

PLANNING RATIONALE

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The logo for FOTENN, consisting of the word "FOTENN" in a bold, blue, sans-serif font.

Kate Goslett

Planning and Growth Management Department
110 Laurier Avenue West
Ottawa, ON K1P 1J1

RE: PLANNING RATIONALE: 590 RIDEAU STREET, SITE PLAN CONTROL APPLICATION

Dear Ms. Goslett,

FOTENN Consultants Inc. have been retained by Richcraft Group of Companies to prepare a Planning Rationale in support of a Site Plan Control application for the lands located at 590 Rideau Street. This property is located on the south side of Rideau Street, at the southeast corner of the intersection of Rideau Street and Charlotte Street.

The Site Plan Control application is to permit the development of a seven (7) storey mixed-use condominium building with 68 units and retail space at grade. The project includes below grade parking, as well as a private and communal amenity space.

As we have discussed previously and as will be noted further in this Rationale, in support of the Site Plan Control application, a Minor Variance application will be submitted to the Committee of Adjustment. The Minor Variance application will increase the total building height to 24.5 m from 22 m currently permitted in the Zoning By-law. The variance application will also reduce the total Amenity Space requirement to 15.5 m² per unit from 18.5 m² as currently required.

APPLICATION HISTORY

The subject property, 590 Rideau Street is under ownership of Richcraft Group of Companies and has undergone several planning applications. In 2007, the site was subject to an Official Plan Amendment and Zoning By-law Amendment which were subsequently appealed to the Ontario Municipal Board (OMB). The OMB found Richcraft's amended development proposal to satisfy good land use planning principles and any appeals made were dismissed.

The site was then subject to an application for Demolition Control in 2010 in order to remove four (4) existing buildings on the site. The demolition permits were granted, however as part of the agreement, a temporary park was established in advance of eventual construction.

The Rideau Street corridor has been experiencing considerable development interest. In response to active and pending applications, the City initiated a review of the Rideau Street Community Design Plan, the current policy document for the corridor.

SITE DESCRIPTION

590 Rideau Street (referred to herein as "the site"), is located at the southeast corner of the Rideau and Charlotte Street intersection, and is part of the Sandy Hill neighbourhood.

The site is approximately 250 m west of the Rideau River and 875 m east of King Edward Avenue; an area that is characterized by an eclectic mix of buildings, uses, densities and architectural styles. Figure 1 illustrates the site location in the context of the surrounding community.



/ Figure 1. Context map.

The site is currently occupied by a temporary park which, as noted previously, was established as part of an earlier Demolition Control application.

As mentioned above, the site is located in the City's downtown core within a mixed-use, mixed-density area, with a range of uses in proximity. The following is an inventory of the adjacent land uses and buildings:

North

North of the site is the four (4) storey Wallis House. Further north are low-rise residential uses, in the form of low rise apartment buildings and single detached dwellings and the MacDonald Gardens Park. North east of the site is a fourteen (14) storey high-rise apartment building.

South

South of the site are a variety of low-rise residential buildings which make up Sandy Hill. The neighbourhood is comprised of low-rise apartment buildings, single-, semi-detached and row houses.

East

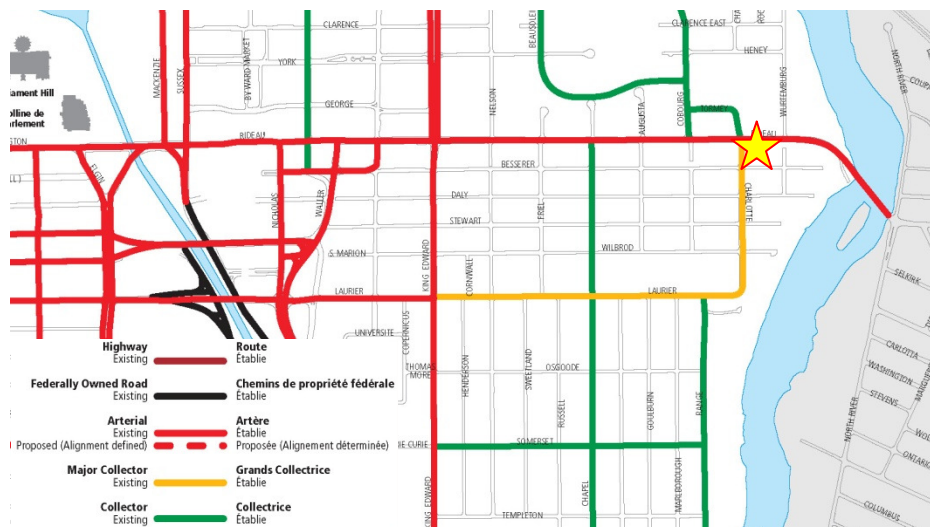
East of the site is a single storey, L-shaped commercial plaza with a variety of retail, service retail and restaurant uses. Further east are a variety of low-rise single detached dwellings.

West

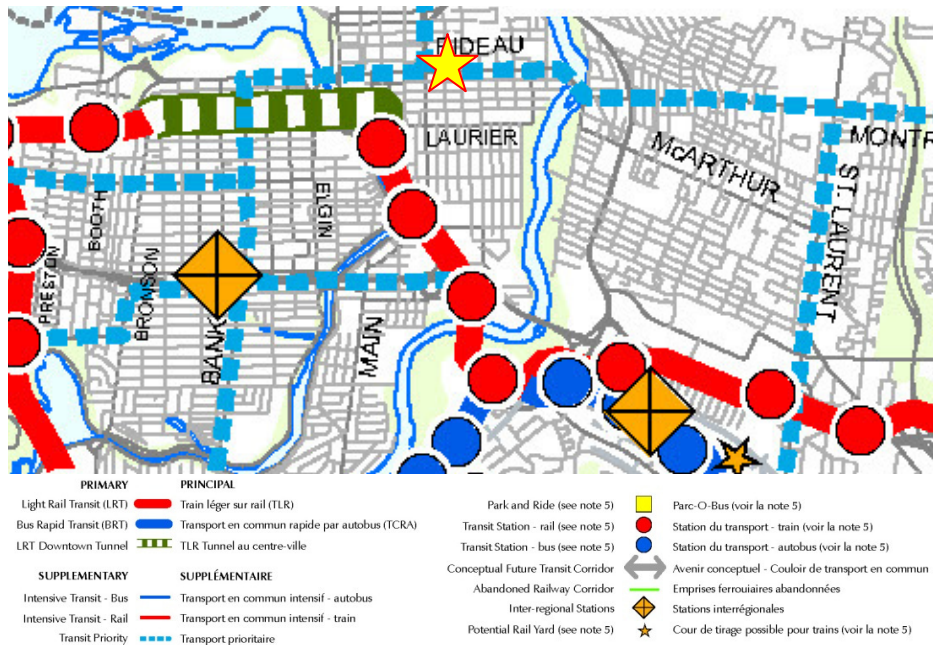
Immediately west of the site is a five (5)-storey medical building with a pharmacy located at grade. Further west is a large vacant lot, slated for redevelopment.

