

110 & 116 York Street

Urban Design Brief
March, 2025

CLARIDGE HOMES

FOTENN Planning + Design

NEUF ARCHITECT(E)S

Prepared for Claridge Homes

Prepared by Fotenn Planning + Design
420 O'Connor Street
Ottawa, ON K2P 1W4
613.730.5709
fotenn.com

March, 2025

© Fotenn Planning + Design

The information contained in this document produced by Fotenn is solely for the use of the Client identified above for the purpose for which it has been prepared and Fotenn undertakes no duty to or accepts any responsibility to any third party who may rely upon this document.

TABLE OF CONTENTS

01 PROJECT DESCRIPTION 1
- Project Description 2
- Project Statistics 3
- Requested Zoning Relief 5

02 DESIGN DIRECTION 6
- City of Ottawa Official Plan 7
- ByWard Market Public Realm Plan (2021) 9
- Transit Oriented Development Guidelines 10
- Urban Design Guidelines for High-Rise Buildings 11
- Response to Pre-Consultation Comments 12

03 SITE CONTEXT & ANALYSIS 13
- Perspectives 14
- Views & Viewsheds 15
- Built Heritage 16
- Characteristics of the Public Realm 18
- Future & Current Development Proposals 19

04 DESIGN RESEARCH 20
- Massing in the Existing & Planned Context 21
- Block Plan 22
- Built Form Transition 23
- Sustainability Statement 24
- Bird-Safe Design Statement 24

05 ADDITIONAL MATERIALS 25
- Site Plan 26
- Landscape Plan 27
- Elevations 28
- Floor Plans 31
- Building Section 38
- Wind Study 41
- Sun Study 43

06 QUALIFICATIONS 44

PROJECT DESCRIPTION

01

Project Description

Claridge Homes seeks to develop the subject site with a 17-storey hotel addition to the existing Andaz Hotel. The hotel extension will feature common space on the lower three floors for guests. The ground floor includes the reception area, a variety of seating options, a bar, a computer station, a guest kitchen and dining space. The second floor features a ballroom along the York Street façade. The ballroom's high ceilings extend to a portion of the third floor. A pool and fitness centre are also proposed to be located on the third floor. The remaining 14 storeys are designed in a tower form, and contain hotel rooms. A mechanical penthouse is proposed on top of the 17th storey.

The hotel capacity is proposed to be 154 hotel rooms with 1,570 square metres of assembly space provided.

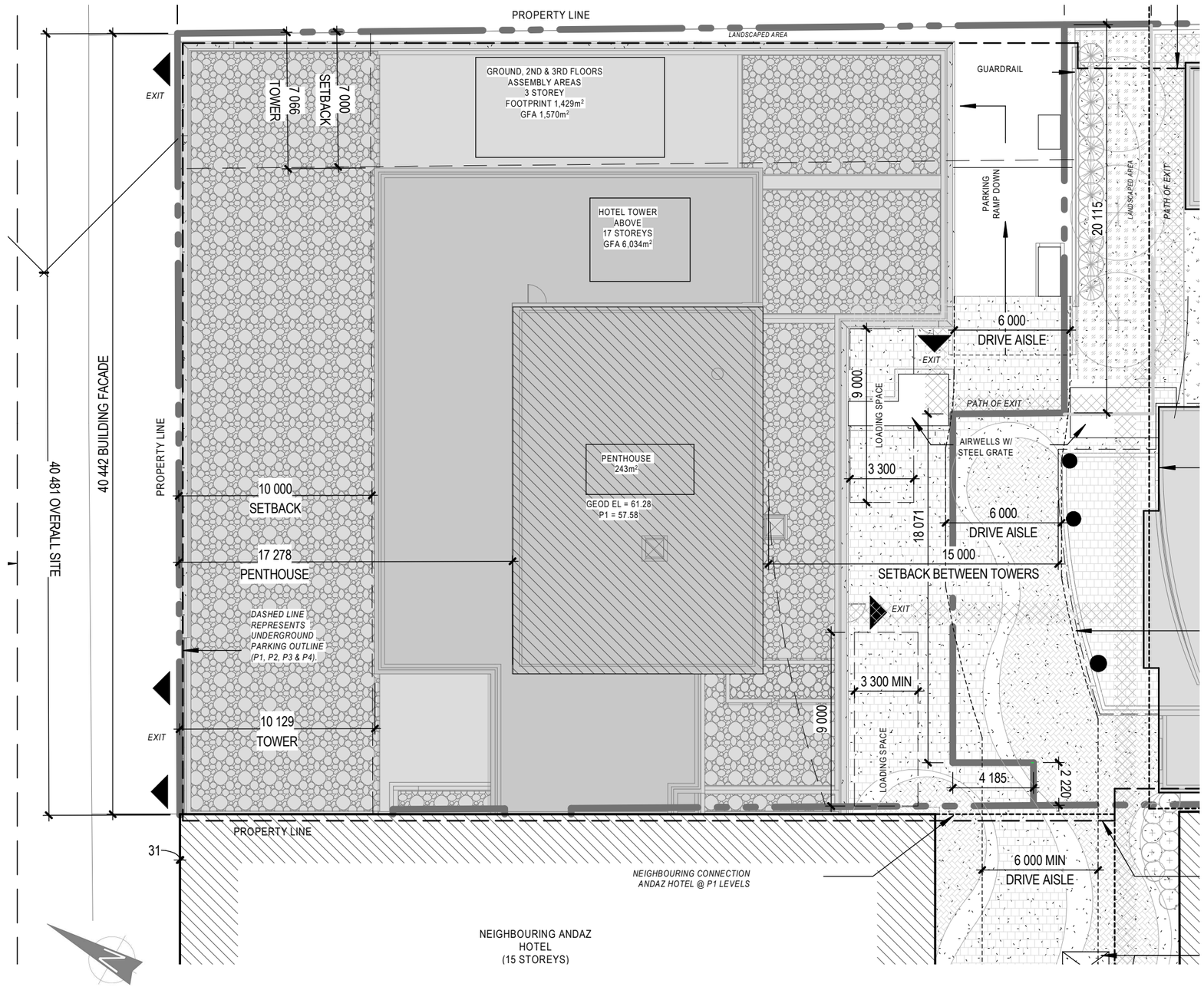
Massing and Scale

The building height and massing of the proposed development is compatible with the existing and proposed context of the area, contributing to the high architectural quality and diversity of the ByWard Market neighbourhood. The proposed design deliberately integrates architectural features of the former building at 110 York Street, including the brick façade and the general rhythm of window bays. Similarly, the proposed 3-storey podium preserves the pedestrian scale of the streetscape, providing proportional framing of the pedestrian realm.

The slender design of the tower portion of the proposed building is designed to achieve appropriate setbacks on the north, east, and south sides to minimize shadow and visual impacts on surrounding properties. Additionally, the tower itself is scaled to match the height of the existing Andaz Hotel. In the context of its surroundings, the siting of the tower towards the interior of the lot reduces overall massing impacts from the public realm along York Street from the west and east.

Public Realm

The ground floor of the proposed development will serve several purposes, with space allocated for a reception area, a bar, and a dining area. The ground floor animates the public realm featuring significant glazing along the York Street façade. The 3-storey podium is illustrative of the previous structure at 110 York Street and reflects the height and design of buildings on the north side of York Street.



Project Statistics

A. Project Information			
Review Date	2025-03-21	**Official Plan Designation**	Special District – ByWard Market
Municipal Address(es)	110, 116 York Street	**Legal Description**	Part of Lots 19 and 20 Registered Plan 42482
Scope of Work	Official Plan Amendment / Zoning By-law Amendment / Site Plan Control		
Existing Zoning Code	MD2[2919] S489 MD2[113] S74	**By-law Number**	2008-250
Schedule 1 / 1A Area	Area A – Sch. 1 Area Z – Sch. 1A	**Overlays Applicable**	Mature Neighbourhoods Overlay Heritage Overlay

B. Zoning Review
For Zoning By-law Amendments, please use the proposed zone and subzone requirements, if different than existing.

Zoning Provisions	By-law Requirement or Applicable Section, Exception or Schedule Reference	Proposal	Compliant (Y/N)
Proposed Zone/Subzone (Zoning By-law Amendments only):	MD2[XXXX]		
Principal Land Use(s)	Hotel	Hotel	Y
Lot Width S. 193	No minimum	40.47m	Y
Lot Area S. 193	No minimum	1,536.6m^2	Y
Maximum Front Yard Setback S.194(2)(d)	1 metre	0.03m	Y
Minimum Stepback from Front Lot Line Sch. 489	9m	10m	Y
Minimum Stepback from Rear Lot Line S.77	10m	9.8m	N
Interior Side Yard Setback S. 193	No minimum	West lot line - 0m (connected to adjacent hotel) East lot line - 0.48m	Y
Rear Yard Setback S. 193	No minimum	±5.5m	Y
Lot Coverage Floor Space Index (F.S.I.) S.193	Not applicable unless otherwise shown.	N/A	**N/A**

Zoning Provisions	By-law Requirement or Applicable Section, Exception or Schedule Reference	Proposal	Compliant (Y/N)
Maximum Building Height S.193 Sch. 74 & 489	**Per schedules 74 & 489:** / For the first 9m from the front and rear lot lines - 12m / Otherwise - 52m	Podium – 12.6m Tower – 54.3m	N
Projections into Height Limit S. 64 Exception [2919]	Per Exception 2919, mechanical and service equipment penthouse, elevator or stairwell penthouse, landscaped areas, roof-top gardens and terraces, associated safety guards and access structures are permitted to project above the height limit in Schedule 489.	Mechanical and service equipment contained in penthouse	Y
Required Parking Spaces Area Z in Schedule 1A S. 101 Exception [113] & [2919]	**Per Section 101(2) and Schedule 1A, no parking is required** Per Exception [113] - Parking is required only for the permitted commercial uses Per Exception [2919] - Provided parking spaces, loading spaces, bicycle parking spaces and access on abutting properties may be counted towards the requirements on this lot.	**143 spaces** Per recent Site Plan Revision Application (D07-12-24-0116) the underground parking garage is combined with the corresponding development at 137, 141 George Street, (includes 321, 325 Dalhousie). The parking provision summary for the garage is as follows: Total: 307 spaces 141 George: 164 spaces 110 York: 143 spaces Residential: 147 spaces Visitor: 25 spaces Hotel: 134 spaces* *George St commercial/ office parking combined with hotel parking	Y
Size of Parking Space S. 105 & 106	Standard Size: 2.6 x 5.2 m	2.6 x 5.2 m	Y
	Up to 50% of the parking spaces (27) in a parking garage may be reduced to a minimum of 4.6m long and 2.4m wide, provided that the space: / Is visibly identified as being for a compact car / Is not a required visitor parking space	Reduced spaces are identified	Y

Zoning Provisions	By-law Requirement or Applicable Section, Exception or Schedule Reference	Proposal	Compliant (Y/N)
	/ Is not abutting or near a wall, column or similar surface that obstructs the opening of the doors of a parked vehicle or limits access to a parking space, in which case the minimum width is 2.6 metres.		
Minimum Driveway Width S. 107	6m for a double traffic lane	6m	Y
Minimum Aisle Width S. 107	6.7m for angled parking at 90 degrees	6m	N
Location of Parking S. 109 S.193(6) Exception [2919]	All parking spaces, whether principal, accessory, required or provided must be located in a parking garage. Does not apply per exception [2919] (110 York)	All parking spaces are in the parking garage	Y
Refuse Collection S. 110	All outdoor refuse collection and refuse loading areas contained within or accessed via a parking lot must be: (a) located at least 9.0 metres from a lot line abutting a public street; (b) located at least 3.0 metres from any other lot line; and (c) screened from view by an opaque screen with a minimum height of 2.0 metres.	Located inside the building	Y
Bicycle Parking Rates S. 111	Hotel: 1 per 1,000m² of GFA 7,191m² GFA = 8 bicycle parking spaces	9 spaces provided	Y
Other applicable relevant Provision(s)			
Bicycle Parking Aisle Dimension S. 111(9)	Minimum width 1.5m	≥1.5m	Y
Ground Floor Frontage S. 194(2) Exception [2919]	Per Exception [2919] – For the purposes of Section 194(2)(a), a hotel lobby may be included in the calculation of ground floor frontage.	100% of ground fronting York Street (excluding exits from other floors) for a minimum depth of 3m, is occupied by permitted Hotel use. Total gross area of lobbies, mechanical rooms and	Y

Zoning Provisions	By-law Requirement or Applicable Section, Exception or Schedule Reference	Proposal	Compliant (Y/N)
	Table 194A does not apply. Provisions for York St east of Dalhousie apply to north side of the street.	access to other floors does not exceed 50% of ground floor gross area.	
Minimum width of landscaped area S. 193	No minimum, except that where a yard is provided and not used for required driveways, aisles, parking, loading spaces or outdoor commercial patio, the whole yard must be landscaped.	Any yard provided (rear yard) is used for required loading space, aisles, driveway. Is covered with hard landscaping	Y
Provisions for buildings 10 storeys and higher S. 77(3) Area A of Schedule 402	/ minimum lot area for a corner lot: 1150 m² / minimum lot area for an interior lot: 1350 m² / minimum interior side and rear yard setback for a tower: 10 m / minimum separation distance between towers on the same lot: 20 m	/ Lot area 1,536.6 m² / Tower setback: o 7 m from interior lot line o 9.8 m from rear lot line / Only one tower on the lot	Y N Y
Outdoor Storage S.193(5)	Not permitted	None	Y
Heritage Overlay S. 60 Exception [2919]	Does not apply per exception [2919] (110 York)	No existing building on 116 York St lot as of April 19, 1978. Underlying zone provisions apply.	Y
Minimum Loading Space Dimension Exception [2919] S.113	Width: 3.3 m Parallel Length: 9 m	3.3 m 9 m	Y
Minimum Number of Loading Spaces Table 113A (d)	GFA 5000 to 9999m² – 2 spaces	2 spaces	Y

Requested Zoning Relief

Increased Maximum Building Height

The Zoning By-Law Amendment application proposes to replace Schedules 74 and 489 with a new Height Schedule.

The proposed building height is generally consistent with the recently-approved building heights in the rezoning for 110 York Street. As a proposed extension to the existing Andaz Hotel, the building is designed to match the height of the existing building. Due to grade changes on the site, the increased height is required to match the existing building in response to Zoning By-law definitions.

The tower height is proposed to be 2.3 metres higher than is currently permitted on Schedule 489. The proposed podium height is 0.6 metres above the currently permitted podium height but respects the stepback required by Schedule 489.

