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Annex A. Design Drawings
A. Introduction

Robertson Martin Architects (The Consultant) was retained in June 2014 by ROCA Homes (the Client) to provide a Cultural Heritage Impact Assessment (CHIS) for a proposed development at 370 Queen Elizabeth Drive, Ontario (the Site). The proposed development includes six (6) addresses: 1 Fifth Avenue; 2 Fourth Avenue; 364, 368, 370 & 372 Queen Elizabeth Drive.

**NOTE:** This CHIS was updated from its original version to include a larger site plan, which now includes 1 Fifth Avenue, and 372 Queen Elizabeth Drive.

**NOTE:** Previous versions of the CHIS have been reviewed by the City of Ottawa, as well as Parks Canada, who is the custodian of the Rideau Canal Corridor. This CHIS incorporates their comments and recommendations. In particular, Parks Canada has indicated that they approve of the development proposal.

Section 4.6.1 of the City of Ottawa Official Plan has policies that outline when a Cultural Heritage Impact Statement (CHIS) is required, and which will evaluate the impact of a proposed development on cultural heritage resources when development is proposed that has the potential to:

- Adversely impact the cultural heritage value of properties designated under Part IV of the Ontario Heritage Act (OHA); and
- Adversely impact the cultural heritage value of districts designated under Part V of the OHA.

In addition:

- A CHIS may also be required for development applications adjacent to or within 35 meters of designated buildings and areas; and
- A CHIS is required when demolition is proposed.

Specific to this proposal, the City of Ottawa Official Plan states that:

- A CHIS is required when a development has the potential to negatively impact any designated heritage resource (Section 4.6);
- It must be demonstrated that a proposal is compatible with a heritage resource for all planning applications adjacent to or across the street from a heritage resource (Section 4.6); and
A CHIS shall be required on lots that abut the Rideau Canal UNESCO World Heritage Site (Section 4.2).

The Rideau Canal is classified as an UNESCO World Heritage Site, as well as a National Historic Site and a Canadian Heritage River. It is the site's proximity to this important urban and historical element that forms the primary risk of negatively impacting a heritage resource - and the basis for the requirement of this CHIS.

The Consultant has been provided with copies of the development proposal plans prepared by Barry J. Hobin Architects, dated February 2015. This CHIS has been written with the understanding that the actual development proposal consists of the design as outlined in the drawings provided in Annex A.

B. General Information

Existing Zoning

The address of current properties: 1 Fifth Avenue; 2 Fourth Avenue; 364, 368, 370 & 372 Queen Elizabeth Drive.

The client proposes the demolition of the existing buildings, and the amalgamation of the existing lots in order to accommodate a new multi-unit residential development, which is separated into two buildings with some shared services. The City of Ottawa Comprehensive Zoning By-law (2008-250) designates the area of the subject property as a Residential Zone 3 (R3) Subzone Q. This zoning allows for a variety of residential uses, including planned unit developments, with setback and height restrictions to ensure compatibility with surrounding areas. The park areas that separate the lots from the Rideau Canal Corridor are designated as O1M: parkland with the permitted use of a restaurant. The Rideau Canal itself is designated by the City of Ottawa Official Plan as a Major Open Space and as a Citywide Recreational Pathway.

Heritage Designation

The development properties abut the Rideau Canal, which has the following heritage designations:

- UNESCO World Heritage Site;
- National Historic Site; and
In addition, the properties at 364 Queen Elizabeth Drive and 1 Fifth Avenue are listed on the City of Ottawa Heritage Reference List (HRL). This denotes a heritage interest, but does not mean that these buildings are designated under the Ontario Heritage Act.

**Authorities Having Jurisdiction (AHJ's)**

The Canal itself is under the jurisdiction of Parks Canada. However, in order to recognize and protect the heritage resource, the City of Ottawa will make use of "design guidelines that can be implemented through the site plan control process for new development along the waterway"\(^1\).

The development guidelines for properties abutting the Rideau Canal are outlined in the City of Ottawa Official Plan (OP) Section 4.6.3.

Both Parks Canada and the City of Ottawa have provided comments that have been integrated into this CHIS.

### C. Current Conditions/ Introduction to Development Site

The existing six (6) buildings which comprise the site for the development proposal consist of two and three storey residential buildings.

