

UPTOWN RIDEAU STREET COMMUNITY DESIGN PLAN

Approved by City Council December 9th, 2015

**City of Ottawa
Planning and Growth Management**

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1.0 INTRODUCTION

Ottawa is a growing city with a population expected to reach over one million residents by 2021. The evolution of the city is influenced by a variety of factors and, as it grows, many of the neighbourhoods within the urban area of the city also grow along with it.

Uptown Rideau Street, bounded by King Edward Avenue in the west and the Cumming's Bridge in the east, has been part of this growth and will continue to grow in the future.

The recently completed Rideau Street Renewal project has widened and redesigned sidewalks, re-aligned vehicle lanes and removed hydro poles, replacing them with bike parking posts, pedestrian seating and public art. The outcome has been an improved public realm on Rideau Street, creating a more inviting pedestrian environment.

In the coming years, Uptown Rideau Street will also be easier to travel to and from with the construction of the Confederation Line - a Light-Rail Transit (LRT) facility. Targeted for completion in 2018, Phase 1 of the LRT will dramatically change the way people travel

through Ottawa's urban area.

Combined with the street's prime location within a short distance of destinations such as the Downtown Core, the ByWard Market and the Parliamentary District, these major changes are helping to shape the street into an appealing place to live, play and work. As a result, Rideau Street is also drawing renewed development interest. This will not only generate new homes and businesses in the area and help Uptown Rideau evolve into a more vibrant, bustling mainstreet, but it will also likely affect the way it looks and feels.

While Uptown Rideau Street has its own unique character, it is also an important part of larger neighbourhoods. To the north and to the south, Uptown Rideau Street is bounded by two predominantly low-rise, established neighbourhoods: Lowertown and Sandy Hill. These two neighbourhoods have distinct histories almost as old as Ottawa itself and Rideau Street has been the seam between the two since 1827. While the two neighbourhoods stand to benefit from the revitalization of the street, they are also established neighbourhoods with their own characters and are sensitive to change on

Rideau Street.

This Community Design Plan (CDP) has been prepared to guide development, mobility improvements and public realm initiatives in the Uptown Rideau Street area to help it achieve its potential as a more vibrant downtown mainstreet. The CDP also has a responsibility to ensure that changes to the built environment are respectful to Uptown Rideau's established neighbouring communities.



Aerial View of Uptown Rideau Street

1.1 What is a Community Design Plan?

A CDP is one of many secondary planning tools used by the City of Ottawa to provide policies and guidelines for change in specific areas where growth is expected to occur. These typically include Traditional and Arterial Mainstreets, the Central Area, Town Centres, Mixed-Use Centres and Developing Communities. Recognizing that each community is unique with distinct opportunities and challenges for managing change, CDPs translate the general principles and policies of the OP to specific policies, tailored to one specific area.

A CDP can address a number of topics related to change in an area such as:

- Land use
- Building heights
- Building form and design
- Heritage features and buildings
- Ways to support pedestrians and cyclists
- Encouraging public transit use
- Infrastructure needs
- Public realm improvements or changes
- Planning for changes to population density and projected growth
- Implementation strategies
- Financial plans

CDPs are Council-approved documents with 20-year horizons. There is no application process to amend a CDP and a CDP cannot be appealed to the Ontario Municipal Board. They are often implemented through an associated Statutory Secondary Plan and Zoning By-law Amendment(s). The document may also produce related initiatives such as design guidelines, a greening strategy or any number of other strategies that are required to address the physical change of an area.

CDPs are often initiated in response to pressures for change or growth in an area and are intended to provide the opportunity for early involvement and discussion by all parties about how future development should

occur. In the spirit of collaborative community building, they are prepared through an open and public process.

1.2 2005 Uptown Rideau CDP

The Uptown Rideau CDP was completed in 2005 and provided direction about the future of Uptown Rideau from King Edward Avenue to the Cummings Bridge. The 2005 CDP addressed a variety of topics including building heights, density, heritage preservation, parks and pathways, pedestrians and bicycle circulation and much more. The 2005 CDP was also instrumental in informing and guiding the Rideau Street Renewal project. This update to the 2005 CDP is part of a City process aiming to review CDPs and other types of community plans to ensure that they are up to date with the current Official Plan policies, standard CDP document structure and current implementation strategies.

1.3 How to Use This CDP

The Uptown Rideau CDP is intended to be used by organizations and individuals who will play a role in shaping future development in the area, including City Council, City departments, federal agencies, landowners, business owners, community associations and residents. Specifically, it should be used as follows:

- To inform landowners, business owners, developers and the general public about the vision and objectives for the area, including urban design guidelines;
- As the basis for a Secondary Plan setting out policies respecting land use, built form, the public realm and other matters;
- To guide detailed planning of public capital projects identified in the plan and updates to the City's plan for capital projects;
- As a guideline document when preparing and reviewing site-specific rezoning, site plan and Committee of Adjustment applications as well as capital projects.

1.4 The CDP Area

The study area of the Uptown Rideau CDP is based on the boundary of the 2005 CDP, which includes the properties that front onto Rideau Street between King Edward Avenue in the west and the Cummings Bridge in the east. Several minor changes have been made to the boundary to add relevant properties or remove properties that were not considered to be part of the mainstreet.

In total, the CDP boundary extends for about 1.2 km along Rideau Street and encompasses all properties abutting the street. In most cases, the boundary extends one lot depth north and south of Rideau Street, however there are a few exceptions to this based on lot configurations and land uses. Most notably, on the south side of Rideau Street between Chapel Street and King Edward Avenue, the study area includes the entire blocks, extending south to Besserer Street to reflect the traditional mainstreet zoning designation in this area and the existence of through-lots.

While not part of the formal study area for this CDP, the adjacent neighbourhoods of Sandy Hill and Lowertown were also studied to determine the relationship of each community with Rideau Street and each other.

1.5 Study Process

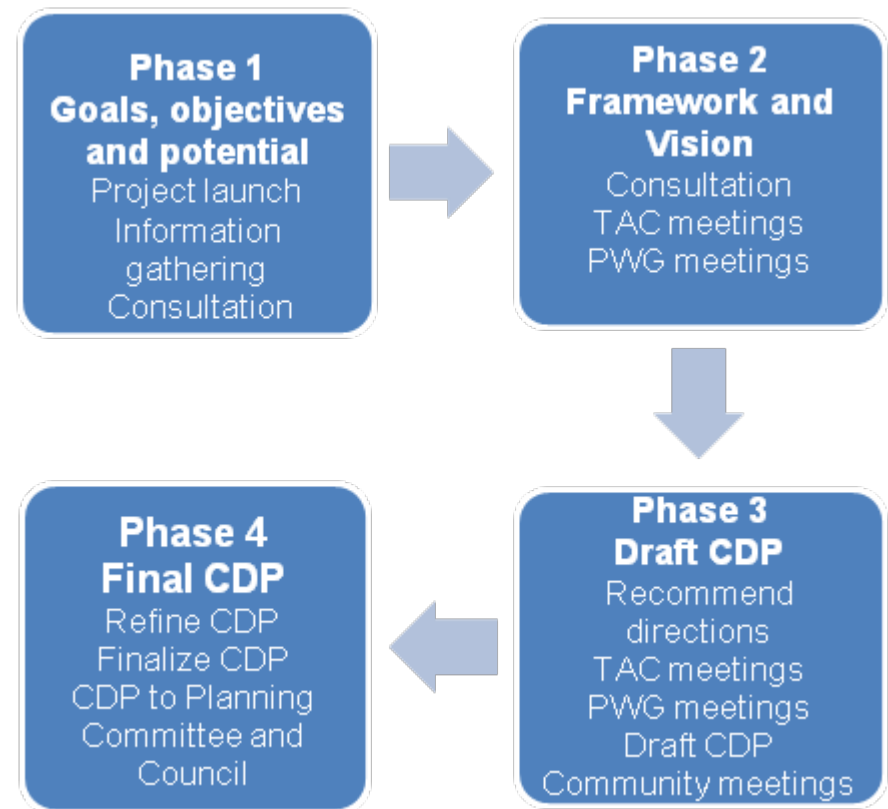
The Uptown Rideau CDP review began in February 2014 and followed a four-phase approach over a two-year period.

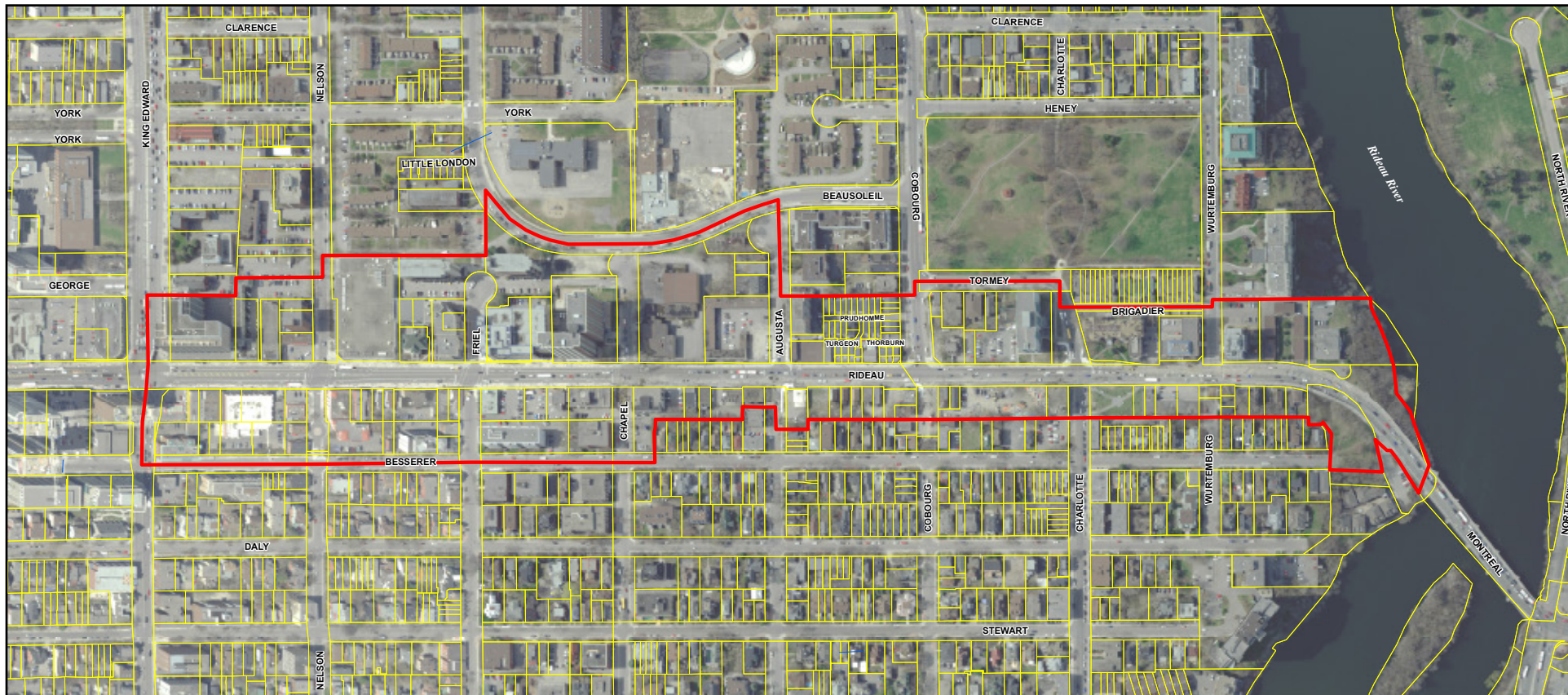
In addition to the formal consultation events and individual interviews, City staff attended a number of meetings and consulted with a number of smaller groups.

A Public Working Group (PWG) was established for this review process that consisted of community representatives, developers, landowners and a business representative.

A Technical Advisory Group (TAG) was also formed that included representatives from a number of different internal City departments and external

agencies such as Public Works and Government Services Canada. The TAG also provided critical input on the evolution of the CDP. Individual meetings with the representatives were held to ensure that the direction of the CDP was informed by and coordinated with, various city initiatives and vice versa.





PLAN DE CONCEPTION COMMUNAUTAIRE DE

Uptown Rideau Street / Secteur est de la rue Rideau

COMMUNITY DESIGN PLAN

Uptown Rideau CDP Boundary / Plan de conception de secteur est de la rue Rideau

1 : 3,500 approx



Prepared by: Planning and Growth Management Department,
Mapping & Graphics Unit
Préparé par: Service de l'urbanisme et de la gestion de la croissance,
Unité de la cartographie et des graphiques

1.6 As We Heard It

Representatives of community groups, community planning committees, landowners, business owners, individual residents, developers, residents involved in the 2005 CDP, school principals and councils, tenant associations, internal departments and external agencies were interviewed and consulted throughout the CDP process.

Larger public events were also held throughout the CDP process to provide updates to and collect feedback from interested individuals.

Here are some of the things we heard...



Community comment board from Open House Meeting



Public Working Group



Group discussions in Workshop Session





2.0 POLICY FRAMEWORK AND CURRENT INITIATIVES

The following section is an overview of relevant policies that affect the Study Area, including the City's Official Plan policies and current initiatives such as the Light Rail Transit. The policies of this Community Design Plan must be in conformity with the Provincial Policy Statement and Ottawa's Official Plan and should be aligned as much as possible with the any other recently completed projects or projects underway.

2.1 Provincial Policy Statement

The 2014 Provincial Policy Statement (PPS) is a high-level planning document that sets the policy foundation for regulating the development and use of land in Ontario. A focus of the PPS is achieving efficient development patterns, densities and land-use mixes that optimize the use of land, resources and public investment in infrastructure and public service facilities. The PPS promotes intensification and redevelopment where it can be accommodated considering existing and planned infrastructure and public service facilities. Municipalities are required to establish and implement minimum targets for intensification within built-up areas and appropriate development standards that facilitate intensification are encouraged.

2.2 Official Plan

The Official Plan (OP) is the primary overarching tool for managing growth and development in the City. It sets a policy framework for managing growth in ways that will reinforce the qualities of the city that are most valued by its residents: its distinctly liveable communities, its green and open character and the landmarks and landforms that distinguish Ottawa from all other places. The OP is not a tool to limit growth but rather to anticipate change, manage it and maintain options.

The Plan pursues strategic directions in four key areas:

- Managing Growth
- Providing Infrastructure
- Maintaining Environmental Integrity
- Creating Liveable Communities

One of the ways in which the OP aims to manage growth is by directing it to the urban area where services already exist or where they can be provided efficiently. It also supports directing growth to areas where it can be accommodated in compact and mixed-use development and served with quality transit, walking and cycling facilities.

There are six specific types of designated areas within the urban area that

are targeted for growth in the OP: the Central Area, Mixed-Use Centres, Employment Areas, Enterprise Areas, Developing Communities and Mainstreets. These areas are centred along the rapid-transit network, major roads and/or busy commercial streets that contain vacant or under-utilized land that can accommodate growth.

2.2.1 Traditional Mainstreet

The majority of the study area and all of Rideau Street between King Edward Avenue and the Cummings Bridge, is designated as a Traditional Mainstreet by the Official Plan.

Mainstreets perform a dual role in the function of the city. At the scale of the city as a whole, help carry cross-town commuters and attract shoppers. At the scale of the neighbourhoods along their paths, they are the backbones of communities, playing the role of service corridors, meeting places and places of residence.

Traditional Mainstreets generally developed prior to 1945 and typically exhibit the tight knit urban fabric and building typologies associated with this time period. Buildings are often small-scale and mixed-use, with narrow frontages and are set close to and address the street in a more pedestrian-oriented and transit-friendly environment.

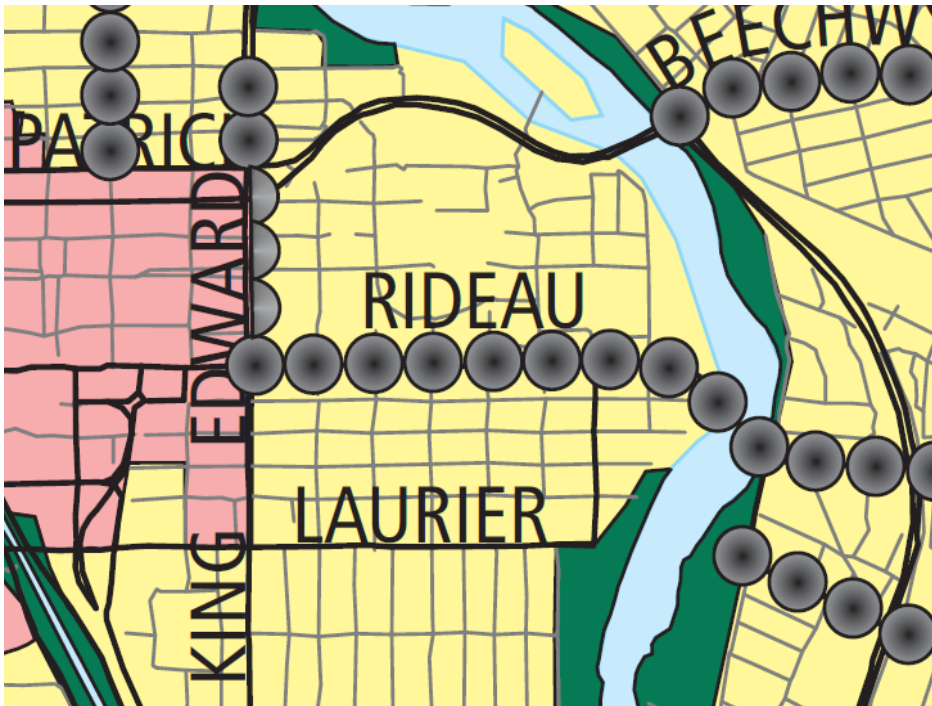
With regards to their development potential, the OP describes them as being “streets that offer some of the most significant opportunities in the city for intensification through more compact forms of development, a lively mix of uses and a pedestrian-friendly environment.” Rideau Street is designated as a Traditional Mainstreet and is therefore subject to the growth and intensification policies applied to such Mainstreets in the Official Plan. Intensification can take many forms, but is generally defined in the Official Plan as an intensification of a property, building, or area that results in a net increase in residential units, jobs, or commercial gross floor area.

The quality of the built environment is a significant cornerstone of intensification. Buildings and spaces on Mainstreets must be well-designed to

maintain compatibility with the existing built context. Consequently, the Official Plan calls for excellence in urban design and architecture, both in the public and private realms.

2.2.2 General Urban Area

Parts of the northern and southern flanks of the study area, as well as the abutting neighbourhoods of Lowertown and Sandy Hill to the north and south respectively, are designated as General Urban Area in the Official Plan. This designation permits a wide range of housing types in combination with conveniently located local employment, service, cultural, leisure, entertainment and institutional uses.



City of Ottawa Official Plan: Schedule B - Urban Policy Plan

2.2.3 Angular View Planes

Annex 8A of the Official Plan establishes key fixed viewpoints and sequences of the Parliamentary Buildings and National Symbols from various bridges, vistas and other points of interest in the National Capital area. The protected viewplanes are then translated into maximum permitted building heights in the Central Area until King Edward Avenue at its furthest point to the east. The height restrictions extend no further east than King Edward Avenue, where the CDP boundary begins.

Of the 21 Keypoint Views identified in the annex, parts of the CDP area would be visible in distant backdrop of the Parliament Buildings from two of these points, were the viewplanes to be extended beyond the Parliamentary Buildings and King Edward Avenue. These key views are located at the mid-point of the Portage Bridge, between Gatineau and Victoria Island (Key View 13) and on the Portage Bridge, south of Victoria Island (Key View 14).

Annex 8B of the Official Plan establishes the maximum permitted building heights in the Central Area until King Edward Avenue in the east. As a part of this study, the height limitations have been extrapolated beyond this point to the eastern edge of the CDP Boundary to determine the height at which a building would be visible in the backdrop of the protected viewplanes.

At its lowest point, on King Edward and Rideau Street, the extrapolated view plane is 149m above sea level (A.S.L.) and the current grade is approximately 30m A.S.L. Towards the east, the height plane steadily increases until it reaches its highest point at the Cummings Bridge at approximately 196m A.S.L.

2.2.4 Sandy Hill Secondary Plan

The Sandy Hill Secondary Plan was approved by City Council in 1976. At the northern edge of the area in which the Secondary Plan's policies apply, the boundary plan extends to the south side of Rideau Street between King Edward Avenue and the Rideau River.

In these areas, the Secondary Plan overlaps with the boundary of the 2005 Uptown Rideau CDP and this current CDP and provides conflicting policy direction for these properties. This CDP has removed any conflicting policy direction between the two documents.

Between King Edward Avenue and just east of Chapel Street, the Sandy Hill Secondary Plan designates the blocks between Rideau Street and Besserer Street as a Mainstreet Mixed-Use Area. Beyond this point to the east, the north half of the blocks remain a mainstreet, but the south half is designated as a low-profile residential area to Wurtemburg Street. Between Wurtemburg Street to the Rideau River, Rideau Street is designated as “medium-profile” residential use and “low-profile” residential on the south side of the block. It should be noted that these are not terms defined in the City’s Official Plan.

The policy direction for Rideau Street in the Sandy Hill Secondary Plan for Rideau Street aims to transform it into a vibrant and charming community mainstreet, permitting a range of land-uses and transition between the mixed-use area and the surrounding lower profile neighbourhoods. It also calls for high-quality architecture, pedestrian-friendly sidewalks and a fully integrated roadway for transit, pedestrians, cyclists and motorists.

In terms of traffic flows through Sandy Hill, the Secondary Plan provides policy direction aimed at directing through auto traffic around rather than into the neighbourhood.

More information on the Sandy Hill Secondary Plan can be found in Volume 2A of the Official Plan.