Relief for the Tower Provisions of Section 77

The subject site is located in Area A of Schedule 402 and is subject to the provisions for high-rise buildings in Section 77 of the Zoning By-law.

At 1,536.6 square metres, the area of the subject site exceeds the minimum requirement of 1,350 square metres for an interior lot.

Whereas interior and rear yard setbacks of 10 metres are required for a tower, relief is requested for reductions. At 9.8 metres, the rear yard setback nearly satisfies the requirement, representing a minor and imperceptible reduction.

The request for a reduction to the interior setback to 7 metres is appropriate given the surrounding context, particularly the additional setback and cascading low- and mid-rise building heights of the existing building at 151 George Street to the east. The net effect of the proposed siting of the tower is a setback of nearly 20 metres (19.9 metres).

Reduced Minimum Aisle Width for a Parking Garage

The provided aisle width in the parking garage is a minimum of 6 metres compared to the required 6.7 metres is required for commercial uses. The aisle width ranges from 6.0 metres to 6.25 metres. Per Section 107(1)c)ii), a minimum drive aisle of 6.0 metres is permitted when a parking garage is accessory to a residential use. The planned parking garage provides parking spaces for both the proposed hotel extension and for the residential building at 137-141 George Street, warranting consistency across the garage. The requested aisle width is similarly appropriate for a hotel use.

Lifting of the Heritage Overlay in Section 60

The proposed development is subject to the Heritage Overlay. Urban exception [2919] states that Section 60 does not apply to 110 York Street. There is no existing building on 116 York Street lot as of April 19, 1978 and therefore the underlying zone provisions apply. The Heritage Overlay is requested to be lifted from the subject site.

DESIGN DIRECTION

02

City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa was approved November 4, 2022. The Plan provides a framework for development in the City until 2046, when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the City will accommodate this growth over time and sets out the policies to guide development and growth in the City.

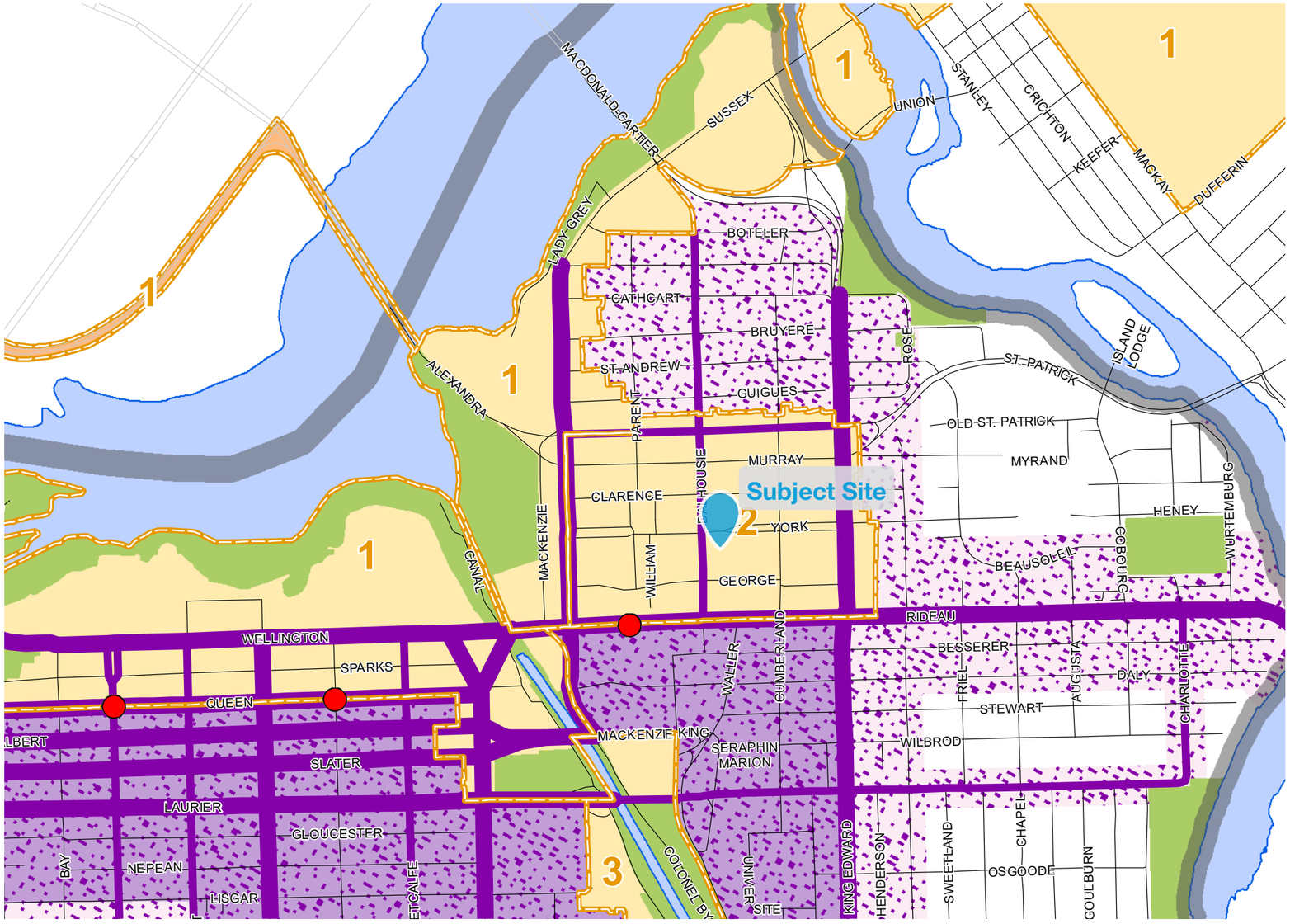
Transect & Designation

The subject site is located within the Downtown Core Transect and is designated Special District - ByWard Market.

The Official Plan aims to support the continued development of the Downtown Core as 15-minute neighbourhoods, and plan for higher-density urban built forms with no parking or parking which is arranged in common areas.

Located within a Protected Major Transit Station Area, the Official Plan stipulates a minimum area-wide density requirement, people and jobs, of 500 per gross hectare per Section 6.1.2. The minimum building height is 2 storeys.

Official Plan Section 6.6.2.3, Policy 2 states that the planned function of the ByWard Market District east of Dalhousie Street and south of St. Patrick Street, an area which includes the subject site, is to combine higher density development with active frontages at street level. The policy aims to increase foot traffic eastbound to King Edward Avenue.



Urban Design

Section 4.6 of the Official Plan sets out a framework for built form and the public realm. Urban design plays an important role in supporting the City's objectives including building 15-minute neighbourhoods, growing the urban tree canopy, and developing resilience to climate change. New developments should be designed to make healthier and more environmentally sustainable living accessible for people of all ages, genders and social statuses.

The proposed development meets the following Urban Design policies, among others:

Policy 2 of Section 4.6.6 stipulates that transitions between mid-rise and high-rise buildings and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.

The podium provides a transition to the buildings on the north side of York Street and relates appropriately to the properties to the east with regard to scale and glazing. The podium reflects the design and massing of the former building on the property.

Policy 3 of Section 4.6.6 states that, where two or more high-rise buildings exist within the immediate context, new high-rise buildings shall relate to the surrounding buildings and provide a variation in height, with progressively lower heights on the edge of the cluster of taller buildings or Hub.

The proposed podium improves the pedestrian realm by introducing a highly transparent active building frontage at a human scale. The overall building height mirrors that of the existing hotel and is lower than the building at 126 York Street.

Policy 8 of Section 4.6.6 stipulates that high-rise buildings be designed to respond the surrounding context and transect area policies, and should be composed of a well-defined base, middle and top. Floor plate size should generally be limited to 750 square metres for residential buildings and 2000 square metres for commercial buildings with larger floor plates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.

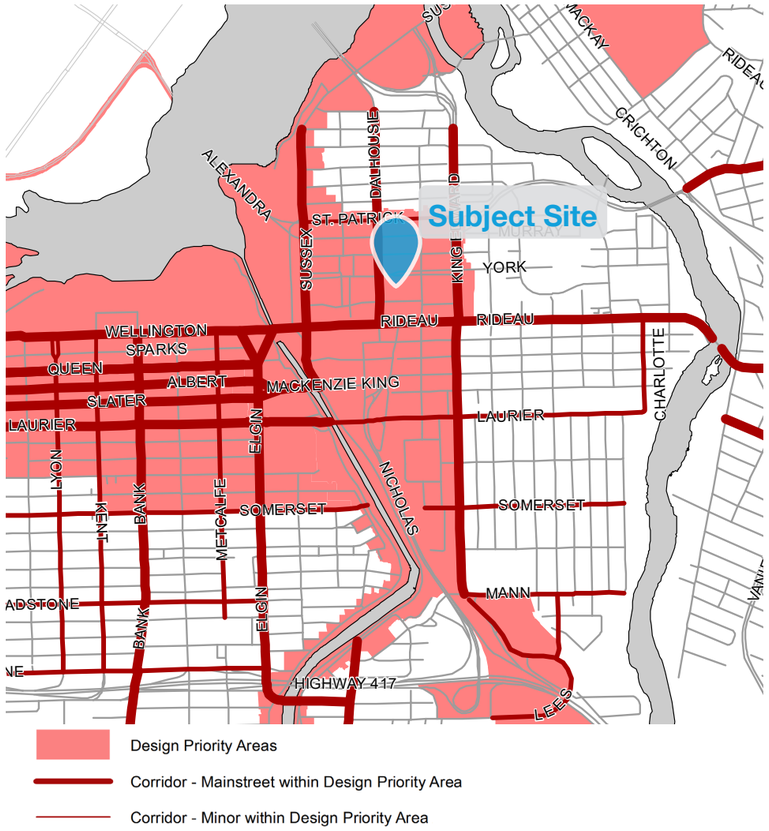
The proposed design has a well defined base, middle, and top, expressed through variation in height, glazing, and materiality. The tower design reflects design elements of the existing Andaz Hotel with variation in colour. The proposed floor plate is less than 2000 square metres, about 1,425 square metres.

Policy 9 of Section 4.6.6 requires high-rise buildings to have separation distances between towers to ensure privacy, light and sky views for residents and workers. Responsibilities for providing separation distances shall be shared equally between owners of all properties where High-rise buildings are permitted. Maximum separation distances shall be achieved through appropriate floor plate sizes and tower orientation, with a 23-metre separation distance desired, however less distance may be permitted in accordance with Council approved design guidelines.

There is a 15-metre setback provided between the proposed tower and the 141 George Street residential building. The proposed tower is set back 7 metres from the east property line and approximately 19.9 metres from the 126 York Street / 151 George Street development. The interface of the proposed tower with the graduated stepbacks of the adjacent development further reduces proximity impacts, with only a portion of the proposed building interfacing directly with the high-rise elements of the adjacent building.

The top penthouse containing building mechanics is set further back from the street and building to the east, reducing its visual impact. The proposed tower is set back 10 metres from the front property line, preserving the human scale and visual comfort of the pedestrian realm while contributing to increased density and mix of uses in the area.

The overall design conforms to the Urban Design policies outlined in Section 4.6 of the Official Plan.



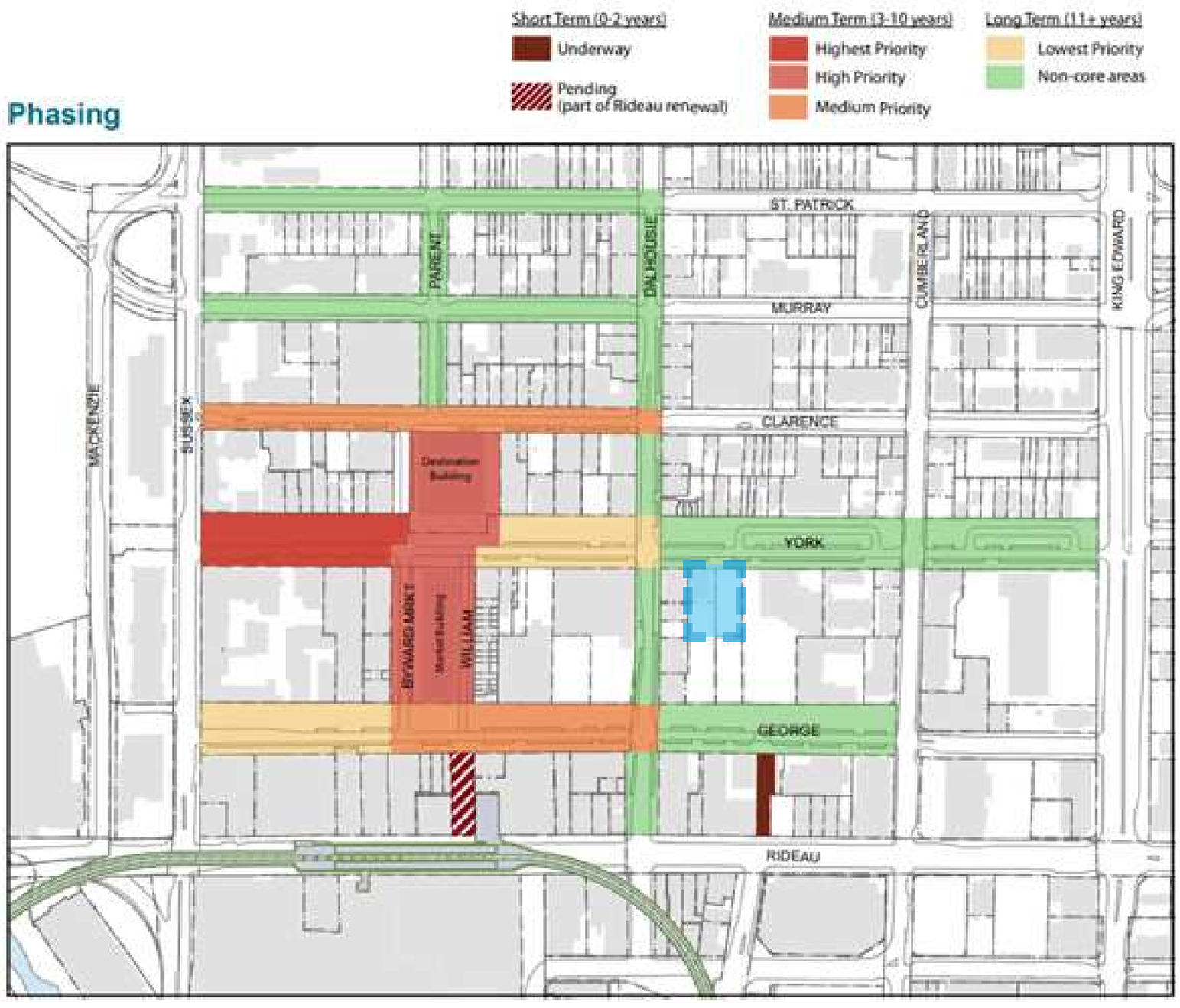
ByWard Market Public Realm Plan (2021)

The City of Ottawa City Council unanimously approved the ByWard Market Public Realm Plan on January 27, 2021, a document that guides the evolution of the Market's public spaces and provides a framework to coordinate investment opportunities.

