ground floor program provides ample active uses balanced with the functional requirements of providing building lobby, resident and visitor access, amenity, and administrative space as well.

The requirement for at-grade active uses is a blanket requirement across the entirety of the MD zone. In the context of the subject property, a requirement for at-grade amenity should not, in Fotenn’s opinion, be required. The east side of Nicholas Street adjacent to the subject property is a heritage cluster (including the Albion Hotel, the Carleton County Courthouse and Jail) and today an arts district. No retail uses are envisioned on those lands. Further, the subject property will provide an internal connection to the Rideau Centre, which includes a diverse mix of retail offerings and services including a food store, pharmacy, coffee shops, restaurants, retail stores, and more.

The intent of the provision is to ensure that the street is activated and to provide amenities and services in proximity to residents. The proposed development will achieve both these objectives.

#### 5.1.2 No Visitor Parking

The subject property is located with Area Z on Schedule 1A of the Zoning By-law which establishes a minimum visitor parking rate of 0.1 parking space per unit (after first twelve units to a max of 30 spaces) totaling 27 required spaces for this development. The proposed development does not include any visitor parking.

The intention of providing visitor parking within a building is to ensure convenient access for visitors, and limit impacts to on-street parking. The proposed development is directly adjacent to multiple parking structures associated with the Rideau Centre and Shaw Centre and as a result, there is ample parking in proximity for visitors to the residential building.

#### 5.1.3 Heritage Overlay

Section 60 of the Zoning By-law establishes provisions that are meant to encourage the retention of existing heritage buildings by offering zoning incentives to reuse the building, and to limit the size and location of additions to preserve the heritage character of the original building. The redevelopment, retention, and integration of the existing heritage resource as well as designing the new building in a way that will not result in detrimental impacts on heritage the building on-site or within the immediate context. The new building is designed at a scale that is respectful of the existing heritage character of the area and will represent a prominent focal point of the overall redevelopment program.

**The Zoning By-law Amendment, and Site Plan Control Applications are appropriate as they promote the ongoing transformation of the area to a more vibrant mixed-use character and provide an appropriately scaled, high-rise building that is compatible with its surroundings, while achieving a high standard of urban design. The amendments facilitate a re-development that promotes a positive interface with the public realm using ample clear glazing, and active entrances along Nicholas Street.**

## 5.2 Future Heritage Permit

An application for a Heritage Permit will also be submitted in the future to facilitate the proposed development. The heritage permit is required given the existing structure; the City Registry Office (CRO); is designated under Part IV of the Ontario Heritage Act.

As outlined in the submitted Cultural Heritage Impact Statement, the forthcoming Heritage Permit is deemed appropriate as the architectural and site/landscape design proposal gives regard to the heritage values and character defining elements of the Registry Office through ensuring the relocated position of the Registry Office maintains the building's (informal) spatial relationship to the three other buildings in the "Judicial District" ( Carleton County Courthouse, Nicholas Gaol and Albion Hotel). Visual prominence of the CRO in the public realm is maintained with the building incorporated within a 3-storey atrium.

## 6.0 Supporting Studies

### Site Servicing & Stormwater Management Report

The submitted Site Servicing & Stormwater Management Report was completed by Parsons in October 2021. The report outlines the proposed servicing and stormwater management design for the proposed building. A 200mm diameter water service is required to supply the proposed building. A second 200mm diameter water service will be provided to ensure redundancy. The two (2) proposed services are separated by the existing isolation valve on Daly Avenue near the intersection with Nicholas Street.

A 150mm diameter sanitary service is proposed from the building to the existing 525mm diameter concrete sanitary sewer within Nicholas Street. It's assumed that there are no capacity concerns with the existing sanitary sewers surrounding the site unless otherwise noted by the City of Ottawa.

A 200mm diameter storm service is proposed from the building to the existing 600mm diameter polyvinyl chloride storm sewer within Daly Avenue. The uncontrolled flows from all roof surfaces and a portion of the front entrance will be directed to a 139m<sup>3</sup> cistern to be located within the underground parking garage. The flows in the cistern will be pumped or gravity drain to the proposed storm service at a maximum allowable rate of 10.9L/s. The remaining portion of the front entrance will sheet flow to Nicholas Street. The stormwater runoff from the proposed site for the 100-year event will be controlled to the pre-development 5-year flow of 27.2L/s.

To mitigate the impacts due to erosion and sedimentation during construction, erosion and sediment control measures have been recommended to be installed and maintained throughout the duration of construction.

### Geotechnical Investigation

The submitted Geotechnical Report was completed by Paterson Group in June 2021. The purpose of this report is to determine the subsoil and groundwater conditions at this site by means of test holes and to provide geotechnical recommendations pertaining to design of the proposed development including construction considerations which may affect the design.

The findings of the report indicate that from a geotechnical perspective, the subject site is considered suitable for the proposed development. It is therefore expected that the proposed residential high-rise building will be founded over conventional shallow footings placed directly on a clean, surface sounded bedrock bearing surface

### Phase I and Phase II Environmental Site Assessment

The submitted Phase I Environmental Site Assessment Report was completed by Paterson Group in June 2021. The findings of the assessment indicate that several on and off-site potentially contaminating activities (PCAs) were identified and considered to result in areas of potential environmental concern (APECs).

