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PLANNING AND COMMUNICATIONS

Planning Rationale and Design Brief for 235 King Edward Avenue

Minor Variance and Site Plan Applications

June 30, 2015

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Minor Variance and Site Plan Applications

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1. Introduction

This Planning Rationale and Design Brief has been prepared by Momentum Planning and Communications (“Momentum”) in support of a minor variance and site plan applications for the subject property located at the intersection of King Edward Avenue and St. Patrick Street. The subject property consists of multiple municipal addresses: 235 and 237 King Edward Avenue, 364 and 380 St. Patrick Street, and 259 and 261 Murray Street (referred to herein as “the site”). The intended address for the proposed development would be 235 King Edward Avenue.

The site has split zoning. The parcel at 364 St. Patrick Street is currently zoned Traditional Mainstreet Zone Exception [2108] S317 and the balance of the site is zoned Traditional Mainstreet. A minor variance will be necessary to revise the current building specific height schedule (S317) to match the proposed design changes to the building envelope. There will be no increase in the existing maximum allowable height on the site which is controlled by the view plane from Beechwood Cemetery. The purpose of this Rationale and Design Brief is to assess the appropriateness of the proposed development in the context of the surrounding community and the policy and regulatory framework applicable to the site.

This report is supported by the following additional studies carried out by others:

1. Architectural and Site Design and Sun Shadow Analysis by Woodman Architect and Associates Ltd.
2. Geotechnical Investigation dated June 23, 2015 by Paterson Group Inc.
3. Phase 1 Environmental Site Assessment dated June 9, 2015 by Paterson Group Inc.
4. Site Servicing and Storm Water Report dated June 16, 2015 by A. Dagenais & Associates Inc.
5. Topographical Plan dated May 15, 2015 by Annis, O’Sullivan, Vollebakk Ltd.
6. Traffic Noise Impacts Assessment dated June 19, 2015 by Hugh Williamson Associates Inc.
7. Landscape Plan by Tracy Whalen Landscape Architect
8. Transportation Impact Assessment dated June 29, 2015 by D. J. Halpenny and Associates Ltd.

2. Existing Conditions

2.1 Site Overview

The six parcels that make up the site are legally described as:

- Plan 43586 Pt Lots 1 and A; and RP 4R-16675 Parts 1 and 2 (municipally known as 235 King Edward Avenue);
- Plan 43586 Pt Lots 1 and A RP; 4R-16675 Parts 3 and 4 (municipally known as 235 King Edward Avenue);
- Plan 43586 Pt Lots A 1 and 2 (municipally known as 364 St. Patrick Street);
- Plan 43586 E33.5 N Pt Lot 2 (municipally known as 380 St. Patrick Street);

- Plan 43586 Part of Lot 1A St. Patrick St N/S (municipally known as 259 Murray Street); and
- Plan 43586 Part of the S Part of Lot 2 St. Patrick St N/S (municipally known as 261 Murray Street).

The site has approximately 51 metres of lot frontage along St. Patrick Street and 47 metres of lot frontage along King Edward Avenue. The total area of the site is approximately 0.25 hectares (0.62 acres).

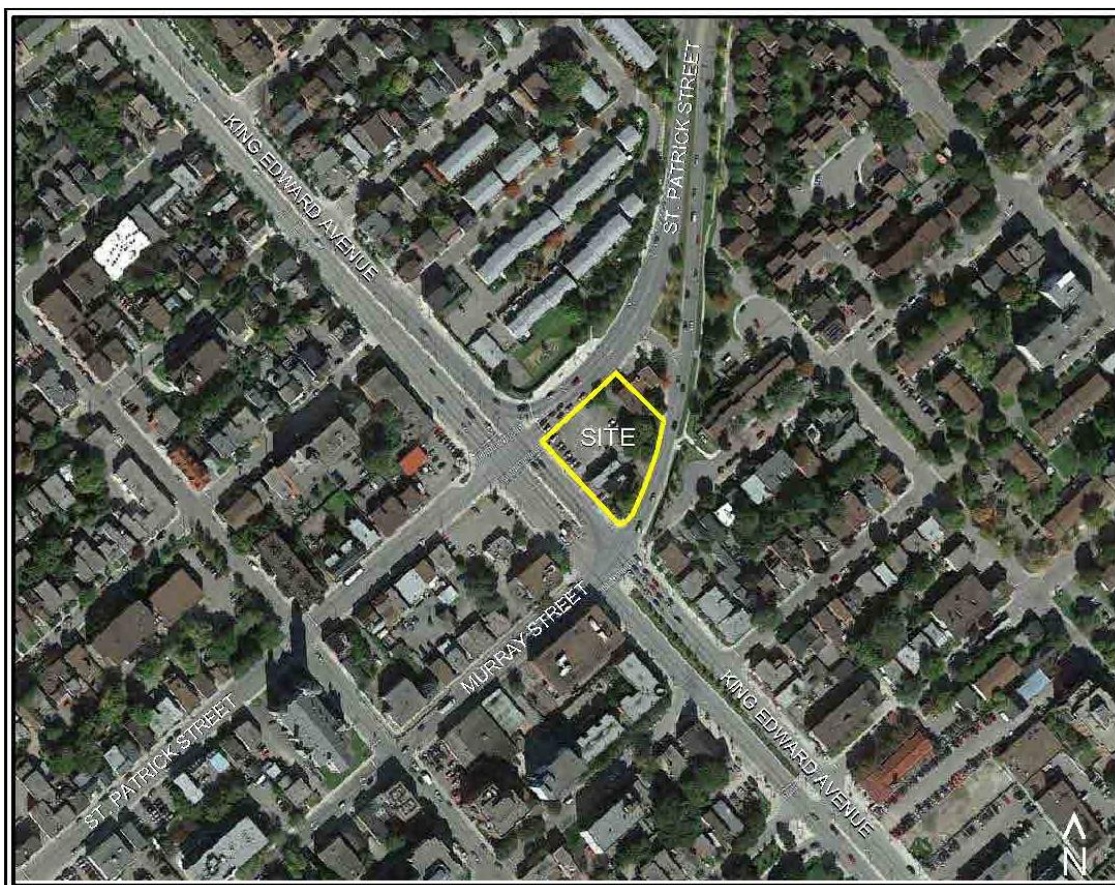


Figure 2.1: Aerial of the site at 235 King Edward Avenue

2.2 Site Location

The site, shown in **Figures 2.1**, is located at the southeast corner of the intersection of King Edward Avenue and St. Patrick Street. It is part of a small block that is bound by St. Patrick Street to the north, Murray Street to the south, and King Edward Avenue to the west.

The site currently includes a graveled, surface parking lot at the northwest corner (364 St. Patrick Street), and three buildings which are intended to be demolished in order to facilitate an assembly of the six existing lots into one and development of the proposed hotel. The existing buildings include the Shepherd's of Good Hope shelter and counseling office in the northeast corner of the site (380 St. Patrick Street), a wellness centre for holistic medicine abutting the parking lot to the south (235 King Edward Avenue), and a law office in the southwest corner of the site adjacent to the wellness centre

(237 King Edward Avenue). The remaining two parcels (259 and 261 Murray Street) are vacant land. Directly abutting the site to the east is an Ottawa Paramedic facility.

Other surrounding land uses include low-rise residential, consisting primarily of semi-detached and townhouse dwellings, as well as various low profile (up to 4 storeys) commercial and institutional uses. The site is also within walking distance of the ByWard Market, the Rideau Centre, and the Rideau Street commercial area.

Figures 2.2 to 2.8 show the site and surrounding area.

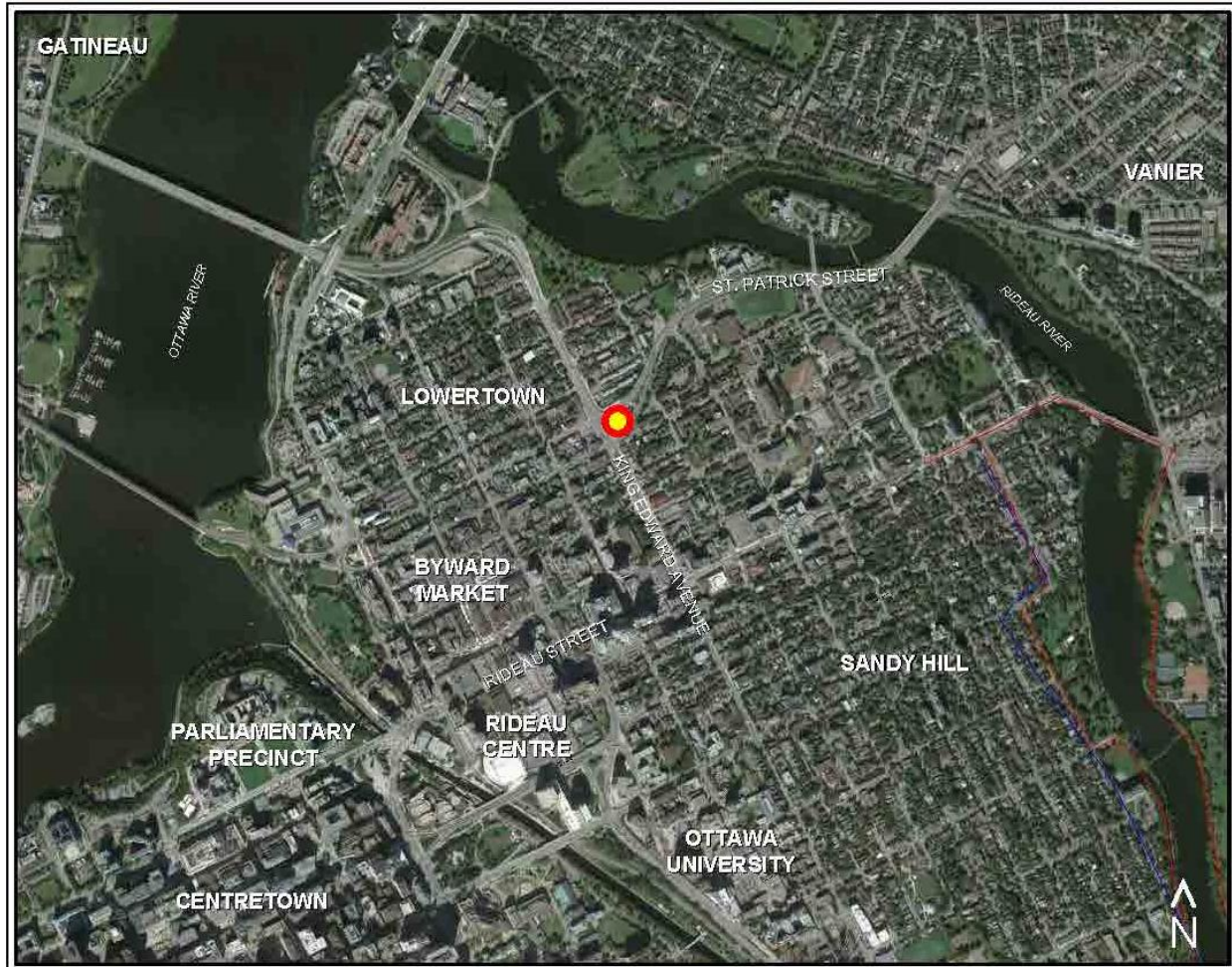


Figure 2.2: The site and surrounding neighbourhood



Figure 2.3: View of the site facing northeast from King Edward Avenue



Figure 2.4: View of the site facing south from St. Patrick Street



Figure 2.5: View of King Edward Avenue facing south



Figure 2.6: View of King Edward Avenue facing north



Figure 2.7: View of Murray Street facing east, including existing access to the site



Figure 2.8: Existing Paramedic Post adjacent to the site

2.3 Road Network and Transit

Existing access to the site is provided from St. Patrick Street to the north, King Edward Avenue to the west, and Murray Street to the south. There are existing sidewalks on King Edward Avenue, St. Patrick Street, and Murray Street.

OC Transpo Route 1 is the primary route on St. Patrick Street and Murray Street. It provides service to the ByWard market, Vanier and other destinations across the city. The site is located 850 metres from the approved LRT route along Rideau Street.

3. Development Proposal Overview

A site plan (Application #D07-12-13-0119) was submitted to the City in June 2013 for this site but has been placed on hold. During the process, the property owner acquired all of the adjacent parcels (except the EMS station). The original proposal was for a nine storey mixed-use building (with a maximum height up to 27 metres) with two floors of underground parking, 183m² of commercial space on the ground floor, and 98 furnished residential apartment units on floors 2 to 9. The building was intended to operate as an apartment hotel for short to medium term stays. The main site access was provided from St. Patrick Street.