The ByWard Market Public Realm Plan is a collection of many diverse projects which aim to reduce vehicle use and surface parking in the market, increase greenery, improve public spaces and opportunities for programing, and improve infrastructure, among other objectives. As shown on the accompanying image, York Street abutting the subject site is identified as a long term project and a non-core area. Public Realm strategies which relate to the subject site include capital improvements and infrastructure renewal and are the responsibility of the City of Ottawa.

The proposed development advances the objectives of the ByWard Market Public Realm Plan by expanding an active use at a key intersection and animating the street through generous fenestration and human-scaled lower-floors. The development replaces a surface parking lot, further fostering pedestrian movements in the public realm. Good urban design at the intersection can also encourage visitors to the hotel to further engage with the public realm, such as patronizing nearby businesses with patios.

Phasing



Transit Oriented Development Guidelines

The Transit Oriented Development (TOD) guidelines provide guidance in achieving well-designed and successful Transit-Oriented Development. These guidelines are to be applied to all development throughout the City within a 600-metre walking distance of a rapid transit stop or station to provide guidance to the proper development of these strategically located properties.

The proposed development has regard for the following design guidelines:

Land Use

- / Provide transit supportive land uses within a 600-metre walking distance of a rapid transit stop or station (Guideline 1);
- / Discourage non-transit-supportive land uses that are oriented primarily to the automobile and not the pedestrian, cyclist or transit user (Guideline 2).

Built Form

- / Step back buildings higher than 4 to 5 storeys in order to maintain a more human scale along the sidewalk and to reduce shadow and wind impacts on the public street (Guideline 11);
- / Create highly visible landmarks through distinctive design features that can be easily identified and located. For example taller buildings can create a landmark location because they stand out on the skyline (Guideline 12);
- / Provide architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians (Guideline 14);
- / Use clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order to provide ease of entrance, visual interest and increased security through informal viewing (Guideline 15).

Vehicles & Parking

- / Encourage underground parking or parking structures over surface parking lots. Locate parking structures so that they do not impede pedestrian flows and design them with active street-level façades, including commercial uses and/or building articulation, non-transparent windows or soft and hard landscaping (Guideline 39);
- / Locate loading areas off the street, behind or underneath buildings. Avoid routing deliveries through parking areas and across primary pedestrian, transit and cyclist routes (Guidelines 43).

Streetscape & Environment

- / Enclose air conditioner compressors, garbage and recycling containers and other similar equipment within buildings or screen them from public view (Guideline 54).

Located less than 400 metres from the Rideau O-Train Station, the proposed development is transit-supportive and eliminates surface parking at grade. The proposed building is stepped back above the 3rd storey to maintain a human scale in the pedestrian realm. The building will enhance a highly visible landmark at the eastern edge of the ByWard Market. The proposed building podium features clear windows and doors to contribute to a transparent streetscape and increased safety. The loading area is located in the rear yard, screened from the street, with mechanical areas and refuse collection located within the building.



Source: OC Transpo (https://www.octranspo.com/en/o-train-extension/)

Urban Design Guidelines for High-Rise Buildings (2018)

The Urban Design Guidelines for High-Rise Buildings were approved by City Council in 2018. They are general guidelines to be used during the preparation and review of development proposals including high-rise buildings. As stated on page 2 of the Guidelines, “they are not intended to be used as a checklist for evaluating a proposal and not all of the guidelines are applicable to every site”. As the Guidelines note, the given context of a site will inform the development and that each site will have its own opportunities and challenges.

A more extensive review of the Urban Design Guidelines can be found in the Planning Rationale. However, the proposed development notably responds to the following guidelines:

Context

/ Respect the overall historic setting, including protecting and enhancing views of the adjacent heritage buildings through placement, scale, and design of the high-rise building (**Guideline 1.22**).

The proposed design does not encroach on existing heritage buildings or the view of significant buildings in the ByWard Market. The podium design reflects the materials and massing of the surrounding area and the tower is set back from the street, positioned behind the existing Andaz Hotel when viewed from the west.

/ Respect the character of the adjacent heritage buildings by integrating high-quality, contemporary design cues, particularly at the base of the building (**Guideline 1.23**).

The podium materiality integrates design elements of the adjacent heritage buildings notably red brick and aluminum panels and trim with ample glazing. The proposed cornice is also reflective of the surrounding architecture.

Built Form

/ Enhance and create the image of a community and a city through the design of the upper portion of the building, which is often comprised of a middle and a top that:
a. protects and/or creates views and landmarks; and
b. respects and/or enriches urban fabric and skylines.
(**Guideline 2.2**)

The proposed design has a clearly defined base, middle and top. The building façade is articulated with windows, dark-coloured brick, and aluminum panels. The design relates closely to the existing Andaz Hotel and complements its design in a contrasting colour. The inverse “U” shape of light aluminum panels on the building façade echoes the dark gray “U” shape on the corner of the existing Andaz Hotel. The upper portion of the building design enriches the urban skyline in a subtle way, increasing visual interest without being a landmark building.

/ The maximum height of the base of a proposed high-rise building should be equal to the width of the ROW (Diagram 2-6) to provide sufficient enclosure for the street without overwhelming the street (**Guideline 2.15**).

The width of York Street abutting the subject site is approximately 15 metres. The proposed podium is approximately 12 metres high and is therefore a sufficient scale with the right-of-way.

/ Respect the character and vertical rhythm of the adjacent properties and create a comfortable pedestrian scale by:
a. breaking up a long façade vertically through massing and architectural articulation to fit into the existing finer grain built form context (**Guideline 2.20**).

The proposed design features vertical and horizontal cladding which is visually related to the buildings on York Street to the north and east. The proposed fenestration of the tower relates to the existing Andaz Hotel. Overall the vertical rhythm of the building incorporates modern design approaches and style, which respond to the immediate built environment.

Response to Pre-Consultation Comments

This section provides a response to comments received from Urban Design staff on April 19, 2024, following the pre-consultation meeting held on April 15, 2024.

City Comment 21: The following elements of the preliminary design are appreciated:

a. Two storey podium expression facing York will be an important feature to integrate the building into the heritage context.
b. Consideration to set-backs to the Tower. Separation to the south (there is sympathetic direction in the high-rise guidelines for over-lapping towers). 7m tower separation to the east may require further study.

Response:

a. Noted.

b. The adjacent building to the east is set back approximately 13 metres from the property line, and the interface between the high-rise elements is limited. The proposed tower would achieve a 15-metre setback to the tower to the south, which represent connected elements of the same development..

City Comment 22: The following element of the preliminary design are of concern:

a. Active frontage facing York Street.
b. Blank wall facing east should consider quality materials showing sensitivity to the heritage nature of the ByWard market and the neighbouring development.
c. Tower floor plate size. Why are the towers connected? Is this the best approach? Shadow impacts will be reviewed.

Response:

a. Design proposes significant transparency of the active frontage on York Street, in line with ByWard market policy, creating foot traffic east of the district.

b. The material and fenestration of the east façade of the development is proposed to be a continuation of the north façade, considering the use of the podium. There is potential for a mural on the east façade, which may incorporate references to the heritage of the area.

c. The proposed development is an extension of the Andaz Hotel and some connections between the buildings will be provided. A stairwell will connect the main lobby of the existing Andaz Hotel to the second storey of the proposed hotel extension.

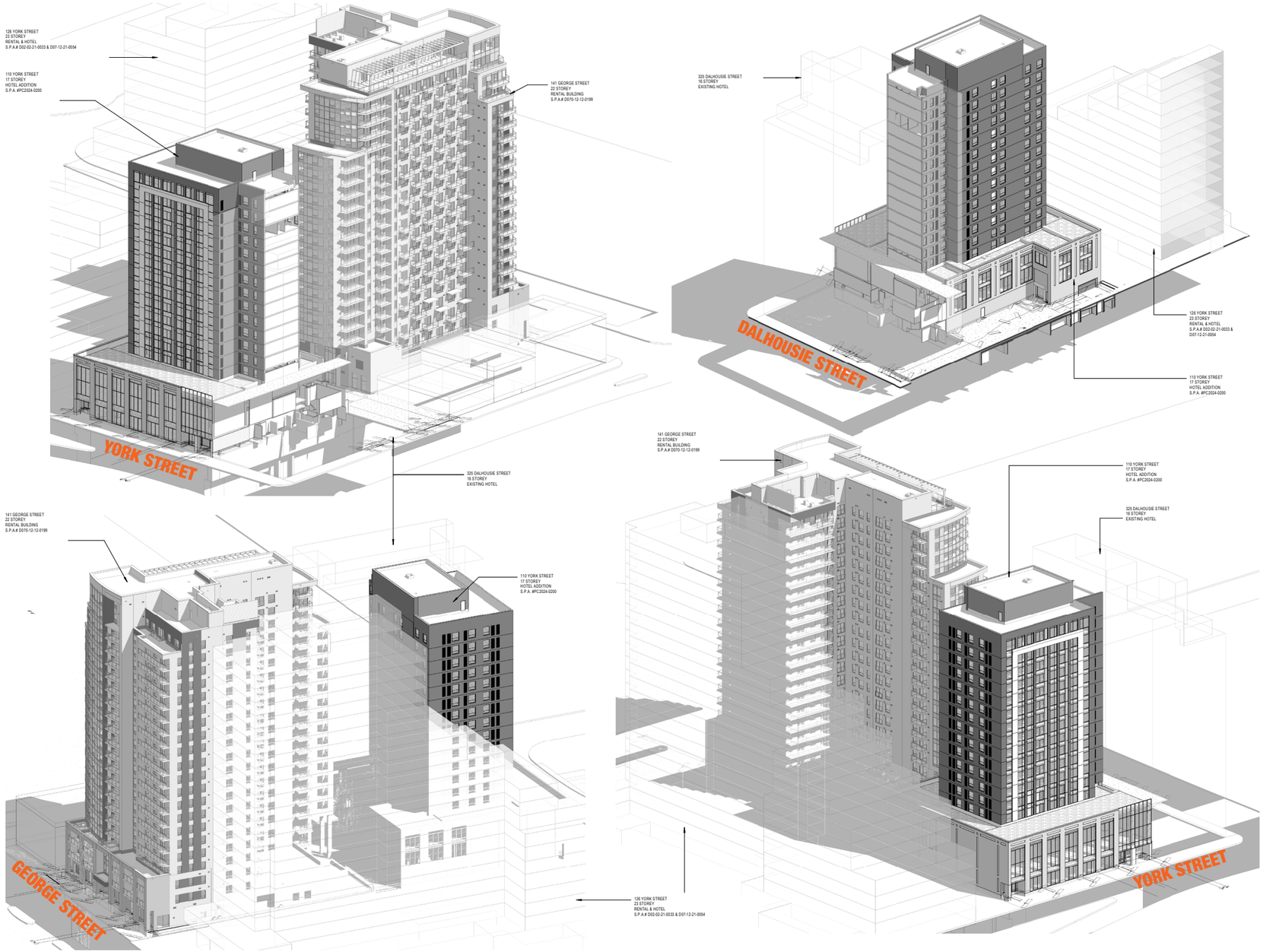
City Comment 23: We require additional design information to provide more detailed design recommendations.

Response: An Urban Design Brief has been prepared in line with the City's Terms of Reference and included in the Site Plan Control application submission.

SITE CONTEXT & ANALYSIS

03

Perspectives



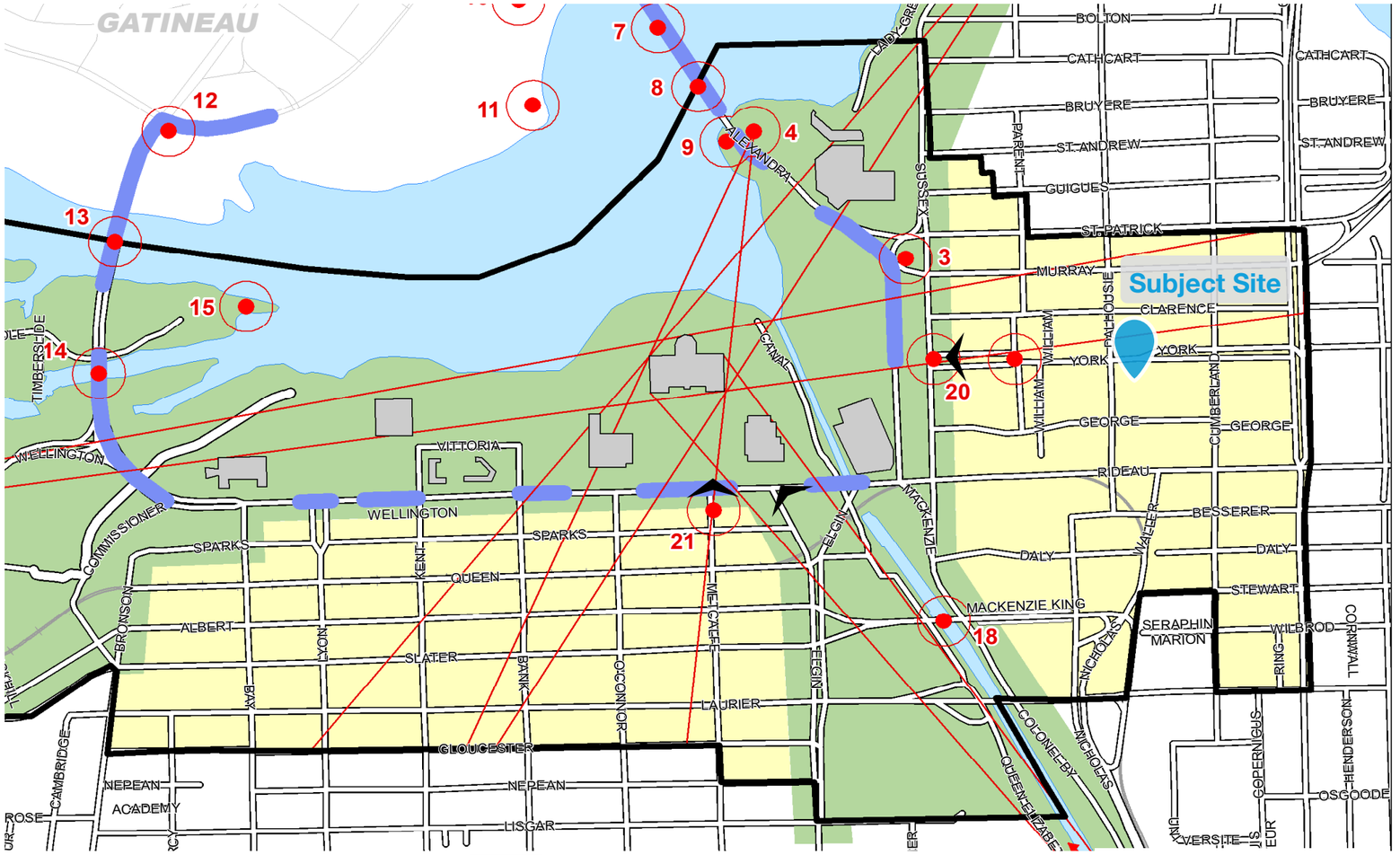
Views & Viewsheds

Schedule C6-A Views, Viewsheds, and View Sequences of the Parliament Buildings and other National Symbols of the Official Plan identifies key views and viewpoints in the Downtown Core. Located in the ByWard Market, the subject site is within the Central Area Boundary. The schedule identifies that the subject site is within an Area of Background Height Control.

