



UPTOWN RIDEAU

COMMUNITY DESIGN PLAN

January 12, 2005

*RIDEAU STREET REDEVELOPMENT WORKING GROUP
CITY OF OTTAWA*

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1.0 THE UPTOWN RIDEAU COMMUNITY DESIGN PLAN

The Community Design Plan for the Uptown Rideau area is put forward as a firm display of the community spirit, history and value associated with this special part of the City. It is a road map to the successful and respectful transformation of this area into an image of pride for everyone.

This Plan includes a *vision statement* and *design planning principles* for Uptown Rideau based on its role and genuine ability to achieve its potential, its chosen image. The vision is based on the direction taken in the City's Official Plan that establishes Rideau Street as a Mainstreet and sets the framework for building livable communities. It is based on the following themes:

- Creating compact, well-designed and pedestrian-friendly communities;
- Conserving our built heritage;
- Developing in harmony with the environment;
- Integrating the movement of people with the use of land;
- Promoting the success of businesses;
- Encouraging choice in housing;
- Promoting public art; and
- Encouraging pedestrian, bicycle and transit travel consistent with the policies in the Official Plan.

The Uptown Rideau area covers the portion of Rideau Street between King Edward Avenue and the Cummings Bridge as shown in Figure 2. Although this Plan directly and only applies to the Uptown Rideau area, it has been formulated in consideration of a much larger community bounded to the east by the Vanier Parkway; to the west by Elgin Street; to the south by Somerset Street; and to the north by the Ottawa and Rideau Rivers.

This Plan is the guide to future changes involving redevelopment, land use, zoning, streetscape improvements and civic initiatives in the Uptown Rideau area.



Figure 1: Rideau Street looking west from the roof of the Horizon Residence.

1.1 Community Collaboration

The preparation of the Community Design Plan has involved the participation of numerous dedicated people from the surrounding community representing a wide variety of interests, most notably the Rideau Street businesses, neighbourhood representatives from Sandy Hill and Lower Town East and representatives from the City of Ottawa. All of these groups collaborated at the start to form the Rideau Street Redevelopment Working Group (RSRWG).

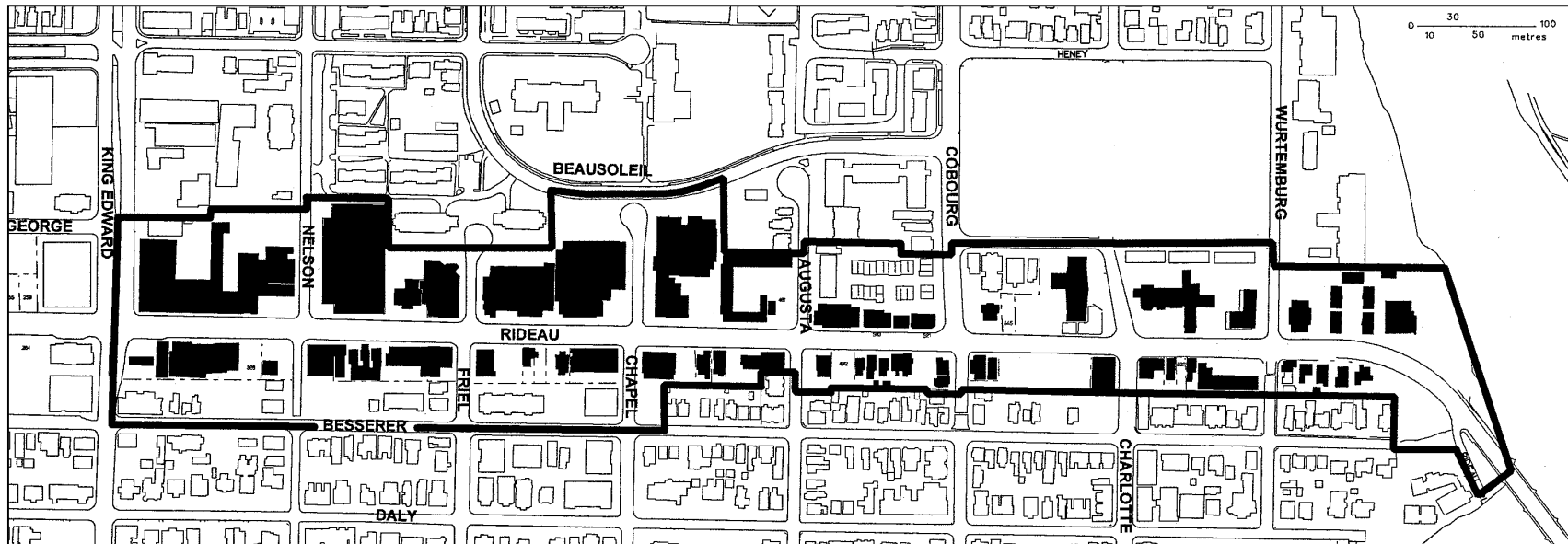


Figure 2: The Uptown Rideau area.

Principal Interests of the Business Community:

- To create a wide, well-designed, well-lit and vital pedestrian streetscape that will attract patrons during daytime and evening business hours.
- To increase the number of residents living nearby.
- To promote the success of businesses.
- To clarify the operational rights for businesses.
- To supply short-term customer parking for local businesses.

Principal Interests of the Surrounding Neighbourhoods:

- To respect the needs of the surrounding community.
- To revitalize the street and to attract quality businesses catering principally to the surrounding neighbourhoods.
- To find ways to develop a transition from the higher buildings on Rideau Street to those behind.
- To preserve the remaining older buildings and the original urban fabric.
- To avoid spot zoning that would create negative impacts on the surrounding community.

Principal Interests of the City:

- To create an attractive, pedestrian-friendly, livable environment along Rideau Street.
- To identify locations for intensification.
- To reflect the Official Plan policies regarding transportation.
- To promote public spaces as desired destinations.
- To develop a long-range plan for the design of the street, which is compatible with the City's Downtown Ottawa Urban Design Strategy 2020.
- To create sidewalk spaces that can be put to shared use by businesses and pedestrians.

2.0 EXISTING CONDITIONS

2.1 Neighbourhoods and Land Use

From King Edward Avenue to the Cummings Bridge, the Uptown Rideau area acts as a seam linking Sandy Hill to the south with Lower Town East to the north. The use of land along the street is a mixture of retail/office, retail/residential and medium to high density residential. There are also a number of institutional buildings such as the library, the community health center, a synagogue and some specialty restaurants and vacant lots.

Abutting lands to the north tend to be higher density residential uses and parks. To the south, abutting lands are predominantly low to medium density residential uses. To the west of King Edward Avenue, the land and buildings along Rideau Street are part of a Business Improvement Area called Downtown Rideau. To the east across the Rideau River, is Vanier, a bilingual/francophone community centered on the Montreal Road commercial area (referred to in Figure 3 as Vanier Downtown).

2.2 Buildings

Rideau Street is an historic mainstreet that has been affected by many different types of development. There is a wide range of architectural styles, building heights and setbacks representative of the different eras in which the buildings were built. A substantial number of older buildings remain in the Uptown Rideau area, highlighted by two landmark heritage buildings - the Public Library and the Wallis House. There are also many vacant lots and surface parking lots that act as random gaps between buildings. This form of urbanization can best be described as a scattered collection of individual buildings and has left the Uptown Rideau area in search of an identity.

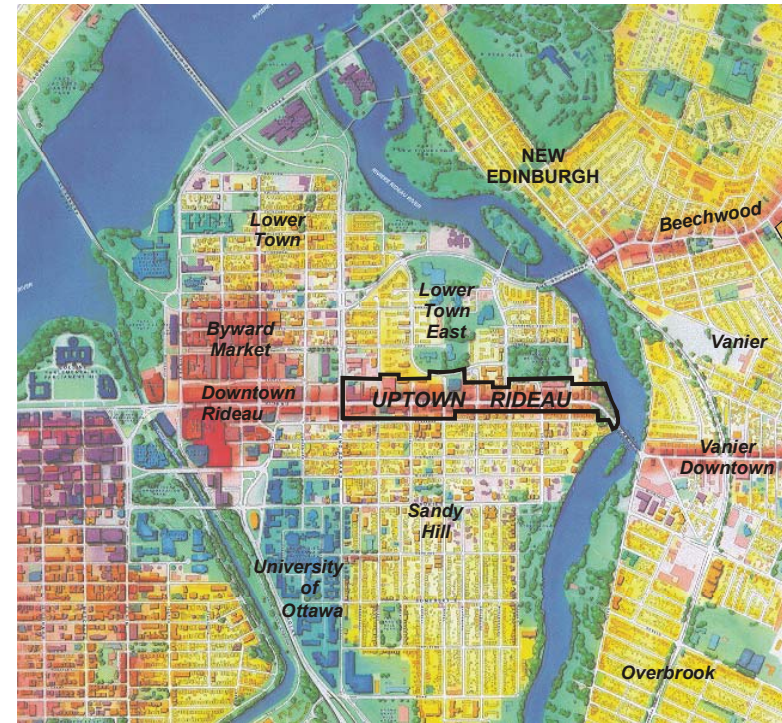


Figure 3: Uptown Rideau and its surrounding neighbourhoods and commercial areas. Base map from the 'Downtown Ottawa Urban Design Strategy 2020' by Urban Strategies Inc.