The current development proposal is for a nine (9) storey full service Holiday Inn Hotel containing 167 suites. The proposed development is intended to offer standard hotel accommodations. The ground floor will be approximately 1205 square metres and will accommodate the main lobby and reception, a media lounge, a family dining bar and buffet, a meeting room, kitchens, washrooms, service rooms, and storage rooms. Five visitor parking spaces will be provided outside of the main entrance along with a lay-by for two vehicles at the entrance and all other parking will be provided underground. A total of 79 underground spaces will be included. Ingress to the site will be provided from St. Patrick Street and egress will be provided on Murray Street. **Figures 3.1 to 3.7** illustrate the proposed development. Additional floor plan drawings can be found in **Appendix A**.

The proposed hotel is in a key location, given the proximity to the ByWard Market, Downtown Ottawa, and Gatineau. It is conveniently located within walking distance of a number of commercial, recreational, and institutional uses, as well as OC Transpo service. The site is in a highly visible location along a key entry route into Ottawa from the Province of Québec. As well, St. Patrick Street brings travellers from the eastern neighbourhoods of New Edinburgh, Rockcliffe Park, Vanier, Lindenlea and Manor Park through Lowertown and into the ByWard market area past this site.

This project will be the first significant redevelopment and intensification of this small block which implements the policies of the Official Plan. Given the site's physical separation from the adjacent blocks by the surrounding streets, it presents an opportunity to use a transitional height as a landmark and entrance feature into the neighbourhood as well as the city as a whole. Given the small area of the block and the generally lower profile nature of the surrounding community, it is felt that a mid-rise building of 9 storeys will provide a focal point and set the stage for the eventual redevelopment of the remainder of the block in a similar manner.

The proposed development will complement the existing land uses and provide a destination to bring people into the area. The revitalized site will contribute to an enhanced pedestrian environment through wider sidewalks, shade trees, decorative lighting, enhanced pedestrian surfaces, a distinctive entry feature at the corner of Murray and King Edward and a wide expanse of windows allowing visibility into the building along the sidewalk. The first two floors have been designed in a distinctive manner to connect with other low profile buildings in the area.



Figure 3.1: View of the proposed hotel facing northeast from King Edward Avenue



Figure 3.2: View of the proposed hotel facing northwest from Murray Street



Figure 3.3: View of the proposed hotel facing south from St. Patrick Street



Figure 3.4: View of the proposed hotel facing south from the intersection of St. Patrick Street and King Edward



Figure 3.5: View of the proposed hotel facing north from King Edward Avenue

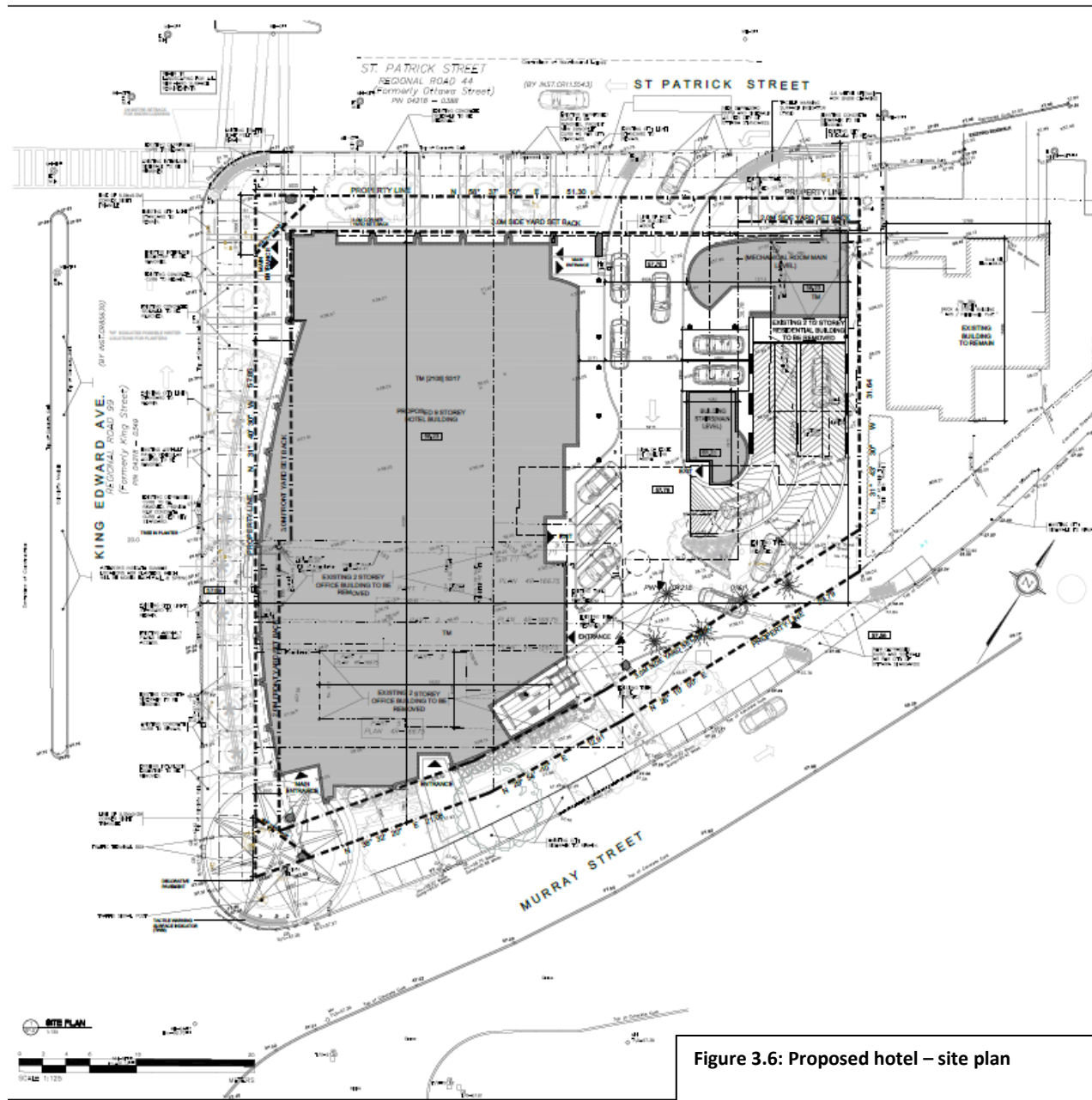


Figure 3.6: Proposed hotel – site plan

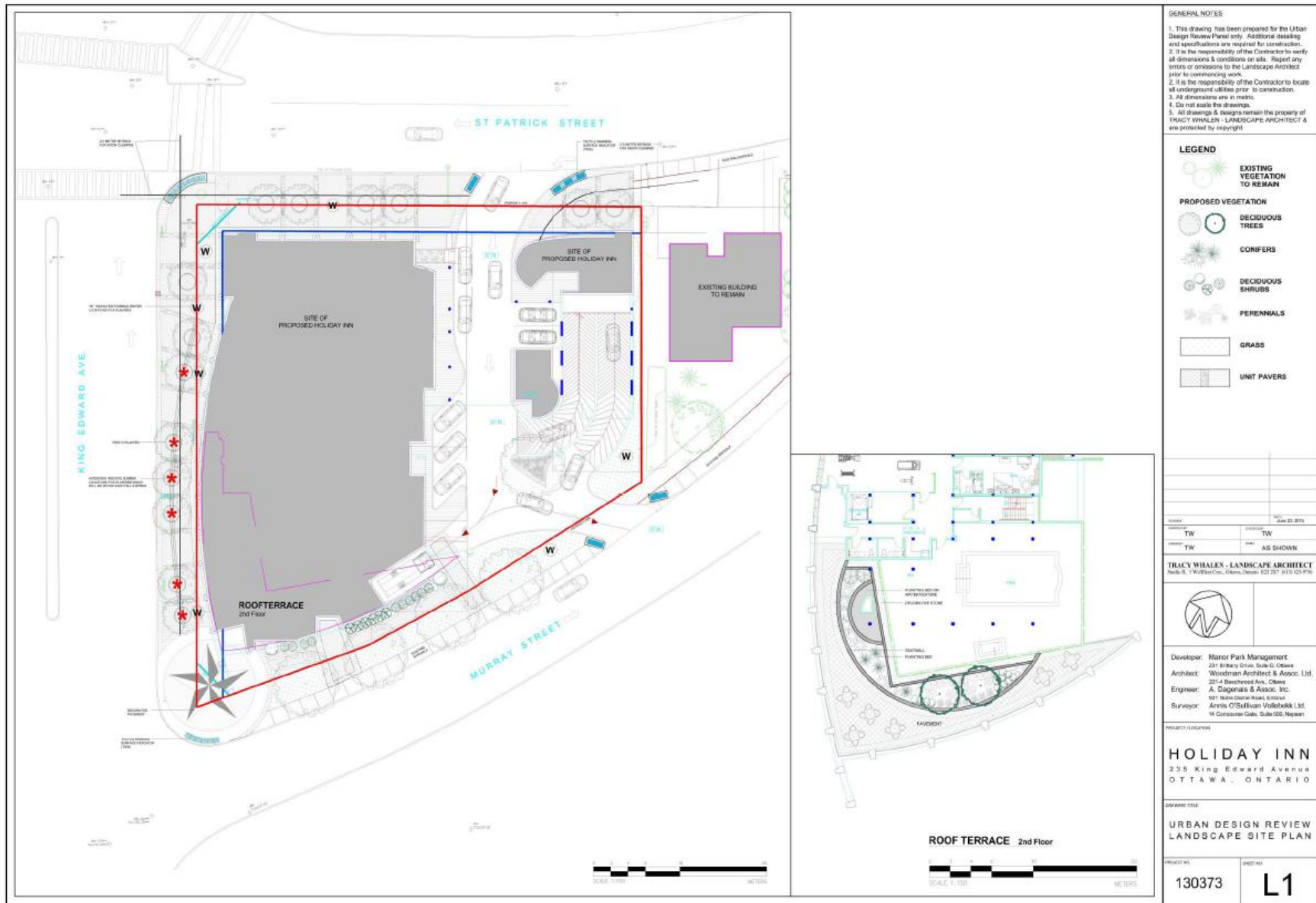


Figure 3.7: Proposed hotel – preliminary landscape plan

4. Policy and Regulatory Framework

4.1 Provincial Policy Statement (2014)

The 2014 Provincial Policy Statement (PPS) came into effect on April 30, 2014 and provides policy direction on matters of provincial interest related to land use planning. The PPS is issued under the authority of Section 3 of the *Planning Act*, which requires that decisions affecting planning matters be “consistent with” the policy statements issued under the *Act*.

A relevant fundamental principle of the PPS is the intensification of built-up areas to efficiently use land with existing infrastructure and public service facilities to avoid the need for unjustified and uneconomic expansion. As a result, planning authorities must identify and promote opportunities for intensification and redevelopment (Policy 1.1.3.3).

Intensification is defined in the PPS as:

The development of a property, site or area at a higher density than current exists through:

- a) redevelopment;*
- b) the development of vacant and/or underutilized lots within previously developed areas;*
and
- c) infill development.*

In addition to meeting the intensification principle in the PPS of concentrating growth within the urban area, the proposed development also addresses the following policies outlined in the Provincial Policy Statement:

- Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term (Policy 1.1.1(a));
- Accommodating an appropriate range and mix of residential, employment (including industrial and commercial), institutional, recreation, park and open space, and other uses to meet long-term needs (Policy 1.1.1(b));
- Promoting cost-effective development patterns and standards to minimize land consumption and servicing costs (Policy 1.1.1(e));
- Efficiently using the infrastructure and public service facilities which are planned or available (Policy 1.1.3.2(a));
- Promoting opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate project needs. (Policy 1.1.3.3); and

- Promoting a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support current and future use of transit and active transportation (Policy 1.6.7.4);

The PPS also discusses the importance of a coordinated, integrated and comprehensive approach to addressing planning matters within municipalities and between the various levels of government, particularly in relation to managing and promoting growth and development, and economic development strategies by:

- Providing for an appropriate mix and range of employment and institutional uses to meet long-term needs (Policy 1.3.1 (a));
- Promoting opportunities for economic development (Policy 1.7.1(a));
- Promoting long-term economic prosperity by optimizing the long-term availability and use of land, resources, infrastructure and public services facilities (Policy 1.7.1(b));
- Maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets (Policy 1.7.1(c)); and
- Providing opportunities for sustainable tourism development (Policy 1.7.1(g)).

It is our professional opinion that the proposed development is consistent with the 2014 PPS and supports provincial policy objectives. The site is located on a designated Mainstreet within the City of Ottawa and will contribute to the vitality of King Edward Avenue and pedestrian activity in the area. The proposed development would take advantage of existing infrastructure, provide employment opportunities, and contribute to the City's tourism potential. The proposed development will also add to the vitality of lands in close proximity to the ByWard Market, Downtown Ottawa, and Gatineau.

4.2 City of Ottawa Official Plan 2003 (Consolidated May 2014)

The Official Plan (OP) provides the planning policy framework for evaluating the appropriateness of a proposed development at a City-wide level as well as in relation to the specific site.