The four lots fronting the Queen Elizabeth Drive are of brick construction, with similarly spaced lots, and shallow lot setbacks. There is a buffer zone of densely planted green space which separates the buildings from Queen Elizabeth Drive. This green space includes an asphalt pathway that provides pedestrian access to these buildings. Vehicle parking is in a rear courtyard, with access via a shared driveway off of Fifth Avenue.

Three Fifth Avenue is a three storey brick residence, with two visible additions: a brick one storey addition that also supports a roof terrace, and a two storey clap-board addition at the rear. The shared driveway that gives access to the Queen Elizabeth Drive is directly to the west of this building's main entrance.

The building at 2 Fourth Avenue is the largest of the development properties - a three-storey brick building with street facing garage doors. The street frontage includes a large maple tree at the north end of the lot, and some smaller deciduous trees to the south.

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\(^1\) *Rideau Corridor Landscape Strategy, Appendix C* (p. 5)
Taken together, the lots form a large and prominent parcel that caps the block between Fourth and Fifth Avenues, and faces the Canal. There are two distinct layers of mature foliage that separate the lots from the Canal: a buffer zone (described earlier) between the lots and Queen Elizabeth Drive, and a second buffer zone (also with mature trees) between the Queen Elizabeth and the Canal itself.

Views of the existing conditions indicate an effectively screened series of lots; with the foliage creating a high level of visual separation and privacy.

![Figure 1: Aerial view of the existing site and surroundings. Site is outlined in red. (Image by Barry J. Hobin Associates)](image)

**D. Background Research and Analysis**

**Research and Methodology**

The methodology used in the preparation of this assessment includes review and reference to the following:
• Development drawings prepared by Barry J. Hobin & Associates Ltd., dated February 2015;
• On-site visits to the property and surrounding area;
• *Rideau Canal World Heritage Site Management Plan*, Parks Canada, 2005;
• *Rideau Canal National Historic Site Management Plan*, Parks Canada, 2005;
• *Rideau Corridor Landscape Strategy*, Parks Canada;
• UNESCO (Oliver Martin ed.), *World Heritage and Buffer Zones*, 2008
• The City of Ottawa Official Plan;
• *Standards & Guidelines for the Conservation of Historic Places in Canada*, Parks Canada; and

**Site Analysis and Evaluation**

It is through use of the recreational pathways, and by driving the length of the Colonel By Drive and the Queen Elizabeth Drive, that most users experience the Rideau Canal. The continuity of this experience, and the general aesthetics of the area are closely linked, meaning that any development along the banks of the Canal will need to demonstrate a successful strategy for integration with the existing conditions, as well as the potential impacts to the views along the waterway as experienced by the daily users.

In this sense, the purpose of this CHIS is to examine the development proposal in terms of its ability to integrate with the existing heritage character of the area, and its visual relationship with the character defining elements of the Rideau Canal Corridor.

The existing conditions of the development site include planted screening and buffer zones, which partially mask the properties from views originating from the Canal pathways, and from Queen Elizabeth Drive. As long as they are preserved, these buffer zones will create a certain amount of design latitude for the development proposal, as they will continue to screen the development proposal from the views along the Canal corridor.
Figure 2: View of the planted buffer zone as seen from Queen Elizabeth Drive. The properties in question are effectively screened. (Google)

Figure 3: View of the property at 2 Fourth Avenue as seen from Queen Elizabeth Drive. This view is more prominent in the landscape, despite its orientation towards Fourth Avenue. (Google)
Existing Development Guidelines

Both Parks Canada and the City of Ottawa have design guidelines for developments abutting the Rideau Canal.

Parks Canada lists 10 Principles of Good Development:

1. **Understand the landscape character.** The landscape character of the Canal changes with the topography and geology of the shore land. It varies from rocky forested uplands, forested lowlands, rural historic areas and developed urban areas. Understanding the landscape character of a site may influence the appropriate form of development.

2. **Conserve wetlands.** Wetlands are one of the most important and threatened natural resources on the canal. Loss of wetlands will result in the decline of natural resources, water quality, recreational, educational and cultural landscape values. The highest level of protection is afforded to significant wetlands and any impact from development must be avoided or minimized.

3. **Maintain a natural shoreline.** Natural shorelines help maintain the historic landscape character, control bank erosion, filter run-off, reduce sediment and provide habitat for fish and wildlife. Soften and enhance degraded shorelines with native trees, shrubs, grasses and aquatic plants. Avoid mown lawn to the waterline and hard artificial shoreline treatments such as concrete walls.
4. **Set back development from the shoreline.** New development must be set back at least 30 meters from the shoreline to create a buffer zone. In some circumstances a greater setback may be necessary.