Per Section 4 of the Official Plan, Subsection 4.6.2: Protect view and enhance Scenic Routes including those associated with national symbols, Policy 1. The following applies to areas designated on Schedule C6A:

a. Development shall not visually obstruct the foreground of views of the Parliament Buildings and other national symbols, as seen from the key viewpoints and view sequences indicated on Schedule C6A; and
b. No building, part of a building or building roof structure will exceed the angular building height limits that are defined by the perimeter above sea-level heights for each block on Schedule C6B.

The proposed development on the subject site matches the height of the existing Andaz Hotel and the tower is oriented so that there is no additional impact on protected views in the Central Area. As the Andaz Hotel is also not within a Key View area, the proposed development is not anticipated to impact protected view corridors or view s of interest.



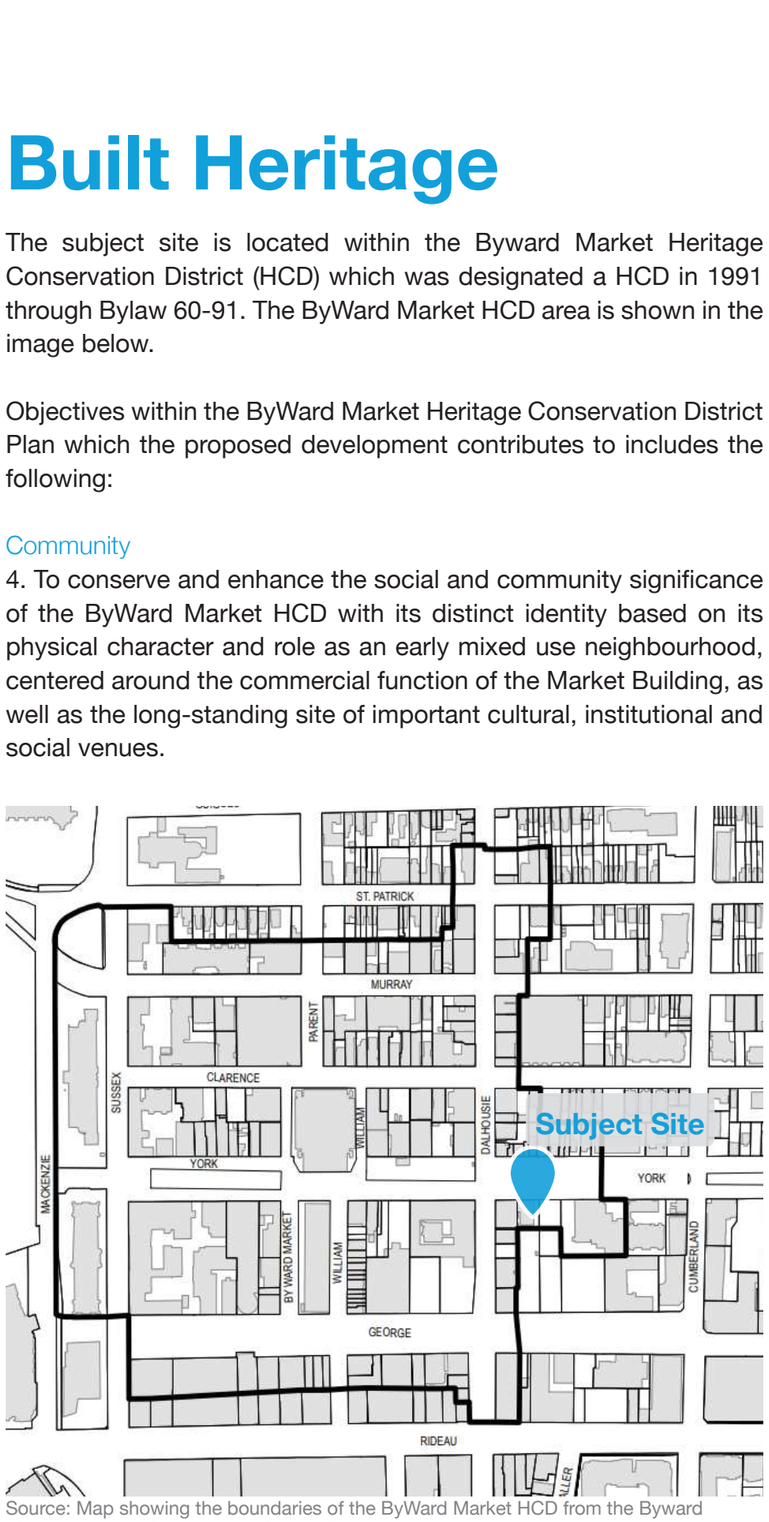
Built Heritage

The subject site is located within the Byward Market Heritage Conservation District (HCD) which was designated a HCD in 1991 through Bylaw 60-91. The ByWard Market HCD area is shown in the image below.

Objectives within the ByWard Market Heritage Conservation District Plan which the proposed development contributes to includes the following:

Community

4. To conserve and enhance the social and community significance of the ByWard Market HCD with its distinct identity based on its physical character and role as an early mixed use neighbourhood, centered around the commercial function of the Market Building, as well as the long-standing site of important cultural, institutional and social venues.



Source: Map showing the boundaries of the ByWard Market HCD from the Byward Market Heritage Conservation District Plan.

5. To recognize, honour and highlight underrepresented histories or stories associated with the cultural heritage value of the ByWard Market HCD through commemorative and interpretive efforts together with the community

The proposed development creates opportunity to increase the public's experience of the ByWard Market, particularly visitors to the City of Ottawa. The Ballroom provides opportunity for social gathering in the ByWard Market HCD. The east façade of the building has been identified in pre-consultation meetings as an opportunity for the provision of a mural or an artistic installation.

Alterations, New Construction & Development

13. To encourage compatible new conservation and development on vacant and/or underdeveloped lots, particularly those used for surface parking, that conserves the cultural heritage value of the District and reflects its history, character and development patterns.

14. To ensure that new construction and development on vacant and/or underdeveloped lots, particularly on larger parcels where there are Contributing buildings respects the character of those buildings through their retention and the sympathetic design of the new structure[s].

15. To maintain and enhance the historically mixed use and commercial streetscape character of Sussex Drive, York Street, Dalhousie Street, Murray Street between Dalhousie Street and Parent Avenue, as well as the streets surrounding the ByWard Market Building on three sides (George Street, ByWard Market Square and William Street) through the use of compatible materials and architectural details and through the maintenance of the HCD's consistent building height in new construction.

16. To maintain and enhance the rich mixed use character of the HCD, through the use of compatible materials and architectural details for new construction, including those streets where houses have been converted to commercial uses.

The hotel extension is proposed to replace the surface parking lot located on 116 York Street and increase the development potential on 110 York Street. The podium design respects the existing built character, contributing to the mixed use streetscape of York Street. Compatible materials, ornamentation, height, and colours are proposed to be incorporated in the podium design.

Public Realm

19. To conserve and enhance the HCD as a neighbourhood with a distinct local identity based on its distinct physical character and its role as an identifiable city neighbourhood that has long been the site of cultural, institutional and social venues.

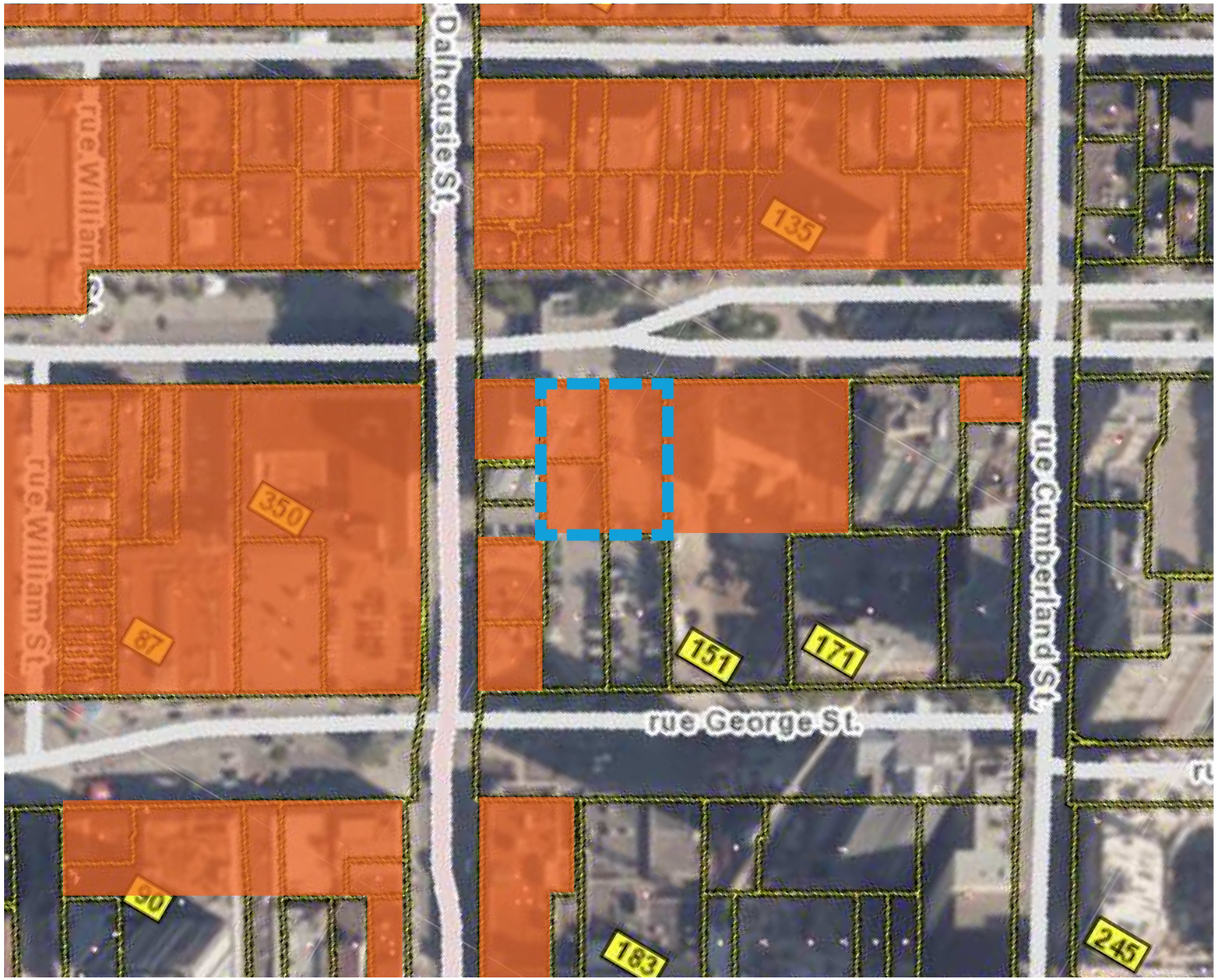
The proposed building façade is highly transparent, relating to the public realm and designed to reflect the former non-contributing heritage building at 110 York Street. The design relates to the surrounding public realm, enhancing the eastern portion of the ByWard Market as having an identifiable character. As detailed on the landscape plan in Section 5, the proposal incorporates improvements to the public access route behind the existing Andaz Hotel on Dalhousie Street. The design prioritizes pedestrian safety and creates visual interest.

While the tower portion of the building is higher than the generally low-rise character of the HCD, it is set well back from the street behind the three-storey podium. In the podium façade there is a single entrance (inset) and multiple bays containing fenestration, in somewhat similar fashion to the older streetscapes in the HCD that contain multiple entrances on smaller lots. The cladding materials and fenestration continue patterns found throughout the HCD.

In order to be in accord with the municipal planning policies and guidelines, including those of the HCD, the building design has been broken down into two main components: a podium base that abuts the sidewalk and a tower that is set well back from the street. This massing responds to the City's planning and urban

design requirements for setbacks and angular planes. This setback design also reduces the visual impact and shadowing of the tower on the portion of York Street within the HCD. The podium is the most prominent part of the building when seen from the street, thus minimizing the tower's visual impact and enhancing the pedestrian scale of this part of the streetscape.

The current design of the proposed building shows several modifications made to better conform to these requirements and recommendations. The tower shape has been changed from a skewed footprint to a rectangular one to reduce its visual prominence. Tower cladding has been changed from a predominance of glazing to dark brick and glass, with window dark mullions and frames, to better respond to the cladding materials found elsewhere in the HCD. The podium cladding has changed to provide a limestone base to the brick walls, a treatment found on many existing commercial buildings in the HCD, including the adjacent former warehouse at 126 York Street. The hotel entrance has been changed to a glazed link with the existing hotel, to distinguish it from the rest of the podium elevation and to incorporate hotel signage. Locations for interpretation of local history have been added to the podium's laneway elevation.



Heritage Overlay per Section 60 of the Comprehensive Zoning By-law (2008-250).

Characteristics of the Public Realm

The subject site and surrounding area are located on the eastern edge of the ByWard Market area; a popular tourist destination with restaurants, bars, shops, entertainment uses and other key landmarks. This is a mixed use area with residential buildings, commercial uses, heritage buildings and social service facilities. Dalhousie, George, and Rideau Streets serve as main commercial corridors, providing a range of pedestrian-oriented uses.