Strategic Directions

Section 1.3 – The Ottawa 20/20 Process and the Guiding Principles emphasizes the importance of bringing tourism and visitors to the City, and of achieving economic prosperity in order to support local people and businesses, as well as enhance the attractiveness and vitality of the city.

Section 2.2 – Managing Growth sets out strategic directions to meet the challenge of managing growth and directing it to the urban area where existing services are in place or where they can be provided efficiently, as well as to locations with significant development potential, such as Mainstreets. Concentrating growth within these areas also promotes a pattern and density of development that supports transit, cycling and walking. This section provides an overall strategy and context for the consideration of intensification and infill. The Plan is predicated on an approach best described as 'nodes and corridors' which are areas targeted for more intensive growth. The site is located in one of

these targeted areas as it is designated Traditional Mainstreet on Schedule B – Urban Policy Plan and therefore is an area with strong support for intensification and infill.

Section 2.5.1 – Urban Design and Compatibility speaks to ensuring that the design of new development contributes to an area’s sense of community and identity in order to promote the city as a tourist destination.

The proposed development supports the strategic directions of the OP. It responds to the existing conditions while recognizing the planned function of the site and surrounding area. The site represents an infill opportunity. The majority of the site is currently vacant and located in an established urban area with full municipal services. It is strategically situated in close proximity to the ByWard Market, Downtown Ottawa, and Gatineau, and to take advantage of surrounding transit facilities and a variety of services and amenities. The proposed development will enhance the area’s economic vitality and will contribute to the existing amenities and overall visitor experience in the area.

Land Use Designations

Traditional Mainstreet

The site is designated as Traditional Mainstreet on Schedule B (Urban Policy Plan) of the OP, as shown in **Figure 4.1**.

Section 3.6.3 – Mainstreets states that Mainstreets are intended for intensification and the Official Plan will focus development on these nodes and corridors in order to support public transit, create a community focus, minimize the length of trips taken, and minimize disruptions in existing, stable neighbourhoods. Traditional Mainstreets are planned as compact, mixed-use, pedestrian-oriented streets that provide for access by foot, cycle, transit and automobile. A wide range of uses are permitted within the Traditional Mainstreet designation including retail and service commercial uses, offices, residential and institutional uses.

According to Section 3.6.3, the Traditional Mainstreet designation permits building heights up to six storeys. In the original development proposal a rezoning was approved to increase this height to 9 storeys or 27 metres. The current proposal implements that height limit and extends onto the adjacent parcels with a 6 storey profile in conformity with current policy and zoning.

The proposed development maintains the intent of the Traditional Mainstreet designation by contributing to the range of uses and employment opportunities in the area. The proposed development represents an infill opportunity that will take advantage of proximity to a number of land uses and services, as well as to the ByWard Market, Downtown Ottawa, and Gatineau. The proposed development of a nine storey hotel on the subject property satisfies Policy 11 Subsection c) in Section 4.11 of the OP as the site is a prominent corner at a key entry point both into Ottawa from the Province of Québec but also into the community known as Lowertown. It is in keeping with the character of the area.

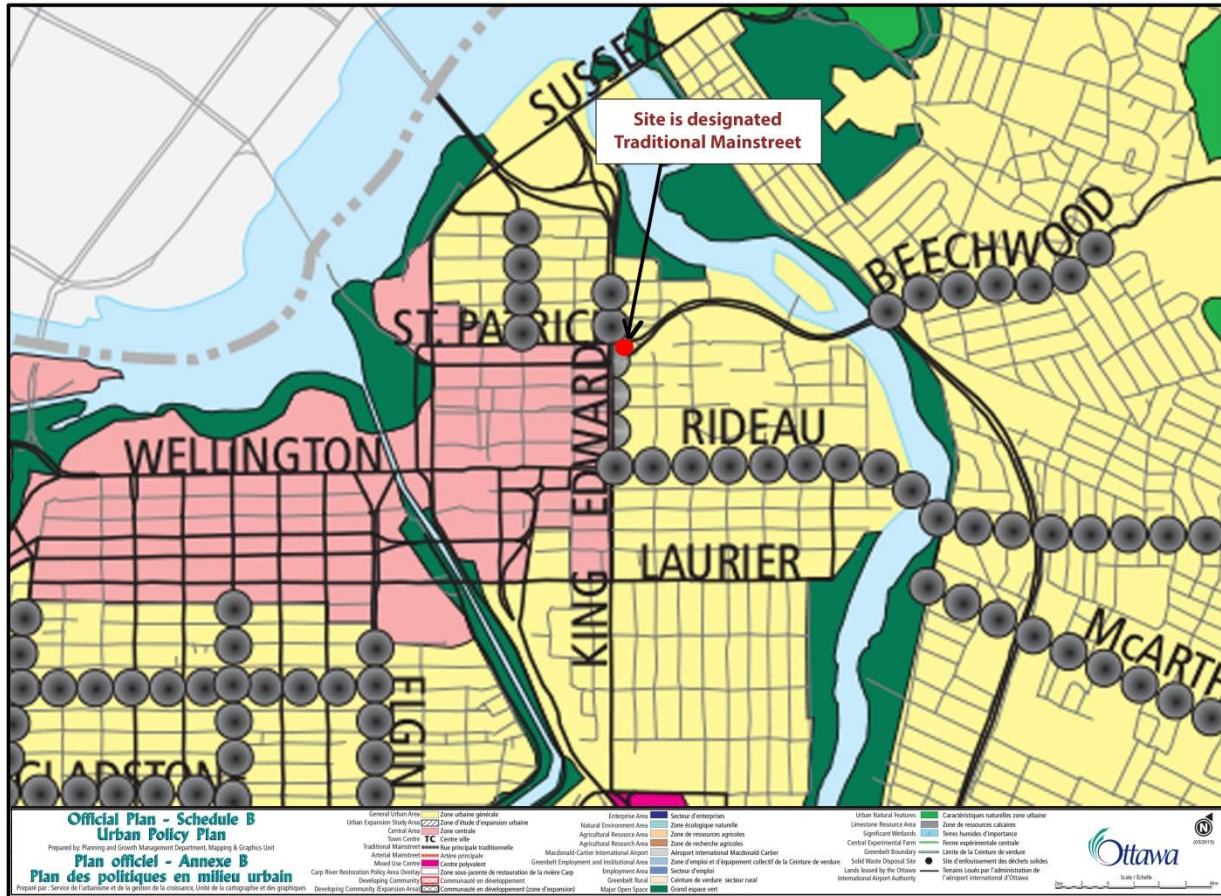


Figure 4.1: City of Ottawa Official Plan - Schedule B: Urban Policy Plan

Design Priority Area

As a Traditional Mainstreet, the site is designated as a Design Priority Area in Section 2.5.1 of the OP, and is therefore subject to the City of Ottawa Urban Design Review Panel (UDRP). It is also recognized on Annex 9 (Figure 4.2) as a gateway and node for entry into Ottawa. Two submissions have been made to the UDRP during the pre-consultation phase of the application in 2012, and the proposed development will be presented again on July 9, 2015 for formal approval.

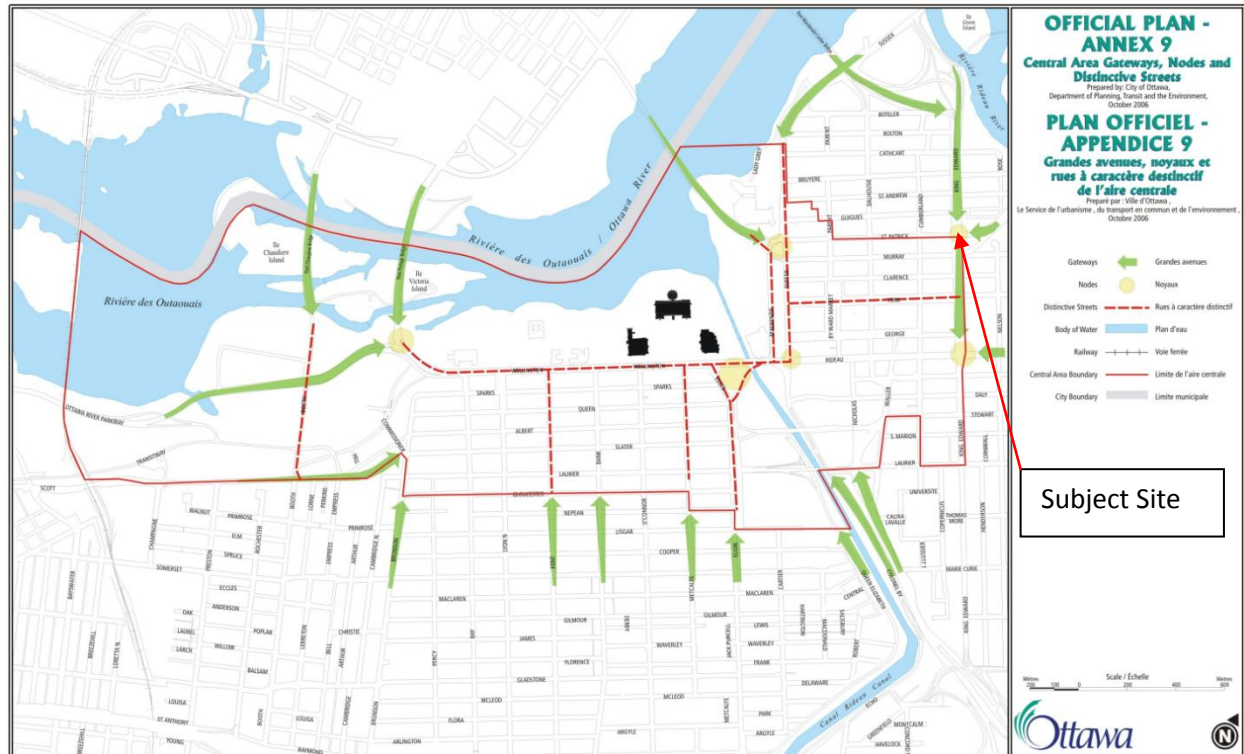


Figure 4.2: Annex 9 Central Area Gateways, Nodes and Distinctive Streets

Transportation Network

St. Patrick Street, Murray Street, and King Edward Avenue are classified as Arterial Roads by the City of Ottawa Official Plan – Schedule F (Central Area/Inner City Road Network). Schedule D (Rapid Transit Network) indicates that King Edward Avenue is planned as a Transit Priority corridor. On-road cycling facilities are currently provided on King Edward Avenue and both St. Patrick Street and Murray Street will incorporate future on-road cycling facilities according to Schedule C (Primary Urban Cycling Network). St. Patrick Street, Murray Street, and King Edward Avenue will also feature scenic entry routes as indicated on Schedule I (Multi-Use Pathways and Scenic-Entry Routes (Urban)). The Official Plan schedules are shown below in **Figures 4.3 to 4.6**.

The Official Plan Annex 1 Table 1 has a right-of-way protection for King Edward Avenue between Sussex Drive and Rideau Street for 40 metres and for St. Patrick Street between King Edward Avenue and Vanier Parkway for 37.5 metres; therefore this site is subject to this right-of-way protection.

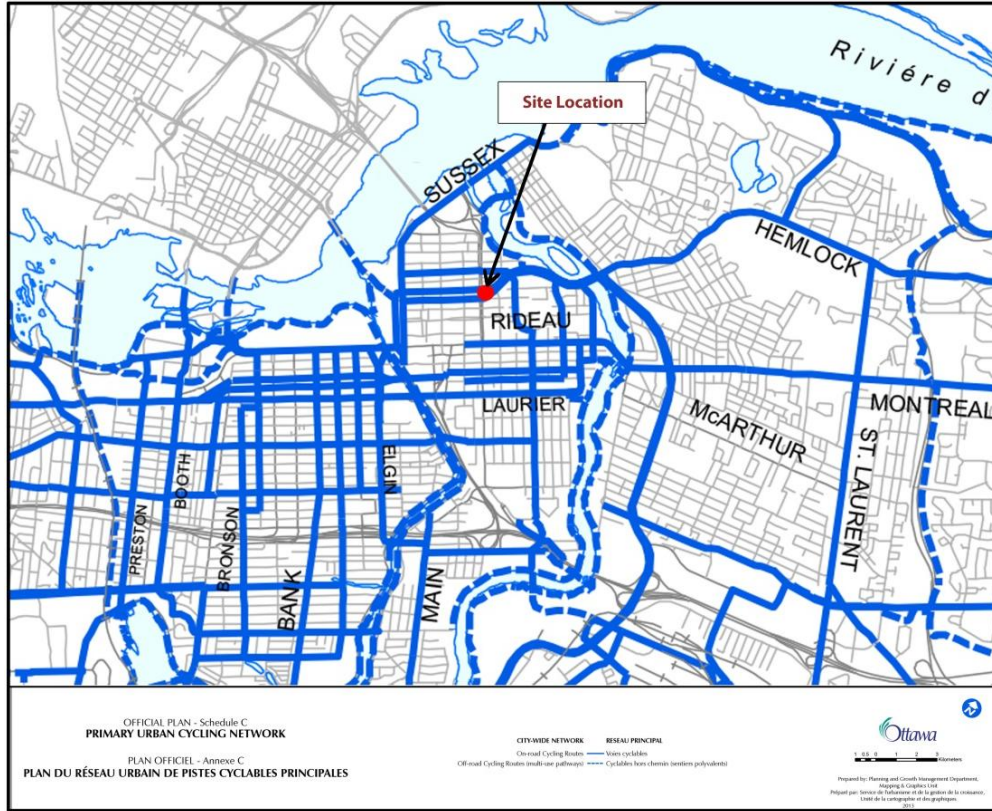


Figure 4.3 City of Ottawa Official Plan - Schedule C: Primary Urban Cycling Network