There are other older buildings along Rideau Street on the Heritage Reference List as identified in Figure 8 that merit some form of recognition. On the south side of Rideau Street, the existing buildings are one or two storeys tall with two exceptions, the Caisse Populaire building (4 storeys) and the medical building (5 storeys). Both were built over 30 years ago. It should be noted that a new 9-storey building has been approved at 560 Rideau Street.

There has been more redevelopment on the north side, as owners take advantage of the larger lots on this side of the street. While the majority of buildings are still one or two storeys in height, there is a significant number of larger buildings. Those that are 3 to 6 storeys are: the Days Inn, the Wallis House and the Romanian Embassy building. Those that are higher than 6 storeys are: the Constitution Building (12 storeys), the Bell Canada building (8 storeys), the Rideau Gardens Seniors Residence (8 storeys), the Horizon's Residence (22 storeys), and the apartment buildings at: 160 Tormey Street (14 storeys), 595 Rideau Street (8 storeys), and 215 Wurtemberg Street (15 storeys).

2.3 The Transportation Network

Rideau Street is an historic street that is part of a larger grid-style road pattern developed in the first half of the 19th Century. The pattern was modified in the 1970's, as part of an urban renewal scheme, to superimpose a hierarchical road system where the streets were assigned as arterial roads, collector roads and local roads. Many of the side streets that intersect Rideau Street were closed as part of the hierarchical strategy and Beausoleil Drive, just north of Rideau Street in Lower Town East, was redeveloped to create a suburban-style curvilinear collector road.

Rideau Street is designated as a Mainstreet and an Arterial Road in the City's Official Plan. It is also a Transit Priority Corridor and a semi-exclusive light rail corridor where motor vehicles and light rail share the same corridor but not the same space. The transportation policies in Section 2.3.1 of the Official Plan apply in relation to transportation demand management, walking, cycling, transit, right-of-way protection and parking.

Transportation Issues

The main transportation issues affecting Uptown Rideau and the surrounding area are:

- a) the nature and volume of truck traffic along Rideau Street in the 'Downtown Rideau' area and along King Edward Avenue from Rideau Street to the McDonald/Cartier Bridge (a designated truck route);
- b) the volume of vehicular traffic along Rideau Street during peak periods; and
- c) the manner of integrating bicycles, transit and pedestrians with vehicular traffic and parking.



Figure 4: Existing conditions on Rideau Street at Cobourg Street.

2.4 The Paved Roadway

The existing paved roadway width ranges from approximately 13 metres to 20 metres. The paved area is widest at King Edward Avenue, generally narrows eastward and widens again for the approach to the Cummings Bridge. The number of lanes ranges from four to six including left turn and merge lanes. A fifth turning lane exists from just east of Nelson to just west of Friel Street. It returns to four lanes and again widens. The paved area also widens at some intersections to provide a left-turn lane.

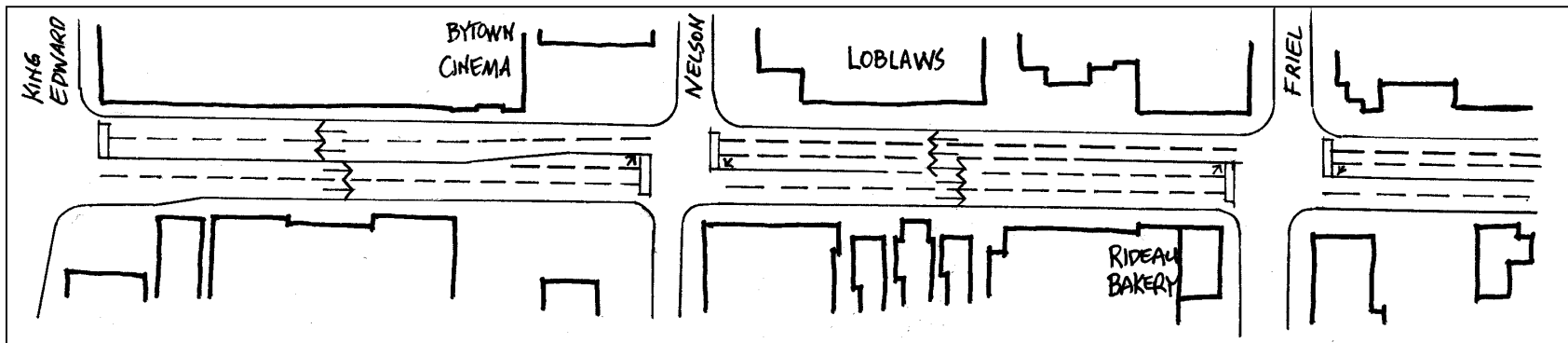


Figure 5: Existing arrangement of vehicular lanes from King Edward Avenue to Friel Street.

2.5 The Right-of-Way

The right-of-way is that portion of land owned by the City that provides the road, the sidewalk and the boulevard. The existing width of the Rideau Street right-of-way between King Edward Avenue and the Cummings Bridge is irregular, varying from just over 26 metres at King Edward Avenue to 19.75 metres mid-block between Charlotte and Wurtemberg Streets. The Official Plan specifies that, for this portion of Rideau Street, a maximum width of 26 metres shall be protected for public purposes.

2.6 The Sidewalk

A narrow concrete sidewalk with hydro poles, power lines and a wide collection of various on-street road, traffic, parking and transit signs highlights the present streetscape. The quality of the spaces between the sidewalk and the surrounding buildings and parking lots vary. Some of the space is well designed and maintained and some is poorly designed, poorly maintained and laid out in an inefficient manner. There are no pedestrian-scale streetlights and few amenities to indicate the importance of the street as a public area.

2.7 The Bike Network

The Primary Urban Cycling route in Schedule C of the Official Plan crosses the Cummings Bridge heading west along Rideau Street. At Cobourg Street, the route heads north to St. Patrick Street and south to Wilbrod Avenue. At that point, it splits in two with the eastbound bikes heading along Wilbrod and the westbound bikes heading along Stewart. These paths join and cross the Rideau Canal at the Mackenzie Bridge. Another bike route starts at Wilbrod and runs along Chapel Street to the south.

2.8 Transit

Bus route numbers 2, 14 and 18 are regular main line routes that travel the length of Rideau Street. Other routes, including mainline route numbers 3 and 7 and local route numbers 5, 306 and 316, cross or travel along a portion of the street and link Lower Town and Sandy Hill with the rest of the City. There are no rush hour or express buses along Rideau Street east of King Edward Avenue. The transit service is provided in lanes of the street that are reserved for buses during peak periods. Poles along the sidewalk are provided to support signs designating the lanes.

The rush hour and express buses that serve Downtown run along the Transitway, which at its closest point is four blocks south of the most westerly portion of Rideau Street. See Figure 6. The regular and rush hour buses from Gatineau, operated by the Société de transport de l'Outaouais, take the Macdonald-Cartier Bridge to Ottawa, via King Edward Avenue, Rideau Street and Wellington Avenue, before crossing back to Gatineau via the Portage Bridge.