5. **Plan the site to retain natural vegetation.** Locate new buildings, paths, driveways, lawns and septic tank systems within existing site clearings to avoid removal of natural vegetation as much as possible. Retain vegetation on skylines and ridges.

6. **Preserve historic buildings and cultural features.** Historic buildings, houses, barns, fences and other cultural features contribute to the historic landscape character of the Canal and should be preserved, reused and incorporated into new developments.

7. **Appropriate building design.** Carefully design new buildings to minimise their impact on the landscape character of the Canal. The scale, form, materials, and color of buildings are all important qualities. Generally traditional, natural materials and colors that blend with the landscape are recommended. Buildings should be low profile and not exceed the height of the tree canopy. New buildings should be designed to face the Canal, not turn their back to it.

8. **Low impact dock design.** Docks, waterfront access and boathouses must be designed to reduce the impact on fish, wildlife and the natural and visual qualities of the shoreline. Size, method of construction and materials are all important factors. Parks Canada’s In-Water and Shoreline Works Policies provide detailed guidelines. Cantilevered, pipe or floating docks are better than solid crib docks. Structures on the water must not interfere with safe navigation on the Canal.

9. **Minimize discharges to the Canal.** Avoid direct run off into the Canal including storm water, septic tank effluent and surplus water from artesian wells to help maintain water quality, reduce impact on fish habitat and prevent algae blooms from forming. Provide swales, infiltration ditches or dry wells to encourage infiltration into the ground.

10. **Seek further advice.** All new development on the waters of the Canal and adjoining land is subject to regulations and will require approval from the Local Municipality, Parks Canada and/or the local Conservation Authority. Contact one or all of these authorities for further advice and guidelines.

Of these principles, numbers 1, 5, 6 and 7 are assessed as most relevant to this proposal. The overall sentiment of the guidelines is that the development proposal should integrate with, and be subordinate to, the existing character of the Canal shoreline. In addition, the 30m requirements outlined in number 4, are being met by the proposal.

**NOTE:** Additional guidelines relating to specific heritage designations can be found in Section E of this CHIS.
The City of Ottawa has many policies governing development of, and in proximity to, heritage resources. These are described in Section 4.6.1 of the official plan. The policies relevant to this proposal are listed below:

1.c. (The proposal must) Demonstrate that the proposal will not adversely impact the defined cultural heritage value or the heritage attributes of the property;

9. When reviewing applications for zoning amendments, site plan control approval, demolition control, minor variance, or the provision of utilities affecting lands/properties adjacent to or across the street from a designated heritage resource, adjacent to or across the street from the boundary of a heritage conservation district, or within heritage conservation district, the City will ensure that the proposal is compatible by: [Amendment 14, September 8, 2004] [Amendment #76, OMB File #PL100206, August 18, 2011]

   a. Respecting the massing, profile and character adjacent to or across the street from heritage buildings; [Amendment #76, August 04, 2010]
   b. Approximating the width of nearby heritage buildings when constructing new buildings facing the street;
   c. Approximating the established setback pattern on the street;
   d. Being physically oriented to the street in a similar fashion to existing heritage buildings;
   e. Minimizing shadowing on adjacent heritage properties, particularly on landscaped open spaces and outdoor amenity areas;
   f. Having minimal impact on the heritage qualities of the street as a public place in heritage areas;
   g. Minimizing the loss of landscaped open space;
   h. Ensuring that parking facilities (surface lots, residential garages, stand-alone parking and parking components as part of larger developments) are compatibly integrated into heritage areas;
   i. Requiring local utility companies to place metering equipment, transformer boxes, power lines, conduit equipment boxes, and other utility equipment and devices in locations that do not detract from the visual character or architectural integrity of the heritage resource.

E. Statement of Significance

Rideau Canal Unesco World Heritage Site:

The principal heritage values that qualified the Rideau Canal for designation as a UNESCO World Heritage Site are as follows:

The Rideau Canal is a large strategic canal constructed for military purposes which played a crucial contributory role in allowing British forces to defend the colony of Canada against the United States of America, leading to the development of two distinct political and cultural entities in the north of the American continent, which can be seen as a significant stage in human history.
Criterion (i): The Rideau Canal remains the best preserved example of a slackwater canal in North America demonstrating the use of European slackwater technology in North America on a large scale. It is the only canal dating from the great North American canal-building era of the early 19th century that remains operational along its original line with most of its original structures intact.