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Figure 4.4: City of Ottawa Official Plan - Schedule D: Rapid Transit Network

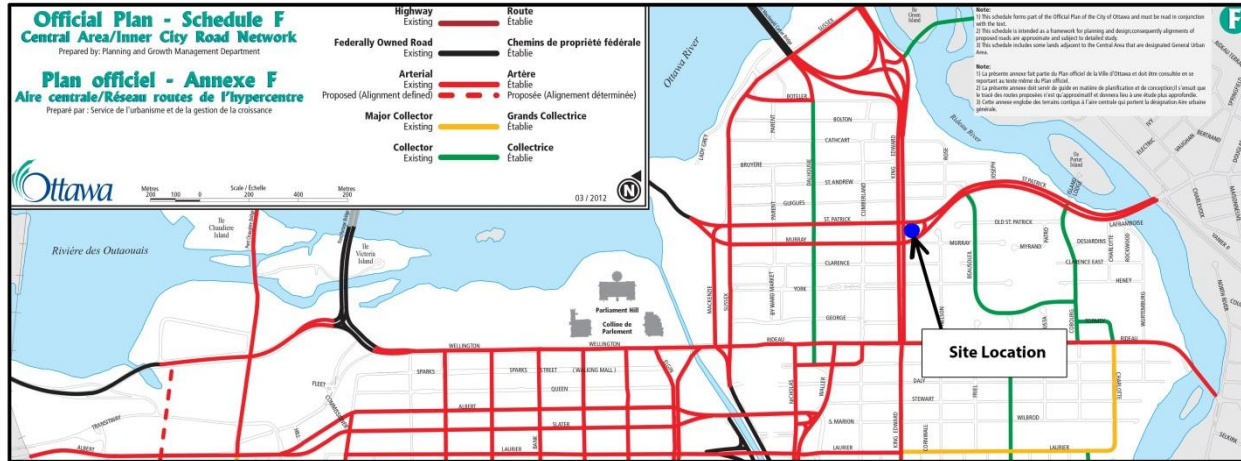


Figure 4.5: City of Ottawa Official Plan - Schedule F: Central Area/Inner City Road Network

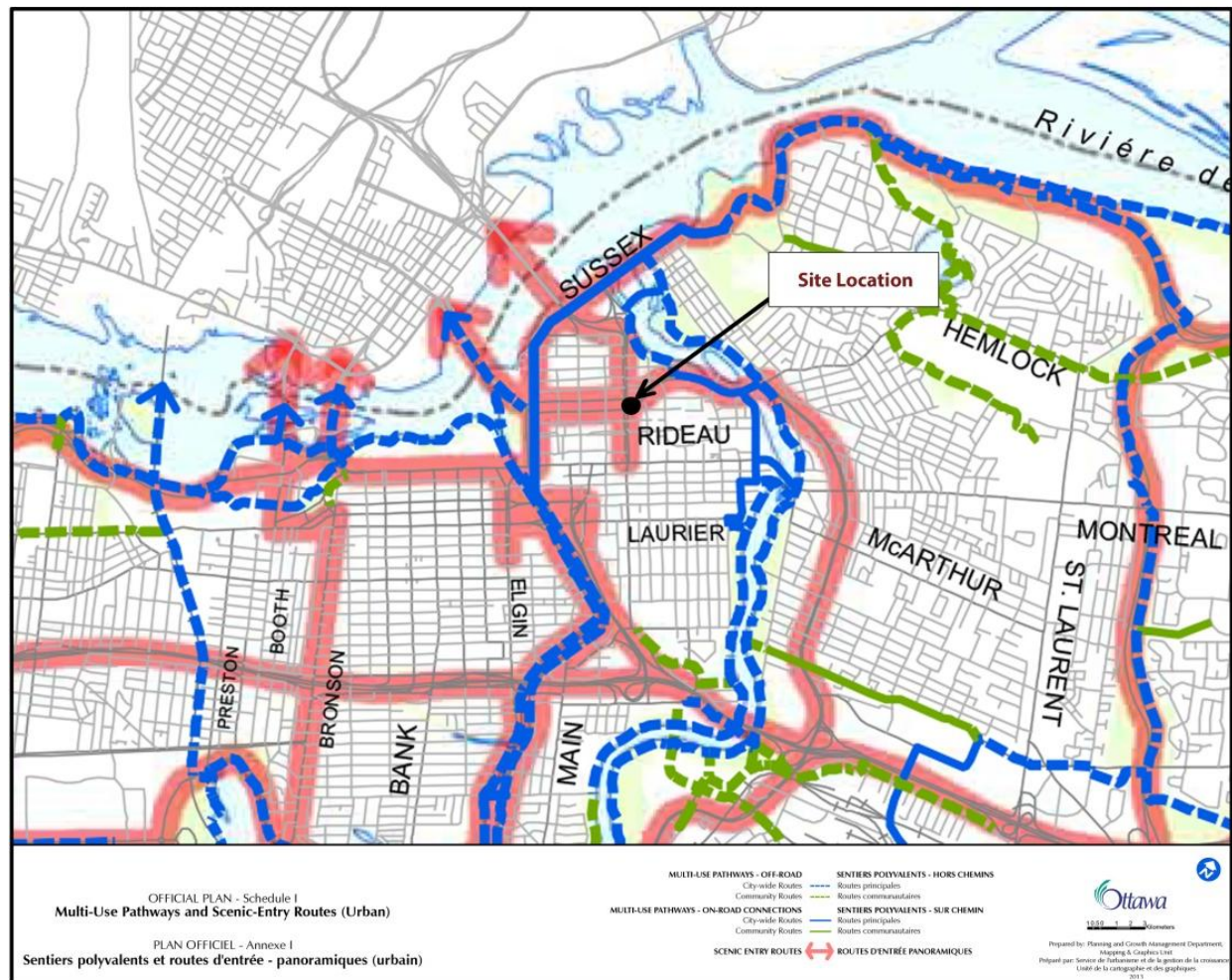


Figure 4.6: City of Ottawa Official Plan - Schedule I: Multi-Use Pathways and Scenic-Entry Routes (Urban)

The proposed development is in an ideal location to take advantage of existing and planned transportation networks. The site is easily connected to the ByWard Market, Downtown Ottawa, Gatineau and several other key locations and services by transit, walking, cycling and by car.

Urban Design and Compatible Development

Section 2.5.1 – Urban Design and Compatibility provides direction on patterns, locations of land uses, and issues related to urban design. The intention is for development to be sensitive to and compatible with existing communities that have developed over long periods of time. In keeping with OP Section 2.5.1, the following table offers a response to how the proposed development addresses the City’s design objectives.

Design Objective	How the Proposed Development Meets the Objective
<p>1. To enhance the sense of community by creating and maintaining places with their own distinct identity.</p>	<p>The proposed development responds to the existing conditions while recognizing the planned function of the site and surrounding area. The site is located at a key entrance to both the City and the community of Lowertown. It is adjacent to the ByWard Market area and Ottawa’s central business district. Surrounded by multi-lane arterial roadways requires a significant form and height to create a gateway entrance to anchor the new development in the area. Currently, this segment of King Edward and St. Patrick lacks a cohesive building and lot fabric. Development over the last decade has been focused on highway commercial uses and the older buildings have not been well maintained. This proposal has been designed to re-invigorate the corner and this entrance to the City and will support the street by establishing a pattern of development and activity that will contribute to creating a vibrant street.</p> <p>The building design responds to the Traditional Mainstreet designation by using architectural detailing to differentiate the first two storeys from the balance of the building and focus this base on the adjacent sidewalk and pedestrian zone. Additional detailing and the use of colour and materials on the remaining floors along with a large open terrace at the second level on the Murray Street side. The form drops to 6 storeys on the east and south wings to break up the building mass and add visual interest to all sides of the building. As well, an entrance feature has been added to the south east corner to animate the intersection of King Edward and Murray.</p>
<p>2. To define quality public and private spaces through development.</p>	<p>A curved façade has been incorporated into the King Edward frontage to create a unique look and pedestrian environment. The building is setback 3 metres from the corner side yard along St. Patrick, softening the interface between the building and the public realm by creating a usable attractive space for pedestrians. This area will be further enhanced through landscaping treatment that includes street trees. On the Murray Street side, the intent is to create an attractive pedestrian area connecting the building to the street and creating opportunities for street animation in an area with southern exposure and protected by</p>

	the building.
3. To create places that are safe, accessible and are easy to get to and move through.	The site has been designed with only one entrance and separate exit to serve the underground parking garage limiting the potential conflict between pedestrians and vehicles. Wide, landscaped sidewalks will be provided along the King Edward, St. Patrick and Murray Street edges.
4. To ensure that new development respects the character of existing areas.	<p>This project will be the first significant redevelopment and intensification of this small block which implements the policies of the Official Plan. Given the site’s physical separation from the adjacent blocks by the surrounding streets. It presents an opportunity to develop and design a building with transitional heights to create a landmark, entrance feature into the neighbourhood as well as the city as a whole. Given the small area of the block as a whole and the generally lower profile nature of the surrounding community, it is felt that a mid-rise building of 9 storeys will provide a focal point and set the stage for the eventual redevelopment of the remainder of the block in a similar manner.</p> <p>The first two floors of the building have been designed to carry the two storey character of the adjacent buildings along King Edward Avenue. This will support and enhance the relationship to the sidewalk and pedestrian activity on this block. This architectural treatment wraps around the building face on St. Patrick to maintain a consistent relationship to the street and adjacent building to the east.</p>
5. To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.	The proposed full service hotel will bring a new form of accommodation into this area. The addition of a publically accessible restaurant will improve opportunities for pedestrian street level activity.
6. To understand and respect natural processes and features in development design.	It is intended to manage storm water runoff from the site through on site holding tanks. This includes underground storage tanks and temporary surface storage on the open air terraces. It is proposed to add both street trees in addition to plantings on the open air terraces.
7. To maximize energy efficiency and promote sustainable design to reduce the resource consumption, energy use and carbon footprint of the built environment.	The building has been oriented to maximize solar gain for the open air terraces. As well, the building mass will provide shelter from prevailing winds to these areas. The site is well served by local public transit as King Edward is a designated transit priority route. It is also within easy walking distance of both day to day services and extensive shopping and entertainment in the ByWard Market and Rideau Centre.

Section 4.11 – Urban Design and Compatibility relates to urban design and compatible development and provides direction on how to assess development applications as they relate to existing or planned community character and in the overall context of the OP. The following table identifies the criteria and how the proposed development addresses it:

Criteria	Response
<p>Traffic: Roads should adequately serve the development, with sufficient capacity to accommodate the anticipated traffic generated. Generally development that has the potential to generate significant amounts of vehicular traffic should be located on arterial or major collector roadways so as to minimize the potential for traffic infiltration on minor collector roadways and local streets.</p>	<ul style="list-style-type: none"> • A Traffic Study has been prepared evaluating the impact of the proposed development on the surrounding area. • The property is situated within the established arterial road network. The site is situated at the confluence of 3 major arterial roads – St. Patrick, King Edward and Murray with vehicular access to St. Patrick. King Edward is a designated transit priority route. As well, the site is within 850 metres of the LRT route.
<p>Vehicular Access: The location and orientation of vehicle access and egress should address matters such as the impact of noise, headlight glare and loss of privacy on development adjacent or immediately opposite. Vehicular access and egress for development that has the potential to generate a significant amount of vehicular traffic should be oriented on streets other than local streets, wherever the opportunity exists, considering traffic safety and other transportation objectives of this Plan.</p>	<ul style="list-style-type: none"> • Ingress to the site will be provided from St. Patrick Street and egress will be provided on Murray Street. The entrance to the underground parking structure will be at the eastern edge of the site away from the intersection. • The entrance will be fully enclosed to reduce headlight glare.
<p>Parking Requirements: The development should have adequate on-site parking to minimize the potential for spillover parking on adjacent areas. A range of parking forms, including surface, decked, and underground, should be considered taking in account the area context and character. Opportunities to reduce parking requirements and promote increased usage of walking, cycling and transit will be pursued, where appropriate, particularly in the vicinity of transit stations or major transit stops in accordance with the provisions of Section 4.3.</p>	<ul style="list-style-type: none"> • A total of 79 underground parking spaces will be provided. • Bicycle parking requirements will be met on site.
<p>Outdoor Amenity Areas: The development should respect the privacy of outdoor amenity areas of adjacent residential units and minimize any undesirable impacts through the siting and design of the buildings and the use of screening, lighting, landscaping or other mitigative design measures.</p>	<ul style="list-style-type: none"> • On the second floor there will be an outdoor private terrace on the Murray Street (south side). This will be landscaped. • Accessed from the seventh floor, there will be two smaller roof top terraces on the east and southwest ends of building.
<p>Loading Areas, Service Areas, and Outdoor Storage: The operational characteristics and visual appearance of loading facilities, service areas (including garbage), parking and areas for the outdoor storage of goods or materials should be mitigated using a variety of methods. These uses and activities should be located away from residences where possible</p>	<ul style="list-style-type: none"> • All loading and service areas will be internal to the building. There will be no outdoor storage.

