

REGION OF OTTAWA-CARLETON
RÉGION D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf. 14.02.169
Your File/V/Réf.

DATE 19 October 2000

TO/DEST. Co-ordinator
 Planning and Environment Committee

FROM/EXP. Commissioner
 Planning and Development Approvals Department

SUBJECT/OBJET **CITY OF OTTAWA**
 COMPREHENSIVE OFFICIAL PLAN
 AND DEFERRALS NO. 13 AND 17

DEPARTMENTAL RECOMMENDATION

That the Planning and Environment Committee recommend that Council lift Deferrals Nos. 13 and 17 to the City of Ottawa Official Plan and approve the affected text as modified by the Approval Page attached as Annex I.

BACKGROUND

Regional Council gave partial approval to the City of Ottawa comprehensive Official Plan on 13 April 1994. At that time, various parts were deferred from approval pending either further studies or further discussions with affected parties. Two parts of the text that were deferred related to sections dealing with the Rideau/Congress Centre and with Rideau Street. The Viking Rideau corporation had expressed concern that policies to re-establish an east-west orientation along Rideau Street contradicted an earlier decision to promote north-south retailing activity at the Rideau Centre. As a result of this, the City of Ottawa requested that various sections be deferred pending the completion of discussions on the future of Rideau Street with the varied Rideau Street interests.

The City has advised that discussions have successfully concluded and have asked Regional Council to lift Deferrals 13 and 17 and approve the text with modifications.

DISCUSSION

The various modifications requested are described below. The numbering system continues from that used in previous modifications to the Official Plan.

The first modification pertains to Volume II of the Official Plan, Section 1.6, which relates to the Rideau/Congress Centre.

The opening section entitled “Vision” discusses various aspects with one being “Pedestrian Environment”. It mentions removing ‘through truck traffic’ from Rideau Street “when a more appropriate route is established.” The section of Rideau Street that falls within the Rideau/Congress Centre area stretches from Sussex Drive to Waller Street and as none of this is a designated truck route staff have no concerns with the removal of the above noted phrase “when a more appropriate route is established.” Another sentence is proposed to be added dealing with maintaining pedestrian links to and through the Rideau Centre and enhancing other pedestrian links.

The existing paragraph with the proposed changes is shown below:

“The pedestrian environment of the Rideau/Congress Centre area will be greatly enhanced as improvements to traffic circulation in the Central Area, east of the Canal, are effected, including : the reintroduction of mixed traffic on Rideau Street and the removal of through truck traffic ~~when a more appropriate route is established~~ from the area. The maintenance of pedestrian links to and through the Rideau Centre, and the promotion and enhancement of other identifiable pedestrian links will be an integral part of achieving an improved pedestrian environment within the Rideau/Congress Centre area.”
(Modification No. 348)

The other modifications pertain to Volume II of the Official Plan, Section 1.12, which relates to Rideau Street (between Sussex Drive and King Edward Avenue).

One proposed modification, like the modification to Section 1.6 above, strengthens reference to pedestrian links and removes a qualifier “as alternative acceptable routes become available” with regard to removing ‘through truck traffic’ In this stretch of Rideau Street the critical link in the truck route system between the Queensway and the MacDonald-Cartier Bridge are the two blocks between Waller Street and King Edward Avenue. Although alternative (new) bridges to Quebec may reduce truck volumes in this corridor it should not be presumed that the Waller-King Edward section of Rideau Street will ever be removed from the truck route system. However the wording is part of the City’s vision statement and not a policy, and staff do not intend to modify another party’s vision.