Road Network and Transit

The subject site fronts on Rideau Street – an arterial road identified on Schedule F (Figure 2) of the City of Ottawa Official Plan and a Rapid Transit, Transit Priority, and Road Project identified in Annex A of the City’s 2013 Transportation Master Plan (TMP) and Schedule D of the Official Plan (Figure 3). This four-lane roadway carries significant traffic, including buses in reserved lanes during peak periods. It connects Wellington Street in the west and Montreal Road in the east and acts as a major commercial spine for the surrounding community.



/ Figure 2. Schedule F – Road Network.



/ Figure 3. Schedule D – Rapid Transit Networks.

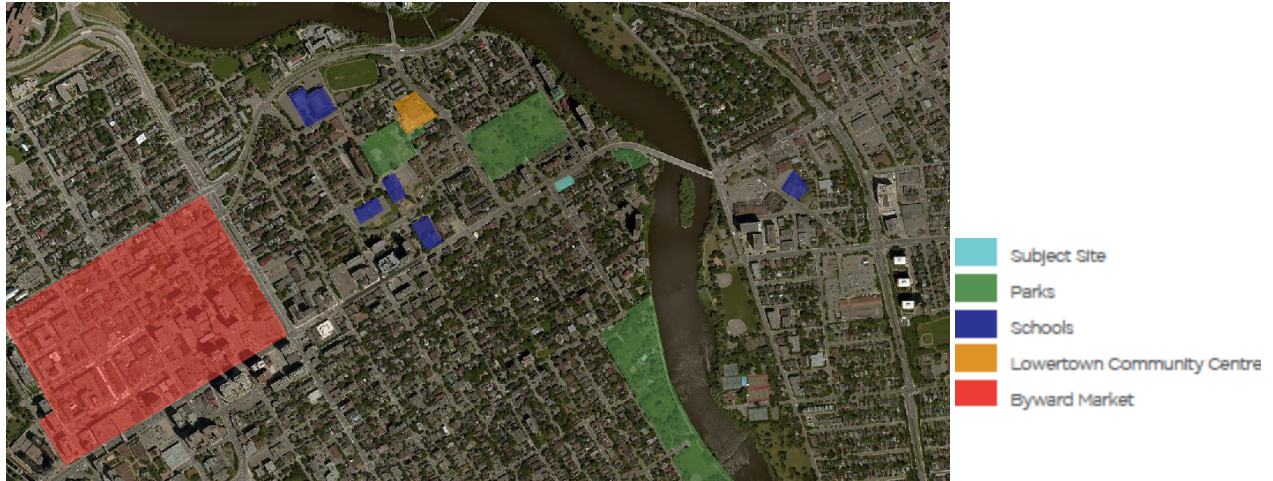
As noted, Rideau Street is well serviced by city bus services, including routes 5, 12, 14, 16, and 18, which can collectively provide service from Blair in the east end, west to Britannia and south to Billings Bridge. All these buses, excluding the #5 offer direct service to the future Rideau LRT Station, located 1.4 km west of the site.

A major renewal of this section of Rideau Street was recently completed. The renewal project included among other items, improved sidewalks, street furniture and public art. The reconstruction work recognized and enhanced Rideau Street as both a Transit Priority Corridor with dedicated bus lanes, and a pedestrian corridor, providing east-west access to downtown Ottawa.

Community Amenities

In addition to well located transit service and connectivity, the site is within walking distance of several community amenities (Figure 4), including:

- Parks: Besserer Park, MacDonald Gardens Park, Jules Morin Park and Strathcona Park.
- Schools: York Street Public School, Sainte-Anne Catholic Elementary School and Ecole secondaire publique De La Salle.
- The Lowertown Community Centre.
- Byward Market (1km).

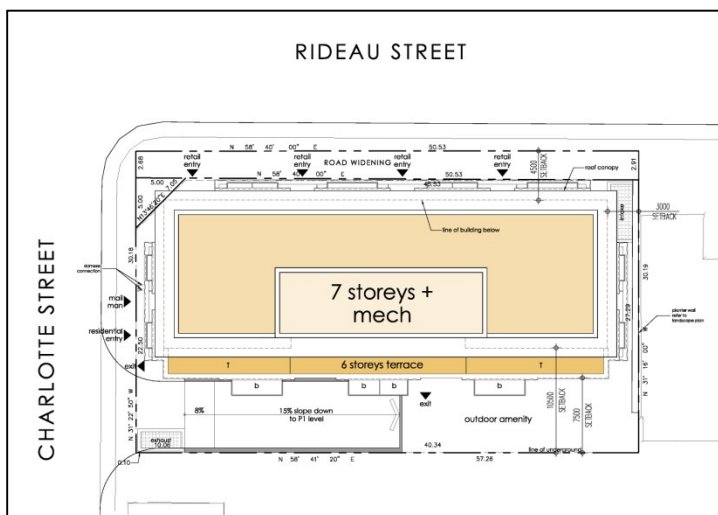


/ Figure 4. Community Amenities in surrounding area

PROPOSED DEVELOPMENT

Richcraft Group of Companies is proposing to develop a seven (7) storey, 24.5 m high, mixed-use building at the corner of Rideau and Charlotte Street. The proposed development includes retail commercial uses at grade and residential units above. In total, the proposed development has a gross floor area (GFA) of 4,306 m², 347 m² of which is retail.