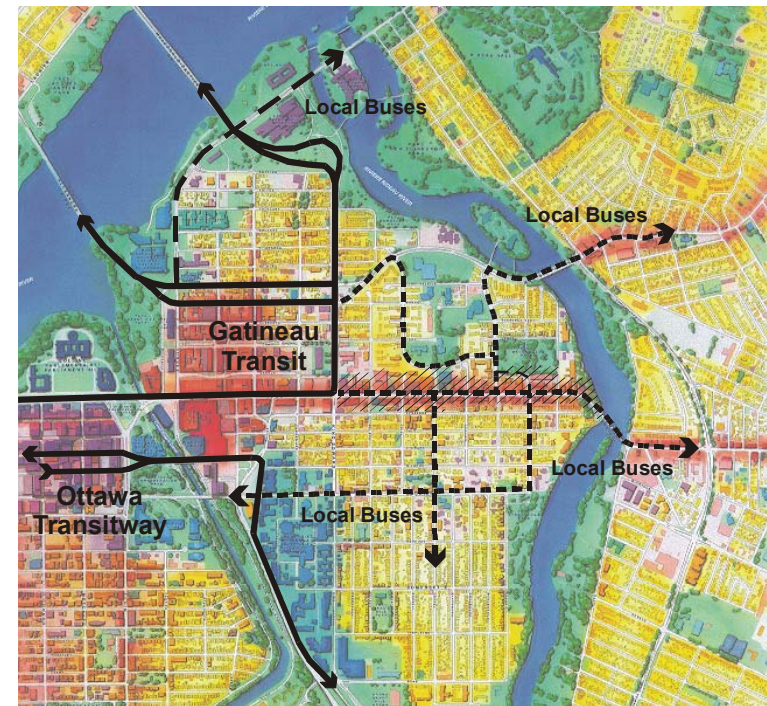


Figure 6: Existing transit routes. Base map from the 'Downtown Ottawa Urban Design Strategy 2020' by Urban Strategies Inc.

2.9 Parking

For most of Rideau Street, parallel, metered parking is allowed on both sides of the street during non-rush hour periods and on alternate sides during rush hour. On-street parking is also normally allowed on one side of the side streets that abut Rideau Street. There are many private and accessory parking areas and one commercial parking lot along the street. The private parking areas are sometimes underground or at the back of the lot. It is recognized that: i) the underground parking at the Rideau Street Loblaws; and ii) the above-grade parking at the Quality Hotel, on the west corner of Rideau Street and King Edward Avenue, are better ways to deal with retail parking in an urban environment.

2.10 Open Space

To the west of Sussex Drive, there is an open space corridor centred along the Rideau Canal. It is a very important corridor to the City and one of the most popular outdoor recreation areas inside the Greenbelt. A similar green open space system also runs north-south along the Vanier side of the Rideau River and intersects Rideau Street at the Cummings Bridge. On the west bank of the River, the City created a public trail/pathway that is interrupted at Laurier Avenue at the rear of the Russian Embassy.

The surrounding area contains the following parks: McDonald Gardens Park, Strathcona Park, and Sandy Hill Park. Of note, McDonald Gardens Park is the only park in Ottawa that was designed by Frederick Todd, the renowned, early 20th century landscape architect, who also prepared early visions for the national capital area.

2.11 On-Street Loading

There has been a deliberate effort by the City to ensure that the loading and unloading of goods for local businesses can take place along this portion of Rideau Street. In accordance with City and Provincial regulations, active loading and unloading is permitted in "No Parking" zones. These zones are distributed strategically at various locations along Rideau Street.

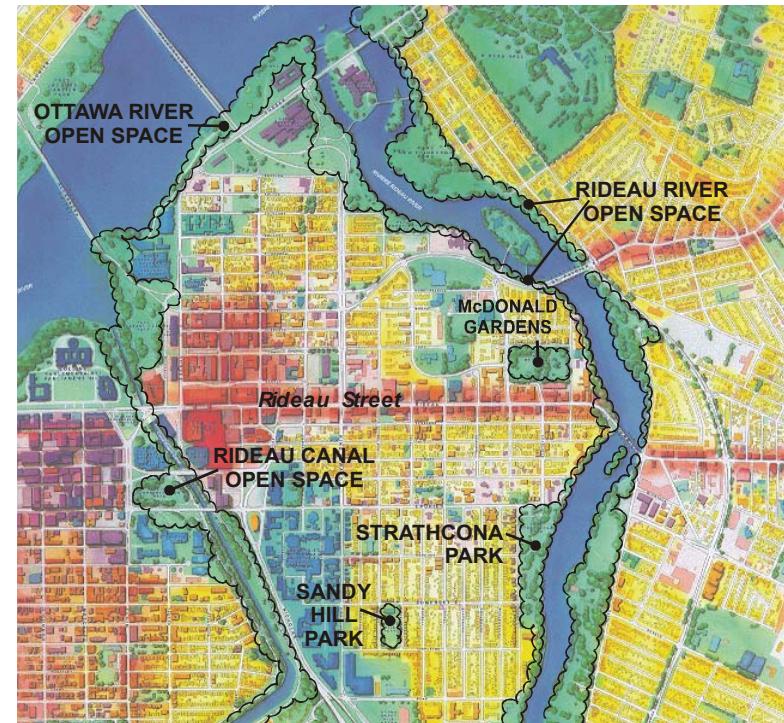
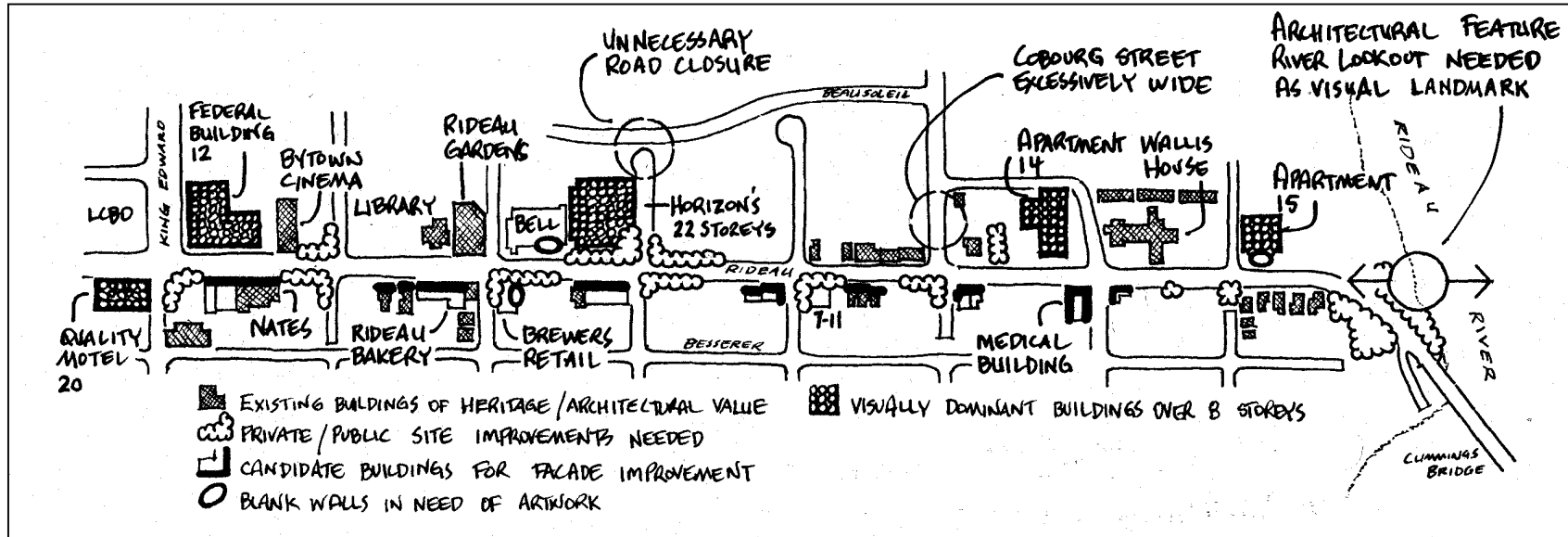


Figure 7: Surrounding greenspace and waterway corridors. Base map from the 'Downtown Ottawa Urban Design Strategy 2020' by Urban Strategies Inc.

Figure 8: Visual analysis of the Uptown Rideau area.



WHAT'S GREAT

The location of Uptown Rideau in the heart of the City.
 A relatively dense surrounding residential community.
 Short blocks.
 A mix of buildings of various ages and conditions.
 A youth-friendly environment, supportive of diverse lifestyles.
 A relatively wide and long street.
 The potential vista of the Rideau River.
 Good buildings: the Public Library, Wallis House, the Rideau Gardens, Rideau Mews Parkside, Sandy Hill Community Health Centre.
 Landmark businesses: Rideau Bakery, Bytown Cinema, Loblaws, Rideau Pharmacy and Nate's Delicatessen.
 Specialized Restaurants: Indian and African foods.

WHAT'S NOT GREAT

No strong sense of identity.
 Limited range of uses.
 Limited arts, culture and nightlife.
 Hydro poles and overhead wires.
 Inconsistent sidewalk conditions.
 Lack of building quality and continuity.
 Blank walls.
 Some buildings out of scale with surroundings.
 Too many gaps between buildings.
 Examples of poor building and property maintenance.
 Modest pedestrian activity with potential for more.