<p>Lighting: The potential for light spill over or glare from any lighting source onto adjacent light sensitive areas should be avoided or mitigated.</p>	<ul style="list-style-type: none"> • No additional street lighting is proposed by this project. Any lighting of proposed amenity areas will meet City standards.
<p>Noise and Air Quality: The development should be located and designed to minimize the potential for significant adverse effects on adjacent sensitive uses related to noise, odours, and other emissions.</p>	<ul style="list-style-type: none"> • No significant noise or air quality impacts are anticipated from this project. • A noise and vibration study has been undertaken to identify and recommend corrective measures for any impacts on the residential uses of the site from the adjacent arterials.
<p>Sunlight: The development should minimize shadowing on adjacent properties, to the extent practicable, particularly on outdoor amenity areas, through the siting of buildings or other design measures.</p>	<ul style="list-style-type: none"> • A full sun shadow analysis has been undertaken as part of the urban design review with no significant impacts being identified on adjacent properties.
<p>Microclimate: The development should be designed to minimize adverse effects related to wind, snow drifting, and temperature on adjacent properties.</p>	<ul style="list-style-type: none"> • No significant impacts are anticipated on the local microclimate.
<p>Supporting Neighbourhood Services: The development should contribute to or be adequately served by existing or proposed services and amenities such as health facilities, schools, parks and leisure areas. Where the proposed development itself is to contribute such services and amenities, they should be of a scale appropriate to the needs and character of the area.</p>	<ul style="list-style-type: none"> • The site is well served by existing services in the immediate such as: <ul style="list-style-type: none"> ○ ByWard Market ○ Le Patro Community Centre ○ Macdonald Gardens Park ○ Rideau Centre and retail/commercial services along Rideau Street ○ National Art Gallery

4.3 City of Ottawa’s Urban Design Guidelines

Urban Design Guidelines for Development along Traditional Mainstreets

The City of Ottawa’s Urban Design Guidelines for Development along Traditional Mainstreets were approved by City Council on May 24, 2006. The Guidelines are intended to be used to assess, promote and achieve appropriate development along Traditional Mainstreets. They are general guidelines and therefore the proposed development should comply with the overall design direction of the guidelines, rather than with each specific policy. These guidelines apply for all streets throughout the City identified as Traditional Mainstreets by the Official Plan.

The objective of these guidelines is to highlight ways to:

- To promote development that will enhance and reinforce the recognized or planned scale and character of the street;
- To promote development that is compatible with, and complements its surroundings;
- To achieve high-quality built form and strengthen building continuity along Traditional Mainstreets;

- To foster compact, pedestrian-oriented development linked to street level amenities; and
- To accommodate a broad range of uses including retail, services, commercial uses, offices, residential and institutional uses where one can live, shop and access amenities.

The Guidelines provide specific policies under seven general design categories: streetscape, built form, pedestrians and cyclists, vehicles and parking, landscape and environment, signs, and servicing and utilities. The table below outlines how the proposed development achieves these objectives.

Design Objective	How the Proposed Development Meets the Objective
<p>Streetscape</p> <ul style="list-style-type: none"> • Align streetwall buildings with the existing built form or with the average setback of the adjacent buildings in order to create a visually continuous streetscape (Guideline 1) • Provide or restore a minimum 2.0 metre wide concrete sidewalk and locate to match approved streetscape design plans for the area. Where there is no approved streetscape plan, match the existing context (Guideline 3) • Locate streetscape elements in the boulevard clear of the unobstructed 2.0 metre sidewalk, including trees, paving, benches, newspaper boxes, bicycle parking, and parking meters (Guideline 5) • Create attractive public and semi-public outdoor amenity spaces such as green spaces with trees, pocket parks, courtyards, outdoor cafés, seating and decorative pools or fountains (Guideline 6) 	<ul style="list-style-type: none"> • The development reinforces the existing build to line to create a continuous frontage and provides a wide pedestrian area with a minimum width of 2.0 metre wide along Murray, St. Patrick and King Edward. • The restaurant is located on the first floor and along with an internal glassed walkway further enhances pedestrian activity and street level animation.
<p>Built Form</p> <ul style="list-style-type: none"> • Design quality buildings that are rich in architectural detail and respect the rhythm and pattern of the existing or planned, buildings on the street, through the alignment of elements such as windows, front doors, cornice lines, and fascias etc. (Guideline 8) • Ensure sufficient light and privacy for residential and institutional properties to the rear by ensuring that new development is compatible and sensitive with adjacent uses with regard to maximizing light and minimizing overlook (Guideline 10) • Use clear windows and doors, to make the pedestrian level façade of walls facing the street highly transparent, and locate active pedestrian-oriented uses at-grade (Guideline 11) • Set back the upper floors of taller buildings to help achieve a human scale and more light on the sidewalks (Guideline 12) • Highlight buildings on corner sites, where two public streets intersect, with special treatment such as a corner entrance. Continue the same level of architectural detailing around both sides of the building (Guideline 16) 	<ul style="list-style-type: none"> • The building provides clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent. • Architectural treatments create a two storey podium to tie in with adjacent building forms and are complimented by variations in colour and texture on upper storeys to break down the building mass and scale.
<p>Pedestrian and Cyclists</p>	

<ul style="list-style-type: none"> • Provide sheltered bicycle parking in visible locations near building entrances and pedestrian walkways. Ensure that these locations minimize conflict with pedestrians (Guideline 18) • Locate front doors to face the mainstreet and be directly accessible from the public sidewalk. (Guideline 19) 	<ul style="list-style-type: none"> • Bicycle parking will be provided at grade under the building. • The front doors have been located to face the key corner intersections and are directly accessible from the public sidewalk.
<p>Vehicles and Parking</p> <ul style="list-style-type: none"> • Provide only the minimum number of required car parking spaces. (Guideline 27) 	<p>Onsite parking has been kept to minimum parking requirements.</p>
<p>Landscape and Environment</p> <ul style="list-style-type: none"> • Select trees, shrubs and other vegetation considering their tolerance to urban conditions such as road salt or heat. Give preference to native species of the region that are of equal suitability (Guideline 28) • Plant street trees between 6.0 and 8.0 metres apart along public streets and internal pedestrian walkways (Guideline 30) • Use green building technologies such as green roofs, drip irrigation, and other Leadership in Energy and Environmental Design (LEED) approaches (Guideline 32) 	<ul style="list-style-type: none"> • The site will incorporate a mix of trees, shrubs and seasonal planters. It is intended to use planters sized so they can be relocated during winter months to allow for snow clearing but their size will provide the optimal tree size given the constraints. • Street trees are proposed in accordance with staff direction to minimize conflicts with underground infrastructure and the limitations of using planters. • Landscaped terraces will be provided on the second and seventh floors of the hotel.
<p>Signs</p> <ul style="list-style-type: none"> • Design buildings to include defined spaces to accommodate signs that respect building scale, architectural features, signage uniformity and established streetscape design objectives (Guideline 33) 	<ul style="list-style-type: none"> • No ground signage. • The building has been designed to enhance the public realm and pedestrian activity on the street.
<p>Servicing and Utilities</p> <ul style="list-style-type: none"> • Enclose all utility equipment within buildings or screen them from both the traditional mainstreet and private properties to the rear (Guideline 38) • Design lighting so that there is no glare or light spilling onto surrounding uses (Guideline 40) 	<ul style="list-style-type: none"> • All utility equipment is within the building • No glare will be caused as a result of the proposed development.

4.4 Comprehensive Zoning By-law (2008-250)

The site currently has split zoning. The 364 St. Patrick Street parcel is zoned Traditional Mainstreet with Exception [2108] and Schedule 317 (TM [2108] S317). The balance of the site is zoned Traditional

Mainstreet (TM). The site is located within the Mature Neighbourhood Overlay, but as the site is non-residential, the provisions of the overlay do not apply. There is no heritage designation affecting the site. **Figure 4.7** illustrates the site’s zoning.

Based on Section 197, the purpose of the TM zone is to:

- Accommodate a broad range of uses including retail, service commercial, office, residential and institutional uses, including mixed-use buildings but excluding auto-related uses, in areas designated Traditional Mainstreet in the Official Plan;
- Foster and promote compact, mixed-use, pedestrian-oriented development that provide for access by foot, cycle, transit and automobile;
- Recognize the function of Business Improvement Areas as primary business or shopping areas; and
- Impose development standards that will ensure that street continuity, scale and character is maintained, and that the uses are compatible and complement surrounding land uses.

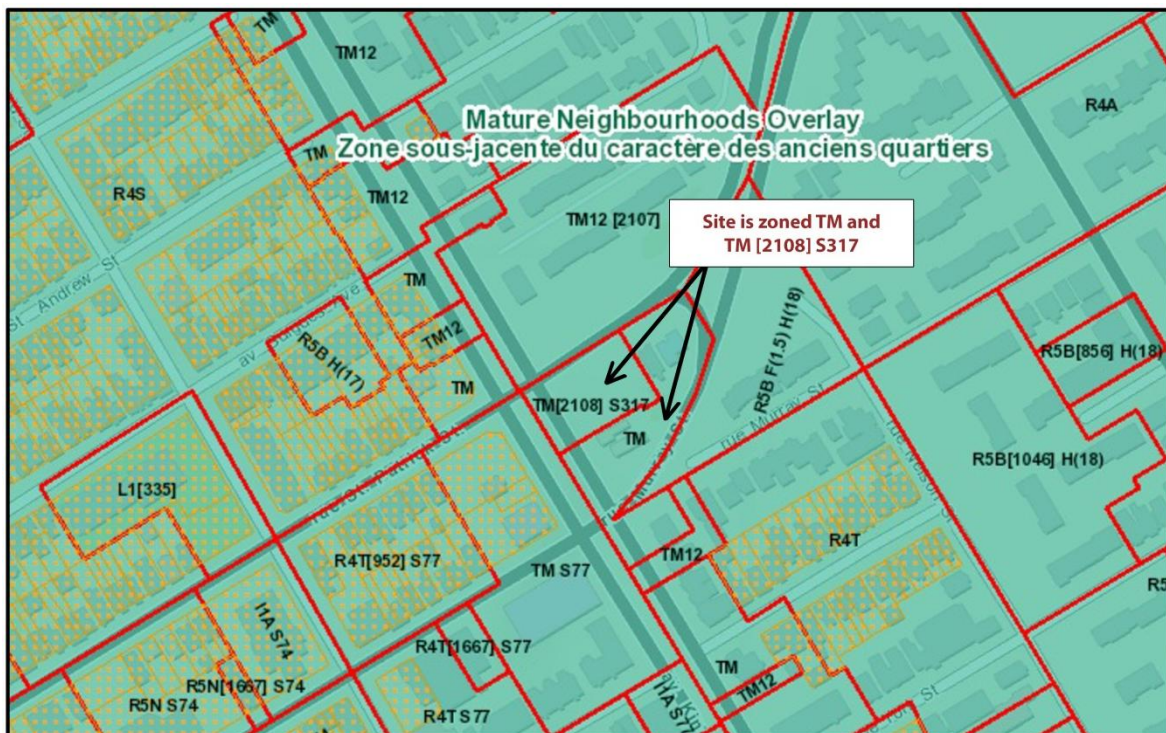


Figure 4.7: Zoning for the Site and Surrounding Area

A hotel is a permitted use in the TM zone. It is subject to the following provisions:

- c) the wall at grade facing the main street having 50% of its facade comprised of windows and entrances and, in the case of a corner lot, the entrance may be in an angle at corner walls facing a street intersection; and

- d) parking garage, provided that 100% of the ground floor fronting on the street excluding any related mechanical room or pedestrian or vehicular access, is occupied for a depth of three metres by other uses permitted to be located on the ground floor.

Urban Exception 2108 addresses setbacks, encroachment of building elements into the setback, and maximum building heights. The provisions relevant to the proposed development are as follows:

- Despite Table 197(e) and subsection 197(4)(d), no additional setback of 2 metres is required from the front and corner side lot lines, for any part of the building at or above the fourth storey or 15 metres, whichever is less.
- Despite Section 65, canopies, awnings and balconies may project to within 0.4 metres of a lot line.
- Maximum building heights are as per Schedule 317 (**Figure 4.8**).