The surrounding uses vary and consist primarily of mid- to high-rise residential buildings, low-rise commercial/retail uses, restaurants, offices, hotel and commercial surface parking lots. The following identifies the land uses that surround the site:

- **North:** The north side of York Street consists of low-rise heritage buildings generally containing commercial/retail uses and a 10-storey apartment building. Further north are additional residential buildings including low- and mid-rise apartment buildings, townhouses, and detached dwellings.

- **East:** East of the subject site along York Street is a recently constructed 22-storey high-rise building which is stepped back from York Street, extending south to front onto George Street. The building retained the 5-storey brick façade of the previous building on York Street. Along George Street to the east is the Salvation Army Ottawa Booth Centre building and Options Bytown which is located at the corner of George Street and Cumberland Street.

- **South:** South of George Street is a block which fronts onto Rideau Street. Rideau Street functions as a major transit corridor and retail node and is characterized by a range of commercial uses including restaurants and offices, and high-rise apartment buildings. The easternmost edge of this block is occupied by a 24-storey residential condominium building and an 11-storey office building. Numerous low-rise buildings occupy the remainder of the block occupied by both commercial, restaurant, and nightlife uses.

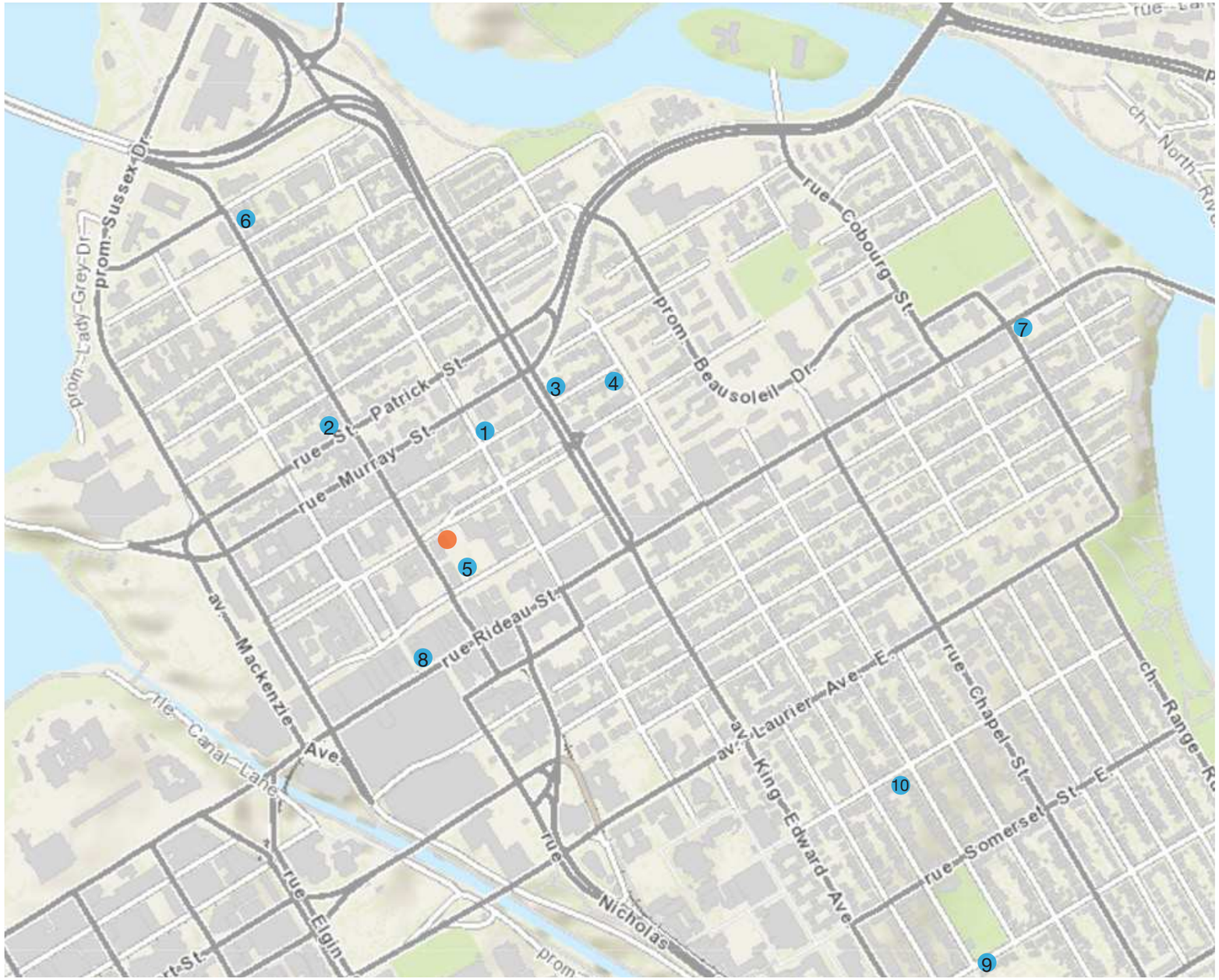
- **West:** To the west of the subject site is the existing Andaz Hotel owned by Claridge Homes. Across Dalhousie Street is the 4-storey Marriott Hotel which which occupies the southwest corner of York and Dalhousie Streets. There are parking lots beside the Marriott Hotel and a 2-storey building for broadcasting and production studios including CTV and Bell Media. West of the media building, fronting onto William Street, are a range of commercial uses and restaurants, which are oriented towards the ByWard Market building which includes, shops, restaurants, bars, and other commercial uses.







Future & Current Development Proposals



1. 211 Clarence Street
   / Zoning By-law Amendment to develop a 9-storey apartment building. File Pending.
2. 235 St. Patrick Street
   / Ontario Heritage Act application for the demolition of 227-237 St. Patrick Street. Active File, Report in Progress.
3. 261, 269, 277 King Edward Avenue & 260 Murray Street
   / Site Plan Control application for the development of a mixed use building. File Pending.
4. 78, 80 Nelson Street & 253, 255, 257 York Street
   / Site Plan Control application for low-rise additions to the existing buildings. Active File.
5. 141 George Street
   / Site Plan Control application for a temporary surface parking lot. File Pending.
6. 109-115 Dalhousie Street
   / Site Plan Control application for a low-rise apartment building and 2 semi-detached units. File Pending.
7. 590-594 Rideau Street
   / Site Plan Control application to permit a 7-storey mixed use building. File Pending.
8. 119 Rideau Street
   / Site Plan Control application for a new 2 storey bank building. Approved.
9. 72 Templeton Street
   / Demolition Control application to demolish a single detached building. File Pending.
10. 146 Osgoode Street & 68 Sweetland Avenue
    / Site Plan Control and Zoning By-law Amendment for the addition to an existing building and consolidate zoning.

DESIGN RESEARCH

04

Massing in the Existing & Planned Context



Perspective of the proposed development north façade in the existing context. As seen in the images on the next page, the proposed development matches the height of the existing Andaz Hotel. The top floors align across the extension and existing building. The mechanical penthouse on the roof also aligns with that of the Andaz Hotel.

Left of the proposed building extension is an outline of the 151 George Street building. Preserving the façade of the former building on site, the 151 George Street building is 5 storeys where it abuts York Street and is stepped back to reach a maximum height of 22 storeys on the south portion of the property. The high-rise portion of the 151 George Street building (11 storeys+) is set back 27 metres south of the York Street property line, creating a cascading mid-rise built form for the northern portion of the building. Consequently, the proposed tower of the 110-116 York Street hotel extension predominately interfaces with a mid-rise built form.

Block Plan

In addition to the previous image, the renderings on the right and below show a perspective of the proposed development from street level. The image below is positioned on York Street facing southwest and the image to the left is the east façade of the building. The exisiting 151 George Street building is illustrated on the left of the proposed hotel extention.

As identified on the Future & Current Development Proposals map in the previous section of this Urban Design Brief, the only planned development in the immediate surrounding area is at 137, 141 George Street, depicted as a black high-rise building in the two renderings.



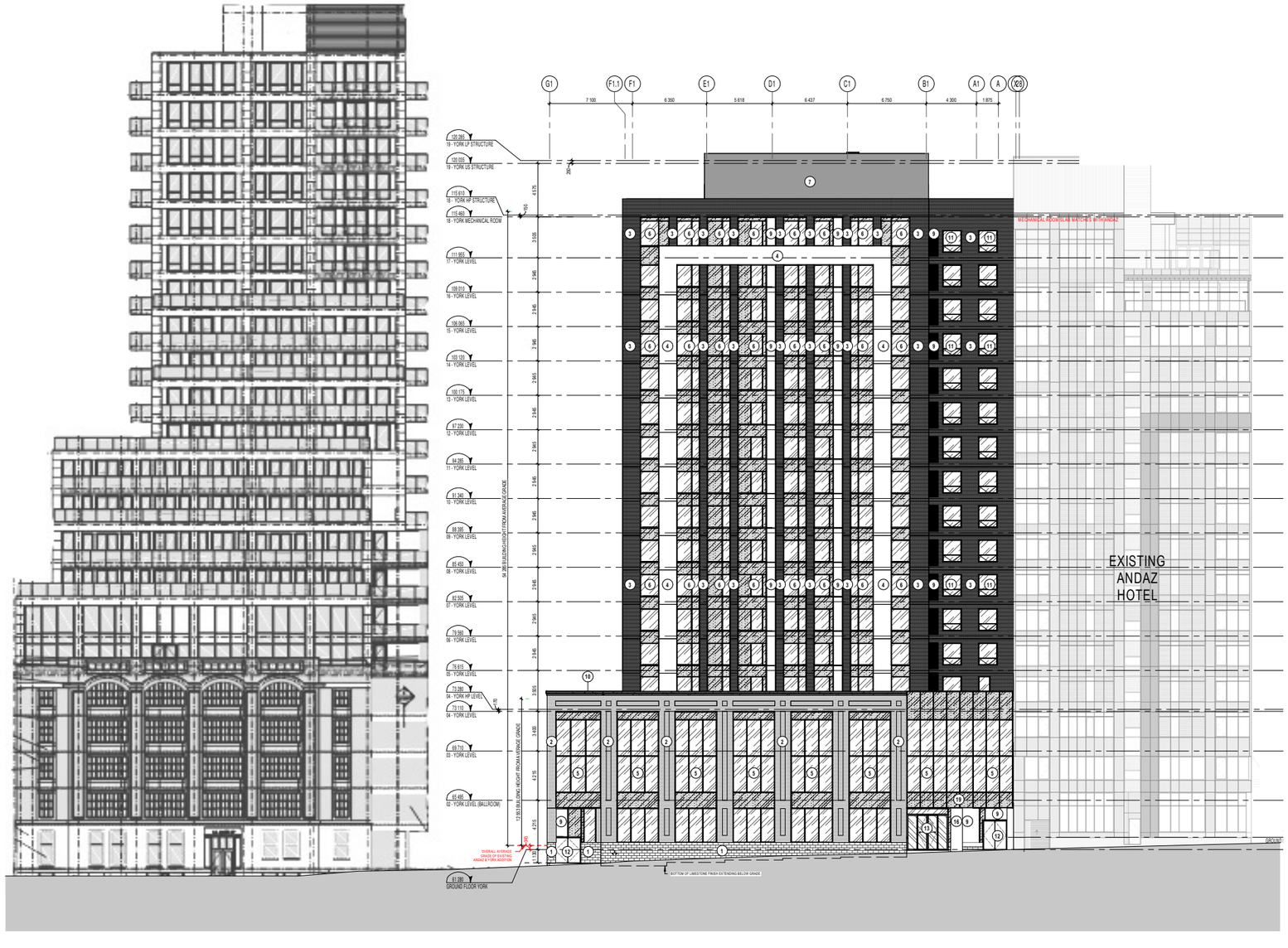


Built Form Transition

As illustrated throughout this Urban Design Brief, the proposed Andaz Hotel expansion has been designed to provide an appropriate transition between the low-rise buildings on the north side of York Street and the existing and planned high-rise buildings to the south and east. The podium design interfaces with the public realm in a manner that is consistent with the existing Andaz Hotel and surrounding area. The proposed tower is stepped-back from the front, interior, and rear lot lines to provide a buffer with surrounding mid- and high-rise buildings.

This elevation illustrates the relationship between the proposed hotel expansion height and the 151 George Street building. The tower height is lower in the proposed development than that of the 151 George Street development and podium is lower than, but proportionally similar to, the 151 George Street building base.

The proposed massing of the hotel expansion and the proposed tower separations are consistent with the previously Council-approved site-specific zoning schedule. The podium and tower placement is consistent with the design approach on the entire city block, characterized by other high-rise, infill buildings and the Andaz Hotel. The placement and design of the building expansion maximizes off-sets to other existing and planned-buildings, and sufficiently sets back the tower from the podium edge along York Street. The overall design is appropriate in the built-form and policy context.



Sustainability Statement

The design is implementing some sustainable features such as Low-E and Argon in double sealed glass vision units. The building features thermally broken window walls with insulated back pans. The proposed design includes light coloured roofing, increasing the buildings energy efficiency.