Criterion (iv): The Rideau Canal is an extensive, well preserved and significant example of a canal which was used for a military purpose linked to a significant stage in human history - that of the fight to control the north of the American continent.

The nominated property includes all the main elements of the original canal together with relevant later changes in the shape of watercourses, dams, bridges, fortifications, lock stations and related archaeological resources. The original plan of the canal, as well as the form of the channels, has remained intact. The Rideau Canal has fulfilled its original dynamic function as an operating waterway without interruption since its construction. Most of its lock gates and sluice valves are still operated by hand-powered winches.

The rationale for designation is based primarily on the Canal's larger historical significance, and its state of near-intact preservation of a piece of period technology and engineering.

The UNESCO-authored document *World Heritage and Buffer Zones*, outlines the importance of maintaining an appropriate landscape character in the areas surrounding *World Heritage Sites* wherein the larger site comprises many zones and elements that each contribute to the value of the site as an *Overall Work of Art*.

**National Historic Site:**

According to the *National Historic Site Management Plan (2005)*, the Rideau Canal was declared a national historic site due to:

- the construction of the canal system;
- the survival of a high number of original canal structures including locks, blockhouses, dams, weirs and original lockmasters’ houses plus the integrity of most lockstations; and
- the unique historical environment of the canal system.

The specific cultural resources include:

- 40 of the Rideau’s 47 locks;

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2 http://whc.unesco.org/en/list/1221
• 18 of the Rideau’s 45 dams, weirs and embankments;
• 18 Canal buildings consisting of 12 defensible lockmaster’s houses, 4 blockhouses, the Commissariat Building and Blacksmiths Shop;
• all 22 lockstation landscapes;
• all archaeological sites dating from the construction and military periods;
• archival material from the military period; and
• archaeological artefacts from the construction and military period.

The management plan sets out various guidelines for responsible development. Those that are most relevant to this CHIS include:

• The historic values, natural features, scenic beauty and diversity of cultural landscapes of the Canal corridor constitute its unique heritage character and should be respected by government, commercial interests and private residents;
• Development of the shore-land and on lands adjoining Canal lands should respect the historic and scenic character of the Canal landscape, and be environmentally sustainable and not conflict with navigation; and
• Encourage the use of architectural styles in keeping with the architectural heritage of the Canal corridor for new construction adjacent to the Canal and lockstations.

The plan also outlines one of the threats to the cultural landscape as development which is incompatible with the cultural landscape.³

In addition to the information contained in the management plan, The Rideau Corridor Landscape Strategy (Parks Canada) analyses the Rideau Canal by its various geographical zones and conditions (also referred to as "landscape character units"). The zone in which the development proposal falls is listed as C1 (Urban Cultural Landscape).⁴ The document lists landscape sensitivities for the various zones (meaning the types of development that could adversely impact the heritage value of the Canal). The sensitivity of the landscape depends on the ability of the landscape to absorb visual change, and the given example most relevant to this

³ Rideau Canal Management Plan, Parks Canada (p.19)
⁴ Rideau Corridor Landscape Strategy, Parks Canada (p. 24)
development proposal is Item 2: "Change within a landscape unit, for example a high-rise apartment building in a C1 Urban landscape unit."\(^5\)

**Architectural value:**

368, 370, and 372 Queen Elizabeth Drive, and 2 Fourth Avenue have been assessed as structures without heritage interest, and their demolition (beyond their proximity to the Rideau Canal) does not have heritage implications.

364 Queen Elizabeth Drive listed on the City of Ottawa's *Heritage Reference List*. It is not a designated building, and is not covered either by Part IV or Part V of the Ontario Heritage Act - meaning that the basis for this CHIS is not related to the building itself, but to the proximity of the properties in question the Rideau Canal Corridor.

1 Fifth Avenue, is also listed on the City of Ottawa's *Heritage Reference List*. It is not a designated building, and is not covered either by Part IV or Part V of the Ontario Heritage Act - meaning that the basis for this CHIS is not related to the building itself, but to the proximity of the properties in question the Rideau Canal Corridor.

The potential heritage impact of the demolition of these structures is due to their participation in the larger cultural landscape of the Rideau Canal Corridor. This CHIS must assess how their demolition and subsequent replacement can be tolerated by the surrounding cultural landscape.