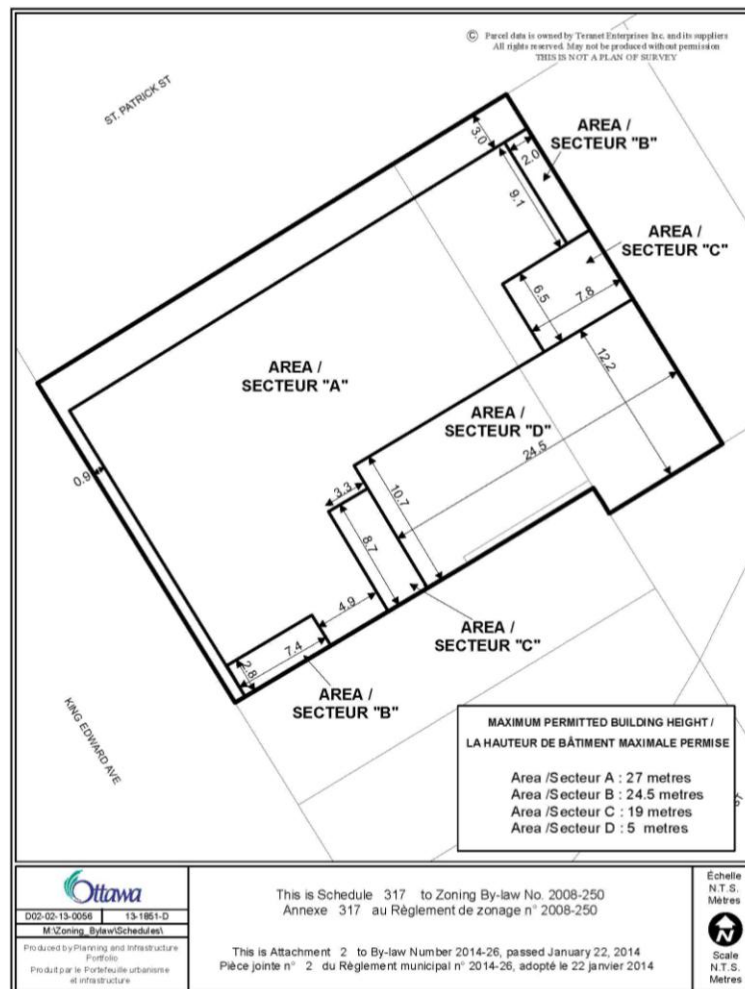


Figure 4.8: Comprehensive Zoning By-law – Schedule 317

The provisions set out in the table below are from the TM zone unless otherwise noted.

Zoning Mechanisms		Existing Requirement	Compliance
(a) Minimum lot area		No minimum	yes
(b) Minimum lot width		No minimum	yes
(c) Maximum front yard setbacks King Edward		2 m*	yes
(d) Interior side yard setbacks	(i) maximum	3 m between a non-residential use building or a mixed-use building and another non-residential use building or mixed-use building, except where a driveway is provided, in which case the setback must be a maximum of 6 m where the driveway leads to a parking area of 20 or more spaces	N/A
	(ii) minimum	The maximum setback provisions of row (d)(i) above do not apply to the following cases and the following minimum setbacks apply: (1) 3 metres for a non-residential use building or a mixed-use building abutting a residential zone. All other cases - no minimum (maximum setback provisions of row (d)(i) apply in these cases)	N/A Yes
(e) Minimum corner side yard setback		3 m, except for any part of a building above 15 metres for which an additional 2 metre setback must be provided	Yes Exception 2108
(f) Minimum rear yard setback	(i) rear lot line abutting a residential zone	7.5 m	N/A
	(ii) rear lot line abutting a public laneway	4.5 m	N/A
	(iv) other cases	No minimum	yes
(g) Maximum building height	Schedule 317 (Figure 4.8) – applies to 364 St. Patrick Street	Schedule 317	Variance required
	(i) minimum	6.7 metres for a distance of 20 metres from the front lot line*	
	(ii) maximum	(1) 20 metres but not more than 6 storeys, except where otherwise shown on the zoning maps	

		(2) where the building height is greater than four storeys or 15 metres, at and above the fourth storey or 15 metres whichever is the lesser a building must be setback a minimum of 2 metres more than the provided setback from the front lot line as set out under subsection 197(5) below, and from the a corner side lot line (3) no part of a building on a lot with a rear lot line abutting an R1, R2, R3 or R4 Zone may project above a 45 degree angular plane measured at a height of 15 metres from a point 7.5 metres from the rear lot line, projecting upwards towards the front lot line (see illustration below). (By-law 2012-349)	
(h) Maximum floor space index		No maximum	yes
(i) Minimum width of landscaped area	(i) abutting a residential zone	3 m, may be reduced to one metre where a minimum 1.4 metre high opaque fence is provided	N/A
	(ii) in all other cases	No minimum, except that where a yard is provided and not used for required driveways, aisles, parking or loading spaces, the whole yard must be landscaped	yes

*In accordance with subsection (c), for the purpose of determining the front yard setback, a lot that abuts any of the following streets designated “Traditional Mainstreet” in the Official Plan is to be treated as though it fronts that street:

- (r) King Edward Avenue from Rideau Street to Bruyère Street

In addition, the Zoning By-law contains provisions for parking as set out in the table below:

Parking Provision	Existing Requirement	Compliance
(i) Minimum number of parking spaces (Sec. 101)	Hotel - 1 per guest unit for up to 40 guest units, and 1 per 6 guest units over 40 guest units Total required – 62 for 167 units Restaurant – 3 for first 50 m ² of gross floor area plus 10 per 100 m ² of gross floor area over 50 m ² of gross floor area –	Yes – 79 underground with 5 short term spaces at grade. Total = 84 spaces

		restaurant total = 15 spaces for 147 m ² Overall Total = 77	
(ii) Minimum and maximum dimension requirements for a motor vehicle parking space (Sec. 106)	(a) A minimum width of 2.6 metres and a maximum width of 2.75 metres*		yes
	(b) A minimum length of 5.2 metres, except for parallel parking where a minimum length of 6.7 metres is required*		yes
(v) Minimum required width of a landscaped buffer (Sec. 110)	(a) Abutting a street	3 m	N/A
	(b) Not abutting a street	none	Yes
(vi) Minimum number of bicycle parking spaces (Sec. 111)		1 per 1,000m ² of gross floor area	Yes - 15 spaces

The proposed minor variance will be required to revise Schedule 317 to reflect the new building envelope. There is no overall increase in height from maximum set of 27 m or 9 storeys. The proposed design is in keeping with the height limitations of the two zones. The revisions to the site plan would implement the requested minor variances to the Zoning By-law.

Urban Design Review Panel – Response to Preconsultation

The following commentary was based on the original application on the smaller site. The response provided applies the Panel recommendations to the new proposal.

UDRP Comments – December 6, 2012	Design Response
<p>General Comments</p> <ul style="list-style-type: none"> The Panel thanks the applicant for coming in for a second pre-consultation. The proposal has made significant improvements since the last pre-consultation. The Panel appreciates that it is a challenging site and is in general support for the current direction of the proposal. The Panel encourages the applicant to continue to work on the design by clearly defining the base, middle, and top of the building, making the building more contextually sensitive and positively contributing to the public realm. 	<p>General Comments</p> <ul style="list-style-type: none"> The acquisition of the additional lots has enabled the project design to evolve significantly and build on the strengths of the original proposal. By incorporating all of the lots with the exception of the EMS Facility, the ability to provide a better 360 degree contextual response was greatly enhanced and contributions to the public realm at the southern entrance point have created a signature streetscape.
<p>Context</p> <ul style="list-style-type: none"> Do not intrude upon the established view planes. Verify what is permitted and work within those constraints. Parapets and/or mechanical utilities are not permitted within the view plane either. 	<p>Context</p> <ul style="list-style-type: none"> The proposed design conforms in all respects with the regulated view plane from the Beechwood Cemetery.

<ul style="list-style-type: none"> • Consider emphasizing or raising the corner (but not such that it interferes with the view plane) and provide a transitional step-down to neighbouring buildings. This would be a sympathetic gesture and will be more contextually appropriate. • Consider how this development will be viewed from both downtown and Beechwood cemetery. • Revisit the glass curtain wall. If not properly addressed, it could make the building look cold. 	<ul style="list-style-type: none"> • A strong corner element has been incorporated with a step down to 6 storeys as the building moves east. A 2 storey cornice line and a single storey decorative wall around the electrical/mechanical rooms provide a link to the single storey EMS Facility. • The revised design has treated all sides of the building as ‘fronts’ to ensure a 360 degree appreciation. • Comment no longer applies.
<p>Streetscape and Public Realm</p> <ul style="list-style-type: none"> • Clarify and define all design intentions as they relate to streetscape improvements. The perspective renderings show generous streetscape improvements which aren’t shown on the Site Plan. Please provide more detail at the next meeting. • Carefully use illumination at the base and top of the building to help make the building appealing in both day and night. The building could serve as a beacon to pedestrians and vehicles. Through adequate illumination that is both safe and uplifting, the building can make a positive contribution to the public realm. • Further explore the blank side walls. • Take into account the visibility of this site as the design progresses. This project has the potential to become a modest yet successful landmark building, given its prominent site characteristics. The building will be extremely visible for people driving from many different directions within the city. In some ways, this building may inevitably function as a gateway into Ottawa from Quebec. 	<p>Streetscape and Public Realm</p> <ul style="list-style-type: none"> • The landscape plan has significantly advanced with the addition of full street trees along Murray and street scaled trees in movable planters along King Edward and St. Patrick. An entrance feature at Murray and King Edward animates the site at grade and then follows King Edward in a graceful windowed arc providing both an interior and exterior pedestrian experience. • The comments on lighting have been considered and incorporated. • The east facing wall has been broken into two panels with architectural treatments. Consideration is being given to creating living walls or the addition of public art. • Every effort has been made to make this a landmark entry point given its prime location.
<p>Architecture</p> <ul style="list-style-type: none"> • Create a more chiseled, nuanced built form by thinking about the building as having three parts: base, middle and top. Work toward creating a stronger podium base with a slight step back at the middle portion and another step back to the top. <ul style="list-style-type: none"> ○ Emphasize the public realm on King Edward Avenue and Murray Street by developing a strong building base. 	<p>Architecture</p> <ul style="list-style-type: none"> • Along St. Patrick there is a defined 2 storey podium with a 4 storey middle section and a 3 storey top. Along King Edward there is a strong 2 storey base dropping to a single storey element leading to the entrance feature at the SEW corner. The building steps back to the 4 storey middle section and only the corner portion raises another 3 storeys to the full 9 storey height. Continuing along King

<p>Consider using a dark coloured brick at the bottom and lighter coloured brick at the top.</p> <ul style="list-style-type: none"> ○ Offer a tree canopy around the site with visible, proper signage underneath the canopy. ○ Increase the podium to be 2 or 3 storeys, to align with approximate heights of neighbouring buildings. ○ Establish a datum line to mitigate the impact of its height and massing. ● As an alternative to the step backs, consider bringing the overall scale of the building down and working to sculpt the built form on the two main streets it fronts onto, while animating the blank side walls. ● Explore incorporating a southern patio into this development. 	<p>Edward the building drops first to 6 storey and then again to a large terrace at the second storey.</p> <ul style="list-style-type: none"> ● Landscaping and tree canopy provide an animated pedestrian experience along King Edward and St. Patrick, the primary pedestrian movement areas. As well decorative sidewalk treatments enliven the atmosphere. ● A strong 2 storey cornice provides a link around the building and to the adjacent buildings on King Edward. ● Given the varied heights allowed in the zoning, there are well defined steps in the building envelope to mitigate the massing of the building. ● A second storey terrace outside the indoor pool takes advantage of the southern exposure.
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5. Summary Opinion

It is the professional opinion of Momentum Planning and Communication that the requested minor variance and site plan application represent good land use planning and are appropriate for the site based on the following reasons:

- The proposed development is consistent with the 2014 Provincial Policy Statement policies with respect to promoting the efficient use of land, existing infrastructure and existing public facilities, as well as promoting cost-effective development patterns and standards to minimize land consumption and servicing costs. It will encourage the inclusion of an appropriate range and mix of land uses and employment opportunities to meet long-term needs. The proposed development will also help provide opportunities for economic development through diversifying the economic base and providing for sustainable tourism development.
- The proposed development will add to the vitality of lands in close proximity to Downtown Ottawa, the ByWard Market, and Gatineau.
- The proposed development conforms to the City's Official Plan goals, objectives and policies, particularly in promoting tourism and bringing visitors to the City in order to support economic development and the local community.
- The proposed development conforms to the goals, objectives and policies for Traditional Mainstreets. While the Traditional Mainstreet designation generally supports building heights in the four (4) to six (6) storey range, greater building heights can be considered in a number of circumstances including sites which are transit supportive, on corner lots, at a gateway into a community and where compatibility with the surrounding community can be demonstrated. This site is located on a transit priority corridor and is a designated gateway into both Lowertown and Ottawa as a whole.
- The massing and scale of the building have been designed with appropriate transition, setbacks and use of hard and soft landscaping that is in keeping with the surrounding development.
- The proposed development conforms to the City's compatibility criteria established in the Official Plan (Sections 2.5.1, 3.6.2, and 4.11).
- The proposed development will introduce a use that is in keeping with the Traditional Mainstreet.
- The proposed use meets the general purpose and intent of the Zoning By-law. All other zoning performance standards can be met with the exception of the variance to Height Schedule 317. Under Section 45(1) of the Planning Act there are four tests a minor variance must meet:
 - Is the application minor?
 - The proposed variance to the height schedule relates to a re-design of the building due to the increased lot area and does not materially change the intent of the schedule which was to regulate the overall height maximum of 27 metres and the articulation of the building to meet design guidelines.
 - Is the application desirable for the appropriate development of the lands in question?