2.2.5 Rideau River

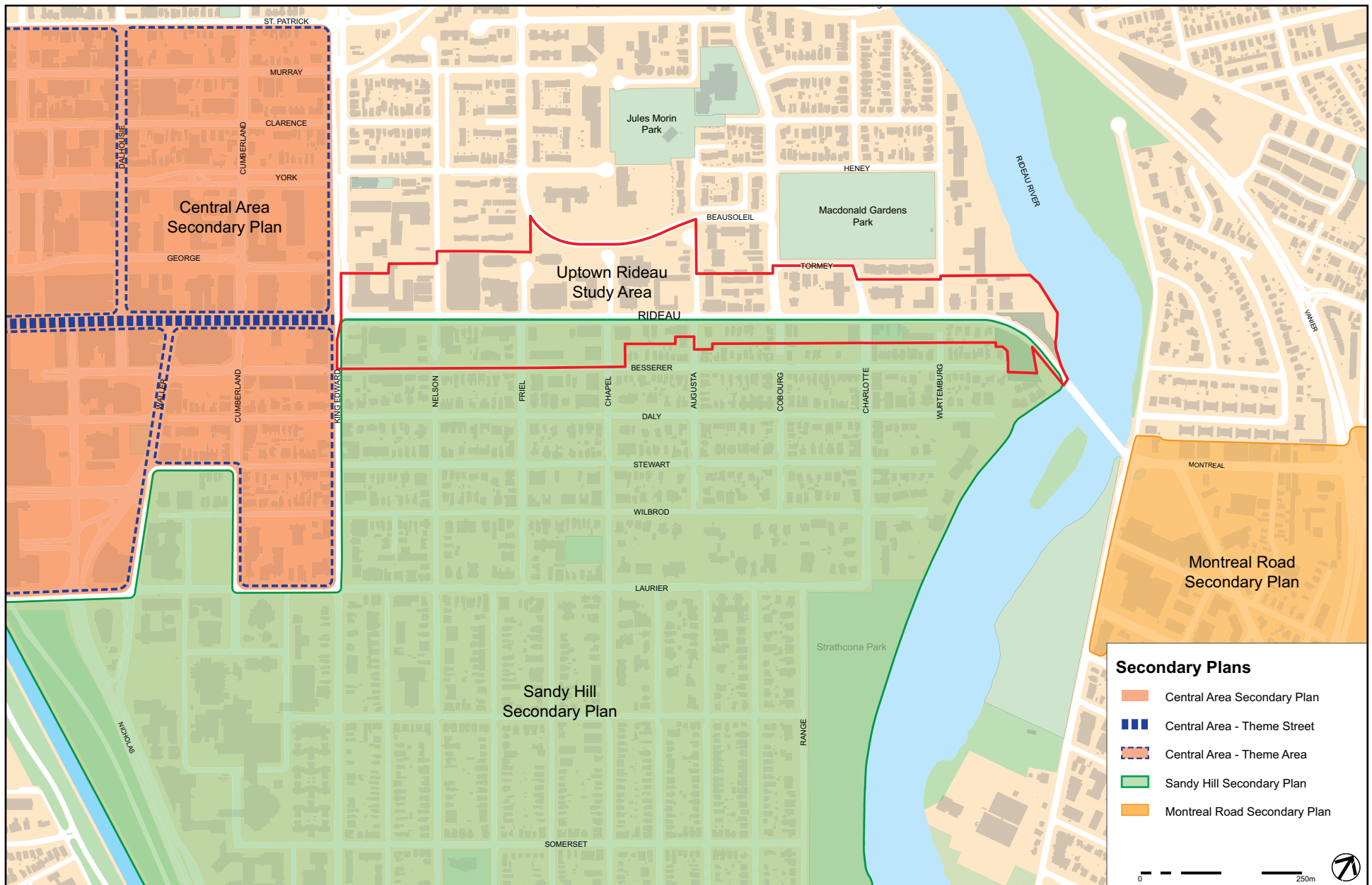
The lands adjacent the Rideau River are subject to environmental constraints as per the Official Plan and the regulatory policies of the Rideau Valley Conservation Authority under Ontario Regulation 174/06 and the Lower Rideau Watershed Strategy. Development and re-development considerations will have regard for all applicable policies and regulations.

2.2.6 Other Surrounding Secondary Plans

The CDP area is also in close proximity to two other secondary plans: The Montreal Road District Secondary Plan and the Central Area Secondary Plan.

The Secondary Plan area of the Montreal Road District Secondary Plan sets policy direction for the area directly across the Cummings Bridge from the Uptown Rideau CDP area. It includes two Traditional Mainstreets (Montreal Road and McArthur Avenue) and a portion of an Arterial Mainstreet (St. Laurent Boulevard).

To the west of the study area, beginning at King Edward Avenue, Rideau Street and the areas to the northwest and southwest are designated as part of the Central Area Secondary Plan. The Central Area is made up of a number of distinct sub-areas, each with its own identity and character. West of King Edward Avenue, the Secondary Plan envisions Rideau Street west of King Edward Avenue as the spine of the Central Area east of the Rideau Canal, characterized by an aggressive retail strategy, hotels and a high-profile node at King Edward. It also strives to be a premiere business address, a sought-after residential location and a popular downtown destination and meeting place.



2.3 Transportation Master Plan, Pedestrian Plan and Cycling Plan

2.3.1 Transportation Master Plan

Key elements of the vision in the City's Transportation Master Plan (TMP) include reducing automobile dependence, meeting mobility needs and integrating transportation and land use. Principles that support these elements and the City's goal of a 30% transit modal share by 2021 include the following:

- Give priority to public transit in meeting future growth in travel demand
- Make walking and cycling more attractive than driving for short trips
- Provide a continuous, integrated system of multimodal facilities and services
- Give priority to public transit, walking and cycling over cars when conflicts arise
- Foster transit-oriented development in transit nodes and corridors
- Support intensification where transit, walking and cycling can be made most attractive

The Active Transportation chapter in the TMP states that the City will require the additional provision of pedestrian facilities, as follows:

- Direct, high-quality pedestrian connections to rapid transit stations, bus stops and other major walking destinations.
- Pedestrian crossings to link neighbourhoods that are separated by roads or other physical barriers, where safety considerations permit.

Key areas of focus for the new plan include integrating the concept of complete streets, updating modal share targets, advancing strategies to improve walking and cycling and supporting transit-oriented development. The chapter entitled "Create a Supportive Built Environment" includes the following actions:

- Enable walking, cycling and transit through community design plans and development review;
- Motivate supportive development around rapid transit stations and transit priority corridors.

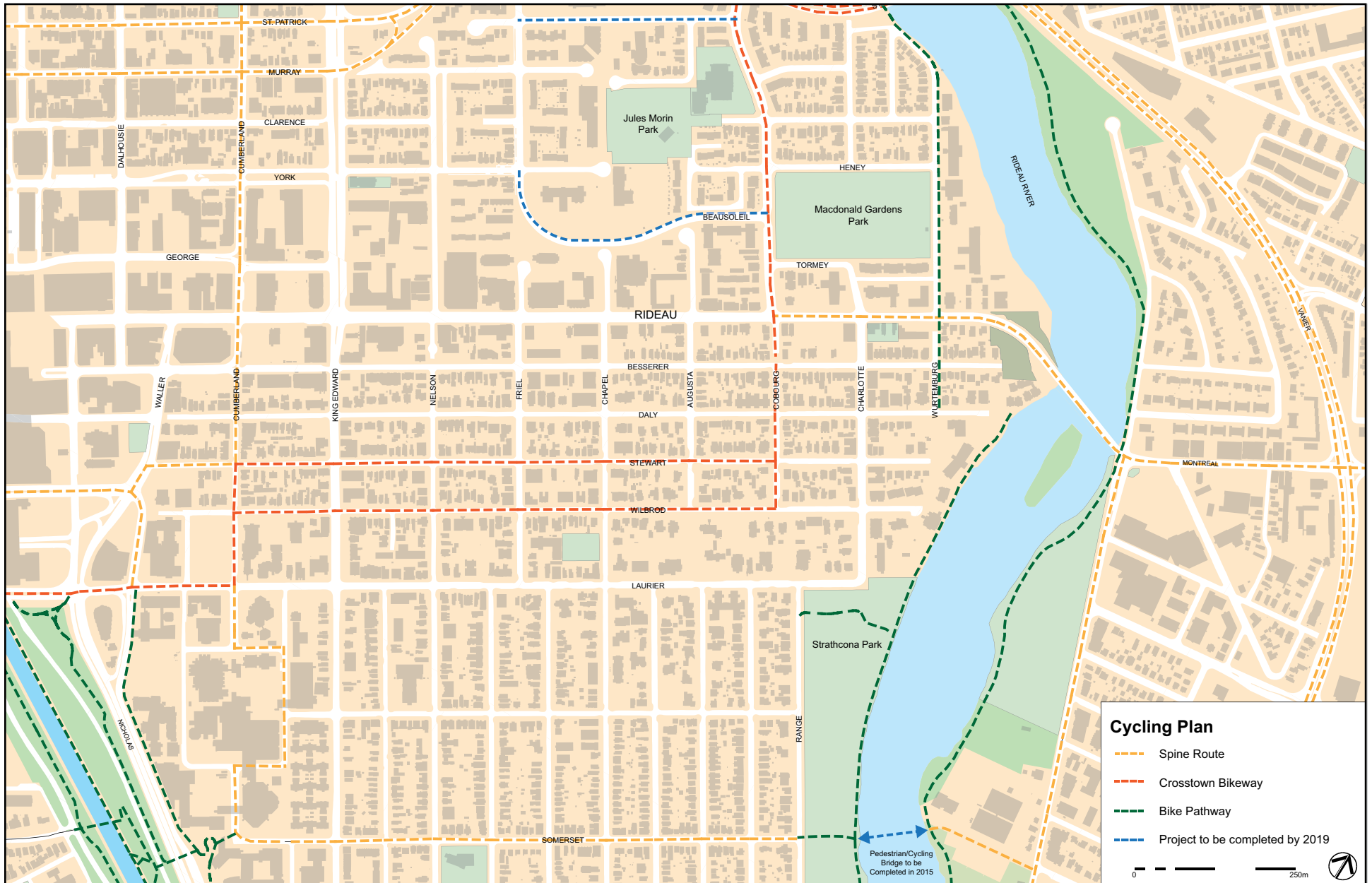
CDPs are intended to provide an opportunity for the City to identify important walking and cycling routes, including linkages to greenway systems, neighbouring communities and transit facilities. CDPs will also identify supportive strategies such as streetscape improvement and traffic management measures to limit vehicular speeds and traffic infiltration and ensure that developments on transit routes face the street and provide frequent pedestrian linkages to the street. The TMP also states that the City will seek to ensure that developments at transit stations situate the highest densities nearest the station.

2.3.2 Pedestrian Plan

The Ottawa Pedestrian Plan (OPP) includes an analysis of the walkability of Ottawa's neighbourhoods within the city's urban boundary. As with many mainstreets in the city, a high concentration of walking infrastructure, population and employment density, commercial, service and recreation destinations, as well as pedestrian amenities has resulted in Uptown Rideau Street having one of the highest walkability ratings in the City.

Among trips shorter than 2km made in the inner area (including the CDP area), 56% of trips are made on foot. In addition to this, in 2011, 51% of all morning trips in this area were made by walking. Choosing walking as a mode of transportation can best be promoted by:

- Creating compact, sustainable and affordable growth;
- Encouraging shorter commuting distances for trips to schools, trips to transit and trips inside smaller geographic areas;
- Creating grid block patterns and creating strong pedestrian connections and pathways where cul-de-sacs and curvilinear street patterns exist;
- Ensuring that new developments contribute high-quality pedestrian



facilities and connectivity through Secondary Plans and Community Design Plans;

- Designing walking routes to connect to services and key destinations and making them safe, attractive, accessible and comfortable.

Specific to the Uptown Rideau study area, the plan identifies Tormey Street, between Cobourg Street and Brigadier Private as a location for proposed pedestrian infrastructure upgrade. A sidewalk on the north side of the street is planned for Phase 3 of the implementation schedule, between 2026 and 2031.

2.3.3 Cycling Plan

The Cycling Plan identifies the portion of Rideau Street that extends from the Cummings Bridge to Cobourg Street as a Spine Route. Cobourg, Stewart and Wilbrod Streets are part of the Cross-town Bikeway and Wurtemburg Street is identified as a Major Pathway. Beausoleil Drive and Chapel Street are also considered part of the overall cycling network as Local Routes.

There are four projects planned in the area to be completed by 2019, these include cycling lanes along Beausoleil Drive, St. Patrick Street and Murray Street (west of King Edward Avenue) and the implementation of a multi-use pathway along Old St. Patrick Street which is currently under construction.

As part of the Crosstown Bikeway Network, a pedestrian and cycling bridge over the Rideau River connecting Overbrook (at Donald Street) to Sandy Hill (at Somerset Street East) will be completed construction by spring of 2016.

2.3.4 Design Guidelines

The City of Ottawa has developed a series of design guidelines to help produce great buildings in the city. Key urban design guideline documents that are applicable to the Uptown Rideau Area include:

- Urban Design Guidelines for Low-Medium Density Infill Housing (updated 2009)
- Urban Design Guidelines for Development along Traditional Main-streets
- Urban Design Guidelines for High-Rise Housing

These Design Guidelines must be considered when proposing a new development in the City of Ottawa. The guidelines presented in the remainder of this document augment and refine these existing guidelines and respond more specifically to the Uptown Rideau context.

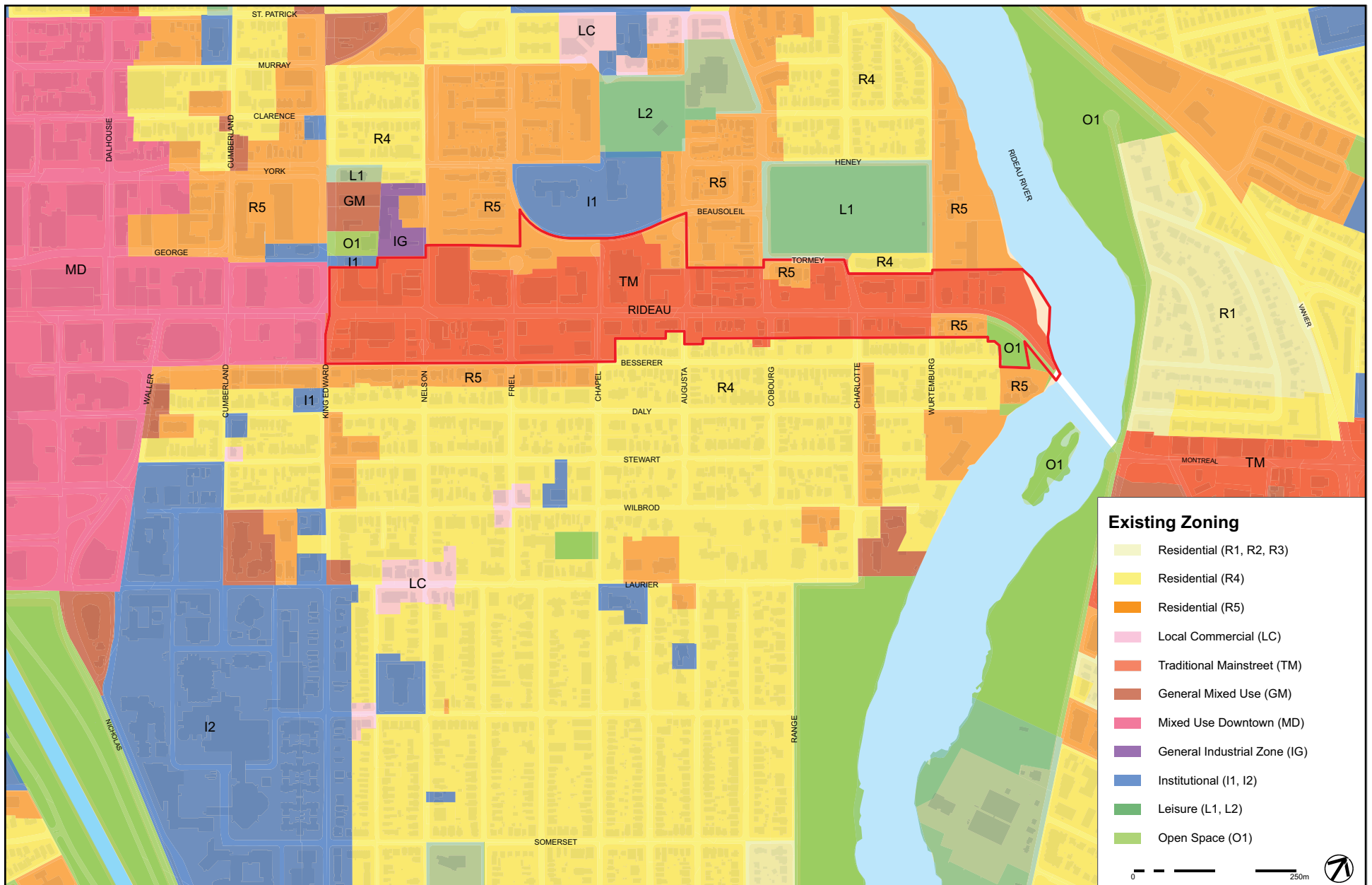
2.4 City of Ottawa Zoning By-law

The majority of the properties fronting on Rideau Street are zoned Traditional Mainstreet, Subzone 6 (TM6). This TM6 zoning is specific to Rideau Street. The remainder of the properties within the study area and the majority of the properties adjacent to the study area are zoned Residential Type 3, 4 or 5. The properties outside the study area along Rideau Street, west of King Edward Avenue are zoned Mixed Use Downtown which is reflective of the Central Area designation.

A wide range of non-residential uses are permitted within the TM6 zone as well as a limited range of residential uses. Other than buildings fronting onto Beausoleil Drive, Besserer Street and Tormey Street, new buildings in the TM6 zone must be mixed-use buildings or non-residential use buildings. In addition, developments that exceed 2000 m² in gross floor area (GFA) must include 50% of that GFA as residential uses.

There are also a variety of setback requirements in the TM6 zone which vary based on the location of the property including specific building transition setbacks for properties which abut Residential zones.

FSI restrictions are also used throughout the TM6 zone and vary between different areas. The height restriction for the study area is primarily 19 metres except for the first few properties east of King Edward Avenue that have a height restriction of 37 metres.



Besserer Park is zoned Open Space (O1).

2.5 Heritage Policy

2.5.1 Ontario Heritage Act

The Ontario Heritage Act (OHA) regulates the protection of cultural heritage resources within the province. A property that has been formally protected under the provisions of the OHA is referred to as a “designated” property.

2.5.2 City of Ottawa Official Plan

Section 2.5.5 of the City of Ottawa Official Plan provides direction regarding the protection of cultural heritage resources in the city. Policy 2.5.5 (2) states that:

“Individual buildings, structures, sites and cultural heritage landscapes will be designated as properties of cultural heritage value under Part IV of the Ontario Heritage Act. Groups of buildings, cultural landscapes, and areas of the city will be designated as Heritage Conservation Districts under Part V the Ontario Heritage Act.”

2.5.3 Provincial Policy Statement, 2014

Part V, Section 2.6 of the Provincial Policy Statement (PPS), issued under the Planning Act, provides direction regarding cultural heritage resources. It states:

- Significant built heritage resources and significant cultural heritage landscapes shall be conserved; and
- Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

2.5.4 Development Review Policies

Where a structure designated under Part IV (individually designated heritage building) or Part V (heritage conservation district) of the Ontario Heritage Act is to be altered, added to, partially demolished, demolished or relocated, the approval of City Council is required. If the alteration, addition, partial demolition, demolition or relocation has the potential to adversely affect the designated resource, the City will require that a cultural heritage impact statement be conducted.

Where development is proposed on a property that is adjacent to or within 35 metres of the boundary of a property containing an individually designated heritage building or a heritage conservation district the City may require that a cultural heritage impact statement be submitted.

2.6 Current City Initiatives

Rideau Street Renewal Project – The Rideau Street Renewal project began in 2011 as a design exercise that led to a complete reconstruction of the streetscape between Sussex Drive and the Rideau River. The project also includes:

- Rehabilitation of sidewalks, cycling facilities and transit facilities
- Addition of street amenities including landscaping, seating areas and public art
- Street lighting and regulatory signage improvements
- Traffic control signal system upgrades
- Road structure, pavement, watermain and sewer upgrades
- Removal of hydro poles and overhead wires

Ottawa Light Rail Transit (LRT) – The most significant transportation initiative in the City is the construction of the Confederation Line which will be completed in 2018 and will be a central corridor in OC Transpo’s integrated transit network. Rideau Station, which will be an underground station located in the vicinity of the William Street Plaza and the Rideau Centre, will be the closest station to Uptown Rideau Street. The western portion of the CDP area is within 600 metres of this planned station. For

more information on the Confederation Line, visit www.ligneconfederationline.ca

Complete Streets Implementation Framework – The Transportation Master Plan includes recommendations and actions that support the development of “complete streets” as part of providing safe and efficient roads. Concurrent with the City of Ottawa’s Road Design Guidelines Project, the current study is intended to establish an implementation framework of a “complete street approach” and address the policy of the TMP.

Local Area Parking Assessment – City staff in Parking Services is currently conducting a Local Area Parking Assessment (LAPA) along Rideau Street (between King Edward Avenue and the Rideau River) with the purpose of reviewing the parking situation in the vicinity. The study was initiated as a normal continuous management practice, particularly in the context of the completion of the street reconstruction and aims to investigate the usage of the existing on-street parking stocks and determine strategies to encourage better usage. The data collected shows that parking utilization within the study area is generally very low and report recommends undertaking strategies to make parking at the most convenient spaces along Rideau Street more accessible and attractive.



3.0 EXISTING CONDITIONS

Rideau Street was originally laid out by Colonel By in 1827 as the main route from Ottawa to Montreal. It is situated on the boundary between the neighbourhoods of the traditionally working-class Lowertown to the north, the historically more affluent Sandy Hill to the south. This section examines the evolution of Rideau Street and the character of the street today. It provides an overview of the street's development patterns, built form, transportation system, public realm and greenspace system and analyzes its relationship with its neighbouring communities.