3.0 THE GOAL OF THE PLAN

The goal of the Design Plan is to prepare a long-term vision for Uptown Rideau and to provide detailed guidance on the use of land, the design of buildings and the appearance and function of the public streetscape.

3.1 Community Vision Statement

To achieve its full potential, it is the vision of this Plan that Uptown Rideau will become one of the most vibrant and charming community mainstreets in Ottawa. It will be a green, pedestrian streetscape of the highest quality in a compact urban setting, framed with three to six storey buildings on both sides of the street. The mainstreet will serve a mix of residential, commercial, institutional, and entertainment functions sufficient to enliven the street both day and night. It will contain outstanding and award-winning examples of architecture, which fit with the existing older and historic fabric of buildings that have been conserved and re-used. All of the buildings will be designed to respect their surroundings and will be shaped and illuminated to ensure that sidewalks are safe at night and sunny during the day.

It is the desire of the community that the hydro poles be removed. The sidewalks will be attractive and wide and will be accented with pedestrian amenities such as decorative lighting, street furnishings, and trees. The sidewalks will be sufficient to ensure that the streetscape, in combination with rooftop greenery, will serve as the primary recreation and entertainment area for the community. Outdoor cafés and pedestrian-related businesses will enliven the street. Uptown Rideau will be a safe, nighttime attraction known for its colour, animation, signage, and as a wintertime urban place of distinction.

The roadway will be a busy corridor for light rail, buses, bicycles and cars that serve the surrounding neighbourhoods, with links to the greater community. The paved area will be a consistent width and as narrow as possible. Pedestrians and other users (transit riders, cyclists and drivers) will share the right-of-way with wide sidewalks being the first priority.

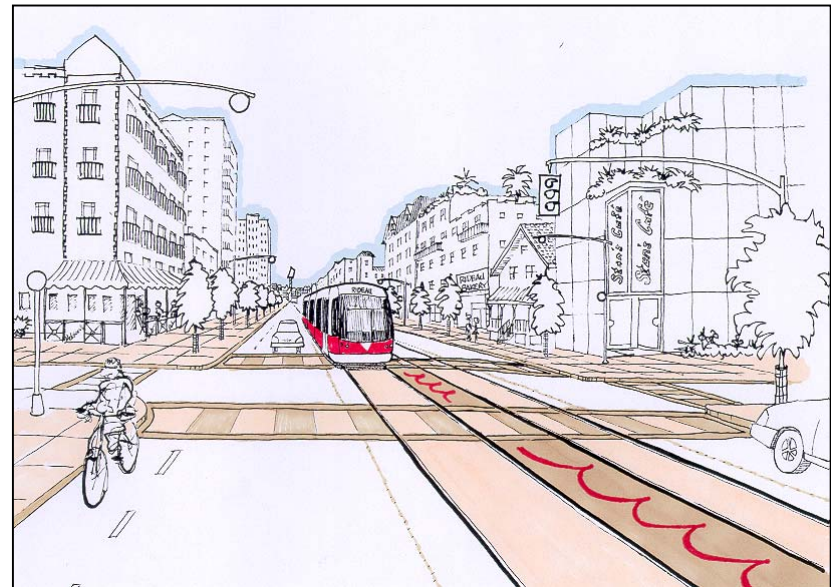


Figure 9: Future image of Uptown Rideau.

4.0 DESIGN PLANNING PRINCIPLES

4.1 MAINSTREET CHARACTER

- 4.1.1 To achieve its full potential as a successful mainstreet, it is important to nurture a positive character within the Uptown Rideau area. The following positive characteristics are offered as design cues to be reflected or complemented in future development and streetscape improvements:
- a) The architectural styles or details contained in the existing fabric of valued historic structures such as the Rideau Branch Library, the Wallis House or the Cummings Bridge;
 - b) The contextual colours and materials such as clay brick, cast stone, stucco, metal detailing and clear glazing;
 - c) The imagery of urban waterways and parks to reflect the setting of Rideau Street as the key urban axis linking two major waterways and urban parks (the Rideau Canal and the Rideau River);
 - d) The diversity of lifestyles and cultures within the surrounding community; and
 - e) Permitted neighbourhood uses that draw nearby residents to the street and other permitted uses that serve a wider market area.
- 4.1.2 It is recognized that there may be other positive characteristics that can be reflected in design and that the detailed design solutions should be left to the creativity of architects, landscape architects, designers, professional artists and builders. Architects and landowners may be asked to demonstrate how this has been done at the time of site plan approval.

Figure 10: What makes a successful mainstreet?

The following conditions are necessary for the achievement of a vibrant and diverse mainstreet. They have been adapted from Jane Jacob's landmark book *The Death and Life of Great American Cities* and from Richard Florida's report "Competing in the Age of Talent: Quality of Place and the New Economy".

Condition 1: *The mainstreet should serve more than one primary function and preferably more than two. These functions must ensure the presence of people who go outdoors on different schedules and for different purposes, but who are able to use many of the same facilities in common.*

Condition 2: *Most blocks along the mainstreet should be short so that opportunities to turn corners are frequent.*

Condition 3: *The mainstreet should mingle buildings that vary in age and condition. The building inventory should include a good proportion of older ones so they vary in their economic yield. This mingling must be fairly close-grained.*

Condition 4: *The mainstreet should have a sufficiently dense concentration of people nearby including a sufficient concentration of people who live nearby.*

Condition 5: *The mainstreet should provide a range of opportunities to experience arts and culture, both day and night.*

Condition 6: *The mainstreet should be a healthy place supported by a youth-friendly and tolerant community.*

4.2 BUILT FORM

Consistent Height to Frame the Street

4.2.1 In cities like Helsinki and Paris, the quality of life has flourished in many central neighbourhoods. Residents in those cities have come to expect a more disciplined and more homogeneous style of development using consistent and historic building heights. Although this cannot be replicated in Ottawa or along Rideau Street, there are elements that can be borrowed.

A comparison between the height of existing buildings, as of the date of this Plan, and the maximum permitted height of buildings, as described in the Zoning By-law, clearly indicates that there is significant capacity remaining for future intensification.

4.2.2 It is proposed that a consistent building height be used as a way to help frame Rideau Street and to give it a sense of identity. The height selected should be an appropriate scale:

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

4.2.3 The maximum building height selected as a best fit for Uptown Rideau are mid-rise, 5-6-storey heights as shown in Figure 12.



Figure 11: A Helsinki street with mid-rise buildings of a consistent height.

The reduced height to 5 storeys reflects the narrowing of the existing right-of-way from west to east. Except for minor variations, applications that are received by the City to modify the height provisions shall not be considered without modifying this Plan.

- 4.2.4 For buildings that front on Rideau Street, the ground floor elevation should be more prominent and should have more ceiling height than the storeys above it;
- 4.2.5 Existing complying development, higher than the maximum heights in Figure 12, shall be recognized in the Zoning By-law in order to avoid creating non-complying uses.
- 4.2.6 Due to the City's desire to intensify within the existing urban boundary and the community's desire to establish a consistent mid-rise building height to frame the street, a minimum building height of 2-3 storeys is to be established as shown in Figure 12.

Variety along the Street

- 4.2.7 The following building design provisions are intended to provide pedestrians with a more interesting visual environment as they walk along Rideau Street:
 - a) A minimum of 50 percent of the ground floor façades that face Rideau Street shall consist of windows and/or entries. These openings should be highlighted with awnings, canopies, lighting, railings and other features;
 - b) The individual storefronts, bays and entries at-grade should be fine-grained, eye-catching and unique within the context of the overall building design;
 - c) Within the context of a consistent mid-rise height, new buildings should be designed to provide a variety of contextual building shapes and styles within the same block. This effect can be achieved by either: i) integrating buildings of heritage interest with new development; or ii) articulating vertical sections of larger buildings and applying unique colours, materials and other design elements to the various sections as illustrated in Figure 13.



Figure 13: An Ottawa example of a 5-storey building designed to reflect a variety of buildings while avoiding the monolithic look of one long block.