**F. Description of the Proposed Development**

The development proposes the demolition of the six existing structures, and the erection of two residential buildings on the amalgamated lots, with shared underground parking.

The underground parking lot is proposed to be accessed via Fourth Avenue, and there are pedestrian entrances (with elevator access) along the Queen Elizabeth Drive frontage, as well as supplementary exits on Fourth and Fifth Avenues. The parking includes 35 car spaces and 22 bicycle spaces.

\(^5\) *Rideau Corridor Landscape Strategy*, Parks Canada (p. 25)
The massing of the two buildings steps along the Queen Elizabeth Drive frontage, creating a very articulated, stepped massing that accommodates glassed balconies. This stepped massing successfully breaks up the overall composition of the building, allowing it to read as multiple entities, and giving the building a clear residential typology. Despite this reading, the scale of the building along Queen Elizabeth Drive compared to its immediate neighbours is distinctly larger, although not incompatible.

The pedestrian entrances along the Queen Elizabeth Drive facade are contiguous with the existing conditions. The existing buildings on the site (with QED addresses) have an orientation to Queen Elizabeth Drive, as well as pedestrian access. The development proposal's strategy to retain the existing orientations and park-style pedestrian access is assessed as appropriate and desirable within the context of the Rideau Canal Corridor. This orientation represents the typical historic pattern of development along the Rideau Canal Corridor in this area, and (unlike the towers to the north) the development proposal retains this condition, to the benefit of the urban fabric.

The facade along Fourth Avenue uses a combination of fourth storey setbacks, material changes and vertical reveals in order to scale the building with its neighbours, and lessen its overall visual impact. The use of large areas of glazing at the corner is assessed as an appropriate architectural strategy for the context. The transition from stone to brick along fourth avenue is likewise assessed as a suitable strategy to reference both the brick neighbours to the west, and the Canal the east. The inclusion of new trees along this facade is beneficial to the
overall scheme, as it will assist in preserving the existing atmosphere of greenery along the Canal.

**Figure 6**: View of the Fourth Avenue Facade from QED. (Barry J. Hobin Associates)

**Figure 7**: View of the Fourth Avenue Facade from Fourth Avenue. (Barry J. Hobin Associates)

The facade of the smaller building along fifth avenue employs a similar strategy to the Fourth Avenue elevation, making use of brick and stone elements, as well as ample glazing. The addition of balconies on this corner add further articulation and an element of intimacy to the facade in this area that is not present on Fourth Avenue. Although more exposed than other areas, this section is also significantly set back from the Canal corridor which lessens the visual impact overall, and maintains the existing green space surrounding the intersection.
The proposed materials are primarily a grey stone cladding, painted metal panels, and glazing with frames in both charcoal and light grey. There are accents in smaller quantities of a second stone type, as well as wooden screens or louvers that identify the entrances and vertical circulation (stair & elevator cores). Brick veneer is also used on the north and south facades. The materials are overall quite neutral and contemporary, and the grey stone in particular creates a reference to the limestone buildings that are indicative of the Canal's heritage.

The east elevation (facing the Canal) displays the intent to use the grey stone as the primary material. The separation between the two proposed building is also visible - a variation in material is also visible between the two structures, with the stone acting as a unifying element between the two masses.
Figure 10: North Elevation - facing Fourth Avenue. (Barry J. Hobin Associates)

The north elevation transitions between the grey stone (facing the Canal) to a brick veneer that is more indicative of the neighbourhood.

Figure 11: South Elevation - facing Fifth Avenue. (Barry J. Hobin Associates)

Similar to the north elevation, the south side also employs limited use of brick to integrate with its smaller scaled residential neighbours.

G. Impact of Proposed Development

Our assessment attempts to identify any positive and negative impacts the proposed development may have on the heritage value of cultural heritage resource(s). Assessment is made by measuring the impact of the proposed works on the significance and heritage attributes defined in the Rideau Canal National Historic Site Management Plan, the Rideau Corridor Landscape Strategy, as well the Consultant's own assessment of the heritage character of the immediate area, including references to other background documents. The relevant attributes and development guidelines are outlined in Sections D & E respectively.

Extracted from the City of Ottawa CHIS template, positive impacts of a development on cultural heritage resources typically include, but are not limited to (we have highlighted in bold those items that may be relevant for consideration in this CHIS):

- restoration of a building or structure, including replacement of missing attributes,
- restoration of an historic streetscape or enhancement of the quality of the place,
• adaptive re-use of a cultural heritage resource to ensure its ongoing viability, and
• access to new sources of funds to allow for the ongoing protection and restoration of the cultural heritage resource.