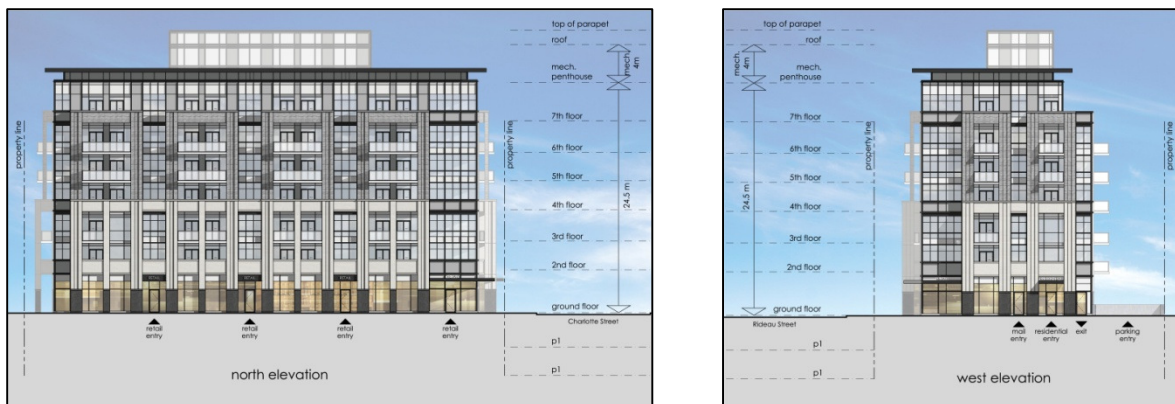
The building is setback 2.0 m from the existing lot line along Rideau Street, which corresponds to the future front lot line, once the Right-of-Way widening is taken, with an additional 2.0 m setback above the 6th floor. The building is setback 3.0 m along the eastern lot line, which provides outdoor access to rear yard amenity space while along the west side, the building is setback 1.0 m. Finally, the development is setback 7.5 m from the rear lot line with an additional 3.0 m above the 6th floor.



FOTENN

The development features heavy glazing and masonry along all elevations. The horizontal mass of the building is largely broken up with the establishment of vertical bays, an architectural treatment, with four (4) along Rideau Street and two (2) along Charlotte Street. This utilization of bays pulls from the neighbouring Willis House and will greatly contribute to the mainstreet character of the building. The vertical mass meanwhile is broken up with the use various masonry materials with the lightest masonry for first three (3) storeys and darker brick for the upper three (3) storeys. This division of masonry will help to visually cap the lower portion of the building and help to provide a pedestrian experience that emphasizes the ground floors. The uppermost floor is largely glazed and along with the stepbacks imposed at that height, will be unnoticeable at grade while offering a more contemporary top viewed from a distance. The Mechanical Penthouse is also heavily glazed to appear as a crown above the building and is setback over 7.5 m from the front of the building and 4.0 m from the rear such that it won't be visible from the street.

Balconies are proposed for residential units on all sides of the building with terraces provided on the seventh (7) floor. The building is located a minimum of 7.5 m from the rear lot line.



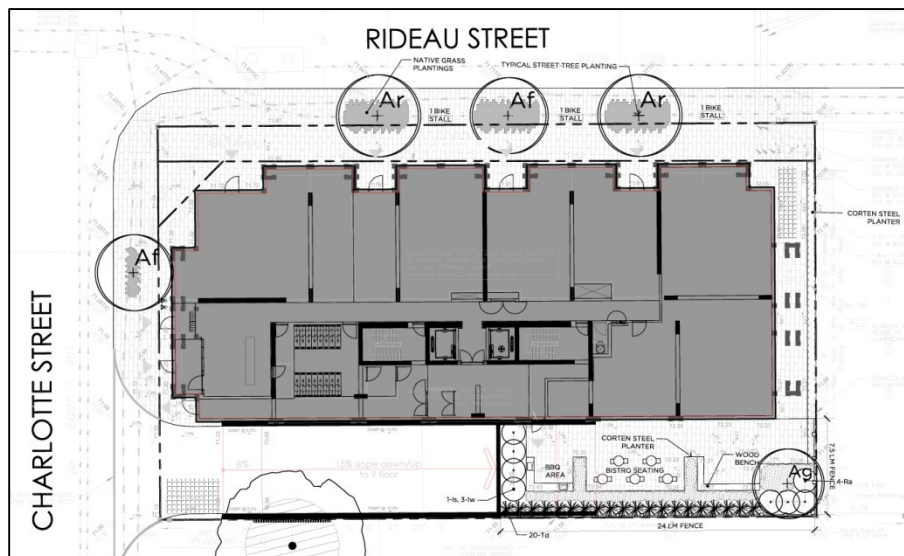
The ground floor of the development will contain three (3) retail units, all with frontage along Rideau Street with unit in the northwest corner of the building having frontage along both Rideau and Charlotte Streets. All retail units are accessible via Rideau Street. The ground floor will also contain a 182 m² indoor amenity space as well as access to the 202 m² outdoor amenity area. The residential portion of the building will offer a variety of unit types, including 10 studio units, 37 1BR units, and 21 2BR units in order to cater to a variety of residents. All units will benefit from outdoor amenity space in the form of either balconies or terraces, for the 7th floor units. In total, the development offers 1,030 m² of amenity space with the majority of that being provided as outdoor amenity space. IT should be noted that the total provided amenity space is deficient of the requirements set out in the Zoning By-law which would require a total of 1,258 m². Still, it is believed that a proportionate and reasonable amount of amenity space is provided to meet the needs of the residents. Private amenity space is supplemented with municipal parkland and open space in the area, including MacDonald Gardens Park, Besserer Park, and Strathcona Park

Parking for the development will be located in two (2) levels of an underground garage. The garage is accessed via a 6.7 m driveway located along the Charlotte Street frontage of the site. The driveway is located over 20 m from the Charlotte and Rideau Street

intersection in order to minimize interruptions with traffic along Charlotte Street. Within the garage, 34 spaces are provided for residents with 12 spaces reserved for visitors. The development will also provide 9 spaces for retail shoppers. All spaces will be accessed via 6.7 m internal lanes. The development also provides for 32 bicycle parking spaces on the main floor of the building.

Landscaping

A Landscape Plan was prepared by FOTENN consultants in order to try and maximize the limited amount of space available for landscaping along the public ROW and to improve the private communal amenity space on site.



Due to the degree of infrastructure located within both the Rideau and Charlotte Street ROW's, the number of trees that are viable at this site is limited. Still, four (4) trees, three (3) along Rideau and one (1) along Charlotte are proposed. The trees along Rideau Street are clustered near the entrances to most of the proposed retail spaces, this will help to create an inviting entrance to these spaces while provided shade a welcome visual break along Rideau Street, particularly during the summer months. The tree along Charlotte Street is located such that it does not interfere with any sight lines between vehicles and pedestrian at both the driveway access and the intersection of Rideau and Charlotte. The trees will all be accompanied by proposed native grass plantings to further "green" the public space. The entire curb area surrounding the development is proposed to be grounded with plank-style precast pavers. This will distinguish the site from the surrounding areas while providing a clean and sophisticated base for the public experience.

The rear-yard amenity space is designed to be a functional and useable area for residents of the development. The area will offer a communal barbecue area for residents with both bench and bistro seating offered. The space will be defined by a variety of shrubbery and ornamental grasses and perennials in order to beautify the space and provide privacy from and to the neighbouring properties.