Continuous Stream of Buildings

- 4.2.8 New development shall fill-in vacant lots and large gaps between buildings so as to create a continuous stream of buildings along the street while tolerating occasional gaps or lanes that add interest. This will help insulate the surrounding community from traffic noise. These provisions shall be implemented through the City's Zoning By-law.
- 4.2.9 There shall be no minimum front yard setback along Rideau Street except to accommodate a wider sidewalk as depicted in Figure 20. A *maximum* front yard setback shall be established to eliminate those building formats with parking in the front yard and to require buildings to locate closer to the sidewalk.
- 4.2.10 No minimum interior side yard setback shall be established for properties fronting on Rideau Street. Driveways and spaces that may be required should not create a wide gap between buildings or detract from the surrounding visual environment. Buildings that provide access to rear parking via an archway in the building, with other uses above, shall be encouraged.
- 4.2.11 For corner lots that front on Rideau Street, building setbacks shall be established: i) that provide space for corner patios or plazas; ii) that allow the corner building to act as a buffer between Rideau Street and the quieter side streets; iii) that provide transitional sidewalk widths that link wide and narrow sidewalks in a seamless fashion; and iv) to define an interesting and logical edge to the sidewalks along the street.

Design Excellence

- 4.2.12 One of the main preoccupations of the Rideau Street Redevelopment Working Group in the development of this Plan was to find ways to attract award-winning architects and/or to see buildings of the highest quality being constructed in the Uptown Rideau area. To this end, owners shall be encouraged to build buildings of the highest quality when developing land. If incentives such as bonus and density transfer techniques are applied, the quality of the architecture should be used as part of the criteria.



Figure 14: A 3-storey mixed-use building in Ottawa.

4.2.13 Building design should acknowledge and respond in an appropriate fashion to the established architectural integrity, heritage value and decorative elements that are present in the surrounding built environment. See Figure 14. The quality of the architecture and landscaping may justify the relaxation, albeit in a minor way, of some of the design, height and setback provisions as contained in this Plan.

Heritage Conservation

4.2.14 The buildings of heritage interest, as identified in solid black in Figure 12, shall be added to the Heritage Reference List if they are not already on it. Two buildings, the Wallis House and the Rideau Branch Library, are designated under the Heritage Act.

a) In the Zoning By-law, the minimum building height should be 2-storeys for properties that contain a building of heritage interest.

4.2.15 In order to encourage the retention of those buildings of heritage interest, the following measures could be considered for implementation in the City's new comprehensive Zoning By-law:

a) A heritage overlay should be applied to the buildings of heritage interest east of Wurtemburg Street and may be applied to other buildings identified in Figure 12; and

b) The parking requirements should be eliminated on those properties that contain a building of heritage interest as long as the building remains intact.

4.2.16 Even though the Uptown Rideau area is not a designated heritage conservation district, it may warrant recognition and special treatment in order to discourage the demolition of buildings of heritage interest. Future zoning measures, mainstreet programs, façade improvement programs or other incentive programs should be reviewed for their application to the Uptown Rideau area.



Figure 15: Wallis House - a good example of the adaptive re-use and restoration of a heritage building.



Figure 16: 503-521 Rideau Street – a good example of new development that retains a building of heritage interest except that, with this Plan, the new buildings would have been 3-storeys, rather than 2.

Neighbourhood Transition

- 4.2.17 For intensification to be successful, future development in the Uptown Rideau area must respect the character of the surrounding residential community. Building heights should generally be required to step down, as a transition, from the higher building heights along Rideau Street to the lower building heights on the adjoining residential streets. See Figure 17.
- 4.2.18 Transition building heights apply to properties on the south side of Rideau Street between Chapel Street and the Cummings Bridge and to any other properties where higher buildings abut residential lots with lower maximum building heights. In such cases, a 3.0 m setback shall be applied above four storeys, where the maximum height is 6-storeys and after three, where the maximum height is 5-storeys. The lower storeys shall be setback 7.5 m when the property faces the rear yard of the abutting residential lot and 3.0 m when it faces a front/side yard.
- 4.2.19 Direct exposure to natural light should be maximized in new residential units and the reduction in exposure to light minimized in existing residential units.

Urban Structure

- 4.2.20 Rideau Street between King Edward Avenue and the Cummings Bridge, is considered part of a continuous corridor and a “seam” that binds neighbourhoods and districts together.
- a) There is a need for a central location in the Uptown Rideau area that would serve as a focal point for the surrounding neighbourhoods of Sandy Hill and Lowertown East.
 - b) The intersection of Rideau Street and King Edward Avenue is a node of activity.
 - c) The Rideau River shore is an edge between ‘Uptown Rideau’ area and Vanier. It provides opportunities for vistas of the river and the Cummings Bridge.

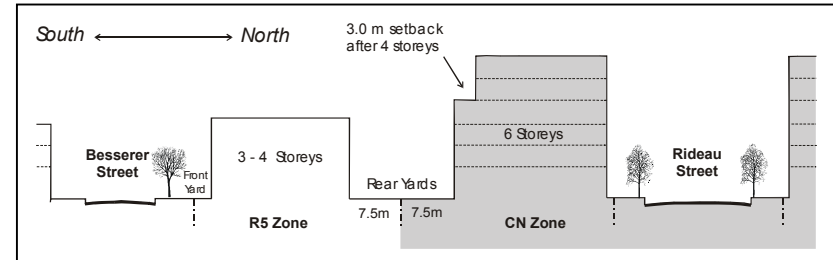


Figure 17: An illustration of the neighbourhood transition provisions between the CN (with maximum 6-storey building heights) and adjoining low profile residential zones.

4.3 LAND USE

Intensification

- 4.3.1 This Plan encourages the type of intensification that will help Uptown Rideau achieve its potential as a successful mainstreet for the surrounding residential neighbourhoods. It proposes a balance between density and the needs of the community based on a compatible mix of land uses; mid-rise buildings; a wide, animated and active sidewalk; and high quality architecture. This balance has been crafted in a collaborative way and retains a significant capacity to intensify land.

Mixed Uses

- 4.3.2 A compatible mix of uses, including a range of commercial, residential and community uses, shall be permitted on properties that front on Rideau Street. The Zoning By-law shall only include uses suited to a vibrant mainstreet.
- 4.3.3 In the Uptown Rideau area, the use of land and the use of buildings on the ground floor shall be restricted as follows:
- a) For properties that abut Besserer, Tormey and Beausoleil streets and that abut the south side of Rideau Street between Wurtemberg Street and Besserer Park, only residential uses shall be permitted.
 - b) For properties that abut Rideau Street not mentioned above, the following restrictions shall apply:
 - i) Retail shopping, personal service uses and community activities that enliven the street shall be permitted if they serve the surrounding residential community or if they serve a wider market and comply with the design planning principles as described in this Plan;
 - ii) Residential (apartments) shall also be permitted between Charlotte Street and the Cummings Bridge.
 - c) Uses that require a mainstreet location but do not contribute to a vibrant mainstreet shall be directed to upper floors or to those parts of a building that do not abut Rideau Street.



Figure 18: An example of a mixed use building on Rideau Street.

- d) Recreational uses, and open space and plazas that improve or add to the public streetscape shall be permitted.
- e) Parking shall be permitted in the rear yard and above and below the ground floor. Where the rear yard abuts a street, an added setback shall be applied to ensure that parked vehicles are setback 1.5 metres further than the building setback requirement of abutting properties.

- 4.3.4 Above the ground floor, residential, retail shopping, personal service uses, community activities and offices shall be permitted with the requirement that for larger buildings, at least half the floor space above a fixed amount be residential. Despite the above, only residential shall be permitted on the south side of Rideau Street between Wurttemberg Street and Besserer Park.
- 4.3.5 A broader range of uses is needed to ensure that Uptown Rideau will evolve into a fully animated and successful mainstreet. Compatible uses might include those linked with the cultural, educational, residential, government or high technology sectors.

Affordable Housing

- 4.3.6 Affordable and appropriate housing is a cornerstone of a vibrant and liveable community, and helps to build a healthy, integrated, and inclusive community. Housing that is affordable to students, low-wage workers, seniors and families is an important part of making the Uptown Rideau area a dynamic neighbourhood. The provision of affordable housing units in accordance with the City's Official Plan shall be encouraged within the Uptown Rideau area. The Official Plan sets a target of 25% of any new housing developed be affordable to households up to the 30th income percentile for rental and up to the 40th income percentile for home ownership.
- 4.3.7 The provision of a mixture of rental and ownership housing will be encouraged. Those forms of housing which would be affordable to the people who might otherwise be displaced through conversion and redevelopment activities in the study area shall be encouraged.



Figure 19: A Montreal example of a mid-rise residential building close to the street.

4.4 THE PAVED ROADWAY

4.4.1 In the future, the Rideau Street roadway will be a busy, fully integrated, two-way corridor serving the surrounding neighbourhoods and the greater community. The model street profile is shown in Figure 20.