3.1 Evolution of the Neighbourhoods

3.1.1 Rideau Street

Rideau Street was originally laid out by Colonel John By, founder of Bytown (now Ottawa), in 1827 as a corduroy road. This was a technique of road construction which laid perpendicular logs across the roadway to stabilize swampy areas. During this era, Rideau Street was the main route from Ottawa to Montreal and was the traditional boundary between the neighbourhoods of Lowertown and Sandy Hill.

Despite the role of the street as an important link to Montreal and having horse-drawn streetcars, commercial development came reluctantly on Rideau Street and it remained primarily a residential street into the 20th century. Properties on the street were large enough to accommodate the elegant residences and private grounds desired by upper-middle class businessmen, physicians and civil servants, and it was an attractive location for the affluent to build their houses.

Ottawa's first large hospital was located at the east end of Rideau Street and was constructed between 1873 and 1875. The Carleton Protestant General Hospital (now the Wallis House condominium) was designed by Ottawa architect Robert Surtees and was built according to state-of-the-art theories in hospital design.

The turn of the 20th century heralded several significant transformations for Rideau Street, which helped bolster its desirability as a place to live. In 1891, the horse-drawn streetcars were replaced by electric streetcars, which carried passengers from downtown as far east as Cobourg Street. In 1908, the Ottawa Electric Railway Company constructed a new car barn at the Cobourg Street terminus. At around this time, in 1895, the Carleton Protestant General Hospital was expanded to include two additional wings. By 1912, the Ottawa Improvement Commission (predecessor to the National Capital Commission) closed the cemeteries north of the hospital and contracted well-known Canadian landscape architect Frederick G. Todd to design the urban park now known as Macdonald Gardens.



Historical photographs of Rideau Street

The Rideau Library, located at 377 Rideau Street, was constructed in 1933, to serve the residents of Lowertown and Sandy Hill. The library replaced a temporary operation that had been located in a rented house since 1925. When opened, it was reputed to be the first bilingual public library in North America.

The combination of ease of transportation, proximity to service and commercial areas such as the Byward Market and the offices around Parliament Hill rapidly made Uptown Rideau Street a desirable location to live. This prompted further development on Rideau Street and increases in land values soon followed.

Today, Uptown Rideau Street still functions as a busy thoroughfare, an important link to downtown Ottawa and the seam between the neighbourhoods of Lowertown and Sandy Hill. In 2012, there were approximately 4200 people and jobs in the Uptown Rideau CDP area.

The street's history of development and redevelopment at different points in time has created a unique character composed of a wide range of



building heights, ages, typologies and architectural styles, amounting to a largely discontinuous streetscape. Uptown Rideau Street cannot be described as being from any one era.

According to the Official Plan, Traditional Mainstreets typically are characterized by small-scale buildings built before 1945. Uptown Rideau differs from the definition in this sense, as only a handful of such buildings remain today. Instead, Uptown Rideau is composed relatively evenly of buildings from all periods of the 20th century and the existing building

typologies reflect this.

The pre- World War II era buildings that remain to this day are primarily small-scale single detached dwellings, typically found in small clusters, or larger institutional buildings (Rideau Library and Wallis House, formerly a hospital).

The buildings that have persisted to this day from the immediate post-war era demonstrate that economic pressures were already shifting away

from small-scale traditional mainstreet development. Buildings with larger footprints and wide frontages such as the Econolodge were built in the 1950's. A few low-rise and mid-rise apartment buildings were also built during this decade, such as the five buildings at 641 Rideau Street.

The majority of the high-rises in the area were built during the 1960's and 1970's. Perhaps the most iconic building typology to emerge from this era was the slab apartment building. During this era, many North American cities were building this style of building and Uptown Rideau was no exception. It was at this time that most of the Ottawa Community Housing (OCH) high-rises were constructed, as well as the mid-rise apartment blocks on Besserer Street. Perhaps two of the most recognizable buildings in the area, the Constitution Building (303 Rideau Street) and Horizon Towers (160 Chapel) were also built during this time period. While this was the era that saw the largest buildings constructed, it is important to note that several smaller buildings were also built at this time, such as the TD Bank (400 Rideau).

Over the last two decades of the 20th century, the developments that occurred were almost entirely large-scale projects. Most notably, these include the Domicile mixed-use development (at Rideau/Cobourg) and Loblaws (359 Rideau). This was also the period in which the Sandy Hill Community Health Centre was built.

In the last 15 years, there has been almost no development along Uptown Rideau Street. Only one development (Shoppers Drug Mart, 322 Rideau) has occurred since the year 2000.

3.1.2 Lowertown

The neighbourhood known as Lowertown is located on the east side of downtown Ottawa. It is bordered by the Ottawa River to the north, the Rideau River to the east, Rideau Street to the south and the Rideau Canal to the west.

Lowertown's heritage lies in its legacy as one of the oldest residential neighbourhood in Bytown. The original street network of the neighbour-



Historical Photograph of the Parkway Motor Hotel (Econolodge)

hood was laid out as a part of Colonel By's 1827 plan for Bytown.

Historically, Lowertown was a working class neighbourhood of Irish and French settlers, commonly employed as labourers on the Rideau Canal or in the timber trade. The district's architectural character demonstrates this evolution with its wide variety of architectural forms from early workers' cottages, built with traditional materials, wood verandas and carriage ways, as well as larger residential buildings.

Today, Lowertown is a diverse neighbourhood and home to more than 14,000 residents. Lowertown's population consists of a high proportion of residents in their twenties, one person households, seniors living alone and French speaking individuals.

The portion of Lowertown most pertinent to this the CDP is the portion located east of King Edward Avenue, colloquially known as Lowertown East. In comparison to the neighbourhood west of King Edward, Lower-

town East is differentiated by a high concentration of social housing and housing co-operatives, larger lots and an irregular block pattern.

In the late 1960's / early 1970's, Lowertown East underwent a major restructuring. Significant demolition of the existing housing stock and a re-alignment of the street network was implemented through "urban renewal," an urban planning and architectural movement commonly practiced in the post-war era. A common theme to this ideology, which profoundly affected Lowertown East, was the rejection of the historical street grid and block pattern. As such, many neighbourhood streets were severed, creating dead-ends in the form of cul-de-sacs. Large portions of Chapel, Clarence and Murray Streets were either removed or disconnected to create "superblocks," another common attribute of urban renewal revitalization schemes.

Beausoleil Drive, a curvilinear breakthrough street was created at this time, reorienting what was formerly Friel Street at a right angle towards Cobourg Street. Likewise, three cul-de-sacs were created just north of Rideau Street on Friel, Chapel and Augusta Streets. The majority of these features persist in the area to this day.

Lowertown consists of a variety of different housing types from row houses to high rise apartments. The area is also home to a number of OCH properties, three schools and a community centre. Macdonald Gardens Park, Jules Morin Park and Bordeleau Park are the three most significant publicly accessible greenspaces in the area.

The scale and built form of Lowertown has changed over time. Today, the south and east edges are characterized by modern mid- and high-rise apartment buildings along Rideau Street and the Rideau River. The character of Lowertown's centre is predominantly low-rise with pockets of traditional and modern buildings.

3.1.3 Sandy Hill

Sandy Hill is located south of the study area and is bounded by the Rideau River to the east, the Queensway to the south, the University of Ottawa to

the West and Rideau Street to the north.

The neighbourhood's heritage value lies in its association with the early development of the city and Ottawa's role as the national capital. In the 19th century the neighbourhood was the home of many politicians and senior civil servants who worked at nearby Parliament Hill. The area's rich architectural character reflects its status as an upper-middle class 19th century neighbourhood. The area has two historic sections; the Besserer Estate and the former By Estate. The Besserer Estate is characterized by larger lots and grand houses of what would have been a sought-after upper class neighbourhood. In comparison, the former By Estate is characterized by smaller, denser development, typically with middle class housing. The neighbourhood features a rich variety of architectural styles, with buildings from all periods of development including Queen Anne and Tudor Revival, Edwardian Classicism and Italianate as well as a relatively consistent use of red brick and grey stone veneers.

Today, Sandy Hill has a population of more than 11,000 residents with a high proportion of residents under the age of thirty and one-person households. It is a predominantly residential neighbourhood composed of single-detached houses and apartments, but is also home to many embassies and the campus of the city's largest post-secondary school, the University of Ottawa. Strathcona Park, Sandy Hill Park and Saint Germain Park are the most significant greenspaces in the neighbourhood.

The south part of Sandy Hill has a low-rise residential character and consists of mostly single detached homes, semi-detached homes and row houses. North of Osgoode Street, Sandy Hill features a taller built form with a greater mix of low- and mid-rise apartment buildings. The character of Sandy Hill is strongly influenced by the University, as many students choose to live in the neighbourhood in close proximity to the campus. Overall, the area is characterized by a traditional architectural style, a regular street grid, small blocks and a fine grain urban fabric.

3.1.4 Rideau River

While incredibly scenic from certain vantage points, the Rideau River has been completely detached from public access in the CDP area. To the north of Rideau Street, the Romanian Embassy abuts the steep wooded slope towards the water's edge. There is a small patch of open space to the south of the embassy property, abutting a cul-de-sac used as access from Rideau Street.

On the south of Rideau Street, a small public road (Rideau Place) leads down into a waterfront condominium development known as Fountain Gate (outside the CDP area).

The regulatory authority charged with protecting the Rideau River, its tributaries and associated floodplains is the Rideau Valley Conservation Authority.

3.2 Existing Conditions

3.2.1 Existing Land Uses

The land use along Uptown Rideau Street is primarily commercial and mixed-use fronting onto the mainstreet, which gradually transitions to residential uses in the eastern end of the area. Similarly, Besserer Street is almost entirely a residential street.

A few offices and institutional buildings are scattered throughout the CDP area, most present in the western end of the CDP area. Occasionally, parking lots and vacant parcels break up the continuous streetwall along the street.

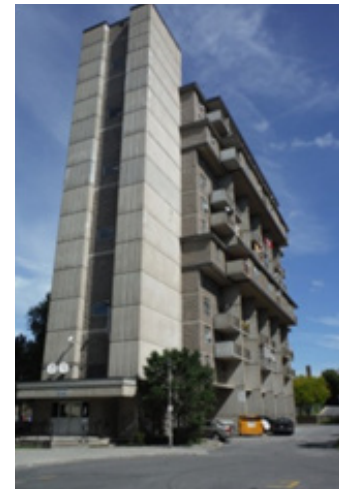
To the immediate north and south of the CDP area, in Lowertown East and Sandy Hill respectively, the land use is almost entirely residential, with the notable exceptions of two schools on Beausoleil Drive and Macdonald Gardens Park on Tormey Street.



View of Rideau River from Cummings Bridge



506-510 Rideau Street



201 Friel Street

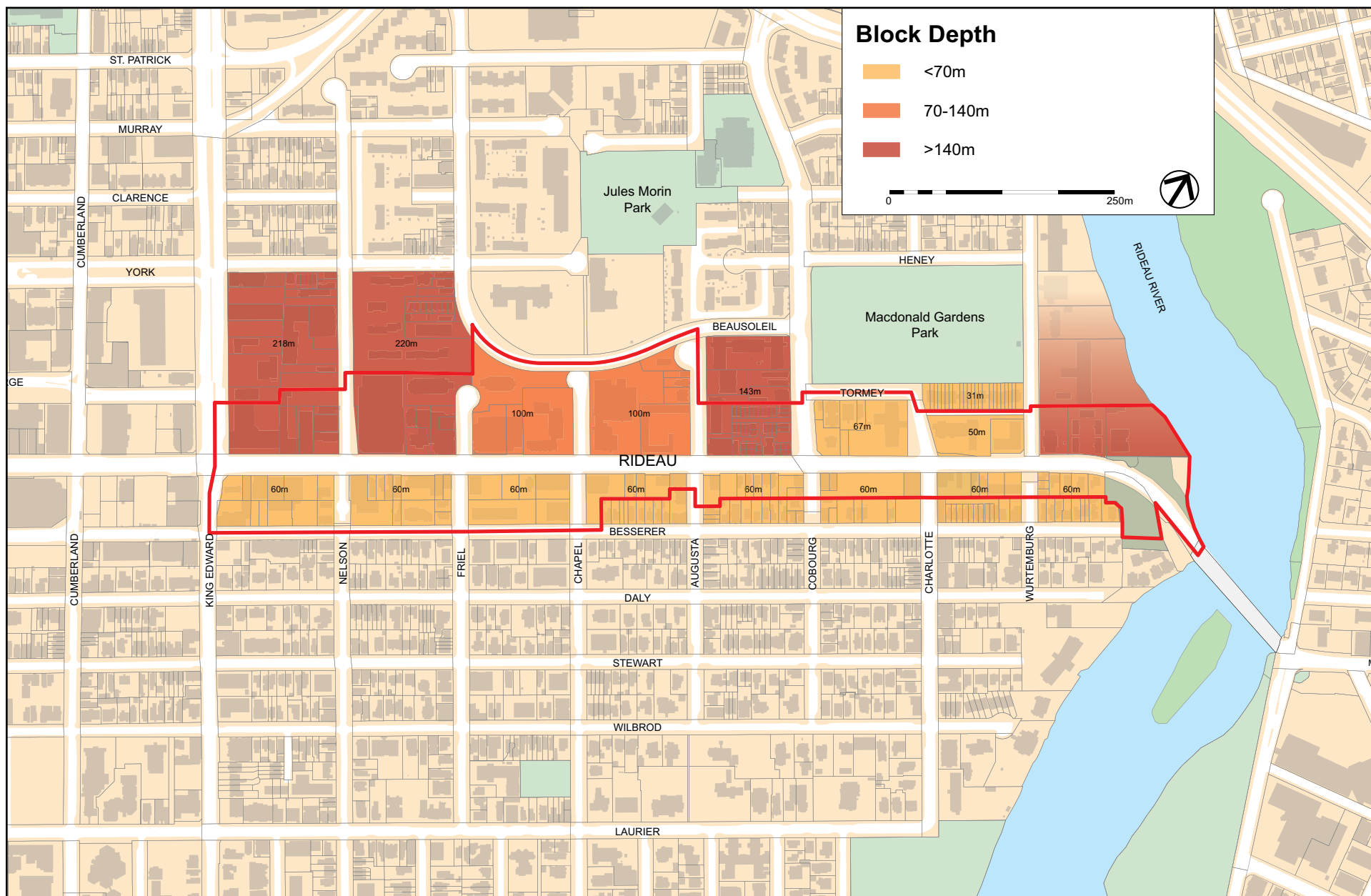


3.2.2 Existing Block Structure and Lot Depths

On the Sandy Hill side of Rideau Street, block depths are relatively consistent throughout the CDP area, extending about 60m between Rideau Street and Besserer Street. Generally this has translated into 30m deep lots in the eastern portion of the CDP area and a mixture of 30-60m deep lots in the blocks between Chapel Street and King Edward Avenue.

In comparison to Sandy Hill, the blocks in Lowertown East vary greatly in depth. Between Cobourg Street and King Edward Avenue, the blocks are much larger, extending to up to 220m in depth away from Rideau Street. Many of these depths are historical and in fact, the two westernmost blocks in the area once extended even further north to Clarence Street. These large blocks have facilitated lot consolidation and many large properties exist today, in some cases over 100m in depth.

East of Cobourg Street, the blocks begin to exhibit block depths more typically found on traditional mainstreets, generally extending 50-67m in depth, with varying lot widths. The exception to this is the easternmost block of the CDP area, which stretches north along the Rideau River, extending very deep from Rideau Street. In this area, the lots are roughly 56m deep.



3.2.3 Neighbourhood Character Areas

The character of the entire Uptown Rideau CDP area is one that is difficult to define, given its wide variety of development patterns, block sizes, land uses, buildings heights and building ages. However, when the area is analyzed in smaller parts, discernible patterns and unique characters begin to emerge. Four distinct morphological subsections, referred to in this document as Neighbourhood Character Areas A to D can be identified in and around the CDP area. The character areas serve to help tailor the guidelines and policies found in the following chapters of this CDP to a specific area, helping to ensure that new development is context sensitive.

Area A

On the south side of Rideau Street, Neighbourhood Character Area A is located between Chapel Street and the Cummings Bridge.

Existing Land Use

- Mix of restaurants, retail, office, residential and mixed-use buildings.
- Two large vacant lots on Rideau Street (560 Rideau and 594 Rideau). A third vacant lot on Rideau Street, located at 492 Rideau, next to Quickie convenience store.
- Pre-dominantly zoned Traditional Mainstreet (TM) along Rideau Street and Residential along Besserer Street.
- Low-rise residential buildings zoned Residential, between Wurtemburg Street and the Cummings Bridge.
- Four small surface parking lots fronting Rideau, most notably at corners of Rideau/Augusta and Rideau/Wurtemburg.
- Several more medium-sized surface parking lots and a vacant lot are located south of the CDP area on Besserer Street, most notably between Cobourg and Charlotte Streets.

Existing Built Form

- Generally low-rise along Rideau Street, with the exception of a 5-storey office building at corner of Charlotte Street.
- Many low-rise, historic homes on Besserer Street. Between Augusta



Strip-mall style commercial plaza on corner of Wurtemburg Street



Low-rise Residential on Rideau Street east of Wurtemburg Street

and Cobourg Streets, the buildings are part of the Daly Avenue Heritage Conservation District.

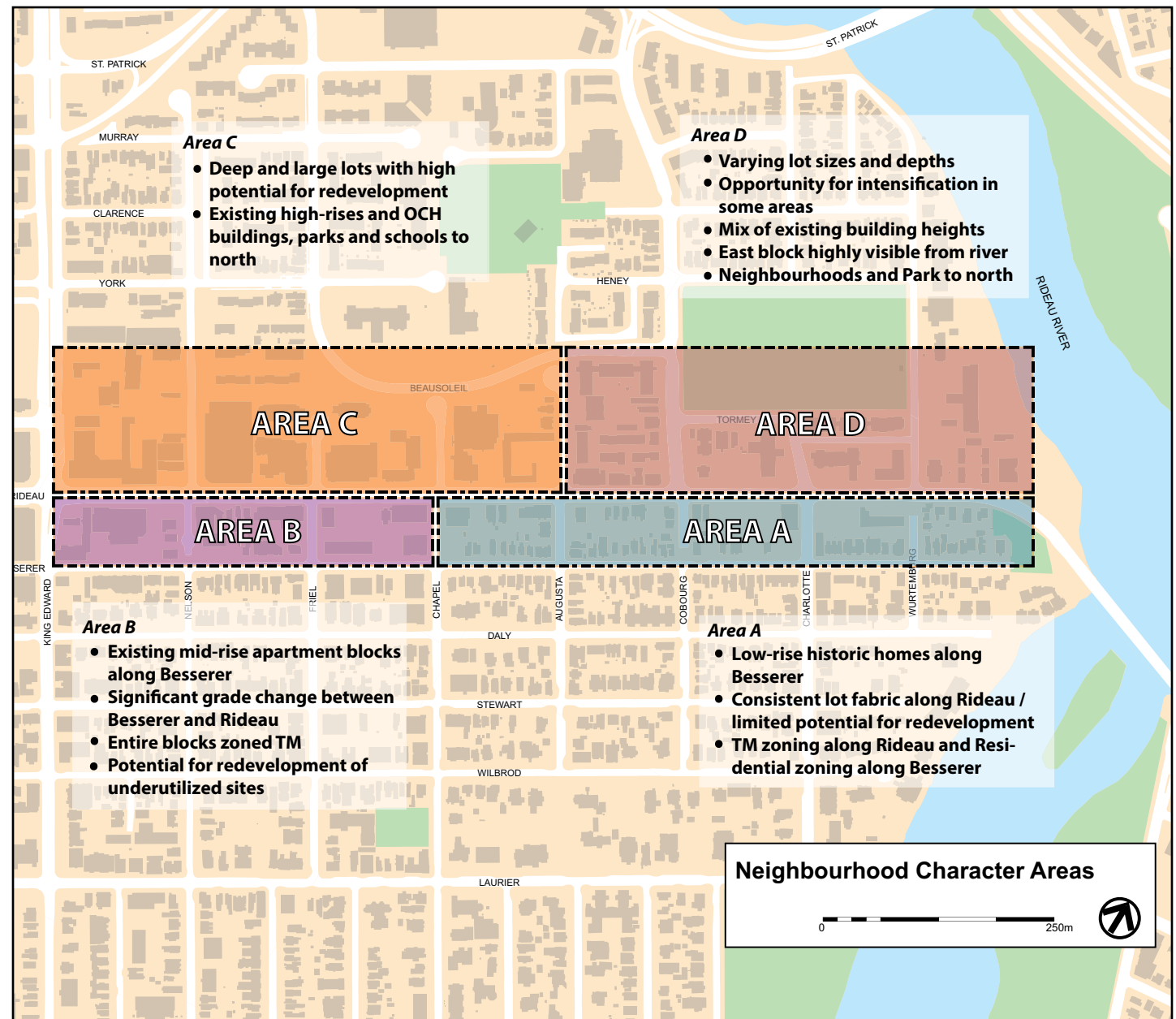
- Strip-mall style commercial plaza on corner of Wurtemberg Street, setback from the street with surface parking in the front.

Existing Urban Fabric

- Consistent block sizes, similar to Sandy Hill.
- Generally shallow lots, approximately 30m in depth.
- Two cul-de-sacs: one at Cobourg and Besserer and the other at Wurtemberg and Rideau.

Public Realm

- Artistic feature and informal seating at the Wurtemberg cul-de-sac. Seating wall adjacent to bus stop at corner of Augusta.
- Besserer Park is located at the eastern edge of Area A, but is largely disconnected from Rideau Street due to raised elevation and heavily vegetated edge.
- Temporary park on eastern corner of Charlotte (594 Rideau).



Development Potential

- Two OMB rulings for mid-rise buildings, 9 storeys and 7 storeys (560 Rideau and 594 Rideau respectively) and proposed rezoning at 560 Rideau under review.
- Limited development potential due to small shallow lots, however there exists a few opportunities for redevelopment to low/mid-rise buildings on vacant lots, parking lots and the strip mall.
- Development must be sensitive to low-rise housing to the south of the CDP area.