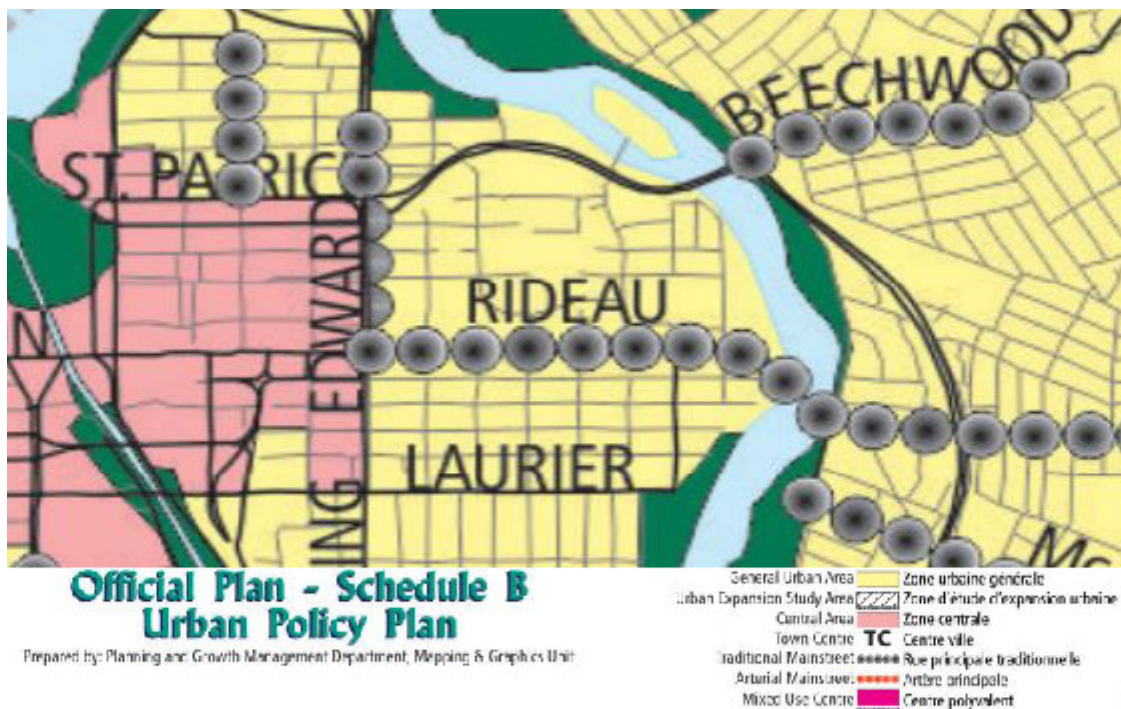
POLICY AND REGULATORY FRAMEWORK

City of Ottawa Official Plan (2003, As Amended)

The subject site is designated “Traditional Mainstreet” on Schedule B of the City’s Official Plan (Figure 5). The Traditional Mainstreet designation applies to various streets throughout the City, which are intended to develop over time as vibrant networks with active, mixed-use, pedestrian oriented development.

Permitted uses within the Traditional Mainstreet designation include retail and service commercial uses, offices, residential and institutional uses. These uses may be mixed in individual buildings or occur side by side in separate buildings.

Section 2.5.1 is intended to establish guidelines for introducing new development in existing areas in an effort to mitigate differences and achieve compatibility of form and function.



/ Figure 5. Official Plan Urban Policy Plan – Schedule B.

Within this section, various broad Design Objectives are outlined to guide development throughout all land use designations. Design Principles further detail how the City hopes to achieve each of the Design Objectives. The objectives are supported as follows:

- 1 Enhancing the sense of community by creating and maintaining places with their own distinct identity.*

The proposed development builds upon the existing character of this portion of Rideau, in particular taking cues from the historic Wallis House by including a 3 storey podium to match the height of the Wallis House, while also using a similar colour palette to the historic building. The development further establishes the mainstreet character of Rideau by providing retail at grade a rhythm in line with a mainstreet.

- 1 Defining quality public and private spaces through development.*

The proposed building with large ground floor retail windows, street trees, and unit pavers as shown on the accompanying Landscape Plan will help to define private and public areas while ensuring that both contexts are well defined but not independent.

- 1 Creating places that are safe, accessible and are easy to get to, and move through.*

Rideau Street, being a Transit Priority Corridor with easily accessible transit, cycling and pedestrian infrastructure allows the site to be easily accessible for both local residents as well as those located across the city.

Furthermore, the heavily glazed ground floor along both Rideau and Charlotte Streets will help to increase safety and security along the entire frontage of the building.

- 1 Ensuring that new development respects the character of existing areas.*

As noted, the proposed development reflects many of the characteristics of the Wallis House in both its scale and look. The rhythm of the development also helps to break up the building and match the rhythm traditionally found on mainstreets. In so doing, the development better integrates within the surrounding community and the varied types of development located in close proximity.

- 1 Considering adaptability and diversity by creating places that can adopt and evolve easily over time and that are characterized by variety and choice.*

The proposed development offers a variety of apartments style units which add to the diversity of available housing in the area, whether it be new residents looking to for more affordable housing or those downsizing from larger housing.

Section 4.11 builds upon the general principles of compatibility outlined in Section 2.5.1 by providing the following evaluative criteria: traffic, vehicular access, parking requirements, building height and massing, pattern of surrounding community, outdoor amenity areas, loading areas, services areas and outdoor storage, lighting, noise and air quality, sunlight, microclimate and supporting neighbourhood services. The proposed project attains these evaluative criteria in the following ways:

Traffic	<p>A transportation brief has been prepared by Parsons and is being submitted as part of this application.</p> <p>The subject property front onto an existing arterial street (Rideau) and an existing collector road (Charlotte) with five (5) regular transit routes (#'s 7, 12, 14, 16 and 18) located along Rideau Street.</p> <p>The report concludes that the intersection of Rideau and Charlotte, as a whole, is currently operating at a Level of Service (LoS) of C or better while the 'critical movements' along Charlotte Street are operating at a LoS of E or better with traffic spilling back past Besserer Street. The report notes that the new development is expected to add approximately 1 vehicle every 3 to 5 minutes which is considered negligible and manageable.</p> <p>Finally, the report concludes that the proposed driveway location is acceptable, however new signage advising drivers not to 'block the driveway' should be installed to allow for southbound left-turning vehicles to access the site.</p> <p>Overall, the proposed development is supported by the transportation network and is recommended from a transportation point of view.</p>
Vehicular Access	<p>Vehicular access for the development's parking area is provided by a single two-way driveway located at the southwest corner of the site. Access to the garage is located at the further distance from Rideau Charlotte Street intersection thus reducing any potential conflicts between cars and pedestrians.</p>
Parking Requirements	<p>Parking for the development will be provided within a two (2) storey underground parking garage. A total of 54 underground spaces are provided for the development distributed over two (2) floors. This includes 34 resident spaces, 11 visitor spaces and nine (9) retail spaces. A total of 35 bicycle parking spaces are provided within the residential lobby.</p> <p>All parking meets the requirements of the Zoning By-law.</p>
Outdoor Amenity Areas	<p>The proposed building includes a variety of amenity spaces including both indoor and outdoor communal amenity space as well as private amenity space in the form of balconies and terraces.</p> <p>The outdoor amenity space exceeds that which is required by the site specific exception. The total amenity space however is deficient from what the exception requires. As the exception requires an amount equal to more than three times the usual zoning requirement, a minor variance will be sought to reduce the requirement as it is believed that the appropriate amenity space proposed with this development is sufficient for the needs of residents. The proposed amount of amenity space well exceeds that which is usually required by the Zoning By-law.</p> <p>The outdoor amenity area for the development is located in the</p>

	southeast corner of the site. The space is well protected by a variety of plantings to provide privacy for both the residents of the building and the neighbouring properties.
Loading & Service Areas and Outdoor Storage	Loading for the retail tenants and the residential building is proposed to occur through the underground parking garage, as to prevent impact on the surrounding properties. No outdoor storage areas are proposed.
Lighting	A lighting consultant will be engaged as the project moves forward. It is anticipated that there will be light spillage onto Rideau and Charlotte Streets, however it is believed that this spillage will only help to better illuminate these roads and create a safer space throughout all times of the day.
Noise and Air Quality	Noise and air quality are to be addressed by a forthcoming Noise and Wind Study to be prepared by Gradient Wind Engineering Inc.
Sunlight	As shown in the provided Sun Shadow Study, the majority of the shadowing falls along Rideau Street with some shadowing on neighbouring properties in the early morning and evening, particularly during the winter months. The majority of the time, neighbouring properties will be unaffected by sun shadows.
Microclimate	Microclimate conditions will be addressed by a forthcoming Noise and Wind study to be prepared by Gradient Wind Engineering Inc.
Supporting Neighbourhood Services	The additional 68 units proposed with this development will add to the population density in this portion of the city and help to support many of the existing and future services available. The new retail proposed will also help add to the variety of retail and services uses available.

The proposed development contributes to the diversity of dwelling types which presently exist within the Sandy Hill/Uptown Rideau Street community. The proposed commercial uses will contribute to the diversity of amenities available in the community and help to provide an active pedestrian environment along Rideau Street.

The proposed development is compatible with the surrounding land uses which vary from low-mid-high-rise buildings, with retail, residential and office uses present along Rideau Street.

Official Plan Amendment 150 (2013)

In 2013, the City of Ottawa reviewed its Official Plan resulting in numerous changes to policy references and land use designations. Ottawa City Council adopted Official Plan Amendment 150 (OPA 150) to implement the changes in December 2013. OPA 150 subsequently received a number of appeals that have not been resolved at this time. As a Council-approved document, however, the relevant policies of OPA 150 have been considered in relation to this development application.

The intent and direction of the Mainstreets designation have been generally maintained with more emphasis placed on development patterns that promote the use of transit and improved pedestrian environments.

The proposed development maintains the intent of the Traditional Mainstreet designation.

Policies under Section 2.5.1 have been revised in a manner to allow development proponents to respond in creative ways to the Design Objectives. Responses provided in the previous Official Plan section continue to apply.

Policies under Section 4.11 have been revised and organized into seven (7) categories. The relevant revised policies are addressed in the table below:

Compatibility Criteria	Conformity
Views	The proposed building is not in a location or at a height that will significantly affect protected views within the city of Ottawa
Building Design	<p>The design of the development fits with the existing desirable character and planned function of the surrounding area:</p> <ul style="list-style-type: none"> • Setbacks: Along Rideau Street the building is setback 2 m in order to meet the future ROW widening requirement. The building is setback and addition 2m above the fourth storey in order to better “fit in” with the surrounding properties, which vary greatly in height and also to maintain a more related envelope at ground level. • Façade and architectural elements: The façade is articulated with a variety of material and forming, with two types of framing to help break up the faced and visual separate the bottom, middle and upper sections of the building. The most robust framing in light materials with a dark base emphasize the lowest portion of the building while a more refined, masonry frame establishes the main body of the project. Glass and lattice framing then defines the upper storeys adding a distinct lightness to the upper third of the building. The pattern is focused at the intersection of the northern and western elevations and drawn down to differentiate the corner and by contrast give greater prominence to the corner of the development. Finally, the building is capped at it’s peak with a canopy to frame the upper portion of the building and ground the development. <p>The building fronts on to both Rideau and Charlotte Street with windows visible from the public realm located along both sides. The project is placed up to the future lot line along Rideau to frame the mainstreet while providing a slight 1 m setback along Charlotte to open up the smaller side road.</p> <p>Strong architectural design elements are provided by providing three (3) distinct horizontal sections and breaking</p>

	<p>up the facades at the intersection to emphasize the corner and distinguish the two public façades.</p> <p>The mechanical penthouse has been set far back from both Rideau and Charlotte Street and clad in a similar glass framing to be both invisible at ground level but to appear as part of the building when visible from a distance.</p>
Massing and Scale	<p>The proposed development fits into the planned context of the area. The design focuses on the pedestrian realm while providing a mid-rise building in line with the Traditional Mainstreet designation.</p> <p>The proposed development represents an appropriate transition to the low-rise residential neighbourhood south of the site. The development, which clearly signifies a border between the low-rise nature of Sandy Hill and the more varied and high-density mainstreet, provides a 7.5 m rear yard setback which is increased to 10.5 m at the 7th storey. This large spacing allows for a sufficient gap between the low-rise apartment and row house located south of the site.</p> <p>Furthermore, due to the orientation of the sun, all potential shadowing is avoided or minimized. As a result, the proposal forms part of the transition from Rideau Street south to Sandy Hill with little to no negative spillover effects on neighbouring properties.</p>
Outdoor Amenity Areas	<p>The proposed building includes a variety of amenity spaces including both indoor and outdoor communal amenity space as well as private amenity space in the form of balconies and terraces.</p> <p>The outdoor amenity space exceeds that which is required by the site specific exception. The total amenity space however is deficient from what the exception requires. As the exception requires an amount equal to more than 3x the usual zoning requirement, a minor variance will be sought to reduce the requirement as it is believed that the plentiful amenity space proposed with this development is sufficient for the needs of both residents and the public. The proposed amount of amenity space well exceeds that which is usually required by the Zoning By-law.</p> <p>The outdoor amenity area for the development is located in the southeast corner of the site. The space is well protected by a variety of plantings to provide privacy for both the residents of the building and the neighbouring properties.</p>
Design Priority Areas	<p>The site is located within the Rideau Street Traditional Mainstreet Design Priority Area.</p> <p>The first storey is designed to match the height of adjacent commercial buildings for a total height of 4.5 m with heavy glazing, and pilasters to break up the façade into smaller bays and ground the building. An overhang and strong cornice line provide shelter from the elements while also providing a visual break at the pedestrian level.</p>