Public Transit

4.4.2 The provision of good transit service is an essential part of the vision for Uptown Rideau as it will enhance the human-scale of the street and reduce the number of automobiles traveling through the area.

4.4.3 Buses should be provided within the paved area as shown in the model street profile in Figure 20 and, should continue to have exclusive use of the outer lanes during peak periods.

4.4.4 Since all transit customers start and end their trips as pedestrians, it is of mutual benefit to ensure that both the transit and pedestrian systems are fully integrated, high quality environments. Consideration should be given to integrating transit-waiting areas with new development. Where this is not possible, the waiting areas should be located in the non-pedestrian travel portion of the sidewalk.

Bicycles

4.4.5 Although there is a formalized bicycle network through the Uptown Rideau area, it is the objective of this Plan to accommodate bicycles along Rideau Street. Cyclists would provide an added dimension of interest and more activity at different times of the day. As a result, the two exterior lanes in the roadway should be shared use lanes, wide enough to accommodate bicycles. This arrangement should continue after light rail transit is added to the Rideau Street corridor.

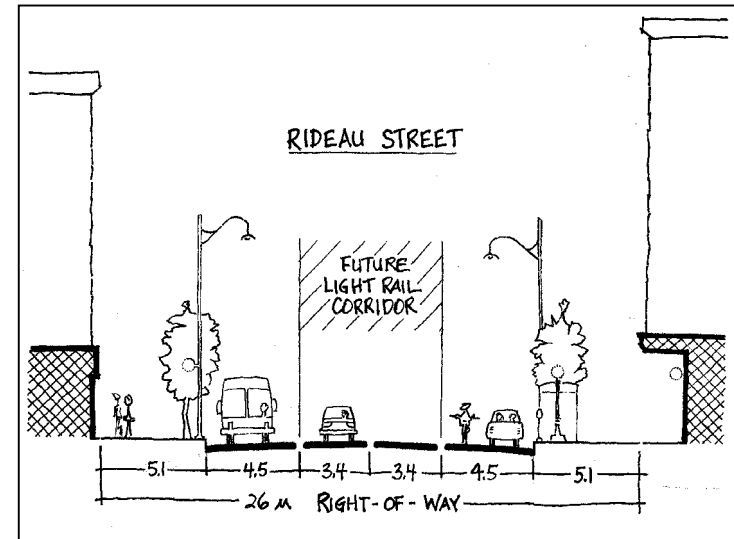


Figure 20: A representation of the desired street profile along Rideau Street for a 26 m right-of-way with bus transit.

Vehicular Traffic

- 4.4.6 Vehicular traffic should be accommodated in a paved and traveled roadway of a consistent width and in a maximum of four lanes. This would allow for a widened sidewalk and a more balanced provision of space between pedestrians and vehicles.
- 4.4.7 Three intersections for local community access should be established at King Edward Avenue, Chapel Street and Charlotte Street. Continuous left turns should be permitted at all times at Chapel and Charlotte and may or may not be permitted on King Edward depending on the special traffic and pedestrian considerations at this key intersection. At the other intersections in the Uptown Rideau area, no left turns would be permitted during peak hours.
- 4.4.8 To help integrate Lower Town East with the Uptown Rideau area, Chapel Street should be opened to Beausoleil Street. The detailed design should pay particular attention to the safety of school children crossing the street.

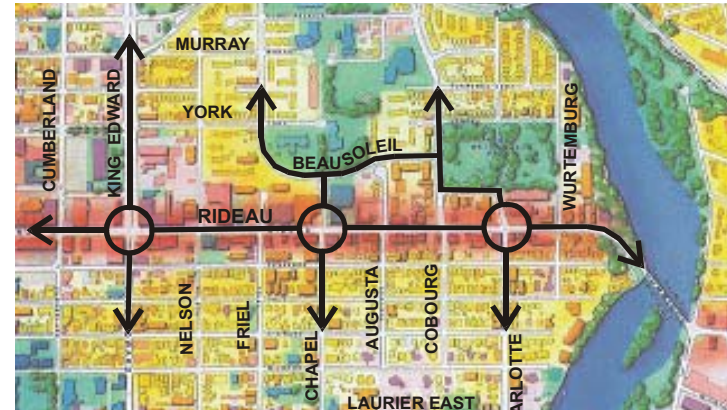


Figure 21: Vehicle-Priority Intersections

On-Street Parking and Loading

- 4.4.9 On-street parking spaces are important to local businesses as they offer motorists a place to stop and shop during non-peak hours. On-street loading areas are also important as they provide places for suppliers to stop and distribute goods to businesses. As a result, the present disposition of on street parking and loading should continue until such time as light rail transit is installed along the street. Refer to Section 4.4.16.
- 4.4.10 Full standard vehicular access and parking guidelines may not be achievable in compact environments such as the Uptown Rideau area. Reduced standards and creative alternatives to design and the provision of car-free lifestyles and transit-first strategies are encouraged.

Pedestrian-Focus Areas

- 4.4.11 Four intersections at Nelson Street, Friel Street, Augusta Street and Cobourg Street shall be pedestrian-focus areas. Street furniture, landscaping and public art should be concentrated at these locations and pedestrian crosswalks, made of matching sidewalk materials, should cross the paved roadway and link all four corners.
- 4.4.12 At one corner of each of the four intersections it is suggested that the roadway be narrowed to create an extra-wide sidewalk node. The reduction from two to one lanes of traffic at each location would only occur: opposite a dead-end side street, where there are infrequent left-turn movements; where there are no bus stops; and only twice in each direction. The implementation of this corner widening would depend on the results of a traffic impact assessment. See Figure 22.

Right-of-Way Protection

- 4.4.13 The City's Official Plan establishes the right-of-way to be protected along Rideau Street but allows for variances through the adoption of a Community Design Plan. After assessing the existing conditions and the future transportation requirements along the street, the protected right-of-way has been established as 26 metres.
- 4.4.14 Exemptions to the right-of-way to be protected will be considered in the following situations:
- Where there would be possible loss or substantial adverse impact on existing buildings of heritage interest;
 - Where alternate means are available to provide for wide sidewalks along Rideau Street; and
 - Where proposed new buildings are setback substantially more than existing buildings, creating an indented pattern not in keeping with the mainstreet character or not deemed advantageous, to the completion of the street profile as shown in Figure 20.

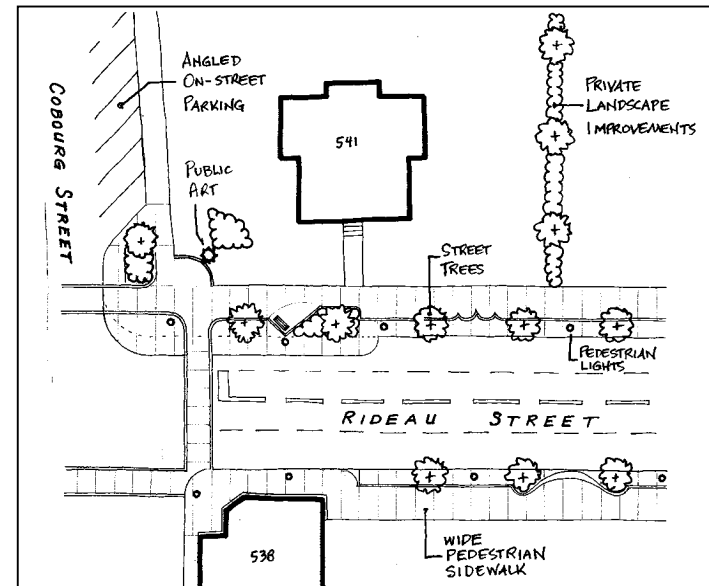


Figure 22: Streetscape changes including angled on-street parking and one of four pedestrian-focus intersections. (As a demonstration)

4.4.15 Where the requirements for right-of-way protection are eased or exempted, developers shall provide space in the front yard to achieve a total 5.1 m wide pedestrian area. This shall be installed at their expense if the existing sidewalk width within the right-of-way is less than the model sidewalk shown in Figure 20. The widened pedestrian area shall be constructed to the same standard as the existing public sidewalk or to the standard as described in this Plan, at the discretion of the City.

Light Rail and its Effects on the Right of Way

4.4.16 In the long-term, a light rail system will be installed along Rideau Street as suggested in the model street profile in Figure 20. Consideration should be given to the use of high quality, non-asphalt materials such as cobblestones and the application of community specific design features and public art to the surface of the corridor. Highly visible crosswalks made of materials other than asphalt should be installed at the stops to safely link the light rail lanes with the public sidewalk.