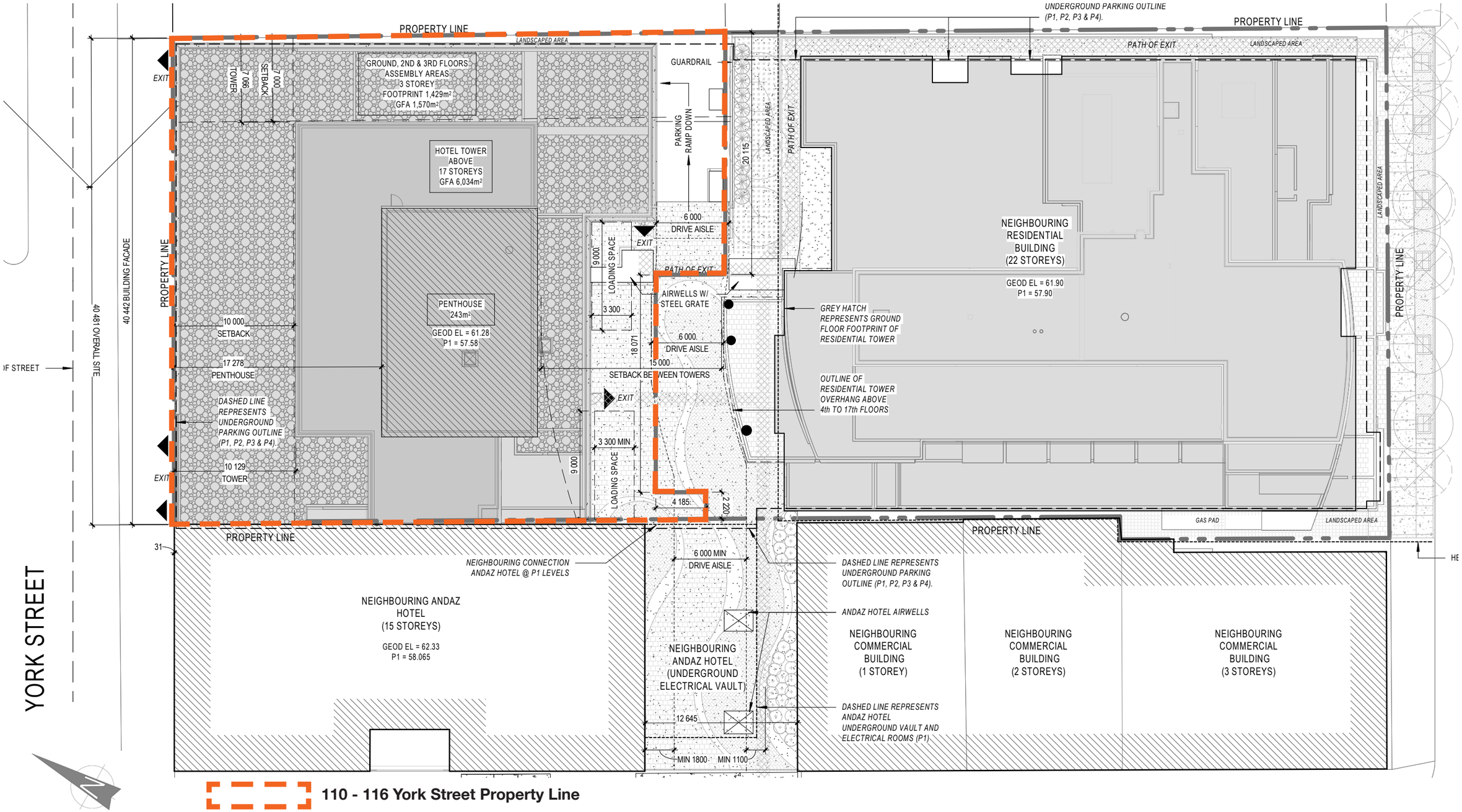
Bird-Safe Design Statement

The design of the hotel extension tower incorporates various fenestrations, using various non-reflective materials in between glazing which will reduce the hazard for birds.

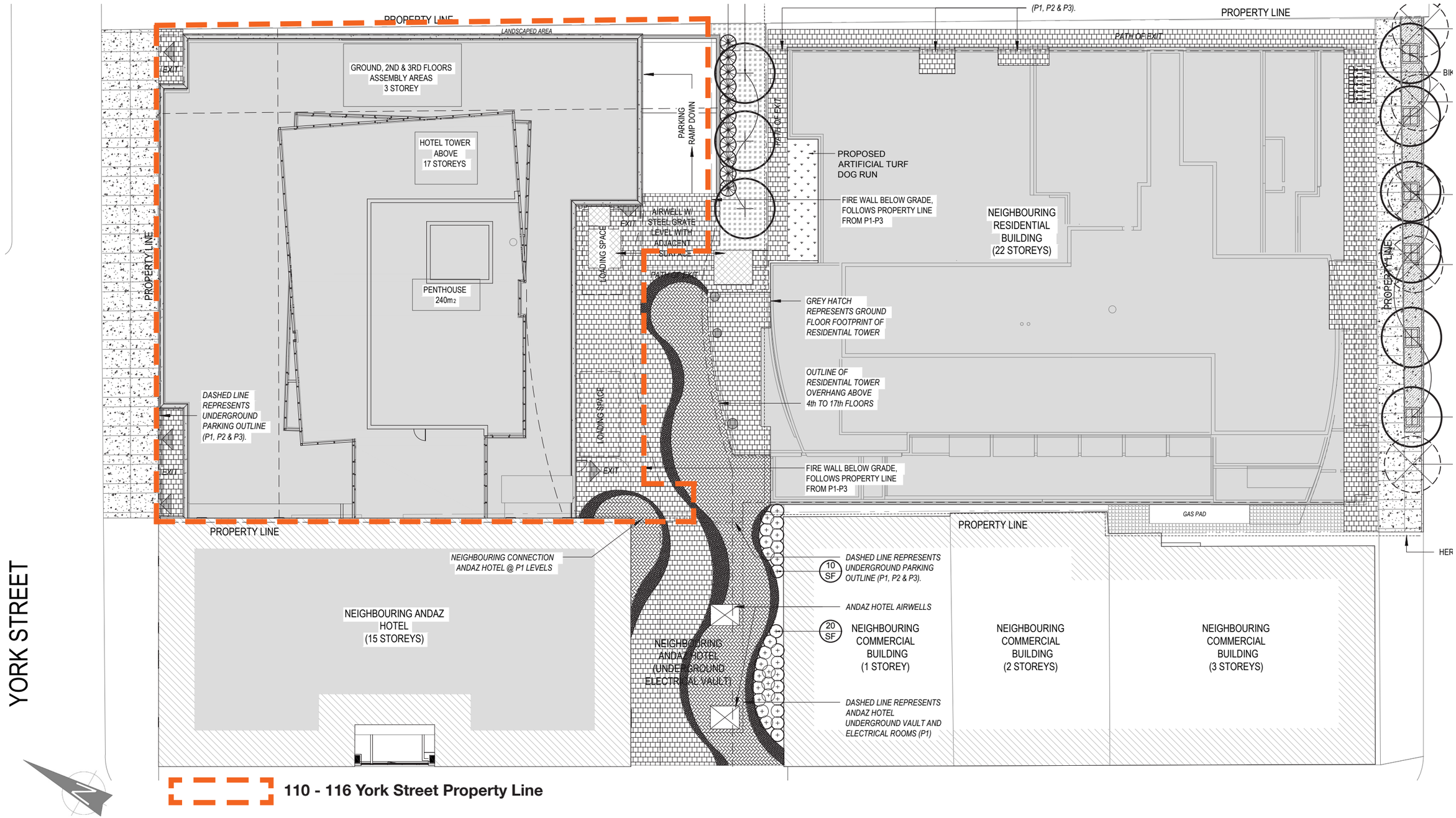
ADDITIONAL MATERIALS

05

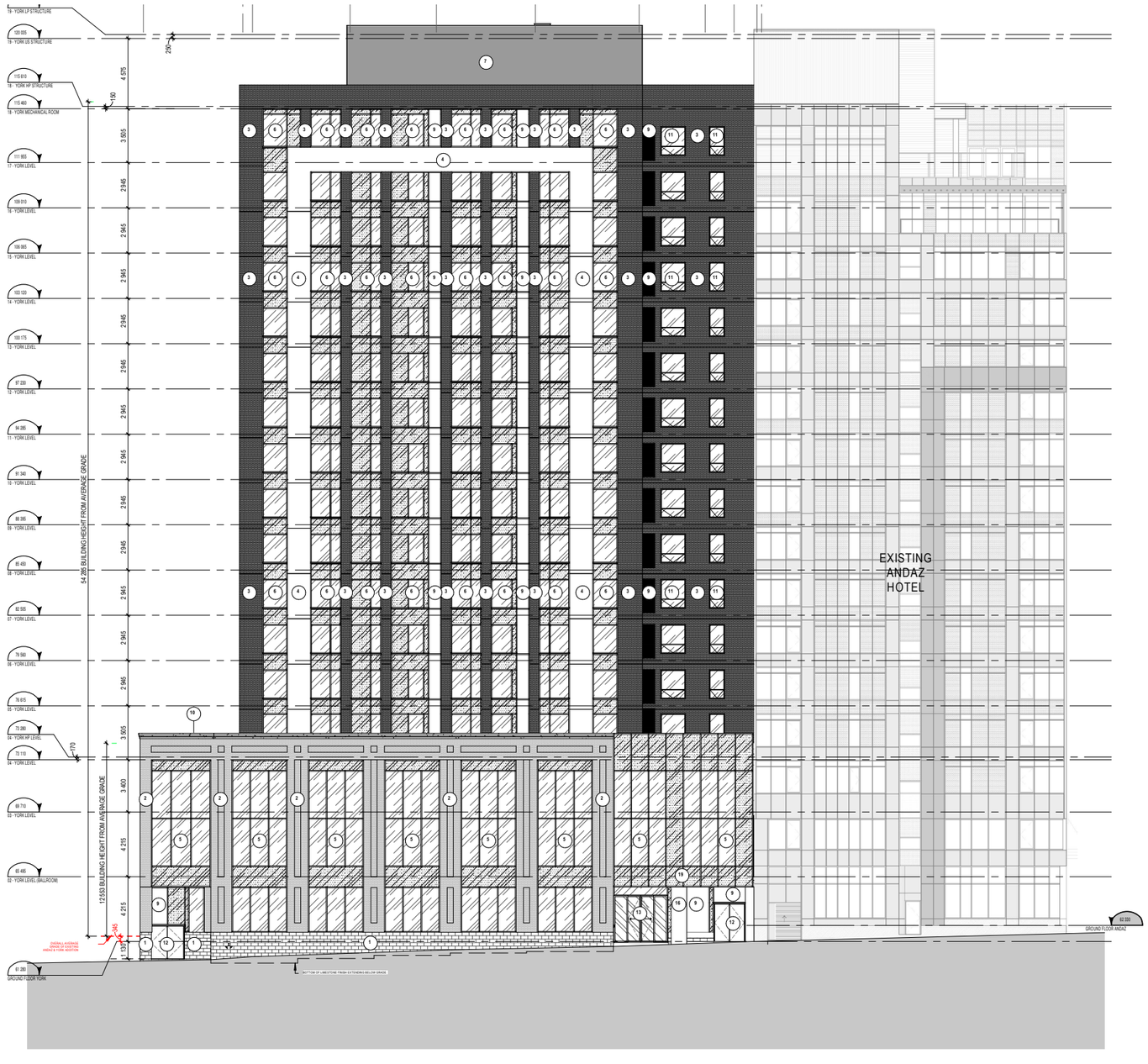
Site Plan


PROPERTY LINE
LANDSCAPED AREA
EXIT
TOWER 7 066
SETBACK 7 000
GROUND, 2ND & 3RD FLOORS
ASSEMBLY AREAS
3 STOREY
FOOTPRINT 1,429m²
GFA 1,570m²
GUARDRAIL
PARKING RAMP DOWN
HOTEL TOWER
ABOVE
17 STOREYS
GFA 6,034m²
20 115
6 000
DRIVE AISLE
9 000
LOADING SPACE
EXIT
PATH OF EXIT
AIRWELLS W/ STEEL GRATE
3 300
18 071
6 000
DRIVE AISLE
15 000
SETBACK BETWEEN TOWERS
EXIT
3 300 MIN
9 000
LOADING SPACE
4 185
2 220
PENTHOUSE
243m²
GEOD EL = 61.28
P1 = 57.58
10 000
SETBACK
17 278
PENTHOUSE
DASHED LINE REPRESENTS UNDERGROUND PARKING OUTLINE (P1, P2, P3 & P4).
10 129
TOWER
EXIT
UNDERGROUND PARKING OUTLINE (P1, P2, P3 & P4).
PATH OF EXIT
LANDSCAPED AREA
NEIGHBOURING RESIDENTIAL BUILDING (22 STOREYS)
GEOD EL = 61.90
P1 = 57.90
GREY HATCH REPRESENTS GROUND FLOOR FOOTPRINT OF RESIDENTIAL TOWER
OUTLINE OF RESIDENTIAL TOWER OVERHANG ABOVE 4th TO 17th FLOORS
GAS PAD
LANDSCAPED AREA
PROPERTY LINE
NEIGHBOURING CONNECTION ANDAZ HOTEL @ P1 LEVELS
6 000 MIN
DRIVE AISLE
DASHED LINE REPRESENTS UNDERGROUND PARKING OUTLINE (P1, P2, P3 & P4).
ANDAZ HOTEL AIRWELLS
NEIGHBOURING ANDAZ HOTEL (15 STOREYS)
GEOD EL = 62.33
P1 = 58.065
NEIGHBOURING ANDAZ HOTEL (UNDERGROUND ELECTRICAL VAULT)
NEIGHBOURING COMMERCIAL BUILDING (1 STOREY)
NEIGHBOURING COMMERCIAL BUILDING (2 STOREYS)
NEIGHBOURING COMMERCIAL BUILDING (3 STOREYS)
DASHED LINE REPRESENTS ANDAZ HOTEL UNDERGROUND VAULT AND ELECTRICAL ROOMS (P1)
12 645
MIN 1800
MIN 1100
40 481 OVERALL SITE
40 442 BUILDING FACADE
OF STREET
YORK STREET
31
HE
110 - 116 York Street Property Line