The proposed development continues to maintain the intent of the policies as set out in OPA 150 and the amended policies of Section 2.5.1 and 4.11.

Current Uptown Rideau Community Design Plan

The Uptown Rideau Community Design Plan (CDP), approved by Ottawa City Council in 2005, provides additional policy direction for development along Rideau Street. In addition, the CDP is subject to a staff-initiated review to revise the development principles of the current CDP. The discussion below responds to the current UPCDP.

Design Planning Principles

In order to achieve the full potential of Uptown Rideau Street as a successful mainstreet, Section 4.1.1 outlines five (5) characteristics that offer design cues to be reflected or complement in any future development application:

- a. The architectural styles or details contained in the existing fabric of valued historic structures such as the Rideau Branch Library, the Wallis House or the Cummings Bridge;
- b. The contextual colours and materials such as clay brick, cast stone, stucco, metal detailing and clear glazing;
- c. The imagery of urban waterways and parks to reflect the setting of Rideau Street as the key urban axis linking two major waterways and urban parks (the Rideau Canal and the Rideau River);
- d. The diversity of lifestyles and cultures within the surrounding community; and
- e. Permitted neighbourhood uses that draw nearby residents to the street and other permitted uses that serve a wider market area.

Section 4.2, recognizes that other characteristics may be reflected in design and should be left to the creativity of architects to determine the value of each.

Built Form

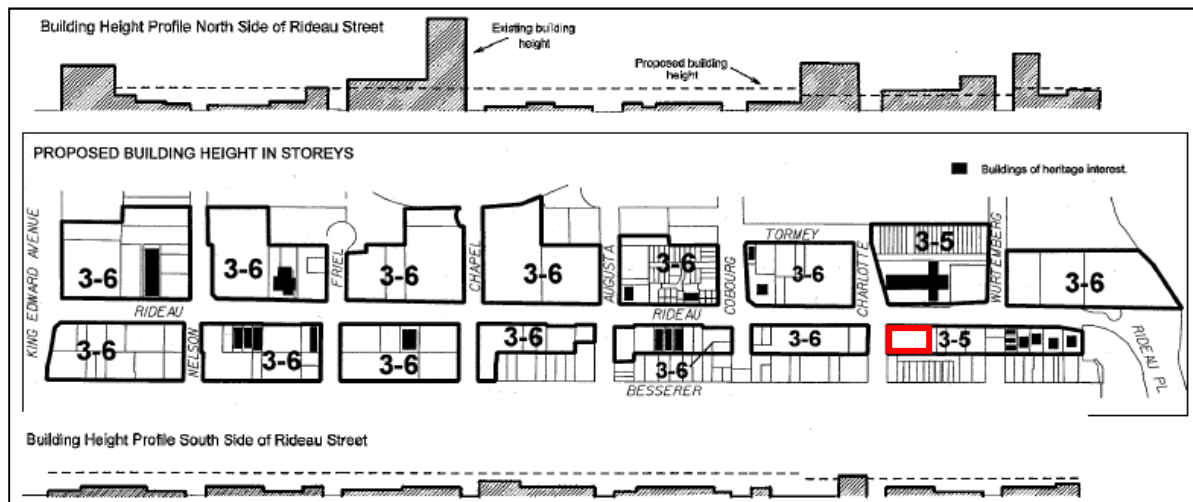
Section 4.2 sets out directives for a consistent height along Rideau Street to frame the street and to give it a sense of identity. The heights selected should be an appropriate scale:

- a. That allows pedestrians to feel comfortable walking on the sidewalk and not be overwhelmed by the size and impact of the surrounding buildings;
- b. That does not make residents on the uppermost floors feel alienated from the sidewalks, the plazas or the open spaces on the ground;
- c. That safeguards the exposure to sunlight along the sidewalk;
- d. That reflects the street's ability to accommodate mid-rise buildings due to its relatively dense urban fabric and its close proximity to downtown; and
- e. That complements the built heritage in the Uptown Rideau area.

The height generally selected as appropriate on Rideau Street in between King Edward Avenue and Charlotte Street is six (6) storeys and three (3) to six (6) storeys along the corridor as shown in the CDP (Figure 6).

As per Section 4.3.2, a compatible mix of uses, including a range of commercial, residential, and community uses shall be permitted on properties that front on to Rideau Street. The CDP further states that buildings should be designed with a ground floor elevation more predominant and greater in height than any other floors (Section 2.4). A minimum of 50% of the ground floor facades fronting Rideau shall consist of windows and/or entries, the individual storefronts, bays and entries at grade should be fine-

grained, eye-catching and unique within the context of the overall building design and new buildings should be designed to provide a variety of contextual buildings shapes and styles within the same block. This can be achieved by integrating buildings of heritage interest or by articulating vertical sections of larger buildings and applying unique colours, materials and other design elements to the various sections (Section 2.7).



/ Figure 6. Uptown Rideau Community Design Plan (CDP) area of focus.

In order to create continuous frontages along Rideau Street, the CDP encourages new development to “fill-in” vacant lots and large gaps between buildings while leaving some occasional gaps or lanes to add interest along Rideau Street.

The policies of the Uptown Rideau Community Design Plan (CDP) are generally supportive of a compatible, mixed-use building, on Rideau Street. The CDP restricts height on Rideau Street in between King Edward Avenue and Charlotte Street, to within the range of 3-6 storeys.