4.4.17 The Rideau Street Redevelopment Working Group believes that the proposed light rail system should function like a streetcar and make frequent stops along traditional streets such as Rideau Street. Further the RSRWG believes that:

- a) Raised platforms should be avoided in the right-of-way as they can have negative visual impacts on the street;
- b) Buses should be removed from Rideau Street, or the routes consolidated, once the light rail system is put in place; and
- c) The light rail corridor should only be exclusive to light rail vehicles during peak periods.

4.4.18 The light rail corridor will most likely affect or eliminate on-street parking, and informal loading areas. City strategies to replace or relocate these services will involve the local community and the Rideau Street Redevelopment Working Group through future Environmental Assessment processes associated with the implementation of light rail.



Figure 23: Light Rail in Melbourne, Australia

4.5 THE SIDEWALK

A Wide Sidewalk

- 4.5.1 The sidewalk on both sides of Rideau Street should be designed in a comprehensive fashion to create:
- Stimulating social places to walk, sit, and interact;
 - Places to wait for transit service;
 - Public recreational spaces to have fun, to celebrate and to be entertained;
 - Places to plant and grow trees; and
 - Places to eat and drink.
- 4.5.2 The sidewalks should be clearly defined and extra wide to create a sense of openness and attraction that extends along the length of the street. The targeted width should be 5.1 m as illustrated in Figure 20. If this width cannot be achieved in the public right-of-way, an added pedestrian area should extend into the front yard of private properties. In these cases, agreements should be signed with the property owners dealing with such matters as regular maintenance, repairs and liability.
- 4.5.3 In situations where existing older buildings extend into the desired 5.1 m sidewalk area, particular attention should be given to the detailed design of the sidewalk so that it extends to the front face of these buildings and wraps around them.
- 4.5.4 Sidewalks and curbs should be designed with quality surface materials such as granite and/or poured concrete. Unit pavers or other decorative surfaces should be situated in non-pedestrian travel areas.
- 4.5.5 Moreover, owing to the high proportion of senior citizens and persons with physical disabilities in the Uptown Rideau area, all sidewalk corners and the entire pedestrian-travelled portion of the sidewalk should be universally accessible to wheelchairs and carts.



Figure 24: An illustration of a wide and pedestrian-friendly sidewalk in Oakville.

Removing the Hydro Poles

- 4.5.6 As a first priority, it is the wish of the community that the overhead wires and hydro poles be removed from King Edward Avenue to the Cummings Bridge. Although it is recognized that this will be an expensive undertaking, it is deemed essential to the creation of a more attractive public realm along the sidewalk and the minimization of any sense of crowding as 3 to 6 storey buildings are built adjacent to the widened sidewalk. This should be done in conjunction with street reconstruction.

Sidewalk Design Considerations

- 4.5.7 The mainstreet characteristics referred to in Section 4.1.1 could be reflected in some fashion along the streetscape and in the surface pattern of the sidewalk, consistent with citywide design considerations. See Figure 25.

Pedestrian Lighting

- 4.5.8 In an effort to make the Uptown Rideau area an attractive evening destination for residents and tourists, pedestrian lights should be installed along the sidewalk on both sides of Rideau Street as part of any future streetscape improvements.
- 4.5.9 In the selection of fixtures, consideration should be given to the existing pedestrian light fixtures that have been installed along the Cummings Bridge and along Rideau Street in the Downtown Rideau area. The Downtown Rideau Business Improvement Area Association should be consulted.
- 4.5.10 To ensure lighting decisions are made in a comprehensive and coordinated fashion, it is suggested that a lighting appraisal be prepared by a lighting professional for the Uptown Rideau area and implemented as part of any future streetscape improvements.

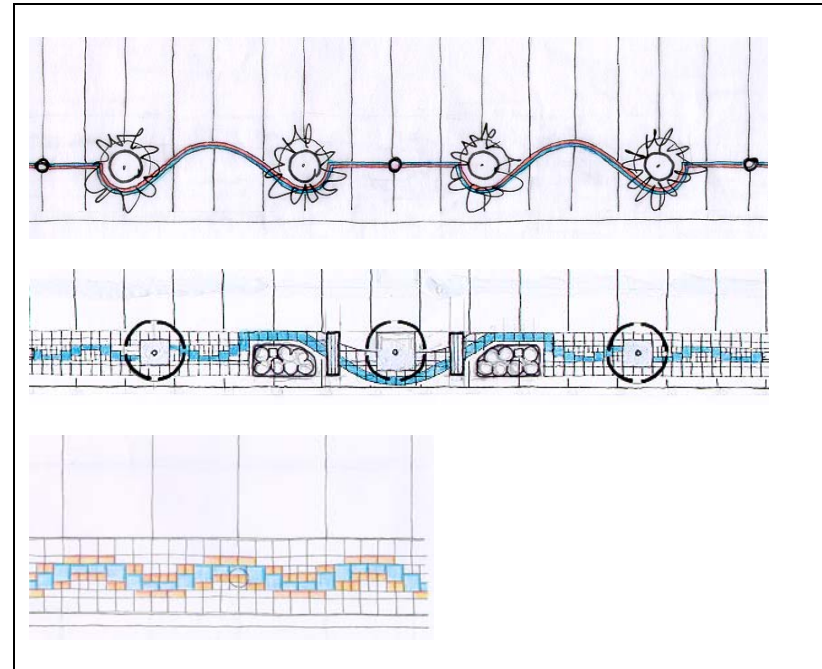


Figure 25: Three examples demonstrating how the waterway theme could be reflected in the sidewalk pattern.

- 4.5.11 It is also suggested that wall-mounted accent lights be installed to highlight specific features or landmark buildings. Architects and landowners will be asked to demonstrate through the site plan process how this highlighting will be achieved.

Street Furniture and Transit-Related Facilities

- 4.5.12 Strategically-placed benches, waste containers and bike racks that are pedestrian-friendly and consistent with the mainstreet character shall be part of any future streetscape improvements on both sides of Rideau Street. Such furniture should be positioned so that it does not encumber the pedestrian traveled portion of the sidewalk. Community residents may make donations towards the purchase of memorial benches and other street furniture.
- 4.5.13 Transit customers should feel welcome and valued within the Uptown Rideau area. Transit facilities, including signs, shelters and benches for bus transit and other future facilities for light rail transit, shall be designed to provide for the safety, security, comfort and mobility requirements of the customer. While being easily identifiable, they shall be designed in an attractive manner and within the context of the mainstreet character. Wherever possible, facilities should be incorporated into adjacent building design. Otherwise they shall be stand-alone within the non-pedestrian travel portion of the sidewalk.

Sidewalk Patios

- 4.5.14 The section of the public sidewalk closest to buildings, should be allowed to become a shared space to be used by pedestrians and businesses for seasonal outdoor patios. The location, operation and design of patios are regulated through the City's Zoning By-law, the Encroachment By-law and any Patio Design Guidelines.

Design Idea: Coloured Glass in the Sidewalk

Install thick, wave-shaped sections of skid-proof glass overtop matching sidewalk openings at pedestrian-first intersections. The openings underneath the glass panels would be lined with fiber optic lighting, illuminating the glass panels with changing colours after dark. An architect in collaboration with a lighting expert and City maintenance staff could be required to work out the details.

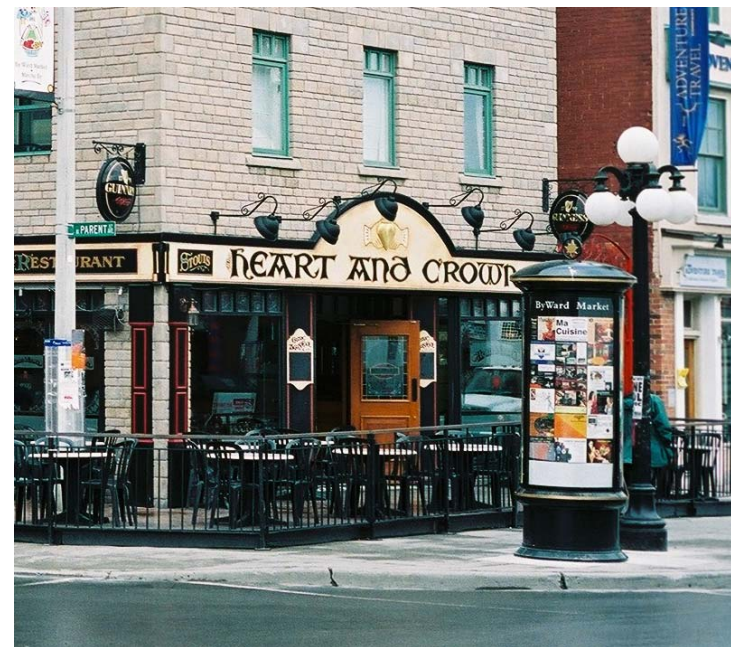


Figure 26: An example of an outdoor patio and a heritage-style sign in the Byward Market.