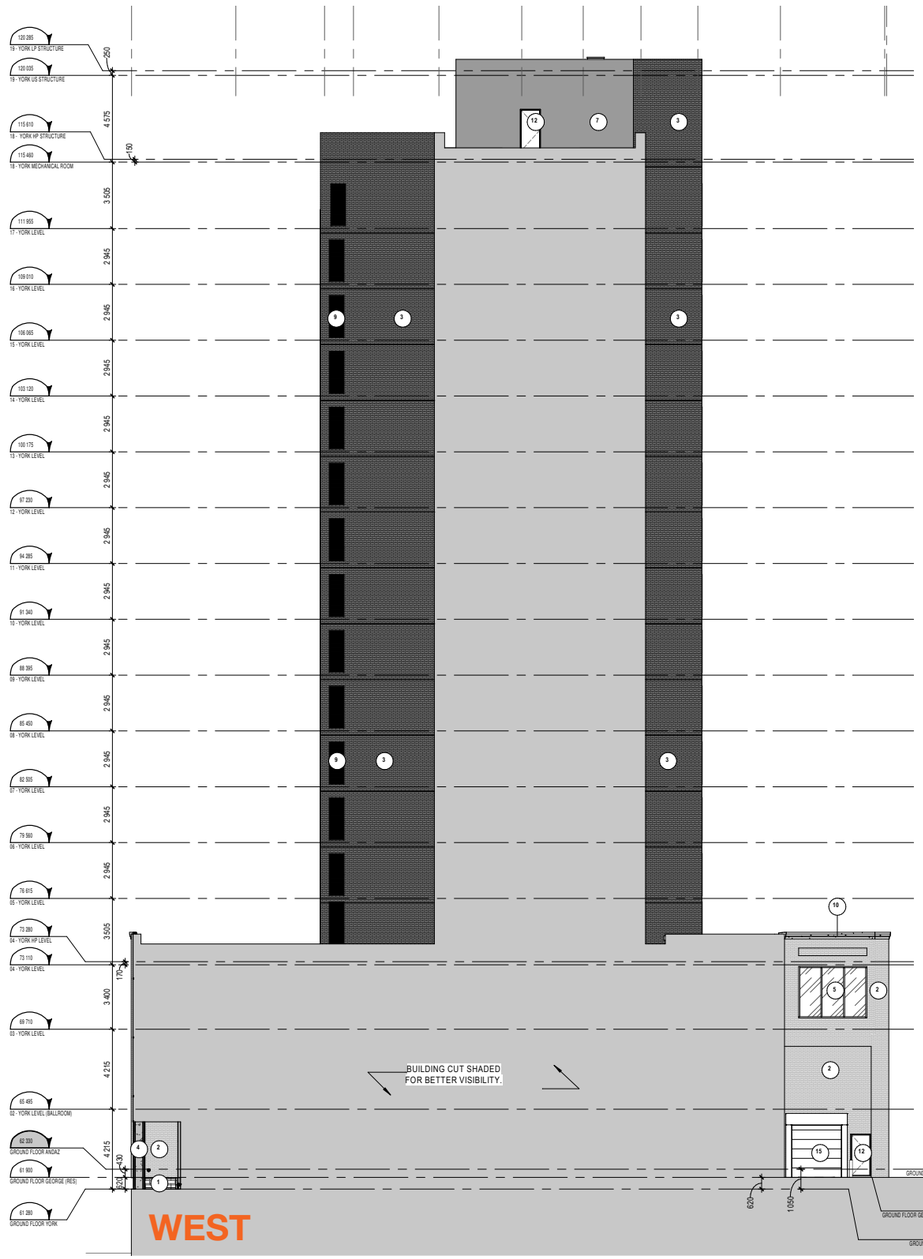
Landscape Plan

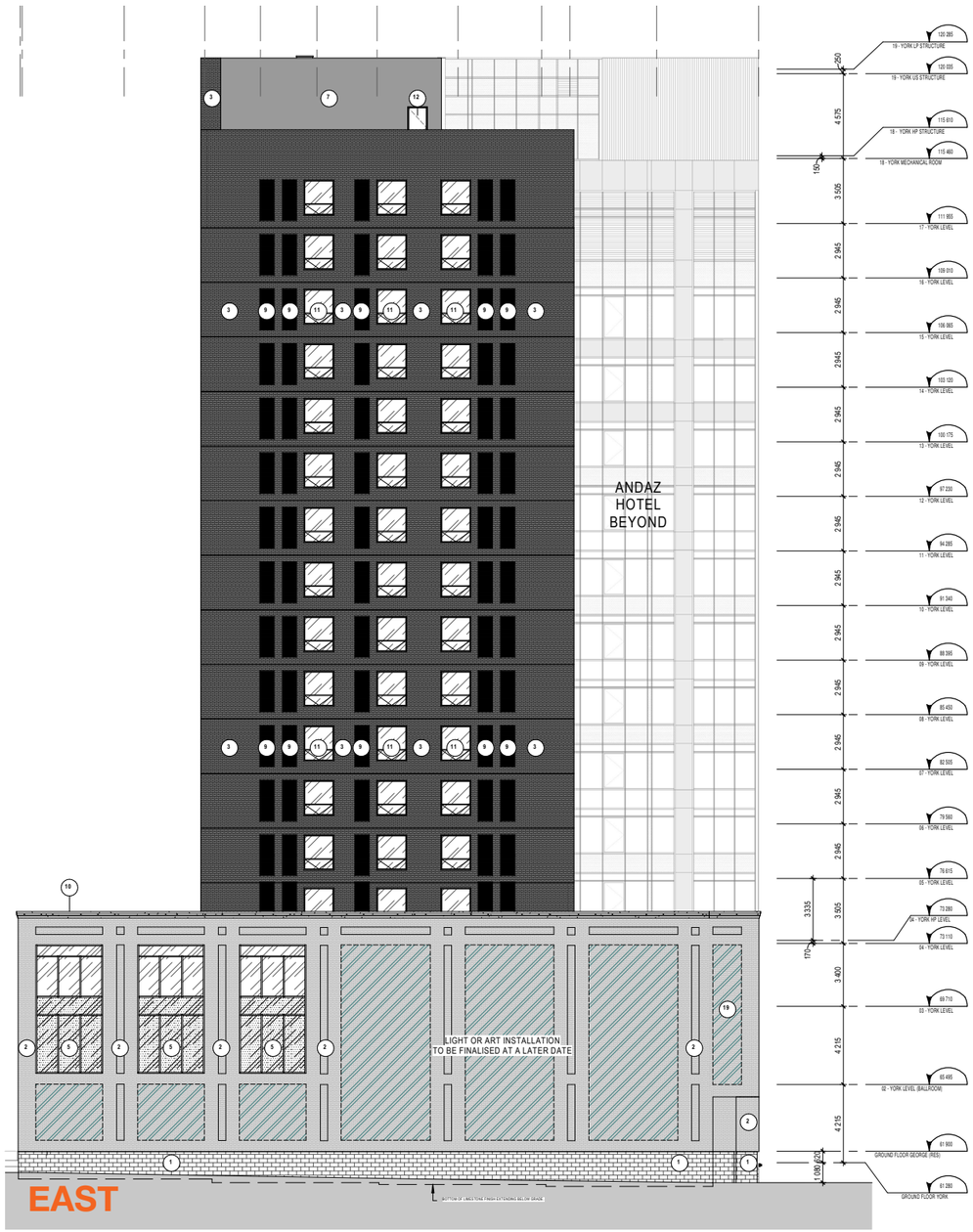


North Elevation



East + West Elevations

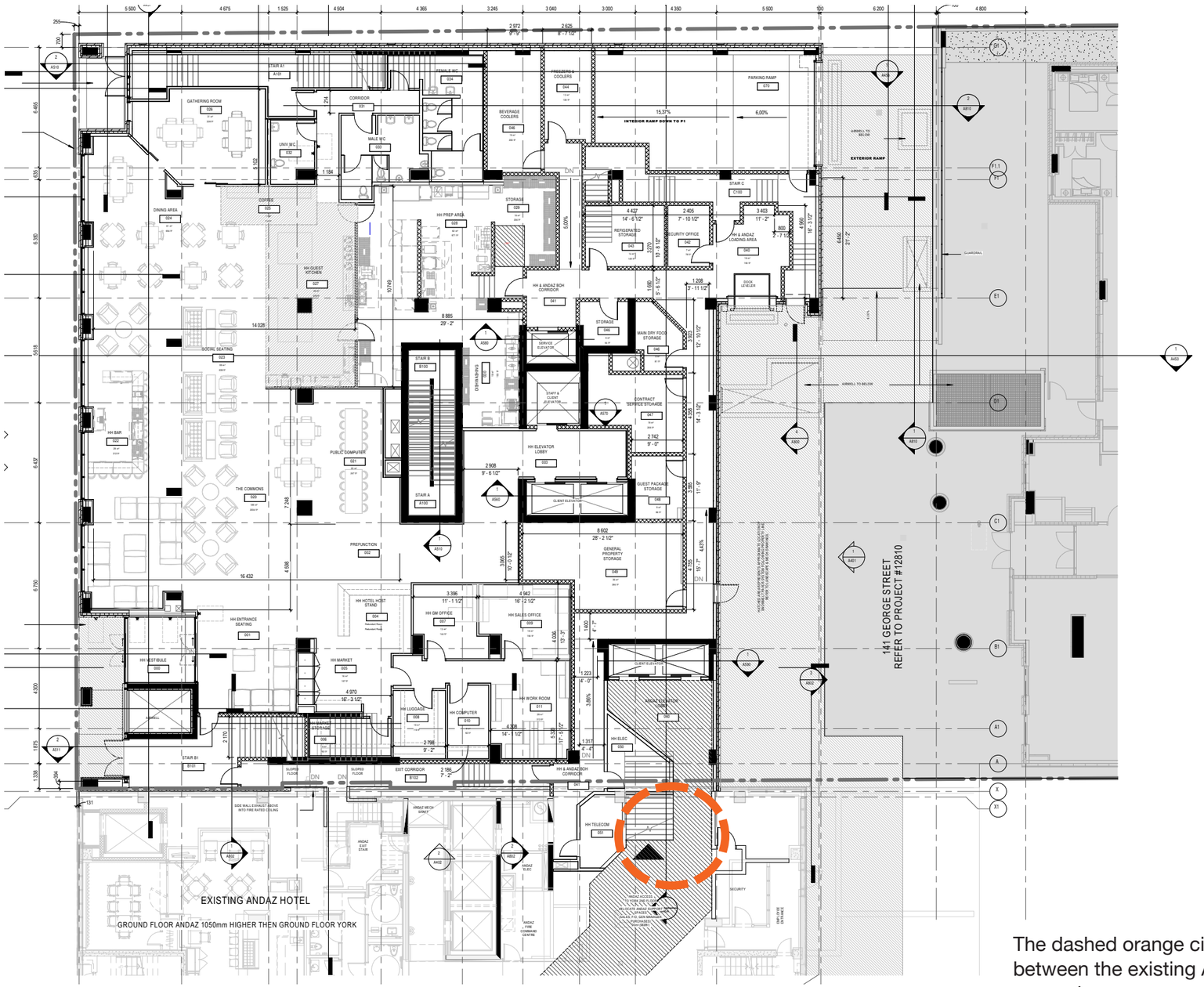




South Elevation

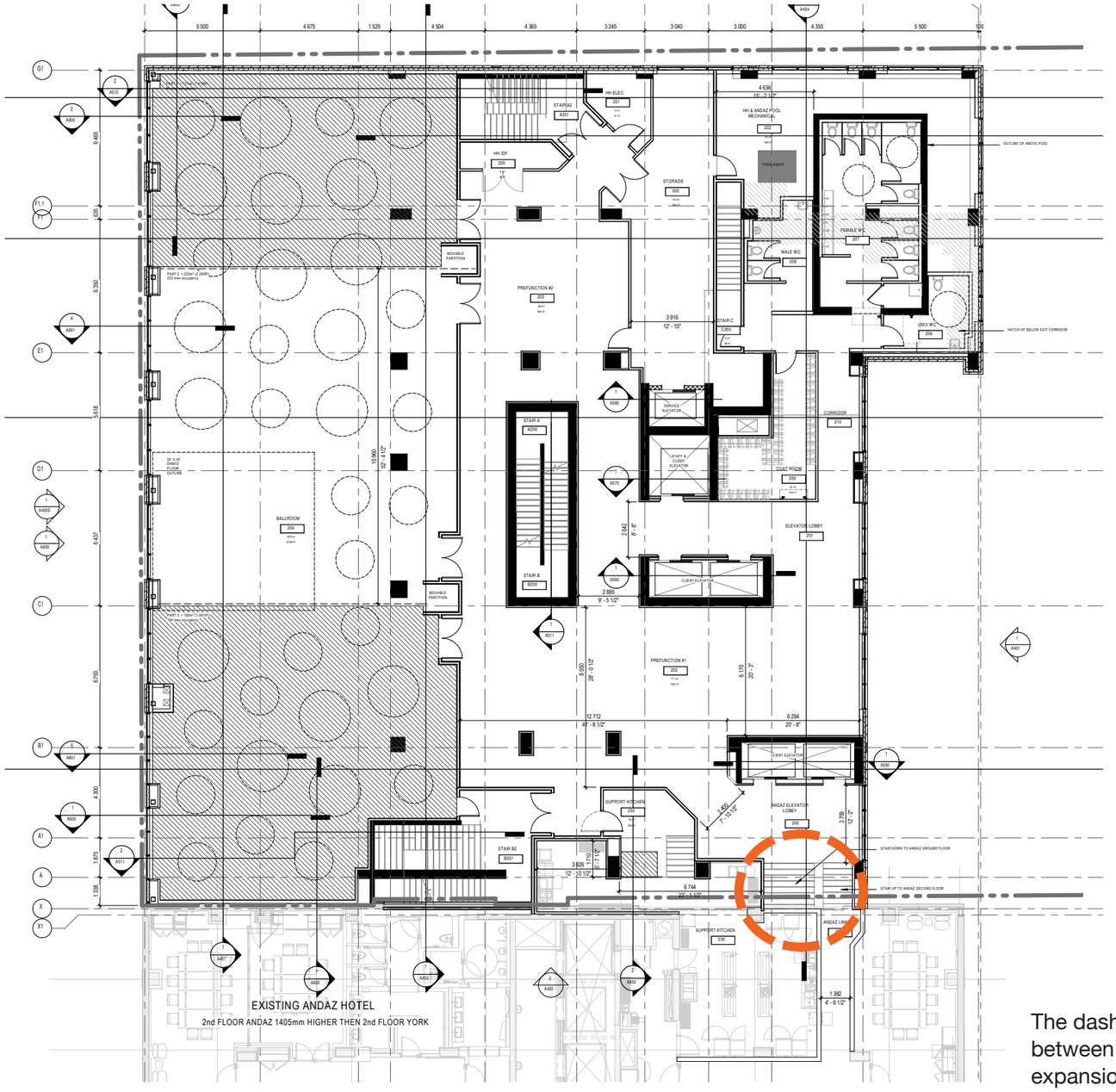


Ground Level Floor Plan



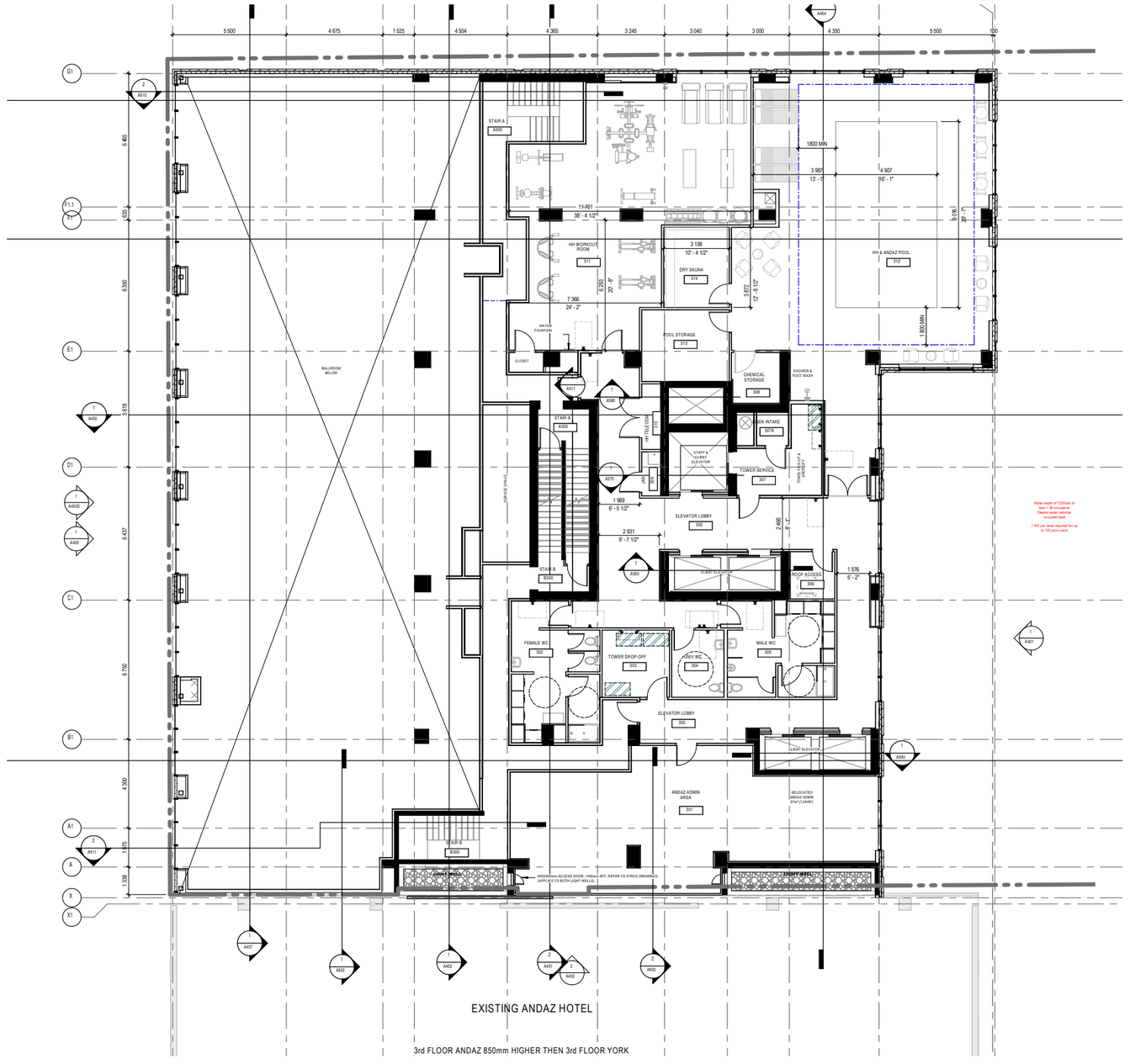