- The original application to develop this site was constrained due the adjacent lands and buildings. The acquisition of these lots has allowed for an improved overall lot and building design that maximizes the gateway nature of the site.
- Does the application conform to the general intent of the Official Plan?
 - As noted throughout this Planning Rationale, the proposed development conforms to the intent of the Official Plan with respect to intensification and redevelopment along Traditional Mainstreets and implements the land use polities of Section 3.6.2 and the urban design and compatibility policies of Sections 2.5.1 and 4.11.
- Does the application conform to the general intent of the Zoning By-law?
 - The intended use of hotel is permitted on the site and the need for the minor variance relates only to the building specific nature of Schedule 317 and conforms to the general intent of the By-law in all other ways.
- The proposed development meets the four tests for a minor variance under the Planning Act.

In conclusion, the proposal to develop a nine (9) storey hotel on this site represents good planning and is in the public interest.

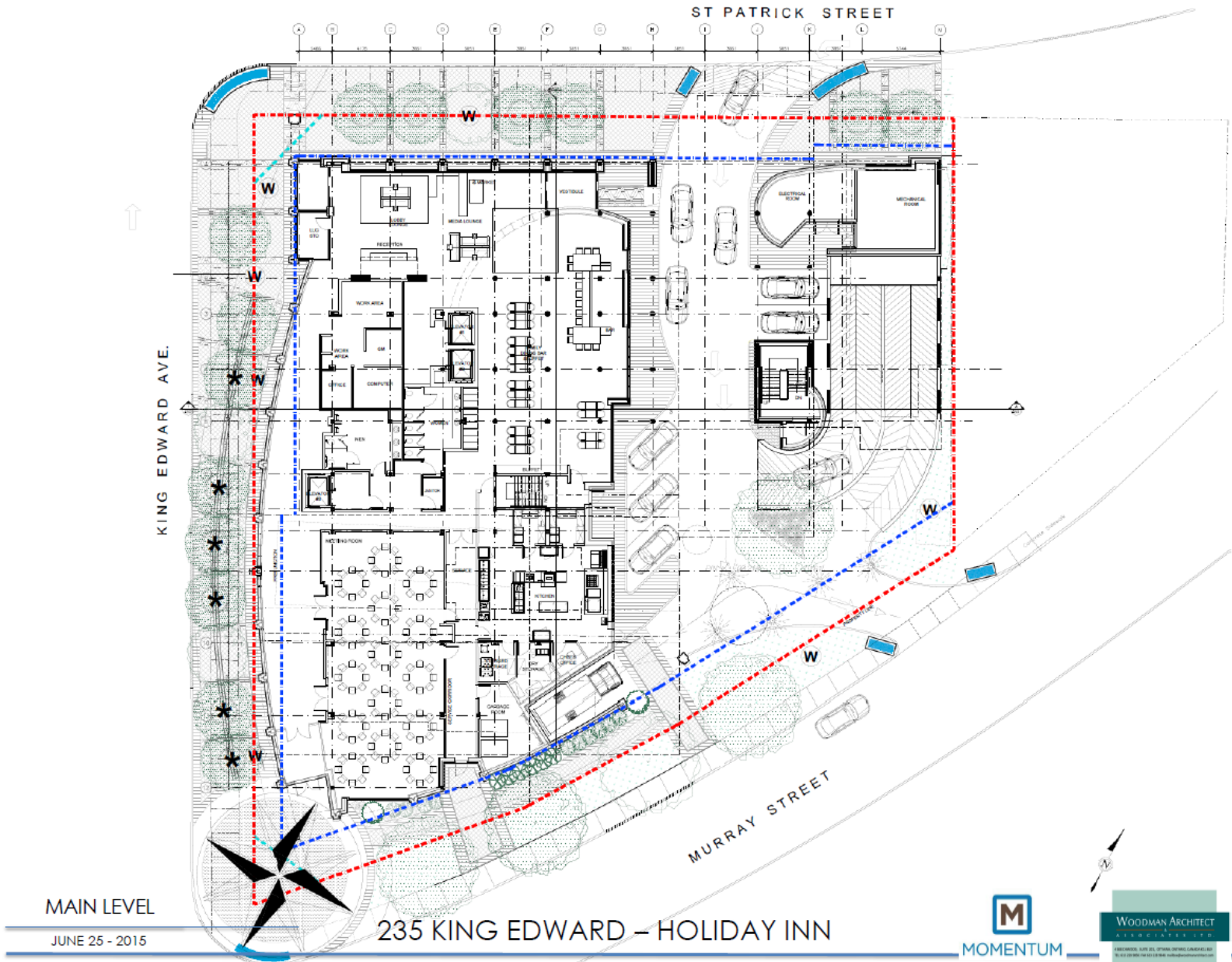
Please feel free to contact me at (613) 729 3773 or djacobs@momentumplancom.ca if you have questions regarding the content of this Planning Rationale.

Prepared by:

Signed original on file

Dennis Jacobs MCIP, RPP
Principal Planner

Appendix A – Floor Plan Drawings

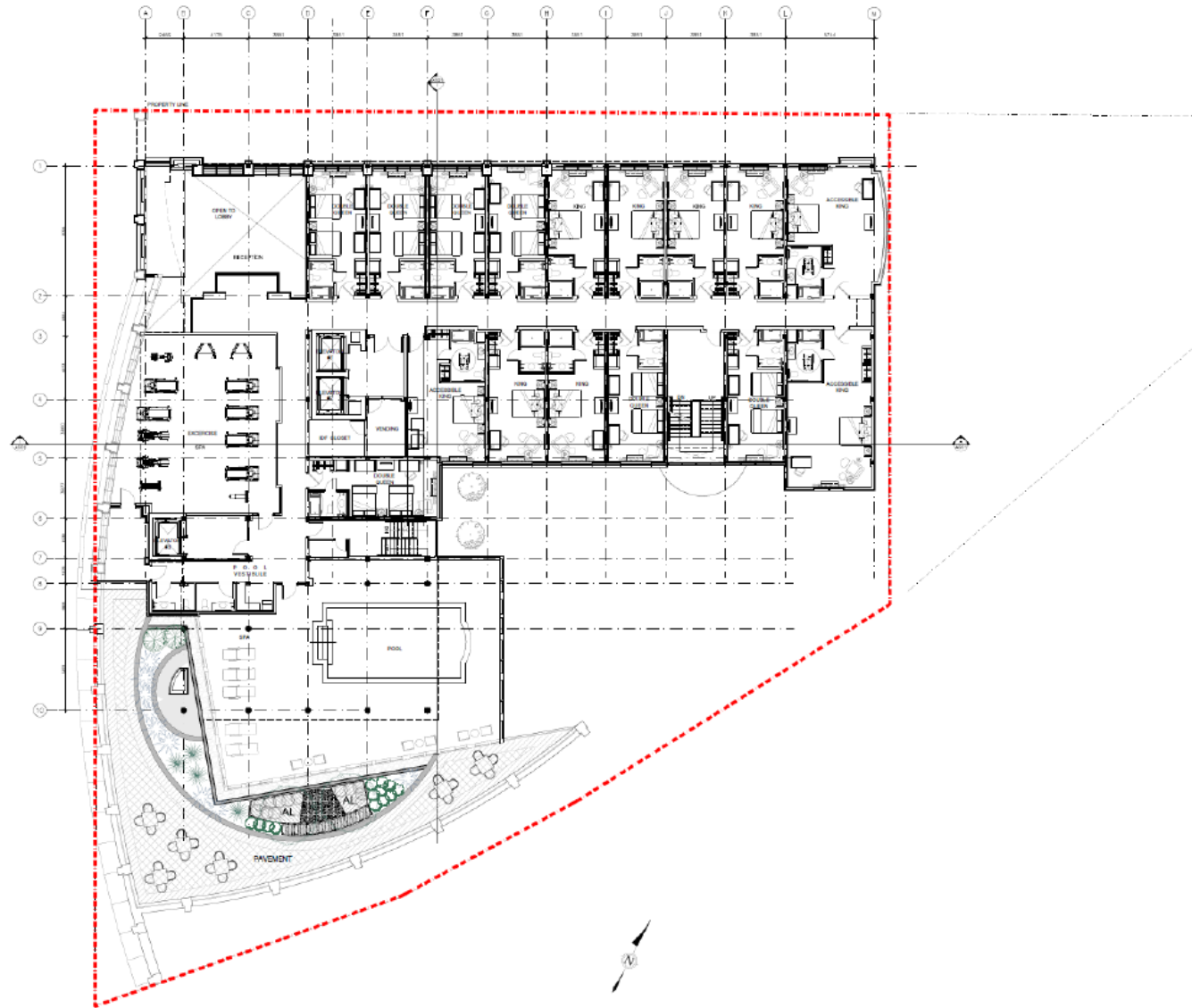


MAIN LEVEL

JUNE 25 - 2015

235 KING EDWARD – HOLIDAY INN



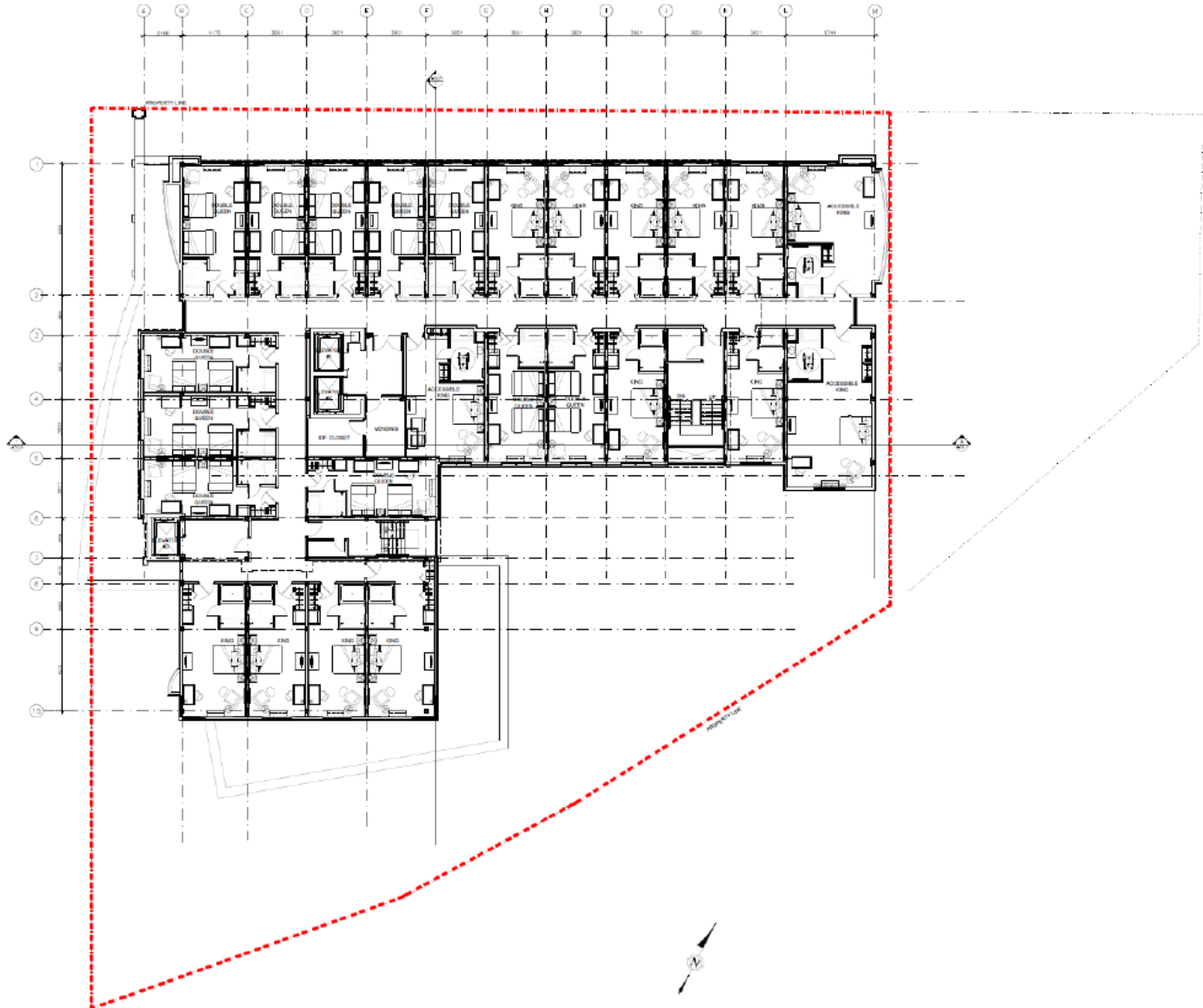


SECOND LEVEL

JUNE 25 - 2015

235 KING EDWARD – HOLIDAY INN



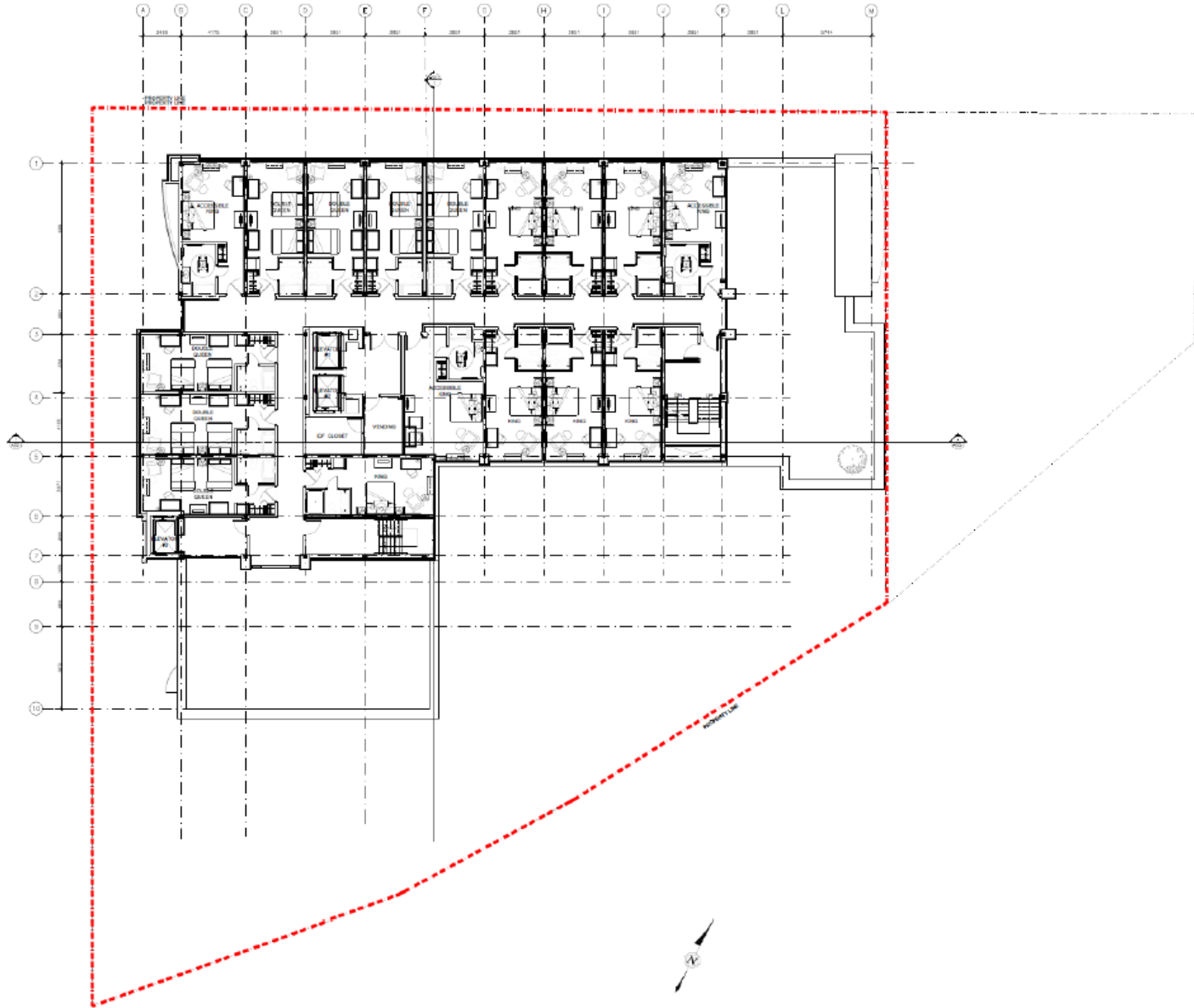


THIRD LEVEL TO SIXTH

JUNE 25 - 2015

235 KING EDWARD – HOLIDAY INN



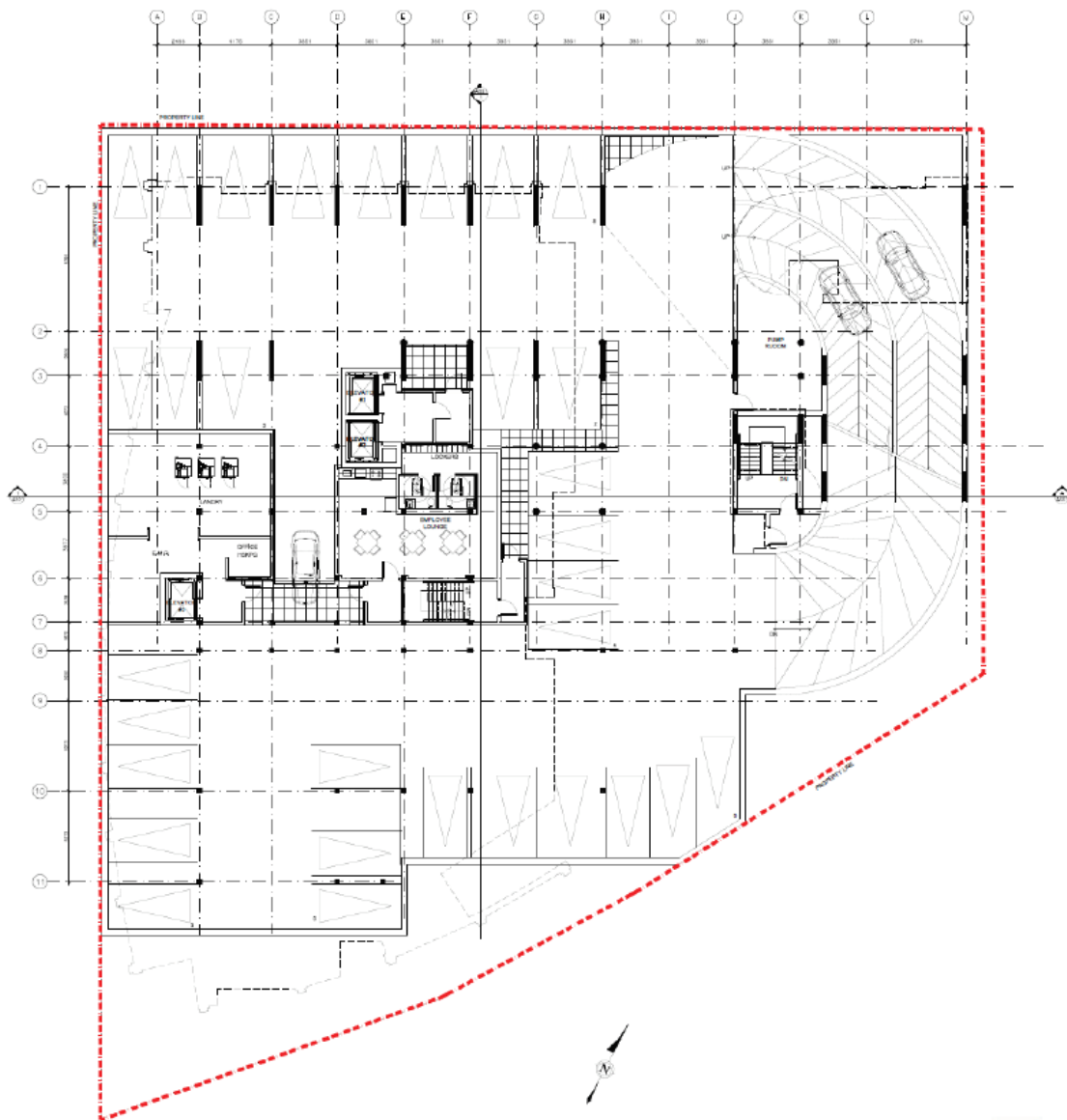


SEVENTH TO NINTH
LEVEL
JUNE 25 - 2015

235 KING EDWARD – HOLIDAY INN



31 PARKING IN THIS LEVEL



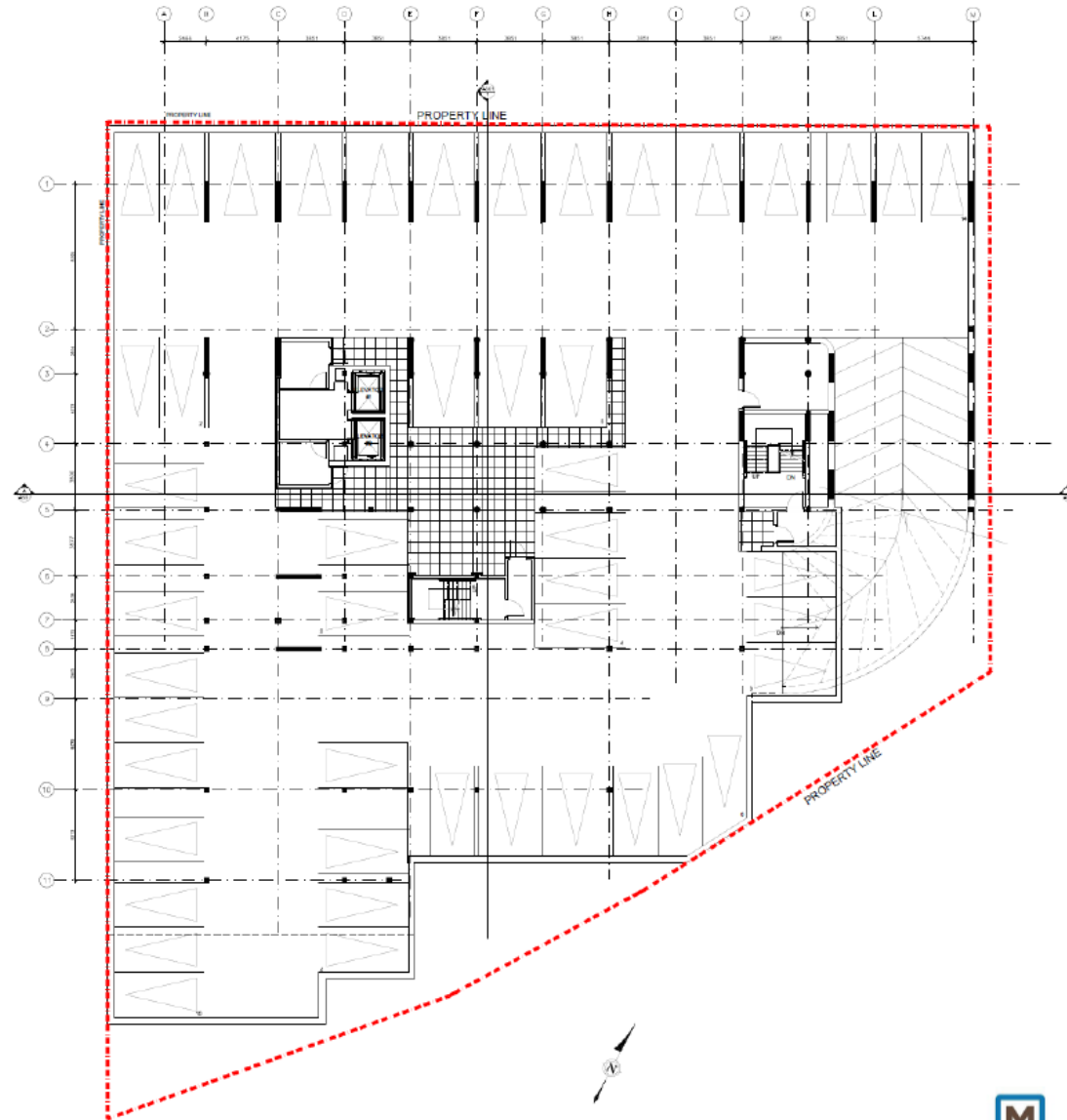
PARKING LEVEL 1

JUNE 25 - 2015

235 KING EDWARD – HOLIDAY INN



48 PARKING IN THIS LEVEL



PARKING LEVEL 2

JUNE 25 - 2015

235 KING EDWARD – HOLIDAY INN