Public Art

- 4.5.15 The following places have been identified as locations for public art in the streetscape: i) at the northeast corner of Nelson Street; ii) at the northeast corner of Cobourg Street; iii) on the Bell building façade; and iv) on the side of the building at 215 Rideau Street. Owners who provide or fund public art should be eligible for incentives such as bonus or density transfer, if these techniques are applied to the Uptown Rideau area.

More Green

- 4.5.16 As an important part of the character of the Uptown Rideau area, it is proposed that trees be planted on both sides of Rideau Street. The benefits far outweigh the cost or the potential problems in keeping the trees in good shape in this harsh growing environment. The tree-planting areas should be grade-separated and properly maintained. It is recognized however that trees may not survive on the approaches to the Cummings Bridge.
- 4.5.17 Trees should also be planted along Besserer Street to replenish the significant urban forest of the past.
- 4.5.18 As leaves on rails can be slippery, the selection of tree species should take into consideration pedestrian safety as it relates to light rail transit.
- 4.5.19 Residents and businesses in the surrounding community may be encouraged to contribute to the planting of trees through the Memorial Tree Program.
- 4.5.20 Specially designed and raised planting areas should be created at the four pedestrian-first intersections and in front of the Rideau Branch Library.
- 4.5.21 Private rooftop gardens, ivy on exterior walls and small plaza's should be encouraged with all new development.



Figure 27: A simple and useful example of public art in Montpellier, France.

Private Landscape Upgrades

4.5.22 To maximize the effects of future streetscape improvements, it is suggested that special attention be given to highly visible private/public areas that have been identified as properties in need of improvement. The identified sites are shown on Figure 8. Individual landscape schemes and cost-estimates should be prepared for these areas and the owners approached about cost-sharing the private improvements. These private improvements would be implemented at the same time as the capital works improvements for this portion of Rideau Street.

Keeping the Street Clean and Free of Graffiti

4.5.23 To help keep Rideau Street clean, the local community may participate in the Spring Cleaning the Capital Program or the Adopt a Roadway Program.

4.5.24 The following design suggestions are offered as ways to avoid graffiti in the public realm:

- a) Garbage bins should be screened from the street; and
- b) At-grade blank walls should be avoided. Where this is not possible, painted wall murals, dark coloured materials or other features designed to reduce graffiti should be used.

Signs and Fences

4.5.25 Signs on properties that front on Rideau Street should be located and designed to complement the mainstreet character and an active, pedestrian-friendly nightlife. Heritage-style signs and signs with backlit individual letters and theatre-style formats are preferred. Architects and landowners may be asked to demonstrate how they propose to integrate signs with development through the site plan control process.

4.5.26 Fences that are visible from the public street including temporary fences around outdoor patios should be made of quality materials and in shapes and colours that complement the streetscape. Fences should be no higher than 1.06 m.



Figure 28: Examples of theatre-style signs in the ByWard Market.

4.6 SPECIAL PROJECTS

Gateway to McDonald Garden Park

- 4.6.1 McDonald Garden Park is a significant and historic park that is poorly connected to Rideau Street. As part of any street improvements, it is suggested that special links be established between Rideau Street and McDonald Garden Park. A gateway including directional signs should be established leading to a gathering place within the park. Residents of the Uptown Rideau area could then use this for special events.

Rideau/Cummings Park Project

- 4.6.2 It is proposed that an architectural landmark feature be created where Rideau Street meets the River, as a visual end to the Uptown Rideau area. The architectural feature would have some substance and height to it and would create a public access and viewpoint to the waterfront.
- 4.6.3 As an added consideration, this landmark feature could be part of a larger improvement project that would link up the surrounding bike and walking pathways with a new bike park on Cummings Island connected to both shores with bike bridges as depicted in Figure 30. It is also suggested that the historic Cummings General Store be rebuilt at its original place on the Island in partnership with private interests. Cummings Island is at the apex of some of the busiest bicycle routes in the City and has the potential to become a landmark attraction in the City.

Community Focal Point

- 4.6.4 It is suggested that a significant public institution, such as an expanded library branch or cultural centre, be located as a central place in the Uptown Rideau area. It would serve as a public focal point for the surrounding community.

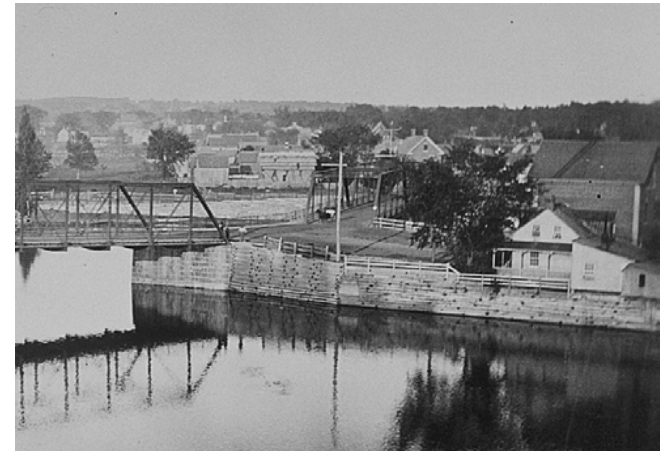


Figure 29: Cummings Island in 1896.

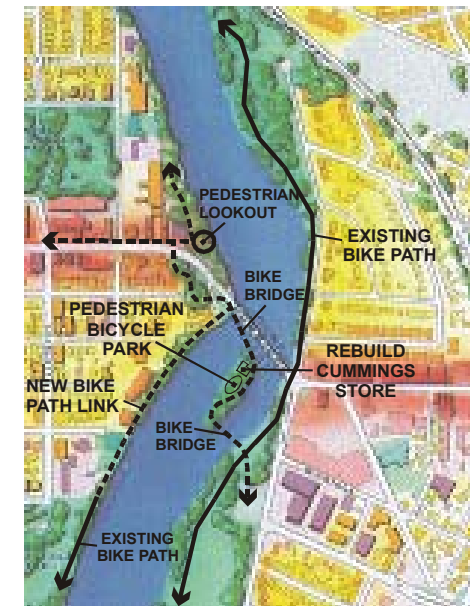


Figure 30: Rideau/Cummings Park Project.

5.0 IMPLEMENTATION

5.1 Landowners and Businesses

The landowners and businesses in the Uptown Rideau area shall strive to uphold the vision and the design planning principles contained in this Plan as part of a collaborative pact with the City and the community. This commitment applies to the following:

- a) The design of quality and creative development projects;
- b) The hiring of design professionals including award winning architects to achieve the above;
- c) If necessary, the extension of the public sidewalk to the front or exterior yard as required by this Plan;
- d) The regular maintenance/improvement of yards, landscaping and building facades visible from the street; and
- e) The safe, clean and non-offensive operation of business activities within the public realm.

5.2 The Surrounding Community

The residents and workers within the surrounding community shall strive to uphold this Plan as part of a collaborative pact with landowners and the City. This commitment applies to the following:

- a) The quality design of buildings and building additions that respect their surroundings;
- b) The clean and regular maintenance of private yards, porches and balconies that are visible from the street;
- c) The support and patronage of local businesses and public services in the Uptown Rideau area; and
- d) The review of development applications and civic works to ensure compliance with this Plan.

5.3 The City of Ottawa

The City of Ottawa shall strive to uphold the vision and the design planning principles contained in this Plan as part of a collaboration with landowners and the community. It understands that the achievement of the vision depends on a commitment to follow this Plan in a consistent manner. This commitment applies to the following:

- a) The review and approval of development applications based on this Plan;
- b) The development of future civic projects and works;
- c) The formulation of levels of maintenance and service; and
- d) The advice offered to residents by the City.

5.4 The Committee of Adjustment

The Committee of Adjustment shall strive to uphold the vision and the design planning principles contained in this Plan in a long term and consistent manner.

Acknowledgements

The Rideau Street Redevelopment Working Group:

Georges Bédard, Madelaine Meilleur, Lena Creedy Rhys Phillips, Jonathan Freedman, David Bullock, Martin Laplante, Wit Lewandowski, Dave Kardish, Robert Edmonds, Douglas Cardinal, Bret Cardinal.

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