The existing paragraph with the proposed changes is as follows:

“An east-west flow of pedestrian and vehicular traffic will be successfully reactivated, complementing established north-south pedestrian routes, and through truck traffic will be removed ~~as alternative acceptable routes become available~~. In addition, Rideau Street’s establishment as a gateway into the Central Area, the creation of significant development at the east end of the street, and the realization of

an aggressive centralized retail marketing strategy will all contribute to Rideau Street's evolution as a vital part of the Central Business District. The potential expansion of the Congress Centre, and increased hotels east of the Canal will also assist in the successful realization of the Central Business District east of the Canal." (Modification No. 351)

Three modifications relate to a concern Ambassador Realty had with various sections of the Official Plan dealing with human scale of development and set backs from the street. Although Ambassador Realty's concerns did not pertain to the Rideau Street/Congress Centre area, the City has requested the modification to be consistent with modifications made to other parts of the Official Plan.

Delete the third sentence in the paragraph entitled "Mixed Uses" in 1.12.1, Vision, as follows:

"... New developments will be designed to high urban design standards and will complement, and be sensitive to, surrounding uses. ~~"For example, the upper stories of higher buildings will be set back from the street."~~ (Modification No.350)

Change policy 1.12.3.b) so it reads as follows:

"City Council shall ensure that development along Rideau Street provides an interesting roof treatment, or other appropriate design feature at the upper levels, within the height limits, ~~is of a~~ contributes to a sense of human scale and ~~avoids~~ minimizes overpowering effects, respects heritage resources and the preservation of the symbolic primacy of the Centre Block, minimizes shadowing and undesirable wind impacts, and provides a continuity of weather protection, in accordance with policies 5.6.2.c), i), j) and n) of the Primary Plan for the Central Area and policies d) and e) below. City Council shall therefore permit a range of building profiles while having regard to the following criteria: (Modification No. 352)

~~i) where it abuts the street, development shall generally be at low profiles, retaining the sense of a traditional shopping street;~~

~~ii) where development reaches medium to high profiles above the street, it shall generally be set back;~~

~~iii) i) development between Sussex Drive and Dalhousie Street will generally be at low-to medium profiles; development between Dalhousie and Cumberland Streets will generally be at medium-to-high profiles, and :~~

- provide an appropriate transition to abutting Character Areas and, in particular, from Rideau Street to the low profile forms in the By Ward Market Character Area compatible with the heritage character of the area,
- maintain direct sunlight on the By Ward Market Square, in accordance with policy 1.5.3.d) of this chapter, and
- maximize sunlight on the William and Waller Streets pedestrian malls; and

iv) ii) a concentration of high-profile development will be promoted between Cumberland Street and King Edward Avenue in order to establish an anchor and visual focus for the street and to help define it as a gateway into the Central Area.” (Modification No. 354)

The following three modifications relate to the matter of pedestrian links noted earlier.

Add to 1.12.1, Vision, Paragraph 2, as follows:

“...the provision of pedestrian links to adjacent areas (especially to the By Ward Market and the Rideau/Congress Centre areas), and the creation...”. (Modification No. 349)

Change policy 1.12.3.g)iv) so it reads as follows:

“maintains and provides identifiable, secure, inviting pedestrian links to adjacent Character Areas, especially the By Ward Market and Rideau/Congress Centre Character Areas, and to the Central Area west of the Canal, in accordance with policy 5.7.2.a) of the Primary plan for the Central Area; and” (Modifications No. 355 and 356)

Finally, there are two housekeeping modifications (Nos. 353 and 357) to make the correct cross-references to other sections of the Official Plan whose numbering was changed by a previous Official Plan Amendment (No. 28).

CONSULTATION

City of Ottawa staff prior to preparing their report to their Planning and Economic Development Committee on the proposed modifications, consulted with Viking Rideau Corporation which was the Corporation whose concerns had led to Deferrals No. 13 and 17 being established in 1994. Details of the settlement (i.e. the proposed modifications) were provided to Ambassador Realty (whose concerns are noted earlier), to the Downtown Rideau Board of Management and to the Federation of Community Associations of Ottawa-Carleton. The Downtown Rideau Board of Management wrote to the City supporting the lifting of Deferrals 13 and 17.