Negative impacts include, but are not limited to:
• Demolition of any, or part of any, heritage attributes or features,
• Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance of a building or structure,
• Shadows created that obscure heritage attributes or change the viability of the associated cultural heritage landscape,
• Isolation of a heritage resource or part thereof from its surrounding environment, context or a significant relationship,
• Obstruction of significant identified views or vistas within, from heritage conservation districts,
• **Obstruction of significant identified views or vistas within or from individual cultural heritage resources**,  
• **A change in land use where the change affects the property's cultural heritage value**, and  
• **Land disturbances such as a change in grade that alters soils, and drainage patterns that adversely affect a cultural heritage resource.**

In this instance, we assess the risk to the heritage value of the identified resource is related to the character of the proposed development, its visual impact on, and integration with, the character of the Rideau Canal Corridor. In other words - can this landscape absorb the visual change created by the development proposal?

**For the proposal:**

**Massing & Landscape**

This development proposal represents a significant change for the site in terms of scale and massing. However, this CHIS is provided to assess the impact on the heritage resource in question (the Canal) which is an overall site many orders of magnitude larger than the area in question. Overall, the massing development proposal is assessed as compatible in terms of its visual integration with the larger landscape and views surrounding the Canal. This assessment is based on the following factors, which allow the surrounding landscape to absorb the proposed change:
• The mature trees and other plantings whose presence screens the development from the shoreline;

• The distance of the development from the shoreline (greater than 30m), which is created by the NCC's buffer zone; and

• The adjacent pond, whose presence lends a continued historic & pastoral feel to the surroundings.

For the development proposal, the landscape is assessed as capable of absorbing the proposed change. However, the typology of the properties being removed (detached dwellings), and fronting the Queen Elizabeth Drive is becoming increasingly rare in this area. Their removal from the Rideau Canal Corridor should be given careful consideration.

**Facades**

The facade along Queen Elizabeth Drive is well screened, and clearly scaled as residential units, allowing an appropriate interaction with pedestrians and motorists. The use of stone and glazing is an appropriate strategy to avoid historical mimicry, and still create a valid reference to the history of the place. Whether the proposed glazing is to be reflective, clear, or tinted is unclear - and the final product should be given careful consideration to ensure that the qualities of the glazing chosen do not create a conflict with the pastoral atmosphere of the place (such as inappropriate tinting, etc...).

The Fourth Avenue facade employs some effective strategies for both screening and integration. The success of the facade is dependent on the proposed new trees, and RMA recommends that the Client procure trees of maximum size and age for transplanting, to minimize the time required for the creation of an effective screen.

The Fifth Avenue facade is the most prominent overall in the landscape, although its overall impact relative to the Canal is less, due to its greater distance from the shoreline and recreation pathways. The use of brick, as well as dark accent panels are similarly successful at integrating with the neighborhood, as well as creating some material distinction from the other, larger proposed building.

**Materials and Architectural Expression**

The two variations of grey stone are assessed as compatible with the heritage surroundings; they are natural materials that speak to the early limestone buildings in Ottawa, and along the
Rideau Canal Corridor. The charcoal grey panels and glazing provide a neutral juxtaposition to the stone elements, and assist in articulating the building’s separate components.

The drawback to the material scheme is that it is out of character with the typical pallette of the neighbourhood: smooth red brick, white trim (often moulded), and some amounts of natural and painted wood. The addition of brick into the north and south facades in the updated design documents have addressed this condition, with the remaining visual impact being created by the difference in scale between the development proposal and its existing neighbours.

H. Alternatives and Mitigation Strategies

The CHIS must assess alternative development options and mitigation measures in order to avoid or limit the negative impact on the heritage value of identified cultural heritage resources.

Taken from the City of Ottawa CHIS template, methods of minimizing or avoiding a negative impact on a cultural heritage resource(s) include but are not limited to (we have highlighted in bold those items that may be relevant for consideration in this CHIS):

- **Alternative development approaches that result in compatible development and limit negative impacts,**

- **Separating development from significant cultural heritage resources to protect their heritage attributes including, but not limited to, their settings and identified views and vistas,**

- **Limiting height and density or locating higher/denser portion of a development in a manner that respects the existing individual cultural heritage resources or the heritage conservation district, and**

- **Including reversible interventions to cultural heritage resources.**

For the proposal:

**NOTE:** This CHIS represents the culmination of earlier drafts, based on previous iterations of the development proposal. Many of the changes and proposed mitigation strategies that were proposed in earlier version have since been addressed.