Area B

On the south side of Rideau Street, Neighbourhood Character Area B is located between King Edward Avenue and Chapel Street.

Existing Land Use

- Wide range of commercial uses along Rideau Street, primarily residential along Besserer Street.
- Landmark destination Rideau Bakery (384 Rideau) and Sandy Hill Community Health Centre (SHCHC) (221 Nelson), located between Friel and Nelson.
- Several small parking lots beside and behind buildings lining Rideau (Shoppers Drug Mart, SHCHC).
- Entire area is zoned TM between Rideau and Besserer Streets.
- No rear yard setback requirement in TM zoning creates potential for a poor mid-block condition.

Existing Built Form

- Entirely low-rise buildings on Rideau Street, typically one to three storeys in height.
- Three existing mid-rise slab apartment buildings located along north side of Besserer Street and several others on south side of the street outside the CDP area.
- With a few exceptions, buildings fronting Rideau Street have no setback. Along Besserer Street, residential mid-rise buildings are



508 & 506 Rideau Street



Rideau Bakery



Small pocket park next to Shoppers Drug Mart



generally setback a few metres from the street.

Existing Urban Fabric

- Lot sizes vary. Land consolidation has occurred in places, creating larger lots.
- Significant grade change between Rideau and Besserer Streets

(Besserer Street is approximately one storey higher than Rideau Street in some places).

- Cul-de-sac and small roundabout at Nelson Street and Besserer Street, next to SHCHC.

Public Realm

- Small pocket park on Shoppers Drug Mart site (322 Rideau).

Development Potential

- Underutilized sites with low-rise buildings and several parking lots.
- Grade change from Rideau Street up to Besserer Street helps mitigate impacts of new development on existing neighbourhood to the south.
- Existing low- to mid-rise apartment buildings along Besserer Street can accommodate density increases on Rideau and Besserer Streets.

Area C

On the north side of Rideau Street, Neighbourhood Character Area C is located between King Edward Avenue and Augusta Street.

Existing Land Use

- Mix of office, retail, hotels, a large-format food store, student housing, utilities and apartment buildings. Landmark destinations Bytowne Cinema (325 Rideau) and Rideau Library (377 Rideau).
- Two schools (York Street School and École Élémentaire Ste-Anne) directly north of CDP area, across Beausoleil.
- OCH residential towers just north of Rideau Street on Friel Street and many low-rise OCH properties north of CDP area.
- Rideau Library (377 Rideau) is a designated heritage building.
- Little surface parking fronting on Rideau Street, except at corner of Rideau/Augusta (Econolodge) and Rideau/Nelson (Mac's).
- Entirely TM zoning along Rideau and a few R zone properties towards Beausoleil on Friel and Augusta.

Existing Built Form

- Mix of low-rise, mid-rise and five existing high-rise buildings. Building heights range from one to 22 storeys.
- Several low-rise residential buildings north of Econolodge on Augusta Street.
- Several low-rise, mid-rise and high-rise buildings have poor relationship with public realm, with raised ground floors, few entrances on Rideau Street, lack of windows at grade.



View of Area C from King Edward Avenue



ByTowne Cinema



Bell Building

Existing Urban Fabric

- Very large block sizes, especially towards the west end of the CDP boundary. Additional “superblocks” to the north of CDP area.
- Lot sizes vary in size and shape, but many very large lots exist (up to 7500m² in size), especially towards the west of CDP area. Notably large properties include the Constitution Building (303 Rideau), Loblaws (359 Rideau), OCH high-rises (200 and 201 Friel), Horizon Towers (160 Chapel), former Beth Shalom synagogue site (151 Chapel) and Econolodge (475 Rideau).
- Original street network north of CDP area disrupted and reconfigured by mid-century urban renewal.
- Three cul-de-sacs on Friel, Chapel and Augusta Streets prevent vehicular circulation from Rideau Street to Beausoleil Drive.
- Diameter of Augusta cul-de-sac significantly wider than that of Friel and Chapel Streets.

Public Realm

- Small open space with limited seating on OCH property at Beausoleil/Friel.
- Landscaped area adjacent to Augusta Street cul-de-sac well-used, despite being in state of disrepair and having a shortage of seating.
- Small softscaped enhanced setback outside Rideau Library with seating.
- Enhanced setback / forecourt outside of Loblaws at Rideau/Nelson, with informal seating, trees and bike racks.
- East-west pedestrian connection between Friel and Nelson on OCH property behind Loblaws.
- Street crossing at Chapel/Beausoleil well-used as access point to schools and pedestrian pathway to the north.

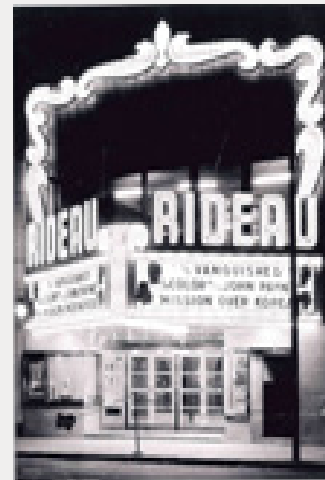
Development Potential

- Many large underutilized sites.
- Many existing high-rises in the area.
- Development must be sensitive to low-rise housing and schools to

ByTowne Cinema

The ByTowne Cinema is one of the most popular landmarks in neighbourhood Character Area C on Rideau Street. In many respects, it is considered an “institution” of sorts as a historical single-screen cinema. Local entrepreneur Hyman Berlin built the Nelson cinema in 1946 and it opened on February 10th, 1947. Only a few years after opening, Mr. Berlin leased the building to the Famous Players chain of cinemas.

In 1988, Famous Players moved out and the Berlin family sold the building. It became the ByTowne, continuing an independent programming policy that had been started at the Towne Cinema (on Beechwood Ave.) back in 1973 and continues today.



Historic photographs of ByTowne Cinema

the north.

Area D

On the north side of Rideau Street, Neighbourhood Character Area D is located between Augusta Street and the Cummings Bridge.

Existing Land Use

- Mixed-use and residential between Augusta and Cobourg Streets transitions to entirely residential use towards the Rideau River.
- Wallis House (589 Rideau) is a designated heritage building. Several other buildings with heritage interest.
- Large expanse of surface parking between Cobourg and Charlotte Streets.

Existing Built Form

- Mix of low-rise, mid-rise and high-rise buildings ranging in height from one to 15 storeys. The block between Augusta and Cobourg Streets is entirely low-rise.
- Many larger buildings have their primary façade and main entrances facing the sidestreet, rather than Rideau Street.
- Several slab mid-rise and high-rise apartment buildings, especially towards east.
- Built form north of the CDP area varies. Low- and mid-rise buildings between Augusta and Cobourg Streets, Macdonald Gardens between Cobourg and Charlotte Streets and numerous high-rise buildings between Wurtemberg Street and Cumming Bridge.

Existing Urban Fabric

- Inconsistent block sizes and shapes. Very deep block between Rideau and Beausoleil in the west and relatively standard block sizes between Cobourg and Wurtemberg. Last block to the east is very deep, as follows Rideau River and is not broken up by east-west street.
- Inconsistent lot sizes and depths. Very small and shallow lots (17m)



511 Rideau Street



OCH High-rise



541 Rideau Street

between Augusta and Cobourg Streets and larger and deeper lots (60m), towards the east.

Public Realm

- Macdonald Gardens, a large neighbourhood park, located directly north of the CDP area.
- Four seating walls close to Rideau/Charlotte corner, another at Rideau/Wurtemberg.
- Rideau River completely disconnected from public realm due to steep slope and thick vegetation.
- Just north of CDP area, need of improved crossing and traffic calming at Beausoleil/Cobourg to strengthen connection between residential buildings/schools and Macdonald Gardens/bus stop.

Development Potential

- Two surface parking lots between Culinary Conspiracy building on Cobourg Street and the OCH high-rise on Charlotte Street represent underutilized land along a mainstreet and create a “dead-zone” along the street. Prime location for re-development.
- Large sites, existing high-rises and potential for strong views to and from the CDP area on the easternmost block present good case for intensification.
- New development will need to be sensitive to adjacent existing low-rise buildings and heritage assets. Those along Tormey Street are particularly of concern.
- Separation distances between existing high-rises and new development may present issue on last block towards Rideau River.

Cummings Bridge

The Cummings Bridge can be found at the at the east end of Rideau Street, serving as an important connection between Rideau Street and Vanier over the Rideau River. It is also the point at which Rideau Street turns into Montreal Road on the Vanier side.

Built in 1920 and restored in 2001, it is an open spandrel, concrete arch bridge with eight spans. The original wooden bridge was built in 1836 and spanned the river over the Cummings Island, connecting to Sandy Hill at Besserer Street. It receives its namesake from the Cummings family, who settled the small island of the same name. Today, the Cummings Bridge is recognized on the Ontario Heritage Bridge List.



Cummings Bridge from south

3.2.4 Greenspace and Community Facilities

The study area has a limited number of parks and open space fronting Rideau Street. Two small seating areas are located in front of Shoppers Drug Mart and the Rideau Library. Further east, there is a temporary park on the corner of Charlotte Street and Rideau Street. Besserer Park is the only permanent park in the CDP area, however, it is located at its eastern edge and is largely disconnected from the street by thick vegetation and a noticeable grade change.

Outside the CDP area in the surrounding neighbourhoods, a number of parks exist, varying in size and character (see Existing Greenspace and Community Resources Map). Most notable of these is Macdonald Gardens, which abuts the CDP area between Wurtemberg and Cobourg Streets and is roughly 36,000 m² in size. Further outside the CDP boundary, but still within walking distance are several other parks, including Jules Morin Park, Sir Wilfrid Laurier Park, Strathcona Park and Bordeleau Park.

Within the CDP area, there are two major community facilities; the Rideau Library and the Sandy Hill Community Health Centre (SHCHC). The area surrounding the CDP boundary is also well-served by community facilities and schools. In particular, the centre of Lowertown East is home to three schools and a community centre. To the south, the Sandy Hill Community Centre is located on Somerset Street and the University of Ottawa flanks Sandy Hill on its western side.



Macdonald Gardens



Temporary park at 594 Rideau Street



3.3 Heritage

Uptown Rideau Street is characterized by having several heritage assets. Two of these buildings are designated under Part IV of the Ontario Heritage Act and many others are listed on the City's Heritage Reference List.

3.3.1 Buildings Designated under Part IV of the Ontario Heritage Act

- 377 Rideau Street (Rideau Library)
- 589 Rideau Street (Wallis House)

3.3.2 Buildings on Heritage Reference List

- | | | |
|-------------------|-----------------|---------------------|
| • 487 Augusta St | • 418 Rideau St | • 634 Rideau St |
| • 251 Besserer St | • 506 Rideau St | • 638 Rideau St |
| • 323 Besserer St | • 508 Rideau St | • 644 Rideau St |
| • 323 Rideau St | • 510 Rideau St | • 4 Tormey St |
| • 564 Rideau St | • 511 Rideau St | • 8 Tormey St |
| • 362 Rideau St | • 538 Rideau St | • 16 Tormey St |
| • 634 Rideau St | • 541 Rideau St | • 223 Wurtemburg St |
| • 366 Rideau St | • 544 Rideau St | • 225 Wurtemburg St |
| • 390 Rideau St | • 630 Rideau St | • 227 Wurtemburg St |

3.3.3 Daly Avenue Heritage Conservation District

The CDP area is also abutting the Daly Avenue Heritage Conservation District (HCD) which includes properties along Daly Avenue between Augusta and Cobourg Streets. The Daly HCD was designated in 1982 under Part V of the Ontario Heritage Act by the City of Ottawa for its cultural heritage value. It is one of the earliest heritage conservation districts designated in Ontario and one of the first designated in Ottawa.

The cultural heritage value of the Daly Avenue Heritage Conservation District lies in its place in the development of Sandy Hill in the 19th and 20th centuries. It is significant for its association with the early development of

Ottawa as the national capital, its rich architectural character and for its many prominent owners.

3.3.4 Sandy Hill Cultural Heritage Character Area

The Sandy Hill Cultural Heritage Character Area is located to the south of the Rideau CDP area. It is bounded by King Edward Avenue in the west, the Rideau River in the east, Besserer Street in the north and Somerset Street East in the south. The goal of the Heritage Character Area is to celebrate the rich history of Sandy Hill, encourage the retention of historic fabric and to guide new development that is appropriate to the character of the neighbourhood. Properties located in the Sandy Hill Heritage Character Area are not designated under Part V of the Ontario Heritage Act.

3.4 Mobility

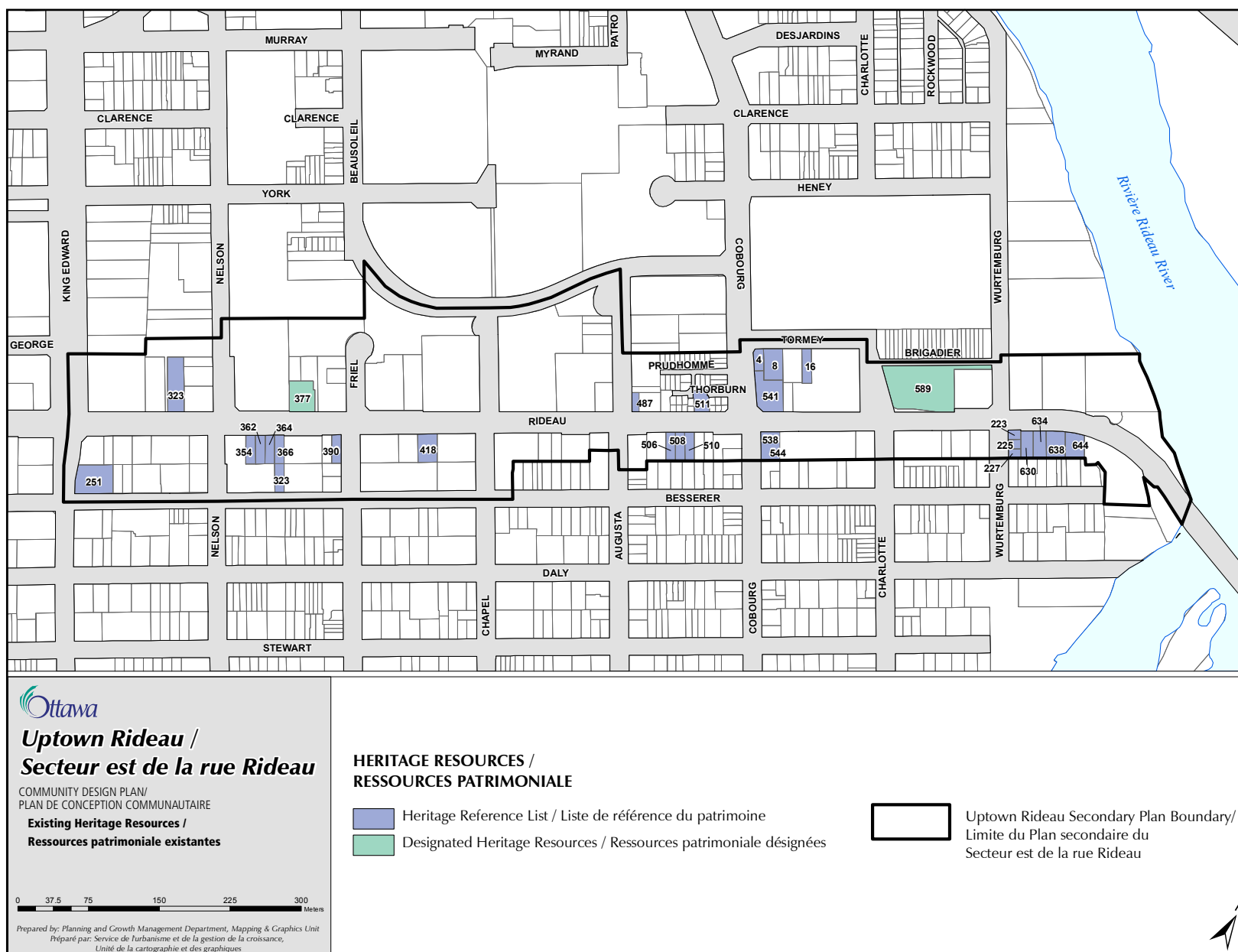
3.4.1 Existing Street Network

The Existing Street Network map provides the classification of roads from the Official Plan. Rideau Street has a right-of-way protection of 26 metres in the Official Plan.

Rideau Street is generally four lanes with the exception of the area east of Nelson Street which is five lanes to accommodate a designated left turn lane. During peak hours (7:00-9:00 am, 3:30-5:30 pm, Monday to Friday) the outside two lanes between King Edward Avenue and Cobourg Street are dedicated bus lanes.

There are a number of local streets that intersect with Rideau Street are dead-ended or have cul-de-sacs. On the north side of Rideau Street, Friel, Chapel and Augusta Streets end in cul-de-sacs preventing an intersection with Beausoliel Drive. These cul-de-sacs were established approximately forty years ago, in the late 1960's to 1970's. The cul-de-sacs range in diameter from 22 metres (Chapel Street) to 26 metres (Augusta Street).

On the south side of Rideau Street, Nelson, Cobourg and Wurtemburg



Streets are also dead-ended, preventing vehicular traffic to reach Besserer Street. These dead-ends were established sometime after 1978.

3.4.2 Existing Pedestrian Network

The study area's existing pedestrian network is shown on the Existing Pedestrian/Cycling Map. The pedestrian network consists primarily of sidewalks and pathways. Sidewalks line both sides of the street throughout the study area (with the exception of the north side of Tormey) and short block lengths provide numerous connections into the adjacent neighbourhoods.

Each street that intersects with Rideau Street has a signalized intersection which provides safe and regularly spaced north-south access across the street. In addition to this, there is an advance pedestrian crossing signal at Rideau/Cobourg, which signalizes to pedestrians to begin crossing before vehicles are given the green light.

Each of the cul-de-sacs in the CDP area permits pedestrians and cyclists to pass through them, though barriers such as small fences often make this difficult. The Chapel/Beausoleil cul-de-sac has received modest design enhancements to facilitate access to the schools and community facilities in Lowertown.

In some places, such as between Nelson and Friel Streets and north of Chapel Street, mid-block pedestrian connections help break up the large blocks.

3.4.3 Existing Cycling Network

The cycling network in the study area is comprised of both delineated on-road cycling lanes, shared use lanes and suggested routes. These are illustrated on Existing Pedestrian/Cycling map. South of the study area, bike lanes on Stewart and Wilbrod Streets provide cyclists with a safe travel route from east to west. Cycling lanes have also been recently constructed on Cobourg Street that connect to Stewart and Wilbrod Streets to make up part of the City's future cross-town bikeway. The Cummings

Bridge provides a delineated bike lane in the westbound direction and a shared use lane heading eastbound. These bike lanes end at the eastern edge of the study area and there is no safe connection to the cross-town bikeway on Cobourg Street. On some streets, such as Beausoleil Drive, sharrows exist to indicate to motorists that it is a shared space between drivers and cyclists.

3.4.4 Existing Transit Service

Public transit service to the study area is provided by a combination of routes on Rideau, Charlotte and Cobourg Streets. Rideau Street is also designated a transit priority corridor which combines priority measures for transit at traffic signals, special bus stop arrangements and other measures that improve transit service without allocating reserved lanes for transit. The transit priority corridor along Rideau Street includes bus-only lanes along most of the Rideau Street corridor and are in effect during the peak periods in the peak direction. The existing public transit is shown on the Transit and Street Type map.

3.4.5 Planned Light Rail Transit

The City's planned LRT line will pass west of the CDP area to the downtown core of the City. Rideau Station will be located within 600 metres of the western portion of the study area. Phase 1 of the planned Confederation Line is scheduled to begin operation by 2018.

3.5 Existing Infrastructure

The Rideau Street Renewal Project replaced the existing combined (storm and sewer) systems with separate systems and also updated the water distribution system along Rideau Street from King Edward Avenue to Wurtemberg Street. During the renewal project, the City did not identify the section between Wurtemberg Street and the Cummings Bridge as necessary for updating. Each development application in the CDP area will be required to submit all necessary servicing studies to demonstrate servicing capacity, as per the development review process. The following



information is based on the Rideau Street Renewal Project with respect to water, wastewater and stormwater services.

3.5.1 Water Distribution System

A 305 mm watermain was installed along Rideau Street from King Edward Avenue to Wurtemburg Street. A 152 mm watermain was installed on Rideau Street from Wurtemburg Street to the Cummings Bridge (approximately 130 metres east of the Rideau and Wurtemburg intersection). Additional watermain were also replaced on the side streets, along Nelson Street (203 mm) from Rideau Street to Besserer Street and along Charlotte Street (203 mm) from Rideau Street to Besserer Street. The watermain updates included the installation of valves, fire hydrants, service connections and side street watermain tie-ins. Prior to the approval of development, the applicant will be required to demonstrate that adequate local fire supply exists.

3.5.2 Wastewater Collection System

The existing storm and sewer drainage along Rideau Street between Cumberland Street (outside of the CDP area) and Wurtemburg Street were handled by a combined storm and sanitary sewer system. Full separation of the storm and sanitary sewer system was achieved along Rideau Street through the renewal project.

The sanitary flow rates were a direct extension of those previously used for the King Edward Avenue Renewal project (between Laurier Avenue and the Macdonald-Cartier Bridge/Sussex Drive). Prior to the approval of development, the applicant will be required to demonstrate that adequate sanitary sewer capacity exists to accommodate the proposed development.