The proposed development meets the intent of the Uptown Rideau Community Design Plan, through the following:

- / *The proposed development incorporates community uses that will draw residents to the street and other permitted uses that serve a wider market area [4.1.1.e];*
- / *The development is at a scale that will allow pedestrians to feel comfortable and not overwhelmed while walking on the street [4.2.2.a];*
- / *The development will allow the uppermost floors to feel connected to the sidewalk and open spaces on the ground [4.2.2.b];*
- / *The development is within the height restriction with a slight variance caused by the mechanical equipment required for the building, making the six (6) storey development seven (7) [4.2.3];*
- / *The proposed retail uses along the ground floor will be more prominent through the use of architectural detailing and articulation [4.2.4];*
- / *The materials and articulation proposed for the development reflect the surrounding buildings and community design plan by glazing the first-floor retail uses and balconies for residential units [4.2.7.a];*

- 1 The proposed development will fill a vacant void within the streetscape by replacing the temporary park with a pedestrian-scaled mixed-use development [4.2.8].

Revised Uptown Rideau Secondary Plan and Community Design Plan

The Subject Property is located with “Area A” character area of the Uptown Rideau Secondary Plan and Community Design Plan and is designated Traditional Mainstreet (Figure 7). The revised Plan was initiated as part of a general review of the existing plans, which date back to 2005 and to review the vision for Uptown Rideau Street as an area for intensification following various changes throughout the City including the coming Light Rail Transit system. The Traditional Mainstreet designation follows that of the Official Plan in permitting a wide range of uses from Residential, to retail, office and others.



Figure 7. Draft Uptown Rideau Secondary Plan Land Use Schedule

The subject lands have a maximum height of 7 storeys and a maximum FSI of 3.0 in the revised Secondary Plan and Community Design Plan. The designation, density and height are in line with the existing zoning. The vision for the site is then to develop an appropriately scaled mid-rise building with active ground floor uses, high transparency and articulated frontages.

Both the Uptown Rideau Secondary Plan and the Community Design Plan are subject an Ontario Municipal Board (OMB) appeal by Action Sandy Hill (ASH) and is not in full force and effect. The Secondary Plan and Community Design Plan are not necessary to provide policy direction to the Site Plan Control application.

The proposed development with a mid-rise mixed-use development with retail uses at grade, is consistent with the policies and vision set out in the Uptown Rideau Secondary Plan and Community Design Plan.

Urban Design Guidelines for Development Along Traditional Mainstreets

The Urban Design Guidelines for Development along Traditional Mainstreets were approved by Council in 2006 and their purpose is to provide urban design guidance at the planning application stage in order to assess, promote and achieve appropriate development along Traditional Mainstreets. These guidelines are to be applied throughout the City for all streets identified as a Traditional Mainstreet within the Official Plan. The guidelines set objectives to:

- / Promote development that will enhance and reinforce the recognized or planned scale and character of the street;
- / Promote development that is compatible with, and complements its surroundings;
- / Achieve high-quality built form and strengthen building community along Traditional Mainstreets;
- / Foster compact, pedestrian-orientated development linked to street level amenities;
- / Accommodate a broad range of uses including retail, services, commercial uses, offices, residential and institutional uses where one can live, shop and access amenities.

The following urban design guidelines apply and are being achieved through the proposed development:

- / *Guideline 1: The Rideau Street arterial mainstreet does not have an existing street edge, the proposed development will re-establish the street edge, a defining feature of a mainstreet.*
- / *Guideline 2: Trees and plantings will be located along the street edges.*
- / *Guideline 3: The proposed development creates a visually continuous streetscape while ensuring ample pedestrian space.*
- / *Guideline 4: Periodic breaks are incorporated into the proposed development to add interest to the streetscape.*
- / *Guideline 8: The building has a high degree of architectural detailing and articulation.*
- / *Guideline 9: The proposed development transitions into the neighbouring residential and commercial uses adjacent to the site through a 7.5 metre setback and an additional 3.0 metres above the sixth floor.*
- / *Guideline 11: The commercial uses along the ground floor of the proposed development will utilize clear windows to aid in making an active pedestrian environment.*
- / *Guideline 12: The building employs a variety of materials to break up the height of the building and achieve a human scale.*
- / *Guideline 13: Residential units are located above the retail uses on the first floor, access to residential units is separate from retail uses.*
- / *Guideline 14: Proposed development is located at the corner of Rideau and Charlotte Street.*

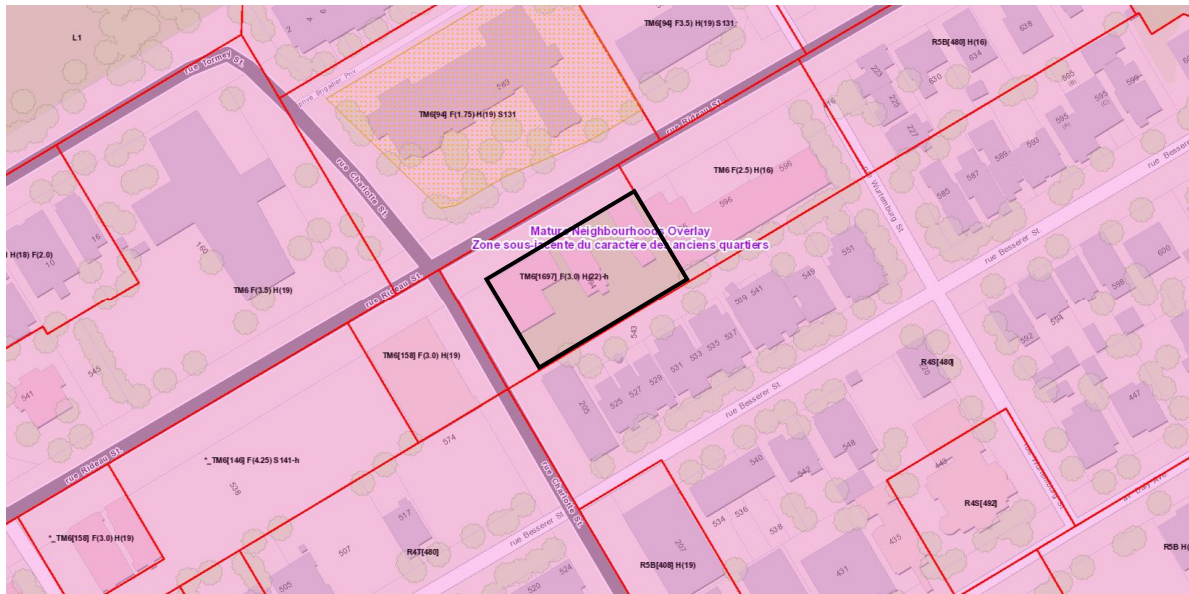
- / Guideline 16: The development maintains the same level or architectural detailing around both sides of the building.
- / Guideline 19: Front doors are located at the front of the building on Rideau Street and are accessible from the public sidewalk.
- / Guidelines 37 & 38: Service and utility areas are shared between the proposed buildings and enclosed wherever possible.