**Massing & Landscape**

While the development proposal constitutes a departure from the typical neighbourhood conditions, when measured against the impacts on the views from the Rideau Canal Corridor, it
is clear that the threat to the heritage resource is minimal. Again, this is due to the mitigating factors of the mature vegetation, buffer zones, and distance from the shoreline.

Since the low impact to the view corridor is partially a result of the planted buffer zone (owned and maintained by the NCC), there is a risk posed by construction activities. The developer should create a construction plan that outlines how the planted area will be protected and preserved. This includes the protection of root systems and overhanging foliage.

In addition, the developer should ensure that no above grade service connections or equipment are present along the Queen Elizabeth Drive Facade.

The mitigation strategies that the development proposal currently is employing includes:

- retaining the vegetation for use as a visual screen
- maintaining an adequate distance from the shoreline
- maintaining a height that is not disruptive to the existing views in the Rideau Canal Corridor

Facades

The overall building design could further reduce its impact by finding a solution to better integrate the northern facade with the typical conditions of the neighborhood. This could include:

- a similarly stepped footprint as is employed on the eastern facade;
- stepping the mass of the building down where it meets the neighbouring lot;
- stepping back from the street to meet adjacent setbacks; and
- the addition of ground-floor porches.

The other facades are assessed as adequately integrating with the existing conditions - so as not to negatively impact the views from the Rideau Canal Corridor.

Materials and Architectural Expression

The materials an architectural expression as shown in the provided documents are assessed as an effective overall strategy to craft a contemporary building, while also referencing the cultural history of the site and the heritage resource. In order to ensure that these strategies are
successful, the use of natural cut stone and high-quality finish materials are encouraged. The use of natural and high-quality materials will allow the building to better integrate with its environment, and in particular with the pastoral qualities of the Rideau Canal Corridor.

I. Conclusion

While the development proposal certainly constitutes a noticeable change for the site, the proposal is compatible with and does not threaten the documented heritage values of the Rideau Canal Corridor. The general massing and appearance of the proposal does not impact the views from, and along, Rideau Canal Corridor, and the landscape is assessed as capable of absorbing the proposed development without negatively affecting the cultural heritage resource.

Please do not hesitate to contact the undersigned should you have any questions or wish to discuss any aspect of this assessment.

Robert Martin  OAA, MRAIC, CAHP, LEED AP
K. Glossary

Adversely impact
A project has the potential to “adversely impact” the cultural heritage value of a project if it; requires the removal of heritage attributes, requires the destruction of a cultural heritage resource, obscures heritage attributes, is constructed in such a way that it does not respect the defined cultural heritage value of a resource.

Built Heritage
Includes buildings, structures and sites that contribute to an understanding of our heritage and are valued for their representation of that heritage. They may reveal architectural, cultural, or socio-political patterns of our history or may be associated with specific events or people who have shaped that history. Examples include buildings, groups of buildings, dams and bridges.

Cultural Heritage Resources
Includes four components: Built Heritage, Cultural Heritage Landscapes, Archaeological Resources, and documentary heritage left by people.

Cultural Heritage Landscape
Any geographic area that has been modified, influenced, or given special cultural meaning by people and that provides the contextual and spatial information necessary to preserve and interpret the understanding of important historical settings and changes to past patterns of land use. Examples include a burial ground, historical garden or a larger landscape reflecting human intervention.

Preservation
Preservation involves protecting, maintaining and stabilizing the existing form, material and integrity of an historic place or individual component, while protecting its heritage value.

Rehabilitation
Rehabilitation involves the sensitive adaptation of an historic place or individual component for a continuing or compatible contemporary use, while protecting its heritage value.

Restoration
Restoration involves accurately revealing, recovering or representing the state of an historic place or individual component as it appeared at a particular period in its history, while protecting its heritage value.
Annex A: Design Documents
VIEW FROM 5TH AVENUE AND QUEEN ELIZABETH DR

LOOKING EAST ON FOURTH AVENUE

LOOKING WEST ON 4TH AVENUE

VIEW SOUTH ON QUEEN ELIZABETH SIDEWALK

4TH AVENUE LOOKING WEST

TERRACE FACING EAST