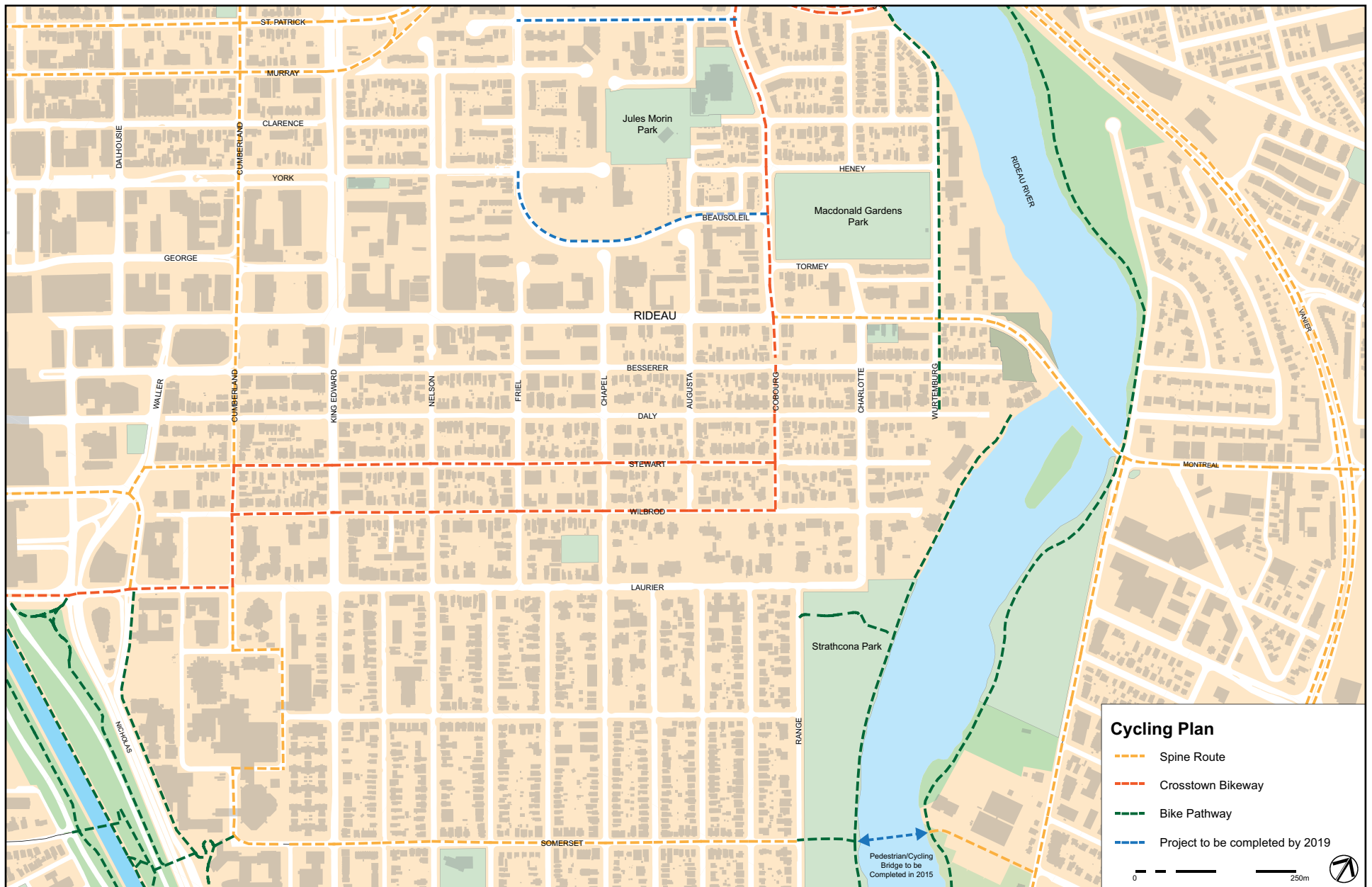
3.5.3 Stormwater Collection System

Where possible, the existing flat grates along Rideau Street were replaced with curb inlets to improve cycling conditions and eliminate vehicle loading on the inlets, thus increasing the life of the catch basins and the roadway

surface. As previously mentioned, the storm sewers were fully separated from the sewer system from King Edward Avenue to Wurtemburg Street with a partial diversion to Nelson Street using a 450 mm storm sewer connection which connects to a 900 mm storm pipe connection to a 1050 mm storm sewer and then to a 1200 mm storm sewer on Nelson Street. The diverted flow from Rideau Street outlets towards King Edward Avenue at Murray Street via a 1200 mm storm sewer connection which connects to a 1050 mm storm sewer on Murray Street.

The effect of the partial diversion on Nelson Street will improve drainage conditions during the 100 year storm event and will also improve the system performance on King Edward Avenue and Rideau Street with no negative impact on the Nelson Street storm sewer.

The key to managing the impacts of intensification on the storm collection system in the area will be on-site stormwater management. Areas of redevelopment will be required to maintain a property-level storm discharge at or less than the pre-development level and will be subject to current stormwater control measures.





4.0 THE PLAN

This chapter establishes the vision, principles, directions and policies that will help shape the future of Uptown Rideau Street. At the highest level, it sets out a vision for the street, which is then focused into more specific policies, guidelines, illustrations and design concepts that help bring it to life. General rules are laid out to help guide change along the street. Guidelines describe how new buildings and the public realm should be designed to contribute to the greater vision for the area and policies are directed at built form, open space, mobility and heritage.

4.1 General Approach

The general approach that will help to guide the policy found in this Chapter will be as follows. At the highest level, the vision for the street is established through a vision statement and core principles that reflect the broad objectives envisioned for the street. The vision and principles are based on a combination of those found in the 2005 CDP, thoughts expressed by stakeholders and members of the public during the current CDP process, the City's planning objectives and current initiatives and the analysis of the opportunities for the area discussed in the previous sections of this Plan.

Each core principle is divided into a series of key directions. The key directions are the specific strategies that will seek to achieve each core principle.

Each policy established in this chapter should seek to achieve at least one of the key directions identified, which in turn can be linked back to its core principle.

4.2 Vision – Core Principles and Key Directions

4.2.1 Vision for Uptown Rideau

The following vision statement describes the future state of Uptown Rideau Street when policies of the Community Design Plan are fulfilled:

Uptown Rideau Street is a vibrant downtown mainstreet and an entryway to the City's Central Area and Parliament Hill. It is a gathering place between two established and diverse neighbourhoods – Lowertown and Sandy Hill – and a safe and inviting place for people of all ages to live, shop, work and relax. It is generally a street of mid-rise buildings with continuous active storefronts, shops, restaurants, and cafés at the street level and places for people to live and work above. Occasionally, taller buildings rise above human-scaled podiums, transitioning in height towards the Central Area and adding visual interest to the skyline. The buildings that line the street are a mix of heritage and new buildings, the latter achieving sensitivity to established neighbourhoods, strong contributions to the pedestrian realm, and a high-level of architectural excellence befitting of a premiere street in the National Capital. The public realm of Uptown Rideau Street prioritizes pedestrians, cyclists and transit users over motorists. A network of pedestrian and cyclist connections and crossings make it a safe and comfortable place to move through and small, accessible, urban open spaces encourage people to stay a while, relax, and observe all the street has to offer.

4.2.2 Core Principles and Key Directions

Core Principle 1: Establish a vibrant, successful mainstreet that is part of Ottawa's downtown and one of the entryways to the Central Area and Parliament Hill

- 1) Provide a **mix of uses** along Rideau Street to serve local residents, employees, businesses and visitors
- 2) Provide more opportunities for people to **live and work** on Rideau Street through intensification
- 3) Retain **heritage resources** and older buildings through development
- 4) Promote **high-quality design** to ensure the overall quality of the built environment including the buildings and the public realm is suitable for an entryway to the Central Area and Parliament Hill

Core Principle 2: Locate new buildings and taller buildings strategically and with transition to the surrounding neighbourhoods

- 1) Encourage new buildings to be designed to **frame Rideau Street** and reflect the scale of the Street
- 2) Require the massing and design of all new buildings to relate to the **human scale** and make a positive contribution to the **pedestrian environment**
- 3) Ensure that all new buildings provide **meaningful transitions** to the surrounding neighbourhoods and mitigate shadow and wind impacts
- 4) Require that high-rise buildings be **located strategically** in accordance with the conditions set out in this Plan, where impacts on established neighbourhoods can be mitigated and the design of the high-rise buildings can contribute positively to the **skyline of the City**
- 5) Ensure that the **operational needs** of new developments are planned to minimize the impacts on the CDP area and neighbouring communities

Core Principle 3: Improve the existing mobility network, prioritizing pedestrian, cyclist, and transit users and create an inviting environment

- 1) Improve the **pedestrian and cycling connections** to and through the area
- 2) Improve **way-finding signage for cyclists** to the designated cycling routes in the area
- 3) Ensure a generous provision of **pedestrian realm** along Rideau Street including wide sidewalks and buildings setbacks at strategic locations

Core Principle 4: Enhance and connect the open space network

- 1) Provide for on-site **public parkland** as a part of the redevelopment of larger sites
- 2) Provide for **privately owned, publicly accessible spaces** as a condition for density redistribution for new development that seeks alternative built form design
- 3) Ensure that new parkland and privately owned public spaces be designed to be **welcoming, accessible, safe and comfortable** to diverse populations
- 4) Improve **existing parks, open spaces**, and other components of the public realm with additional seating and improved landscaping
- 5) **Improve connections** between all parts of the public realm network for pedestrians and cyclists
- 6) Ensure that the redevelopment of properties and especially larger sites, contributes to the **greening of the public realm**

4.3 Built Form

4.3.1 Baseline Heights and Maximum Densities

As Uptown Rideau Street is envisioned as a generally mid-rise downtown mainstreet, mid-rise baseline heights and floor space indexes have been established for the entire street. These are based on lot sizes, current zoning provisions and the neighbourhood character areas established in the previous section of this CDP. Towards the eastern end of the CDP area, the baseline heights are primarily in the low end of the mid-rise range and Floor Space Index (FSI) are lower, maintaining sensitivity to established neighbourhoods and responding to relatively shallow lots. Further towards the western end of the CDP boundary, greater lot depths and through-lots create opportunities for greater permitted densities along Rideau Street and generally, a gradual intensification towards the existing building heights and density found west of King Edward Avenue.

It is important to note that the baseline heights and FSI proposed below are not “as-of-right” and do not replace maximum building height and FSI established in existing zoning. Any development that seeks to achieve the maximum limits established in this plan will be subject to a zoning amendment process which includes approval by City Council.

Area A

In Character Area A, on the south side of Rideau Street between the Cummings Bridge and Chapel Street, there are limited opportunities for redevelopment and intensification. However, this area is also a particularly sensitive area due to shallow lots (typically 30m) and that this area abuts low-rise homes along Besserer Street. As such, the baseline building height in this area is limited to six-storeys and FSI (3.5).

There are, however, three exceptions in this area. At the eastern end of the CDP boundary, the street transitions in land use from a mixed-use mainstreet to a low-rise residential area, similar to what is found to the south along Besserer Street. The baseline height in this area is limited to four storeys. There is no FSI for this area.

The second exception is the property at 560 Rideau Street, where the existing zoning permits FSI (4.25) and a height of 14 storeys on a portion of the site. The baseline height on this property is established at nine storeys and FSI (4.25).

Similarly, the baseline height for 594 Rideau Street on the corner of Charlotte Street has been modified to seven storeys to reflect the existing zoning and FSI (3.0).

Area B

The properties within the CDP boundary in Area B are subject to two separate baseline heights. Along Rideau Street, the baseline height is nine storeys and FSI (5.0), creating a transition from east to west in density approaching the higher densities found west of King Edward Avenue. While many of the lots in this area are still relatively shallow, existing mid-rises on Besserer Street, coupled with a significant grade change, help to provide a sensitive transition to the south.

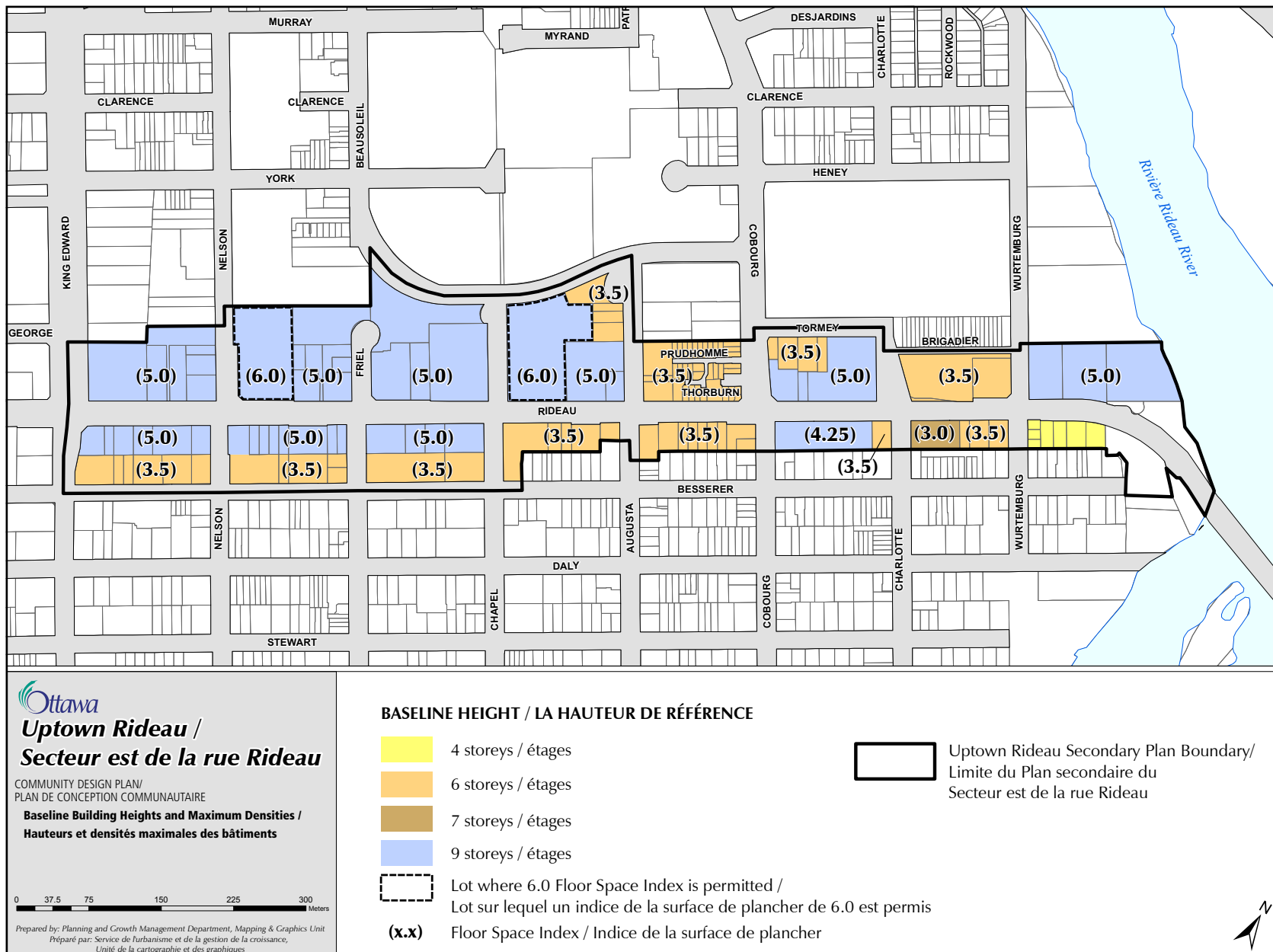
Along the north side of Besserer Street, the baseline height is six storeys and FSI (3.5), reflecting the existing mid-rise apartment buildings and transitioning towards Sandy Hill to the south.

Area C

Some of the greatest opportunities for intensification exist on the north side of Rideau Street between King Edward Avenue and Augusta Street. Lots are generally larger and deeper in this character area (up to and over 100m deep) and there are several existing high-rise buildings. The baseline height on these blocks is nine storeys and FSI (5.0), allowing for a gradual transition in baseline height towards downtown and opportunities for significant intensification.

An exception to this are the four small properties on the west side of the Augusta cul-de-sac. These properties have a baseline height of six storeys and FSI (3.5).

A second exception are the two largest sites in the CDP area identified by



a dashed line on the Baseline Building Heights and Maximum Densities map, on which FSI (6.0) is permitted. The size, shape and location of these two sites allow them to absorb more density while meeting the built form and public realm design objectives of this Plan. Development on these two sites must accommodate all required parking, loading and service areas within the building envelope. Vehicular circulation for the development should be internal to the site and must be managed to minimize the impacts on the adjacent properties and municipal right of way.

Area D

Area D, located on the north side of Rideau Street between Augusta Street and the Rideau River, varies the most in character compared to the other areas. The area is characterized by a variety of lot sizes and buildings heights, several heritage assets, proximity to Macdonald Garden Park, an established neighbourhood to the north and the Rideau River to the east. The majority of this area is limited to a baseline height and FSI of six storeys and FSI (3.5) in some areas and a baseline height and FSI of nine storeys and FSI (5.0) in other areas where reasonable intensification can be accommodated or where a higher density will help retain heritage assets.

4.3.2 Density Redistribution

Uptown Rideau Street is envisioned as a generally mid-rise mainstreet, however, under certain circumstances, alternative built form typologies and taller buildings may be appropriate. This plan establishes clear conditions upon which density redistribution may be considered.

This approach maintains the predictability of the maximum density that can be achieved, but also offers flexibility to landowners to explore various massing options and architectural creativity. Redistributing the density on a site may also benefit a neighbouring property, as it enables portions of the building's massing to be lowered permitting more opportunities for light penetration and skyviews, human-scale podium design and minimized impacts on adjacent properties.

It is important to note that density redistribution does not permit a

proposal to increase the maximum density on a site, but rather only to redistribute the density in a different form on the same property. High-rises will be subject to the Built Form Policies found in the next section of this chapter.

Density redistribution is not appropriate for all locations within the CDP boundary. Only certain types of sites in certain locations have been identified as being appropriate locations for this redistribution to occur. These areas are identified on the Density Redistribution map.

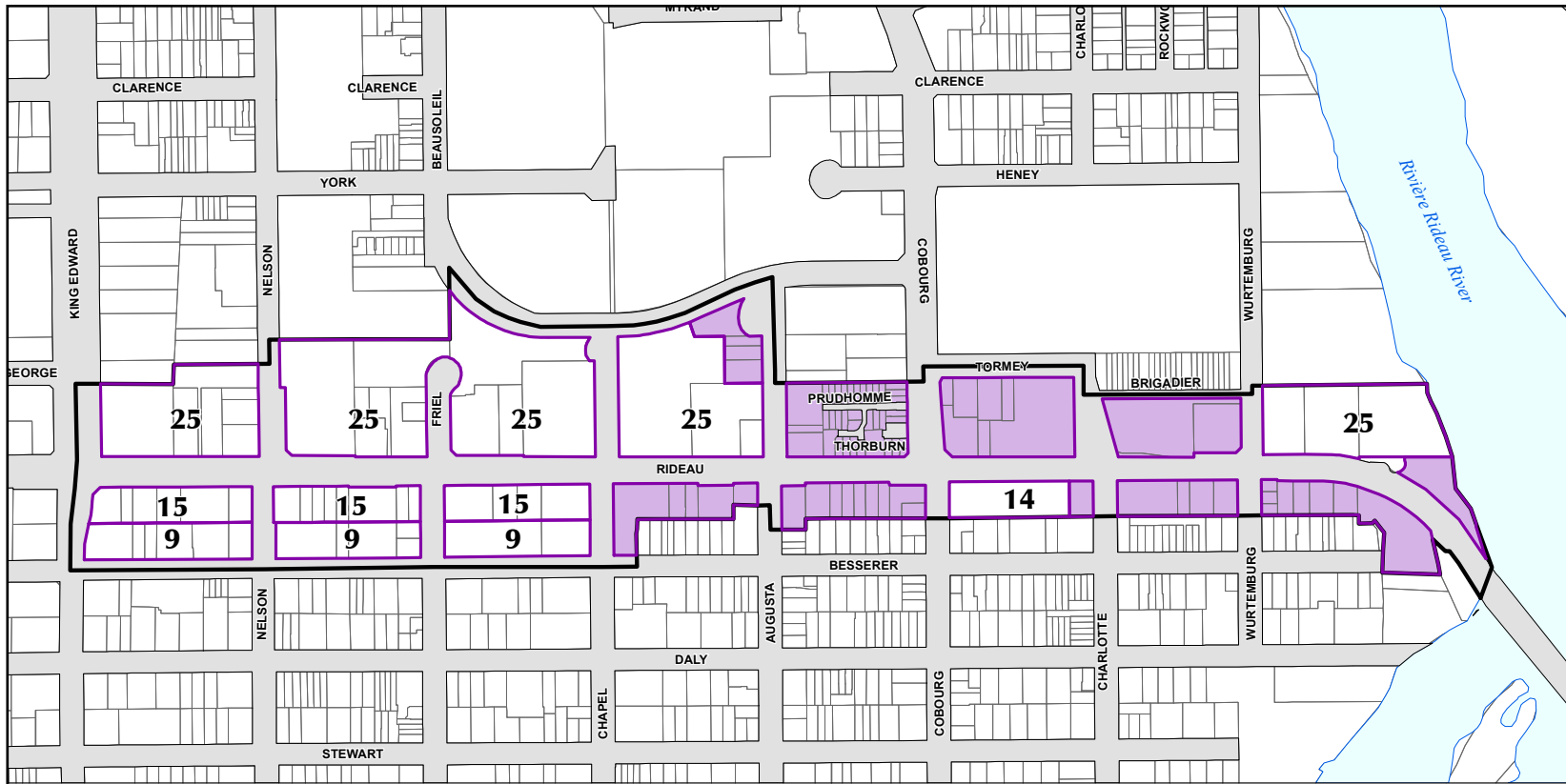
The following are mandatory conditions that must be met when considering a potential density redistribution application:

- The lot is a minimum of 2000m² in size;
- the lot must abut at least two public realms (with the exception of a privately-owned publicly accessible space);
- the proposed development does not exceed the maximum FSI established by this Plan;
- the proposed development does not exceed the maximum height allowance established by this Plan;
- the proposed development provides a minimum 200m² privately-owned publicly accessible space (POPS) that meets the design guidelines found in this Plan; and
- the proposed development achieves the Built Form Guidelines found in this plan.

Area A

Located on the south side of Rideau Street between the Cummings Bridge and Chapel Street, Area A is not an appropriate location for density redistribution.