City of Ottawa Zoning By-Law

The current zoning for the subject property was established through the aforementioned Zoning By-law Amendment, which was approved in 2009. As a result, the subject property is currently zoned 'Traditional Mainstreet Subzone 6, Exception 1697, with a Maximum Floor Space Index of 3.0 and a Height Limit of 22 metres. The site is also subject to a Holding Zone until such time that infrastructure improvements have been completed and a Site Plan Control approval has been received (TM6 [1697], F(3.0), H(22)-h (Figure 8).

The Traditional Mainstreet zone permits a wide range of uses including retail, service commercial, office, residential and institutional uses, including mixed-use buildings. The TM zone further seeks to foster and promote compact, mixed-use, pedestrian-oriented development that provide for access by foot, cycle, transit and automobile.

Exception 1697 establishes site specific provisions for the lands. The provisions established in Exception 1697 as well as the remaining applicable provisions are listed in the table below. The proposed provisions are also listed in this table.



/ Figure 8. Zoning for 590 Rideau Street, 'TM6[1697] F(3.0) H(22)-h'.

Table 2: Zoning Provisions for TM6[1697] F(3.0) H(22)-h'.

ZONING MECHANISM	REQUIRED	PROPOSED
MIN. LOT AREA	No min.	✓ 1,525 m ²
MIN. LOT WIDTH	No min.	✓ 50.53 metres
MIN. FRONT YARD SETBACK	0 m for the first 6 storeys.	✓ 2 m below 4 storeys
	2 m above the 6 th storey.	✓ 4 m above 4 storeys
MAX. FRONT YARD SETBACK	2 m	✓ 2m
	No max. above the 3 rd storey	✓ 4 m above 4 storeys
MIN. INT. SIDE YARD SETBACK	0 m	✓ 1.2 m
	3 m above the 6 th storey	✓ 3 m above 6 storeys
MAX. INT. SIDE YARD SETBACK	No Max.	✓ 3 m
MIN. CORNER SIDE YARD SETBACK	1 m	✓ 1 m
MAX. CORNER SIDE YARD SETBACK	4 m	✓ 1 m
MIN. REAR YARD SETBACK	7.5 m with an additional 3 m setback above the 6 th storey.	✓ 7.5 metres below 6 storeys
		✓ 10.5 metres above 6 storeys
MIN. BUILDING HEIGHT	10 m	✓ 24.5 m
MAX. BUILDING HEIGHT	7 storeys	✓ 7 storeys
	22 m	✗ 24.5 metres
MINIMUM RESIDENTIAL AMENITY AREA	A minimum of 18.5 m ² total amenity area must be provided for each dwelling unit, of which half must be provided as uncovered outdoor amenity area 9.25 x 68 = 629m ² Total required: 1,258 m ²	✗ Indoor: 304 m ² ✓ Outdoor: 828 m ² ✗ Total: 1,062 m ²
MAX. FLOOR SPACE INDEX	3	✓ 2.82
MINIMUM WIDTH OF LANDSCAPED AREA	Abutting a Residential Zone: 3 metres All other cases: No minimum, except that where a yard is provided and not used for required driveways, aisles, parking or loading spaces, the whole yard must be landscaped	✓ 3 metres

ZONING MECHANISM	REQUIRED	PROPOSED
MINIMUM BICYCLE PARKING SPACES	Residential: 0.5/dwelling unit = 34 required Retail: 1/250m ² = 1 required Combined total required: 35 spaces	34 parking spaces residential 1 parking space retail ✓ 35 total spaces
MIN. PARKING REQUIREMENT	Residential: 0.5/dwelling unit = 34 required Residential Visitor: 0.2/dwelling unit (first 12 units exempt) = 11 required Retail: 2.5/100m ² (first 150m ² exempt if on the ground floor) = 9 required Combined total required: 54 spaces	✓ 55 spaces total
MIN. REQUIRED LOADING SPACES	0	✓ 0

As noted, the application will require variances to permit the increased height and reduced total amenity space. These items will be dealt with more specifically when the Minor Variance application is submitted but in summary, the increased height is required as the existing zoning is out dated and does not recognize the requirements for retail space, and does not conform to current residential floor heights, with present day structural requirements. Ultimately, the increased height is considered reasonable with no adverse effects, which is confirmed by the included Sun Shadow Study.

With regards to the decreased amenity space requirement, it also considered reasonable as there is adequate amenity space provided on site with a variety of municipal parks located in close proximity to the site.

Ultimately, the proposed development meets the intent of the Zoning By-law and the vast majority of the provisions applicable to the site.

Conclusion

It is our professional land use planning opinion that the proposed Site Plan application represents 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 and infrastructure are readily available;
- / The proposed development conforms to the Official Plan policies for Traditional Mainstreets, particularly with respect to mixed-use infill development that is compact, transit-oriented, and defines the street edge;
- / The site is located on a Supplementary Transit Priority Corridor. A high-quality pedestrian realm, bicycle storage, and proximity to excellent transit service will all help to encourage active transportation alternatives;
- / The building is designed to properly address the street in terms of height, rhythm, massing, and streetscape treatment. Retail uses on the ground floor are complemented by significant glazing to ensure that the Rideau and Charlotte

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Street frontages are active and animated. Along Rideau and Charlotte Street, residential amenities and units are oriented toward the street, consistent with the residential and institutional character of the street;

- / The proposal complies with the City's compatibility criteria established in Section 2.5.1 and 4.11 of the Official Plan including provisions relating to parking requirements, vehicular and loading access on site, building height and massing, and supporting neighbourhood services;
- / The proposal conforms to the new policy direction contained in Official Plan Amendment No. 150 with regards to land use, building design and compatibility;
- / The proposed uses are contemplated in the Uptown Rideau Community Design Plan (CDP). Though the CDP contemplates heights of only six (6) storeys on the subject property, the design reflects the emerging role of Rideau Street as a significant mixed-use corridor in the City and an extension of the Central Area;
- / The proposed development maintains the general spirit and intent of the Urban Design Guidelines and Development along Traditional Mainstreets;
- / The proposed development meets the intent of the Zoning By-law and the majority of the provisions applicable to the site. A Minor Variance application will address where the application does not meet those provisions.

Sincerely,



Mike Szilagyi, MCIP RPP
Planner

FOTENN Consultants Inc.



Miguel Tremblay, MCIP RPP
Director | Planning + Development

FOTENN Consultants Inc.