Paterson Group conducted a Phase II Environmental Site Assessment for the northeast portion of the property. The purpose of this Phase II ESA has been to address areas of potential environmental concern (APECs) identified on the Phase II Property during the Phase I ESA conducted by Paterson in June of 2021.

Based on the findings of the Phase II ESA, it is anticipated that fill material impacted with metals, mercury, PAHs and/or PHC (F3) exceeding the provincial standards are present across the property at depths extending up to approximately 5.0m below grade. The assessment found that groundwater on-site complies with MECP Table 3 Standards. It is recommended that an environmental site remediation program, involving the removal of all impacted fill material be completed prior to site redevelopment.



## Transportation Impact Assessment

The submitted Transportation Impact Assessment Report was completed by Parsons on October 2, 2021. The assessment found that the proposed development is projected to generate 130 and 145 persons/h during the morning and afternoon peak hours respectively with the trip breakdown is as follows:

- / New two-way vehicle trip volumes of approximately 20 veh/h total during the weekday morning and afternoon peak hours.
- / New two-way transit trip volumes of approximately 30 person/h total during the weekday morning and afternoon peak hours.
- / New two-way active mode trip volumes of approximately 70 to 80 person/h total during the weekday morning and afternoon peak hours.

The report indicates that based on the findings, the proposed development located at 70 Nicholas Street is recommended from a transportation perspective. A key finding of the report is that as the development is located in a TOD area, within 600m of LRT's Rideau Station, that transit usage is expected to continuously increase, and auto usage is expected to decrease and therefore the study area intersections and roadways are projected to operate similar to existing conditions.

## Cultural Heritage Impact Statement

The submitted Cultural Heritage Impact Statement Report was prepared by Commonwealth Historic Resource Management and Barry Padolsky Associates Inc. dated November 12, 2021. The submitted CHIS indicates that the redevelopment plan has explored a variety of massing approaches and following consultation with City Staff and UDRP has singled out the proposed massing scheme for consideration. The component parts of the proposal (the Registry Office, the three-storey atrium, and the linked tower) are identified as distinct architectural elements with the glazed atrium used to create a physical separation and a material distinction between each component.

The CHIS conclude that the proposal is compatible with the heritage resource and its conservation. Within the context of permitted height and intensification, the development proposal strives to strike a balance between policies of heritage conservation, and the height and densities as outlined in the City's Official Plan. The retention and restoration of the City Registry Office as part of the development is positive and is supportive of the community's aspirations to protect its patrimony.

## Pedestrian Level Wind Study

A Pedestrian Level Wind Study has been prepared by Gradient Wind in November 2021. The study is intended to investigate pedestrian wind comfort and safety within, and surrounding the subject property, and to identify areas where wind conditions may interfere with certain pedestrian activities so that mitigation measures may be considered, where required.

The Study determined that all grade-level areas within and surrounding the subject site are predicted to be acceptable for the intended pedestrian uses throughout the year. Specifically, wind conditions over the surrounding sidewalks and walkways, transit stops, parking lots, and building access points, are considered acceptable for the intended pedestrian uses throughout the year.

The Study also determined that the outdoor terraces at level 3 and 21 would be suitable for the anticipated uses of the spaces.

## Environmental Noise Impact Assessment

The submitted Noise Impact Assessment Report was completed by Gradient Wind in October 2021. The scope of this study was to evaluate noise levels received at the proposed development caused by local roadway traffic and stationary noise sources.

The major sources of roadway traffic noise are Nicholas Street and Mackenzie King Bridge which border the site to east and south, respectively. The rooftop air-handling equipment serving the CF Rideau Centre was the main source of stationary noise for which impacts were considered.


Due to higher than permitted noise levels from nearby traffic and the rooftop equipment, the report recommends noise mitigations features such as upgraded windows, the installation of central air conditioning for all units in the development. A Warning Clause will also be required in all Agreements of Lease, Purchase and Sale. Other strategies recommended in the report could include implementation of noise screens surrounding the units, silencers, or judicious placement of acoustic louvres.

## 7.0 Conclusion

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

- / The development proposal is consistent with the intent of the Provincial Policy Statement with respect to infill development, particularly allowing development in established urban areas where services, amenities, facilities, transit, and infrastructure are readily available.
- / The proposal retains, integrates, and appropriately addresses the heritage building.
- / The proposed development conforms to the Official Plan policies regarding intensification, managing growth, and the land use policies for the Central Area Designation.
- / The proposal complies with the City's urban design objectives and compatibility criteria established in Sections 2.5.1 and 4.11 of the Official Plan. The high-rise built form and materials reflect the character of the existing community and will contribute positively to the community.
- / The proposed development adheres to the intent of the Zoning By-law with regards to the proposed built form, building orientation, and lot location. The proposed MD [XXXX] SYYY zone for the subject property is compatible with the zoning framework of the surrounding area and will help to ensure compact and efficient development on the subject property.
- / The requested Minor Zoning By-law Amendment and Site Plan Control Applications are appropriate for the subject property and will facilitate the intensification of the lands, consistent with the Provincial Policy Statement and in conformity with the Official Plan.
- / The proposed development is supported by the submitted plans and studies and will create no adverse impacts on the area regarding shadowing, wind, noise, or transportation capacity.



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