The only exception to this is the property of 560 Rideau Street, on the corner of Cobourg Street, where the existing zoning permits fourteen storeys on a portion of the site. Should the site utilize density redistribution to distribute the massing on the site, any high-rise portion of the building should be limited to 14 storeys.



Uptown Rideau / Secteur est de la rue Rideau

COMMUNITY DESIGN PLAN/
PLAN DE CONCEPTION COMMUNAUTAIRE

On-site Density Redistribution Répartition de la densité sur les lieux

0 37.5 75 150 225 300 Meters

Prepared by: Planning and Growth Management Department, Mapping & Graphics Unit
Préparé par: Service de l'urbanisme et de la gestion de la croissance,
Unité de la cartographie et des graphiques



Uptown Rideau Secondary Plan Boundary/
Limite du Plan secondaire du Secteur est de la rue Rideau



Areas not appropriate for on-site density redistribution /
Les zones non appropriées pour le répartition de la densité sur les lieux



Maximum building heights after density redistribution /
Hauteur de bâtiment maximale après la répartition de la densité



**Note: The max height shown on this schedule indicates the max permitted height in each character area identified in this Plan. It is NOT an as-of-right condition applicable to every single property. It only applies to properties where density redistribution may be deemed appropriate in accordance with the conditions established in this Plan.
** Remarque: La hauteur maximum indiquée sur ce calendrier indique la hauteur max autorisée dans chaque zone de caractère identifiées dans ce plan. Il est pas une condition que de plein droit applicable à chaque propriété unique. Elle ne concerne que les propriétés où le répartition de la densité peut jugées appropriées en conformité avec les conditions établies dans ce plan.

Area B

Area B, on the south side of Rideau Street between Chapel Street and King Edward Avenue is an appropriate location for density redistribution. The maximum permitted heights have been divided into two subsections.

In subsection B, where the baseline height is nine storeys and the permitted density is FSI (5.0), the maximum permitted height after density redistribution is 15 storeys.

In subsection B1, where the baseline height is six storeys and the permitted density is FSI (3.5), the maximum permitted height after density redistribution is nine storeys.

Area C

On the north side of Rideau, between Augusta Street and King Edward Avenue, Area C is largely deemed appropriate for density redistribution. The maximum permitted height after density redistribution is 25 storeys.

The only exception to this is along Augusta Street, where three small residential lots and the Hydro Ottawa property are located.

Area D

Area D, located on the north side of Rideau Street between Augusta Street and the Rideau River is not an appropriate location for density redistribution.

The only exception to this is the easternmost block in Area D, where the baseline height is nine storeys and the permitted density is FSI (5.0). On this block, maximum building heights after density redistribution will be limited to 25 storeys.

4.3.3 Built Form Guidelines

The City of Ottawa has developed a series of design guidelines to help produce great buildings in the city. Key urban design guideline documents that are applicable to the Uptown Rideau Street Area include:

- Urban Design Guidelines for Low-Medium Density Infill Housing (updated 2009)
- Urban Design Guidelines for Development along Traditional Main-streets
- Urban Design Guidelines for High-Rise Housing (currently being updated)

The Design Guidelines must be considered when proposing a new development in the City of Ottawa in addition to the relevant policies of the Official Plan. The guidelines presented in the remainder of this chapter have been crafted to augment these existing policies and guidelines, to respond more specifically to the Uptown Rideau context.

4.3.4 Creating a Positive Ground Floor Experience

- Locate appropriate uses at the ground floor to achieve an active building frontage along the public realm. Locate elements such as parking, utility rooms and garbage rooms, at the rear of the building where possible.
- Regardless of use, the ground floor should be designed to be transparent and to animate the public realm through the incorporation elements such as pedestrian entrances, windows and façade articulations. Small-scale retail and narrow store fronts are encouraged.
- Except for Rideau Street, building setback should be consistent with the existing pattern on the street and generally be setback 3 m from the street ROW to allow for landscaping, tree planting and provide opportunities to include transit amenities such as shelters and benches.
- Development along the north side of Besserer Street must provide generous landscaping and continuous tree canopy.

4.3.5 Low-rise Development

- Any low-rise development should respect and contribute to the overall character of the Street and the general character of the neighbourhood.
- Align low-rise infill with adjacent buildings and respect the existing overall street setback. Strategic setbacks or protrusions may be appropriate at entrances, balconies, bay windows or porches to articulate the façade and create architectural interest.
- Raise residential ground floors by 0.9-1.2m from the ground to provide privacy for residents while promoting safe streets by providing 'eyes on the street'. Sunken units, situated below an over-elevated ground floor are generally not permitted.
- For multiple units, provide ground level access to individual units, where applicable, to animate the street.
- Access to parking and servicing should be provided through a shared access. Multiple individual front garages are not permitted.

4.3.6 Mid-rise Development

General Approach

- Mid-rise development should generally take a base-middle-top approach in built form design.
 - The base of the building should relate to and animate the sidewalk and the pedestrian realm.
 - The middle portion of the building should relate to the adjacent buildings to form a continuous street wall.
 - The top of the building should be articulated to break up building mass and allow skyview, sunlight and transition towards the abutting properties.
- Building elevation(s) along the public realm should be designed to enhance the character of the public realm, avoid the canyon effect and minimize visual and microclimate impacts.
 - Incorporate setback (minimum 1.5m) in the front elevation to maintain access to light and support a pedestrian scale.



Examples of low-rise infill housing

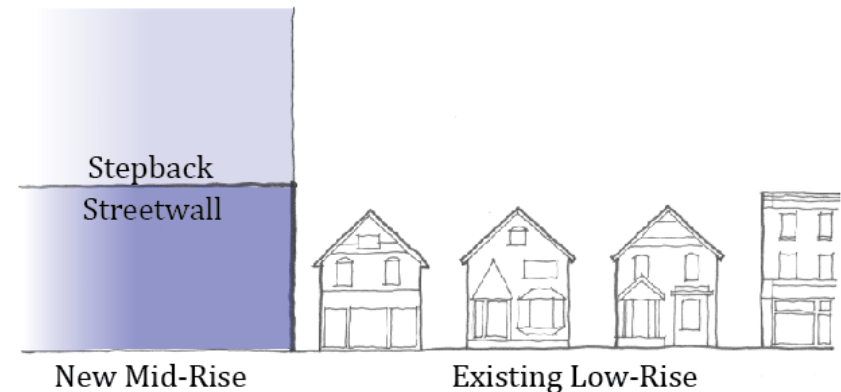
- In the case of a corner lot development, such minimum stepback should be provided on the side elevation as well.
- The location of the stepback should be based on context, adjacent building relationships and building proportion. Generally speaking, when abutting a low-rise building, the stepback on the front elevation should be introduced at the lower floors to offer a smooth transition in scale; when abutting another mid-rise building or a high-rise building, the stepback may occur on the upper floors to create a distinctive top.
- Align infill with adjacent buildings and respect the existing overall street setback.
 - Strategic setbacks may be appropriate at entrances or key locations to create architectural interest.
 - Strategic setbacks at corners are encouraged to create small publicly accessible open spaces with ground floors fronting these spaces being highly transparent and animated.
- Where a mid-rise building fronts onto two streets, the corner should be given prominence and special treatment/articulation. Both elevations should be given equal consideration.
- Avoid blank walls. Blank walls fronting a street are not permitted.
- Inset balconies behind the street wall to reinforce the street edge and public realm. Above the stepback, projected balconies are generally not supported. Should projected balconies be deemed to be appropriate, they are not to exceed the stepback depth.

Ground Floor

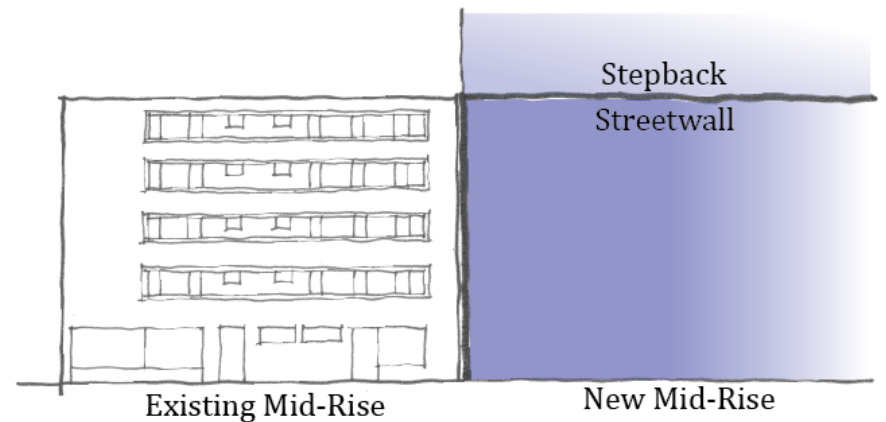
- Development along Rideau Street:
 - Ground floor should be level with the sidewalk and lined with active street-related retail/commercial uses.
 - Ground floor façades should be transparent and articulated.
 - Multiple fine-grained retail units are encouraged.
 - The building design along the street frontage should incorporate a rhythm that reflects that of the adjacent buildings and character of Rideau Street.

Context Sensitive Stepbacks

Low-Rise



Mid-Rise



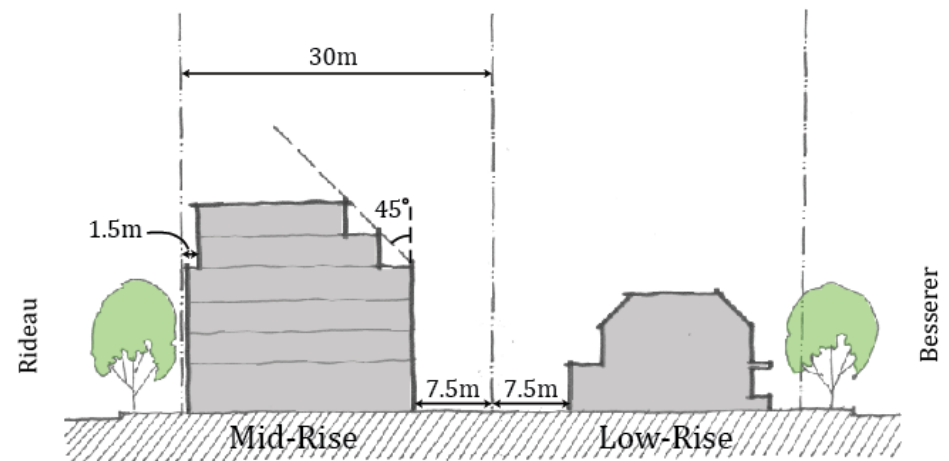
- The minimum ground floor height should be 4.5m floor to floor to encourage flexible retail uses and good visibility to the street.
- Development along residential streets/pathways:
 - Ground levels units should be well articulated to reduce the scale of the building and introduce a more fine grained rhythm to the street frontage.
 - Residential ground floors should be 0.9-1.2m from the ground to provide privacy for residents, while promoting safe streets by providing 'eyes on the street'. Sunken units, situated below an over-elevated ground floor are generally not permitted.

Mid-block Conditions

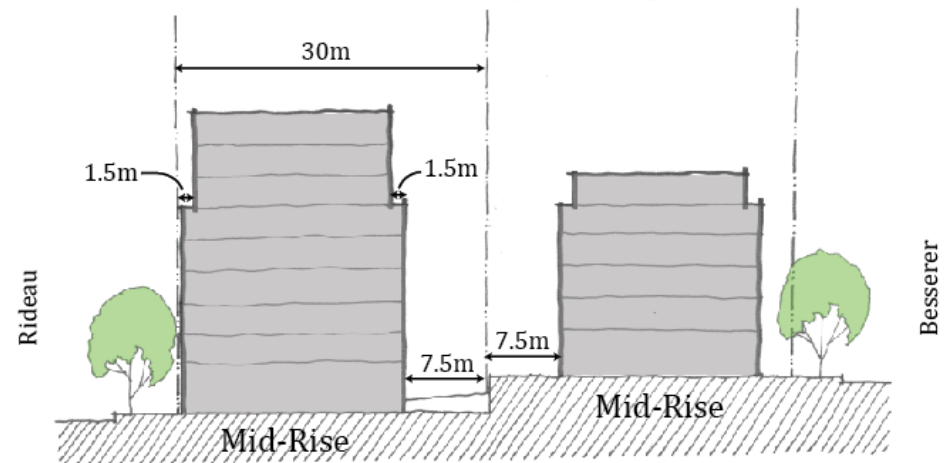
- Mid-rise development should create reasonable mid-block conditions between different buildings to ensure liveability, privacy, access to sunlight and air circulation.
 - On 30m deep lots, typically seen in Area A and Area B:
 - A minimum 7.5m rear yard setback should be provided to ensure a minimum back to back separation of 15m between the buildings on neighbouring properties.
 - In the rare through-lot situation, a minimum back to back separation of 15m between the buildings on the same lot should be provided.
- On 30m deep corner lots, typically seen in Area A and Area B:
 - Maximize building frontage along both streets.
 - A rear yard setback of 7.5m is still required for the portion of the building beyond a typical building depth.
 - When the return of a corner building is adjacent to a building with window or door openings, a setback of 2.5m to 3m is required along the first 18m to 21m of the building depth (typical building depth). Beyond this, a 7.5m setback is required from the property line.
 - When the return of a corner buildings is adjacent to a blank wall or abuts a building with no openings, no setback is required along the first 21m of the building depth. Beyond the first 21m, a 7.5m

Mid-Block Conditions

Transition to Low-Rise (Area A)

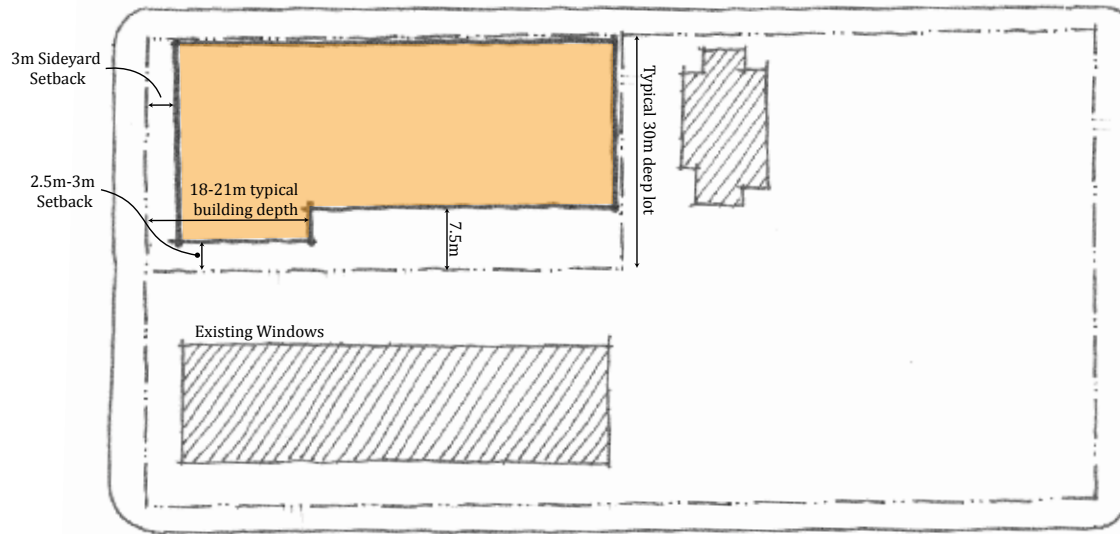


Transition to Mid-Rise (Area B)

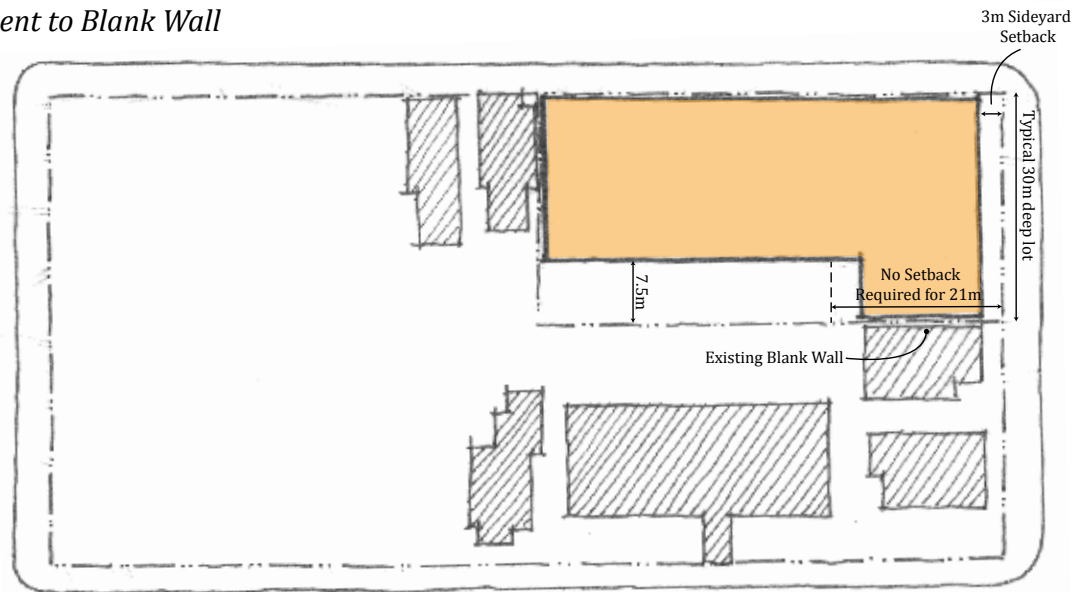


Mid-Rise Corner Sites

Adjacent to Wall with Windows



Adjacent to Blank Wall



Mid-Rise Buildings on Large Sites

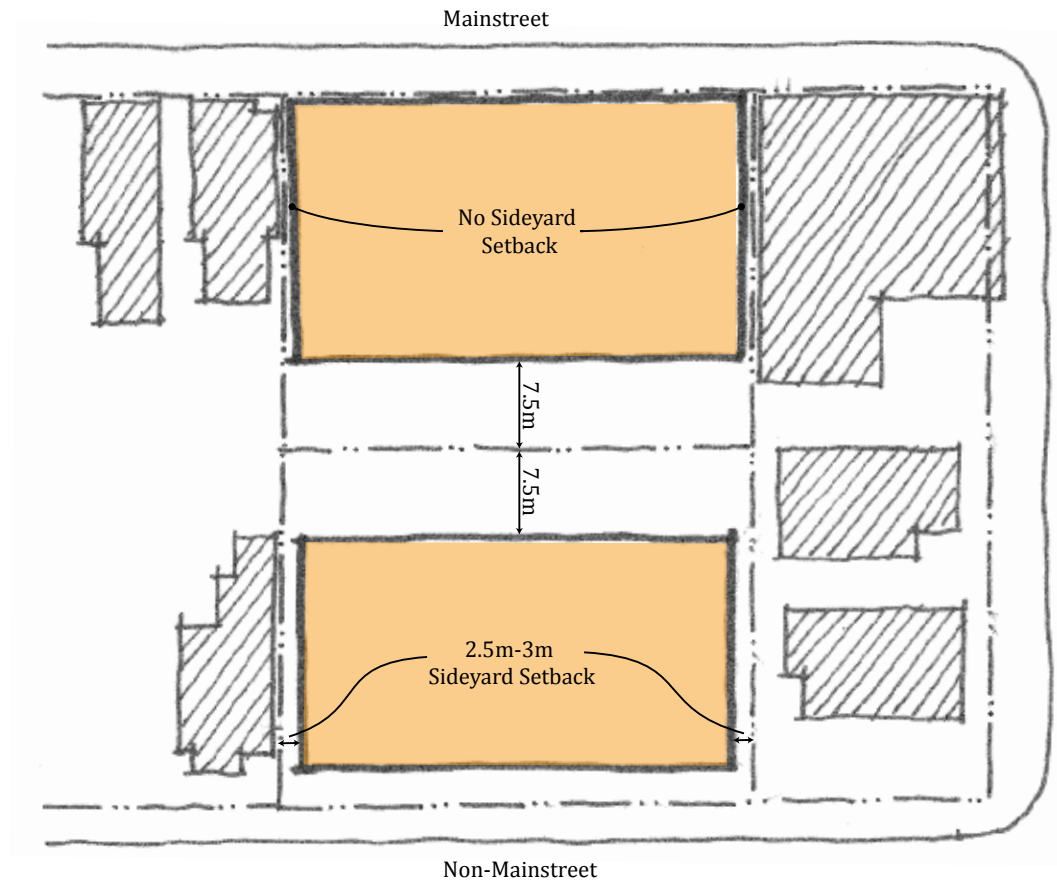


setback is required from the property line.

- On deeper and larger development lots, typically seen in Area C and Area D:
 - A private courtyard or semi-courtyard framed by perimeter building blocks is encouraged to create private amenity spaces as well as to manage the relationship between buildings.

- The upper floors of the building should step back to allow for sunlight and open up the skyview for the rear yard, private courtyard or semi-courtyard in the middle of the block.

Mid-Rise Buildings on Mid-Block Sites



4.3.7 High-Rise Development

General Approach

- High-rise development must be well-proportioned, integrated with its surroundings and should generally take the podium and tower approach in built form design.
 - The podium should relate to and animate the sidewalk and the pedestrian realm and form a continuous street wall.
 - The tower should setback from the podium faces and should be articulated to break up building mass and allow skyview, sunlight and transition towards the abutting properties.
- The top portion of a tower or the last few storeys should contribute to the city skyline through a different articulation or special architectural treatment.
- Mechanical penthouses should be architecturally integrated in a manner which is consistent with the overall character of the tower.