In light of the above, Regional staff conducted no additional consultation.

FINANCIAL IMPACT

None.

Approved by
N. Tunnacliffe, MCIP, RPP

REVISION NO. 10**APPROVAL PAGES****CITY OF OTTAWA OFFICIAL PLAN**

I HEREBY CERTIFY THAT the Official Plan for the City of Ottawa which was dealt with in part by the council of the Regional Municipality of Ottawa-Carleton on 13 April 1994, 22 November 1995, 12 June 1996, 11 September 1996, 23 April 1997, 22 April 1998, 10 March 1999, 24 November 1999, 9 February 2000, and 12 April 2000 under Section 17 and 21 of the Planning Act was further dealt with by Regional Council on as follows:

1. Under Section 17(10) of the Planning Act, Deferrals No. 13 and 17 were lifted and the affected parts of the Official Plan approved subject to the modifications listed below.
2. Under Section 17(9) of the Planning Act the following modifications were made in Volume II, under “Secondary Policy Plans” in “Character Areas”.

Modification No. 348

1.6. Rideau/Congress Centre, section 1.6.1. “Vision” is modified to delete the eighth paragraph in its entirety and replace it with the following:

“The pedestrian environment of the Rideau/Congress Centre area will be greatly enhanced as improvements to traffic circulation in the Central Area, east of the Canal, are effected, including: the reintroduction of mixed traffic on Rideau Street and the removal of through truck from the area. The maintenance of pedestrian links to and through the Rideau Centre, and the promotion and enhancement of other identifiable pedestrian links will be an integral part of achieving an improved pedestrian environment within Rideau/Congress Centre area.”

Modification No. 349

1.12. Rideau Street, section 1.12.1 “Vision”, is modified in the second paragraph to insert after “... the provision of pedestrian links” and before “, and the creation of ...” the following:

“to adjacent areas (especially to the By Ward Market and the Rideau/Congress Centre areas).”

Modification No. 350

1.12. Rideau Street, section 1.12.1 “Vision” is modified in the third paragraph to delete the following sentence:

“For example, the upper storeys of higher buildings will be set back from the street.”

Modification No. 351

1.12 Rideau Street, section 1.12.1 “Vision” is modified to delete the first sentence of the fourth paragraph and replace it with the following:

“An east-west flow of pedestrian and vehicular traffic will be successfully reactivated, complementing established north-south pedestrian routes, and through truck traffic will be removed.”

Modification No. 352

1.12 Rideau Street, section 1.12.3 “Policies” is modified in Policy b) to delete the phrase “... is of a human scale and avoids ...” and replace it with:

“contributes to a sense of human scale and minimizes ”

Modification No. 353

1.12. Rideau Street, section 1.12.3 “Policies” is modified in Policy b) to delete “n)” in the phrase: “Policies 5.6.2.c), i), j), and n)” and replace it with :

“j)”

Modification No. 354

1.12 Rideau Street, section 1.12.3 “Policies” is modified in Policy b) to delete subparagraphs “i)” and “ii) in their entirety and to renumber subparagraphs “iii) and “iv)’ as “i)” and “ii)’ respectively.

Modification No. 355

1.12 Rideau Street, section 1.12.3 “Policies” is modified in Policy “g)iv)” to add the following before “provides identifiable, ...”:

“maintains and”

Modification No. 356

1.12 Rideau Street, section 1.12.3 “Policies” is modified in policy “g)iv)” to add after “... adjacent Character Areas” and before “and to the Central Area ...” the following:

“especially the By Ward Market and Rideau/Congress Centre Character Areas”.

Modification No. 357

1.12 Rideau Street, section 1.12.3 “Policies” is modified in Policy “h)” to delete “p)” in the phrase “Policy 5.6.2p)” and replace it with:

“g”.

Dated this day of 2000.

Clerk, Regional Municipality of Ottawa-Carleton