Podium

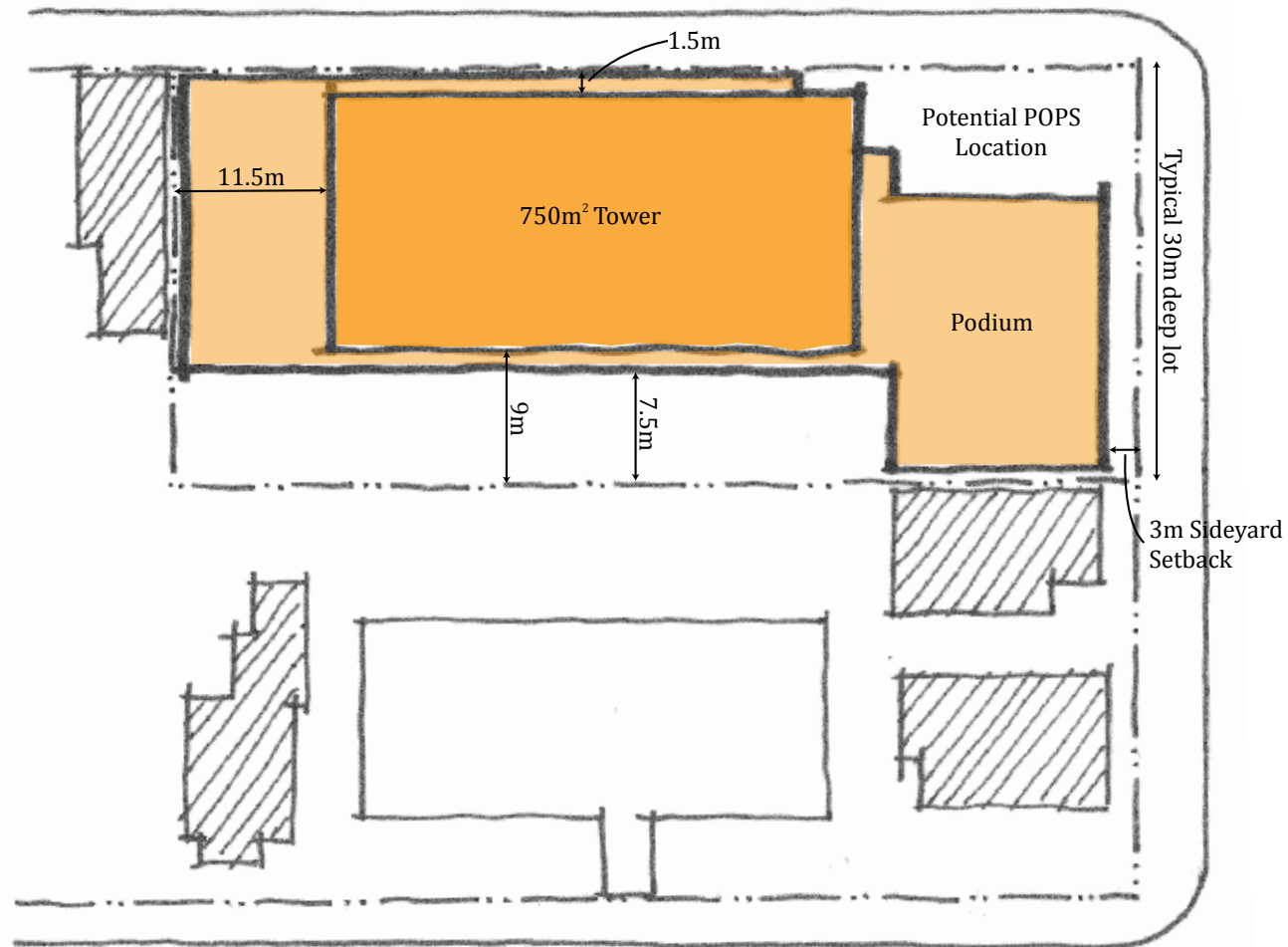
- The general mid-rise guidelines apply to the podium section of a high-rise building.
- The podium height shall not exceed 6 storeys.
- In residential development, ground-oriented units such as townhouses or townhouse-type units that wrap around a podium are the preferred approach for defining the base and integrating with existing smaller scale development, particularly in Areas C and D.

Tower

- The maximum floor plate of a tower containing primarily residential uses should be 750 m². Floor plate means the total area of a storey measured from the exterior of the outside walls and includes the total floor area occupied by balconies.
- The maximum floor plate for a tower containing non-residential uses should be 2,000 m².
- Generally, the tower shall be set back from the edges of the podium.

- For development on an approximately 30m deep lot, typically seen in Area B, the tower should be set back by a minimum of 1.5m from the faces of the podium that front onto public realm.
- For development on a deeper and larger lot, typically seen in Areas C and D, the tower should be setback by a minimum of 3.0m from the faces of the podium that front onto public realm.
- Within the podium section, strategic stepbacks may be appropriate where the tower meets the ground or at entrances to create architectural interest.
- Generally, a minimum separation distance between towers should be 23m.
 - Towers should be set back by a minimum of 11.5m from the rear and the side property lines to achieve the minimum separation.
 - A slightly reduced setback from the rear property line of minimum of 9m may be required on 30m deep lots typically seen in Area B.
 - For an office tower with a larger floor plate, a greater setback for example equivalent to the depth of the tower, will be required.
 - Towers directly facing each other (not staggered) must be at least 23m apart and should not overlap by more than 15-20% of the lengths of facing façades.
- When a site can accommodate more than one tower, typically seen in Area C, the towers must have different heights to create a more interesting and diverse skyline with the taller of the two generally located along Rideau Street and the lower of the two generally located closer to the non-mainstreet to provide a transition.

High-Rise Buildings on Shallow Sites



4.4 Open Space

Through the Rideau Street Reconstruction project, completed in 2015, the public realm along Uptown Rideau Street has been greatly enhanced in terms of design and function, making it a more attractive street to walk along. Improved lighting, paving materials and additional seating have been integrated into the public realm through this process, offering a more comfortable space for pedestrians.

While the street itself has recently been redesigned and reconstructed, there remain few well-designed, publicly-accessible urban open spaces located in the Uptown Rideau CDP boundary. These places are important to the vibrancy of a mainstreet and encourage residents and visitors alike to stop, relax, spend leisure time outdoors and become part of the liveliness of the street. Small, urban open spaces are also critical tools for integrating greening to a largely treeless street and help to soften the ubiquitous concrete and brick landscape.

The policies that follow seek to help create additional spaces such as these along Rideau Street in the form of public parks and privately owned publicly accessible spaces. They also establish the rules for reinvesting parkland dedication money in existing parks.

The public realm in the CDP area includes streets, publicly accessible pathways and lanes, parks, privately owned publicly accessible spaces (POPS) and watercourses.

4.4.1 Public Parks

For development sites of 4,000 m² or greater, the City will take full parkland dedication as land through the development review process. This is enabled through City's parkland dedication by-law, which allows the taking of up to 10% of the total land area as parkland. The land acquired via this process will be fully owned and controlled by the City of Ottawa. It will also be fully responsible for the maintenance and programming of these new public parks.

When parkland is created through this process, the size and shape of the park will be defined and established through the zoning application process. The park area will be delineated as a separate block and zoned Open Space with H (0) FSI (0). No redistribution of gross floor area for the purposes of density redistribution from the future parkland is permitted.

The above policies will also apply to future consolidations that result in development sites of 4,000 m² in area or greater.

Design Criteria for Public Urban Parks

New urban park spaces are to provide people of all ages, incomes and abilities with pleasant and safe public spaces to gather, lounge, play and stay. In order to successfully create spaces where both active and passive recreation opportunities are possible in small urban spaces, design requirements and criteria are necessary.

Ownership:

- Land accepted as parkland dedication must be fully unencumbered and in full public ownership and control.
- In some cases, where there are encumbrances on the developable portion of the land such as deep sewers or hydro lines, these may be incorporated into the park, but the area of the easement will not be counted towards the required parkland dedication.

Location and Dimensions:

- Lands accepted as public parkland must be a single contiguous piece.
- Lands accepted as public parkland must have frontage on at least one public street and must have sidewalks across the frontage(s).
- Where the development site is a corner lot, parkland with two public frontages are preferred.
- The park should be regular in shape (e.g. square, rectangular) and the park's length to width ratio should be not more than 2:1.
- The placement of the park space will be selected with consideration of microclimate conditions. The City may request sun shadow studies to assist with this selection.

- A minimum 3m building setback may be required from all park edges.

Criteria related to location and dimensions are meant to:

- maximize the visibility of the park from a distance;
- enhance safety and security by ensuring many views into and out of the park; and to
- avoid a “canyon” or “fish-bowl” effect that could be created by a site surrounded by tall buildings.

Design and Use:

- City of Ottawa staff will identify the required park elements based on the needs in the area and City policies. Parks could include elements such as, but not limited to; gathering areas, community bulletin boards, park signage, lighting, bike parking, free play areas, playground equipment, puddle rinks, ping pong tables, basketball courts, space for local markets etc.
- Park design should allow for intense use, to serve multiple overlapping functions, users and activities.
- Park design should serve diverse populations in terms of age and physical abilities.
- Park design should support both active and passive recreation, as well as the possibility of both programmed and informal spontaneous activities.
- Park design should extend park use into the shoulder seasons and allow for the possibility of year-long activities and programming.
- Parks must be universally accessible.
- Park design and material choices will consider durability and ease of maintenance.
- The tree canopy target for parks is 30%.

4.4.2 Cash-in-Lieu of Parkland

For development sites less than 4,000 m² the City will take the full Cash-in-Lieu (CIL) amount instead of parkland as per the City's Parkland By-law. Collected CIL of Parkland will be used as permitted in the City's Parkland Dedication By-law. The collected funds will be applied within the CDP area and to six existing neighbourhood parks. These are:

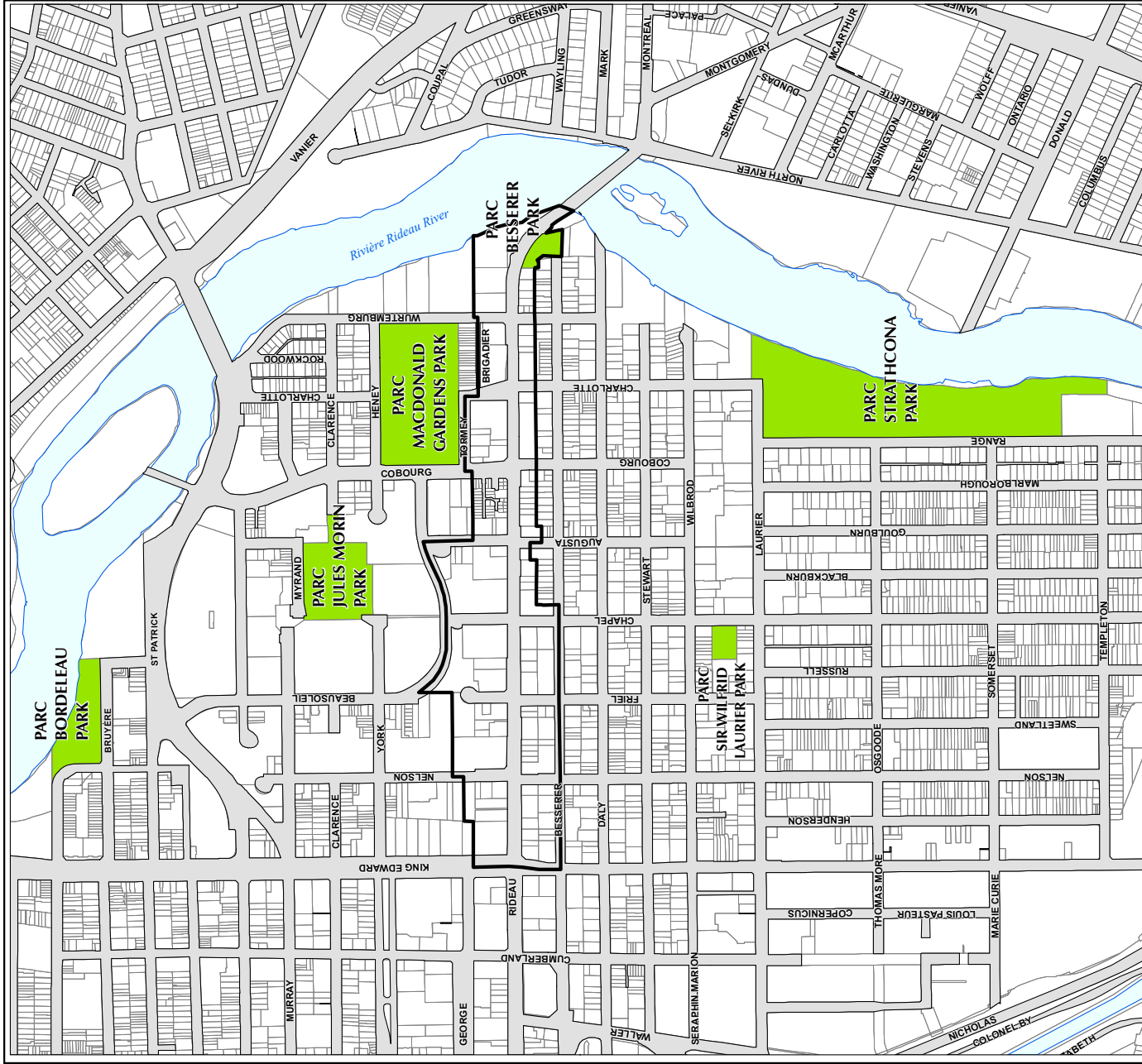
- Besserer Park
- Bordeleau Park
- Jules Morin/ Anglesea Park
- Macdonald Gardens
- Strathcona Park
- Sir Wilfrid Laurier Park



West side of Macdonald Gardens



East side of Macdonald Gardens



Uptown Rideau / Secteur est de la rue Rideau

COMMUNITY DESIGN PLAN/
PLAN DE CONCEPTION COMMUNAUTAIRE
Parkland Eligible for Cash-in-Lieu /
Parkland éligibles pour le règlement financier



Parkland eligible for cash-in-lieu in the study area /
Parkland éligibles pour le règlement financier dans la zone d'étude



Uptown Rideau Secondary Plan Boundary /
Limite du Plan secondaire du
Secteur est de la rue Rideau



Prepared by Planning and Growth Management Department,
Mapping & Graphics Unit
Préparé par: Service de l'urbanisme et de la gestion de la croissance,
Unité de la cartographie et des graphiques

4.4.3 Privately Owned Publicly Accessible Spaces (POPS)

A is POPS a physical space similar to an urban parkette or a small plaza that is privately owned, but is legally open to the public.

For development sites between 2,000 – 3,999 m² where density redistribution is sought, a minimum 200 m² area POPS is required. The 200 m² area must be contiguous and is additional to land that would be in a zoning setback or required landscaped open space.

A POPS of a minimum of 200 m² is also required for sites over 4,000 m² in size, where parkland has been taken, but where density redistribution is sought.

On sites of less than 4,000 m² where a POPS is required, the City will take CIL of Parkland. On sites 4,000 m² or greater, where a POPS is required, the City will take Parkland as described above.

Design Criteria for POPS

POPS must be designed to be welcoming, accessible and comfortable and they must also be clearly open for public use.

Ownership and Access:

- A POPS is privately owned, with a surface easement to allow public access over and use of the site. Public easements will be registered on title and will remain as such in perpetuity.
- A POPS must be accessible for public use during the same times as public parks.
- Signage, integrated into the design of the space, must identify the name and address of the space and clearly indicate that the space is open to the public.

Location and Dimensions:

- At least one side (preferably two) must be fully open to the street or public pathway.

- POPS should be regular in shape (square or rectangle) with a length to width ratio of no more than 2:1. An irregular shape may be considered if it strengthens the space's relationship with the greater open space network or abutting open spaces.
- Although a stand-alone public space, the design and dimensions of a POPS should function as a part of the larger open space network and should seize opportunities to build a strong relationship with abutting open spaces.
- A POPS should be at the same grade level as the adjoining public sidewalk and streets however minor changes in elevation may be considered. Where slight grade changes are permitted, clear and direct access from the public sidewalk must be provided.
- The entire area must be fully accessible.
- Fences, gates, hedges or other barriers to entry are not permitted.
- Visibility into and through the space, from the adjacent street(s) is required.

Surrounding uses/ abutting building façades:

- The at-grade portions of abutting buildings that surround the space should be lined with active uses and a high degree of transparency.
- Façades facing POPS should be lined with windows and should avoid blank walls.
- Private uses of the space such as patios for outdoor restaurants or cafés are prohibited.

Open to sky:

- The space should be wholly open to the sky (permitted exceptions: trees and patio umbrellas).

Obstructions:

- Garage entrances, driveways, parking spaces, loading berths, exhaust vents, mechanical equipment and garbage storage areas are prohibited. Where any such uses are located adjacent to the space, screening is required.

Amenities:

The space must include well-designed amenities such as a variety of seating options, waste/recycling bins, bike parking, lighting and electrical power. A balance of hard and soft landscaping is required.

- Trees are required.
- The space must be well lit with an approved Lighting Plan by the City.
- Where planted above an underground structure, trees should have a habit of 12-15m height or less.
- A minimum soil volume of 15 m³ per tree and a minimum planting soil depth of 1.2m is required.
- A minimum soil volume of 3.5 m³ per shrub and a minimum planting soil depth of 600mm is required.
- Contiguous planting pits are preferred to help ensure the survival of plantings.
- Irrigation to all trees, shrubs and ground cover is required.
- Abundant and well-designed seating is required.
- At least two types of seating are required such as moveable chairs, fixed benches, seat walls, fixed individual seating or planter ledges.
- Deterrents to seating, such as spikes, rails or deliberately uncomfortable materials placed on surfaces that would otherwise be suitable for seating are prohibited.

Delivery:

- The property owners/applicants are responsible for all costs associated with the design and construction of the POPS.

Operations and Maintenance:

- Current and future property owners are responsible for all costs associated with the daily and long-term maintenance and life-cycle renewal of the space.
- All amenities placed in the POPS will be available for public use at all times.

- Changes to the public access to the space is not permitted.
- Alterations that change the design or public nature of the space such as the addition of fencing and gates, the removal of vegetation, the removal of signage noting permission for public use, the removal of seating or the addition of deterrents to seating is prohibited and will be controlled by the City.

4.5 Mobility

Rideau Street has recently received significant public investment and undergone improvements through the Rideau Street Renewal Project. Curb extensions, widened sidewalk space and narrowed intersections were among the upgrades aimed at achieving a safer, more walkable street for pedestrians. While Rideau Street itself was extensively improved through this process, the extent of the redesign was limited to only small portions of the side streets. As such, the majority of streetscaping improvements recommended below are not on Rideau Street itself, but on the intersecting streets in the areas that stand to be improved the most.

4.5.1 Improved Cul-de-Sacs and Pedestrian Crossings

Cobourg/Beausoleil Intersection

The intersection of Cobourg Street and Beausoleil Drive is a well-used crossing for pedestrians, especially by the residents of the Ottawa Community Housing (OCH) building, Macdonald Manor. Macdonald Gardens Park and a bus stop for the number 5 and 7 buses are located directly opposite the street, making this an appealing place for residents to cross. However, no traffic control currently exists in this location and a wide paved area and high speed traffic make this a dangerous crossing point.

The intersection should be redesigned with the goals of slowing traffic speed, formalizing a pedestrian crossing at this location and ensuring that the connection is safe. A study is being undertaken to determine whether these intersections would warrant traffic control, either in the form of a stop sign or a pedestrian controlled crossing.

Augusta Street Cul-de-Sac

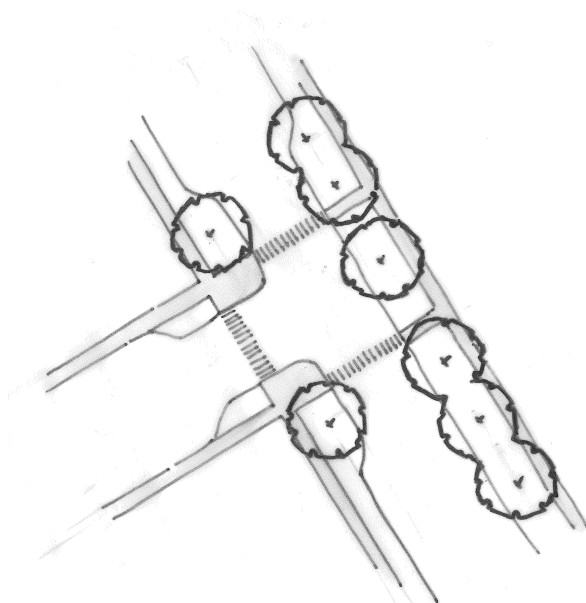
In spite of being in a state of disrepair, the Augusta cul-de-sac is well-used, especially by the residents of Macdonald Manor. There is a clear demand for additional seating and landscaping improvements. In comparison to the cul-de-sacs at Friel and Chapel Streets, Augusta Street is also significantly wider, cutting into the amount of usable space for leisure. The



Beausoleil / Cobourg Intersection looking south



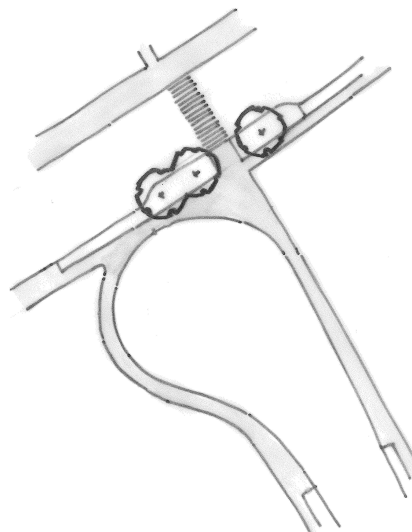
Augusta / Beausoleil Cul-de-Sac looking north



Cobourg/Beausoleil Intersection

Design Concept:

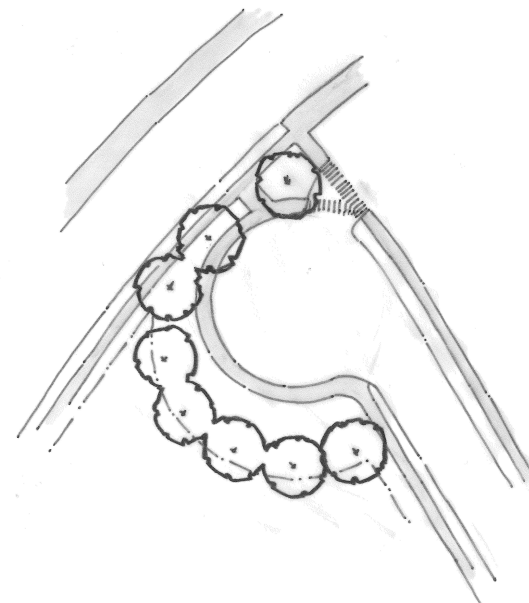
- Street trees
- Large curb extensions
- Shorter crossing distances
- Pinched street widths (Beausoleil and Cobourg)
- Sharper turning radius
- Enhanced crossing
- Traffic control at intersection
- Removal of bus bay on Cobourg
- Traffic and bike lanes unmodified



Chapel Cul-de-Sac

Design Concept:

- Improved connection for bicycles and pedestrians
- Curb extension on Beausoleil to narrow street (by removing parking spaces)
- Enhanced crosswalk
- Additional Street trees and green shoulder
- Removal of fencing
- Beausoleil bike lane remains unmodified
- Stop signs to remain



Augusta Street Cul-de-Sac

Design Concept:

- Radius of cul-de-sac reduced for additional greenspace
- Additional seating
- Street trees added
- Improved planters
- Improved lighting
- Fences removed
- Enhanced pedestrian and cycling connection

Augusta Street cul-de-sac is re-envisioned as a well-designed space with ample seating and a comfortable tree canopy to provide shade during the day. At night, it is a well lit and welcoming space. Barriers have been removed to facilitate the movement of pedestrians and cyclists passing through.

Opportunities to involve the community in the maintenance or beautification of the cul-de-sac through means such as community-maintained flower planters or street painting should be explored.

Chapel Cul-de-Sac

If not designed properly, cul-de-sacs may not only restrict vehicular circulation, but may also unintentionally inhibit the movement of pedestrians and cyclists. Underuse, poor lighting and lack of maintenance may also create safety concerns and poor quality people places.

The Chapel Street cul-de-sac is re-envisioned as an enhanced connection for pedestrians and cyclists, while remaining closed to vehicular traffic. Because of its proximity to three schools, a strong pedestrian connection to the north and a bus stop on the corner of Rideau Street, it is an ideal location for an improved design and a safer crossing.

Nelson/Rideau Intersection

The intersection of Rideau Street and Nelson Street has been identified by community stakeholders as a difficult crossing point for pedestrians due to the street widening in this location to accommodate an eastbound left-turn lane for general traffic. While the turning lane is necessary to ensure there will be no negative impacts on bus operation in the bus-only curb-side lane and to prevent traffic congestion at the King-Edward/Rideau intersection, improvements to the intersection are needed to improve pedestrian safety. Improvements such as advance pedestrian crossings, similar to those located at the Cobourg/Rideau intersection should be studied to improve this crossing.

4.5.2 Cul-de-Sacs

There are six cul-de-sacs located within the study area, three south of Rideau Street (Nelson, Cobourg, Wurtemberg) and three north of Rideau (Friel, Chapel, Augusta). The 2005 Uptown Rideau CDP recommended that the Chapel cul-de-sac be reopened; however there currently exists too much uncertainty as to how this would affect greater traffic patterns in established neighbourhoods. As such, the cul-de-sacs shall remain closed until a community traffic study is undertaken to clearly demonstrate that the impacts on the adjacent neighbourhoods of Sandy Hill and Lowertown will not be significant and can be mitigated. If a development proposes to open any number of the cul-de-sacs, the applicant shall undertake a community traffic study at their own expense.

4.5.3 Cycling Way-finding Signage

For those entering the CDP area from the east, finding the appropriate route for cycling can be especially confusing. Opportunities to improve cyclist wayfinding and direct people towards networks connections such as the Stewart/Wilbrod path or the Cobourg/Beausoleil should be investigated.



Sign indicating the end of the bicycle lane after the Cummings Bridge

4.6 Heritage

4.6.1 Heritage Register and Heritage Designation

Buildings listed on the City's Heritage Register under Section 27 of the Ontario Heritage Act (OHA) cannot be demolished without providing the City with 60 days notice. In order to be added to the Heritage Register, consultation with the Built Heritage Sub-Committee and approval by City Council is required.

The following properties within the CDP area have been identified as potential candidates for inclusion on the City's Heritage Register.

1. 323 Rideau Street
2. 356 Rideau Street
3. 418 Rideau Street
4. 8 Tormey Street
5. 487 Rideau Street
6. 511 Rideau Street
7. 541 Rideau Street
8. 251 Besserer Street

Under Part IV of the OHA, City Council may recognize and protect properties of cultural heritage value or interest through individual designation. Alterations, partial demolition, demolition or relocation of buildings designated under the OHA requires the approval of City Council. Designation does not prohibit changes to the property, but it provides a process to ensure that alterations that affect the heritage attributes of a building are carried out in a manner that respects their cultural heritage value. In order to be designated under the OHA, consultation with the Built Heritage Sub-Committee and approval by City Council is required.



487 Rideau Street



251 Besserer Street



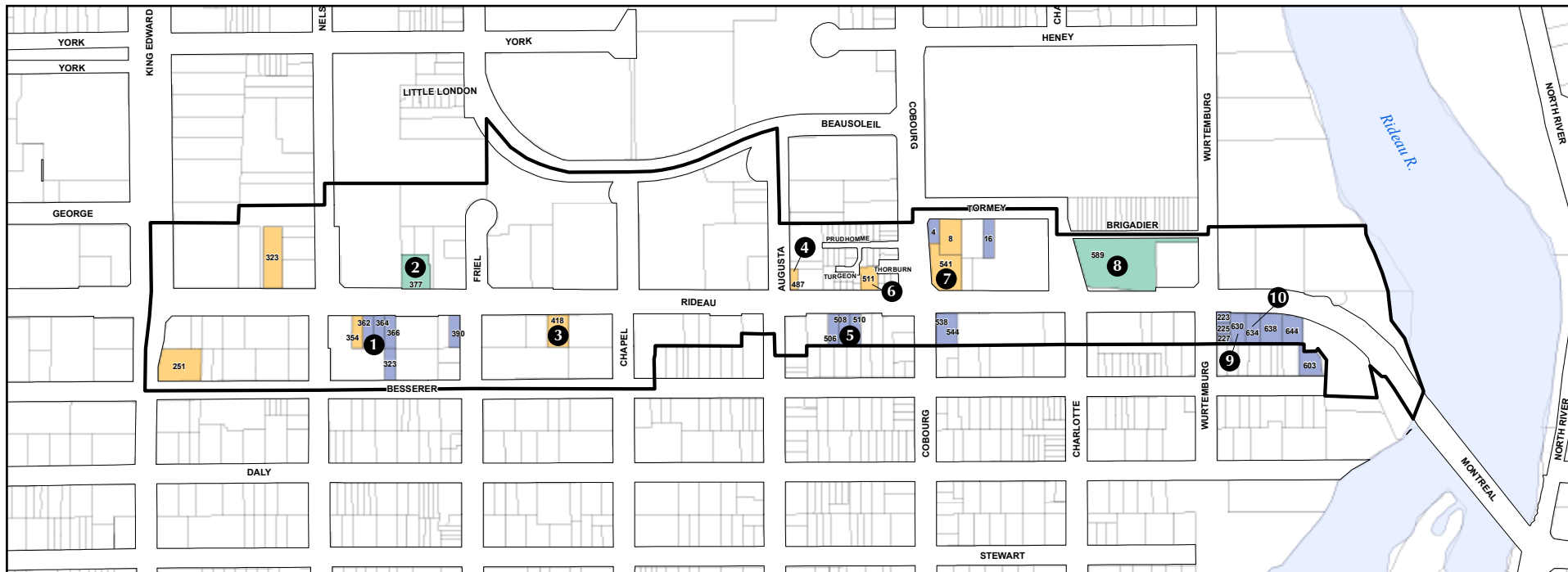
511 Rideau Street



541 Rideau Street



323 Rideau Street




PLAN DE CONCEPTION COMMUNAUTAIRE DE

Uptown Rideau Street / Secteur est de la rue Rideau


COMMUNITY DESIGN PLAN

HERITAGE RESOURCES / RESSOURCES PATRIMONIALE

 Uptown Rideau CDP Boundary /
Plan de conception de secteur est de la rue Rideau

 Heritage Reference List / Liste de référence du patrimoine

 Designated Heritage Resources / Ressources patrimoniales désignées

 Proposed for inclusion on the Heritage Register /
Proposé pour l'inscription au registre du patrimoine

1 : 3,500 approx

Prepared by: Planning and Growth Management Department, Mapping & Graphics Unit
Préparé par: Service de l'urbanisme et de la gestion de la croissance, Unité de la cartographie et des graphiques



1 364 & 362 Rideau



3 418 Rideau



5 510 & 508 Rideau



7 541 Rideau



9 630 Rideau



2 377 Rideau



4 487 Rideau



6 511 Rideau



8 589 Rideau



10 634 Rideau

The following properties within the CDP area have been identified as potential candidates for designation under Part IV of the OHA for their cultural heritage value:

1. 487 Rideau Street
2. 511 Rideau Street
3. 541 Rideau Street
4. 251 Besserer Street

4.6.2 Heritage Context and Development

The CDP encourages restoration, reuse or integration of heritage structures into new development. The reuse or integration of heritage structures into new development should preserve the setting, character and attributes of the heritage resource.



5.0 IMPLEMENTATION

The changes proposed through this CDP will help guide the gradual evolution and amelioration of Uptown Rideau Street for many years to come. Once approved by City Council, this document will serve as Council's policy for the planning area and will guide City staff, the community, landowners and developers in evaluating development applications. It will also inform the undertaking of public works projects in and around the CDP area.

The following section will outline how the policies of the CDP can best be implemented through various regulatory tools, partnerships and other initiatives.

5.1 Policy Initiatives

5.1.1 Prepare and Adopt a Secondary Plan

The most critical implementation strategy that will help to translate the policies of this CDP into meaningful change on Uptown Rideau Street will be the preparation of a Secondary Plan by City staff. A Secondary Plan will integrate many of the policies and guidelines established in this document directly into the City's Official Plan (OP) through an Official Plan Amendment (OPA). This will serve to ensure that future development conforms to the land use policy and design direction in Chapter 4.

The Secondary Plan will include the following schedules:

- Schedule A: Planning Area and Land Use
- Schedule B: Baseline Building Heights and Maximum Densities
- Schedule C: On-site Density Redistribution

The Uptown Rideau Secondary Plan shall be implemented using some or all of the following (as provided for under the Planning Act and also identified in Volume 1 of the Official Plan):

1. Approval of individual draft Plans of Subdivision/Condominium and Part Lot Control exemptions.
2. Enactment of Zoning By-laws.
3. Use of density and height bonusing provisions as per Section 37 of the Planning Act.
4. Use of Site Plan Control.
5. Execution of Letters of Undertaking and/or registration of Site Plan agreements.
6. Use of the Holding Symbol "h".
7. Dedication of parkland or cash-in-lieu of parkland.
8. Use of powers and incentives enabled by a Community Improvement Plan.
9. Use of development agreements registered on title.

5.1.2 Amend the Sandy Hill Secondary Plan

The boundary of the Sandy Hill Secondary Plan overlaps considerably with the Uptown Rideau CDP and Secondary Plan area on the south side of Rideau Street. In the interest of ensuring clarity in the policies pertaining to the properties and streets in these areas, it is important to remove any conflicting policy direction between the two documents.

Accordingly, the boundary of the Sandy Hill Secondary Plan will require modification through an Official Plan Amendment, which will need to be approved by Council. This amendment should relocate the boundary of the Sandy Hill Secondary Plan to abut, not overlap the boundary of this CDP and its associated Secondary Plan. It is recommended that Schedule J – Sandy Hill Land Use and Schedule K – Pedestrian and Bicycle Network and New Parks of the Sandy Hill Secondary Plan be amended to remove the area which is covered by both the Sandy Hill Secondary Plan and this CDP. Additionally, the text and policies in the Sandy Hill Secondary Plan should be amended to remove any policies which are solely directed at the properties being removed from the Sandy Hill Secondary Plan area.

5.1.3 List Properties on the Heritage Register and Designate Heri-tage Properties

In conjunction with the current review the Uptown Rideau Street CDP, the City's Heritage Services staff has undertaken a review of the built heritage assets within the CDP area. The previous Chapter identifies eight properties for inclusion on the City's Heritage Register. Four of these properties have also been identified as potential candidates for designation under Part IV of the Ontario Heritage Act (OHA).

In order for a property to be added to the Heritage Register, consultation with the Built Heritage Sub-Committee and approval from Council is required. A report that identifies the eight buildings to be added to the Heritage Register will be forwarded to Committee and Council for consideration.

A property may be worthy of individual designation if it satisfies the

criteria established through Ontario Regulation 9/06 of the OHA. Further research is required to determine whether the properties identified to be designated under the OHA meet these criteria. The cultural heritage value of these properties will be assessed by City Staff and a report will be forwarded to Committee and Council for consideration.

5.2 Development Review

5.2.1 Update Application Requirements

Where intensification is permitted and encouraged, it is important to view development proposals within their context to evaluate potential impacts on the surrounding neighbourhood, public realm and open spaces. In addition to shadow studies, applications for buildings taller than six storeys should be required to include three dimensional views of the proposed project within the neighbourhood context beyond the immediately adjacent properties. City Planning staff should be consulted on the appropriate extent of the context to be modeled and the desired views prior to the submission of an application.

5.2.2 Subject Significant Projects to the City of Ottawa Urban Design Review Panel

Ottawa's Urban Design Review Panel (UDRP) is an independent advisory panel of volunteer professionals who provide an objective peer review of both capital and private sector development projects throughout the City's Design Priority Areas. The Panel is an important addition to the City's formal design review process and is intended to enhance the City's capabilities in achieving architectural and urban design excellence. As Rideau Street is identified as a Traditional Mainstreet in Schedule B of the Official Plan, the properties along it are within a Design Priority Area. Projects that meet the criteria of the UDRP which apply for a Zoning By-law Amendment or for Site Plan Control within the design priority shall be subject to Panel Review.

When a development application is subject to Panel Review and is also

employing density redistribution, Development Review Staff are encouraged to recommend to the proponent to participate in an Informal Pre-consultation with the UDRP. This optional meeting would be held during the pre-consultation phase of the development application process and would be in addition to the project's mandatory formal review meeting.

When a project is subject to review with the UDRP, it is the City's File Lead responsibility to present the Panel with a list of questions to help direct the design guidance that is given by the Panel Members. The following questions serve to help direct the File Lead:

URBAN DESIGN REVIEW PANEL QUESTIONS

Context

- Does the development appropriately transition to adjacent low-rise neighbourhoods, heritage properties and/or open spaces?
- Is the development complementary to any existing heritage assets on site or on adjacent sites?
- Does the development strive to avoid blank walls?
- Does the development properly address street corners by treating both façades equally?
- Does the development contribute to the overall architectural diversity by not repeating the same building on the same site or adjacent site?

Building Massing, Design & Materiality

- Does the overall building massing contribute to the creation of a human-scaled ground floor and base?
- Does the development support appropriate setbacks that are in line with adjacent developments?
- Does the development step back taller portions to maintain access to daylight and privacy?
- Does the development architecturally integrate its mechanical pent-house?
- Does the development use materials, texture and composition in a creative and enduring way?
- Is adequate outdoor amenity space provided for residents?

Public Realm & Landscaping

- Does the development contribute to the creation of a positive sense of place by integrating landscape elements such as street trees, furniture, lighting, soft landscaping and public art in a manner that helps to activate the public realm?
- Does the development's landscape highlight important architectural features, screen less attractive elements and add visual interest?

Pedestrian Realm

- Does the development support a safe, animated and positive pedestrian street experience by incorporating multiple ground floor entrances that face the street?
- Does the development have street-related units with direct view from their interior to the street?
- Does the development locate its servicing area to the rear of the building to avoid blank walls and reduce conflict with pedestrian-oriented activities?
- Does the development locate air vents and mechanical equipment away from the public realm to minimise the impact on the pedestrian?
- Does the development accentuate its main entrances to ensure ease of access directly from the street?
- Does the development provide weather protection for residential and retail uses?

Sustainable Strategy

- Does the proposed overall sustainability strategy help to minimize the project's environmental impacts with strategies such as green roofs?
- Does the development commit to green building technology and green building rating systems such as LEED?

Privately Owned Publicly Accessible Spaces (POPS)

- Will the seating, lighting and landscaping ensure that the space is comfortable for all users?
- Does the design of the space allow it to read clearly as an open and accessible public space?
- Do the location, shape and design features of the POPS respond to and complement other existing adjacent open spaces?
- Do the abutting façades of the building help animate the space by including active uses and glazing at grade? Do they avoid blank walls, exhaust vents, garbage storage and mechanical equipment?

5.3 Improvements through Private Redevelopment

Private redevelopment will play a major role towards improving the experience along Uptown Rideau Street. The recent investment by the City in terms of streetscape and infrastructure improvements through the Rideau Street Renewal Project has already begun to incentivize development interest in the area. Through private development, the prospect of filling in vacant lots, intensifying underutilized lots and replacing deteriorating structures to help provide additional places to live, work and play is possible. Conforming to the built form and design guidance outlined in this CDP and the accompanying Secondary Plan, development on the street will make a positive contribution to the vibrancy of the street while respecting its character and the existing buildings.

5.3.1 Section 37 and Community Benefits

Most major public realm improvements planned in the Uptown Rideau Street area will likely be funded through development charges. While this CDP proposes maximum densities and building heights to be implemented through the Secondary Plan, no City-initiated Zoning By-law amendments are proposed to alter existing development rights. As such, the City may consider applying Section 37 of the Planning Act to secure funding for community benefits in exchange for permitting an increase in height/density from the existing zoning to what is supported by this CDP and the Secondary Plan.

Many of the initiatives described in the CDP, such as streetscape and open space improvements, are considered important to providing the necessary infrastructure to accommodate the planned growth in the area. Section 37 serves as a critical means of securing funding for these streetscapes and public open space improvements. They may be used as contributions to larger-scale public realm initiatives.

5.3.2 Open Space/Parkland through Private Redevelopment

The policies of the CDP and Secondary Plan are structured to ensure the delivery of additional small, urban open spaces through the redevelopment of larger sites. These open spaces may take the form of Parkland or Privately Owned Publicly Accessible Spaces (POPS). When a property meets the criteria established in the previous chapter, both kinds of open space will be delivered through the development review process when a property is rezoned.

New parkland will be designed, owned and maintained by the City. POPS will be designed, constructed, owned and maintained by the landowner, however the design of the space will be reviewed by City staff as a part of the development review process.

5.4 Priority Public Realm Initiatives

Several public realm initiatives were identified through community input as desirable ways of contributing to the ongoing improvement of the public realm in or in close proximity to the study area. The following projects should be high-priorities for the City in this area.

5.4.1 Cul-de-sac Streetscape and Intersection Improvements

Cul-de-sac / Intersection Design Improvements

Two cul-de-sacs and one intersection have been identified in Chapter 4 of this document as requiring detailed redesigns to create safer and more comfortable environments for people to use.

The following intersections/cul-de-sacs should be high priorities for the City in this area. The designs should be guided by the conceptual designs provided in Chapter 4. Ideally, the City should undertake the detailed redesigns of the spaces at the time of road reconstructions or have them coincide with the redevelopment of an abutting property in order to take advantage cost efficiencies or funding opportunities.

The redesign of the following intersections/cul-de-sacs should be high priorities for the City:

- Cobourg/Beausoleil Intersection
- Augusta Street Cul-de-Sac
- Chapel Street Cul-de-Sac

Nelson Street Crossing

Nelson Street was identified by the community as a difficult point at which to cross Rideau Street and as a location where an advance walk signal would help improve pedestrian comfort crossing the street. An advance walk signal would signalize to pedestrians to begin crossing prior to the traffic light turning green for vehicles. The Traffic Services Branch of the Public Works Department of the City will need to conduct a pedestrian/vehicle conflict study at this intersection to assess the need.

5.4.2 Public Art

The City should continue to build upon the public art that has been incorporated into the streetscape via the Rideau Street Reconstruction project. The following ideas for helping to beautify the public realm were derived from community consultation during the CDP process.

Bell Building Display Case

The Bell Canada Building located at 393 Rideau Street at the corner of Friel Street. The front façade of the building contains a display case that was originally used to showcase state of the art telecommunications technology, however has remained vacant in recent years due to theft issues. While the building's use prevents it from having transparent windows at grade, the display case could be repurposed through a partnership to add visual interest to the otherwise blank façade. Incorporating creative lighting, displaying historic photographs of Rideau Street or showcasing local art (potentially from one of the nearby schools), are a few ideas that might help to animate the façade, improve the building's relationship with the public realm and give the display case purpose once more. To achieve this,



Empty display case on Bell Building (393 Rideau)

a partnership between Bell Canada, one of the local schools or community associations/groups would be required.

Mural on OCH Building

Many of the high-rises in the CDP area have expansive blank walls facing the street. One of the most prominent examples is the OCH Building at 215 Wurtemburg Street at the corner of Rideau Street. While it is unlikely that the building will be redeveloped or renovated in the near future, it may be possible to enliven the façade by providing a mural in this location. Collaboration between the community, the Community Development Group of OCH and possibly utilizing the City's "Paint It Up" programme, which provides funding for outdoor mural art projects and the beautification of Ottawa neighbourhoods would help bring this idea to life.

Street Painting of the Augusta Cul-de-Sac

Street painting has become increasingly popular in recent years in cities across the globe as a good community building exercise that is also a successful and cost-effective means of calming traffic, creating a sense of place, beautifying an otherwise drab expanse of asphalt and making the space feel more welcoming to pedestrians. Through public consultation, members of the community identified the cul-de-sac on Augusta Street, as a good location for street painting. To bring this concept to reality, members of the community would need to collaborate with Neighbourhood Connections Office in the City's Planning and Growth Management Department.



Blank wall facing Rideau Street (215 Wurtemberg)



Example of street painting