The dashed orange circle identifies the connection between the existing Andaz Hotel to the proposed expansion.

Second Floor Plan

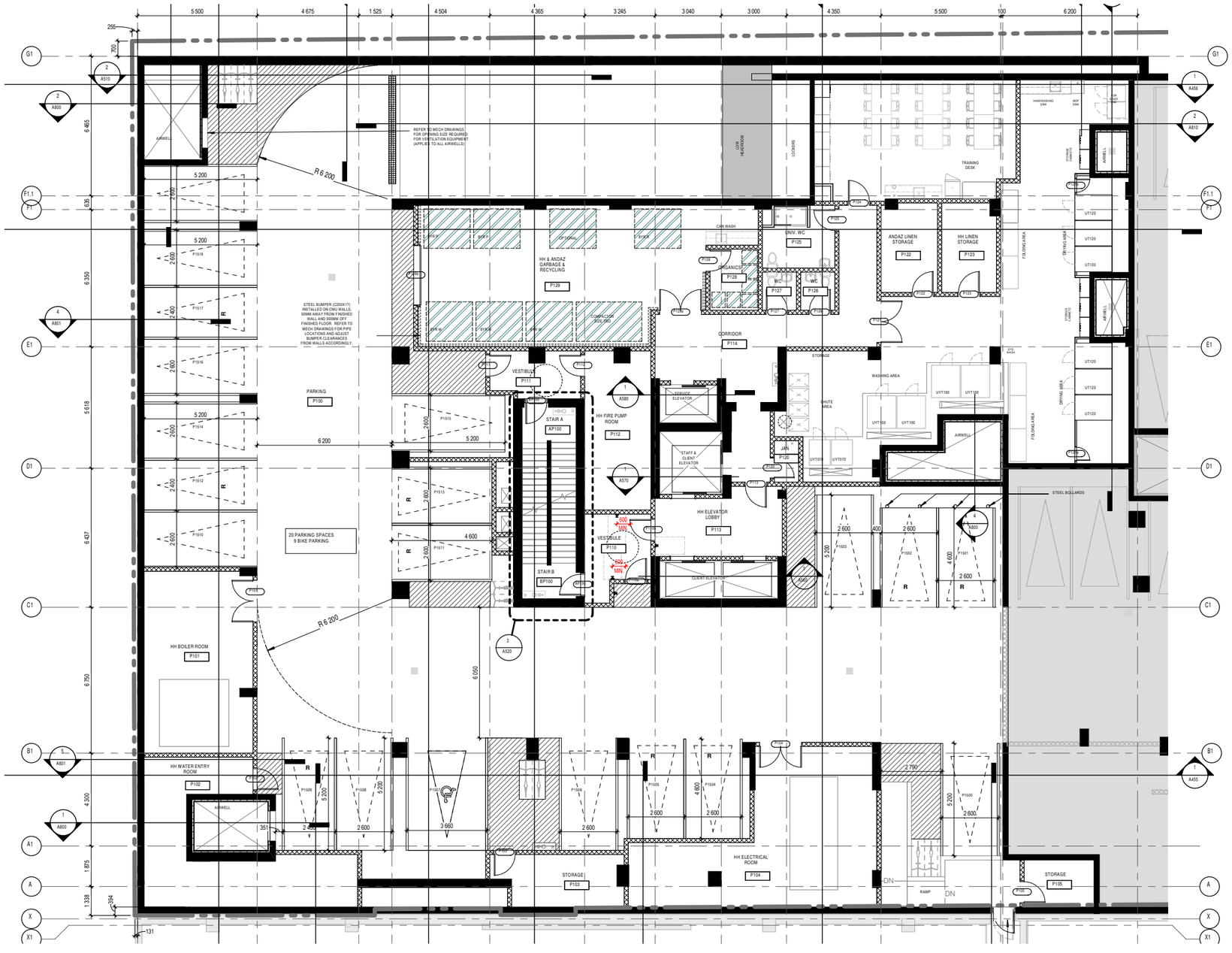


The dashed orange circle identifies the connection between the existing Andaz Hotel to the proposed expansion.

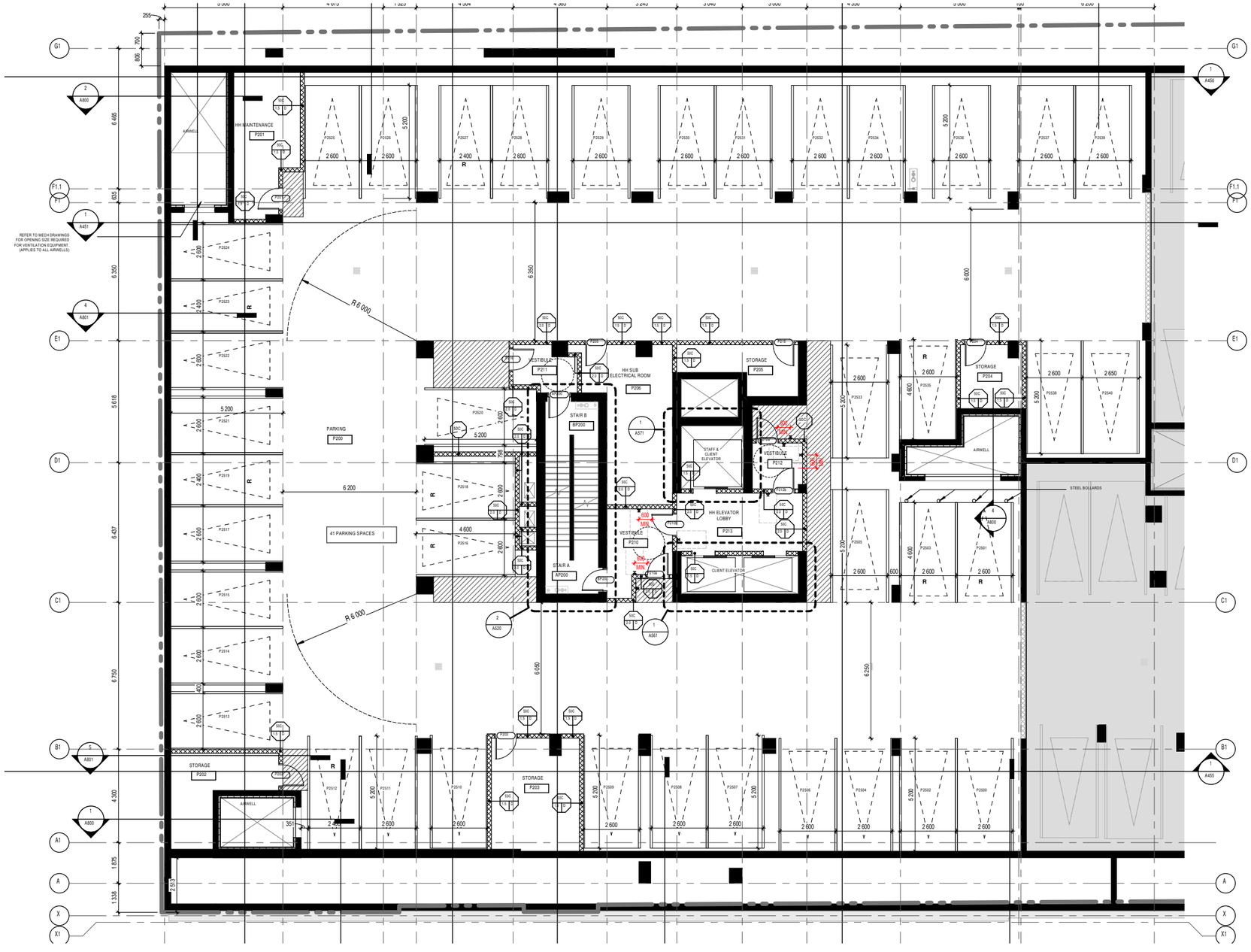
Third Floor Plan



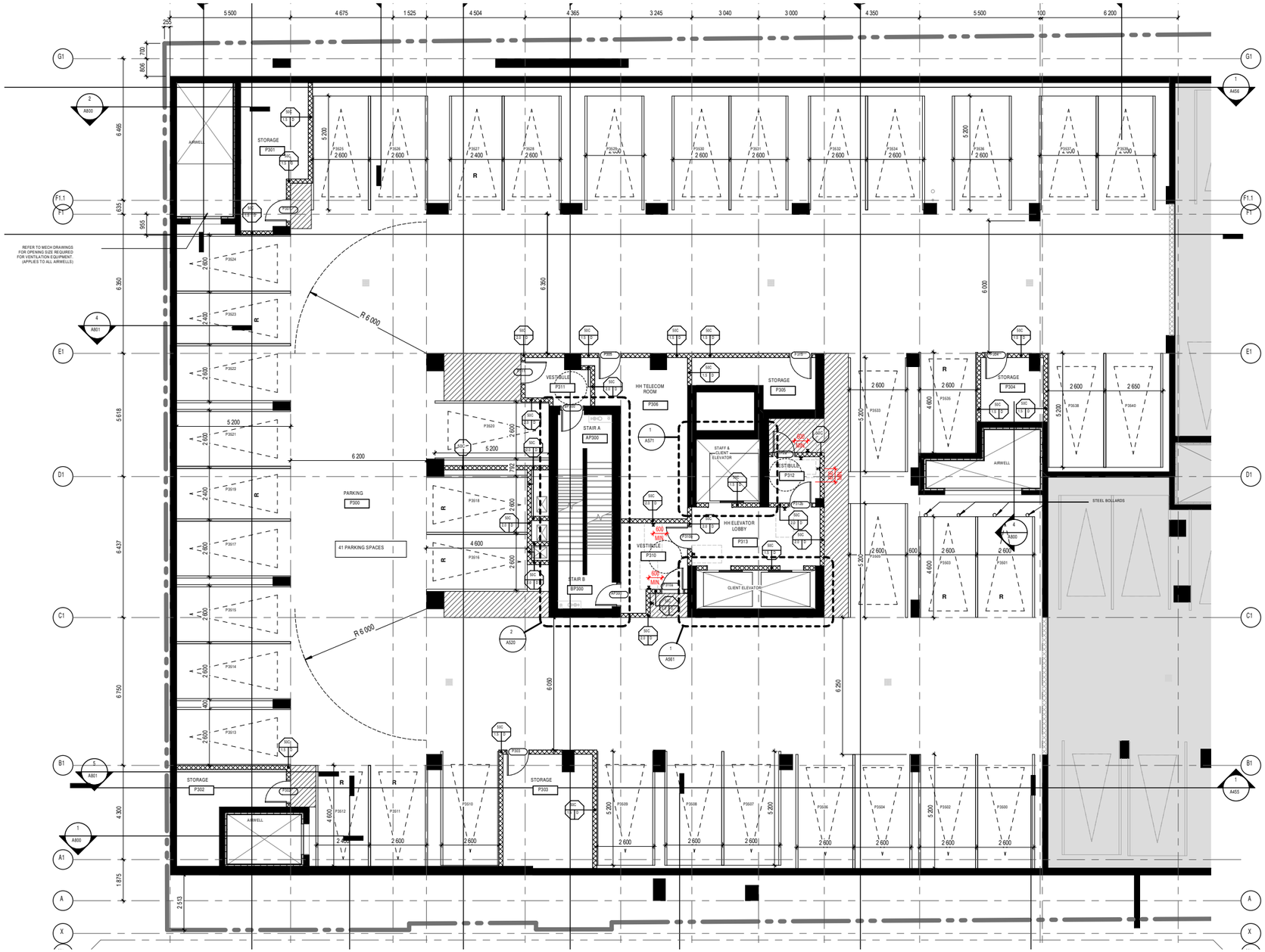
Parking Level 1.5



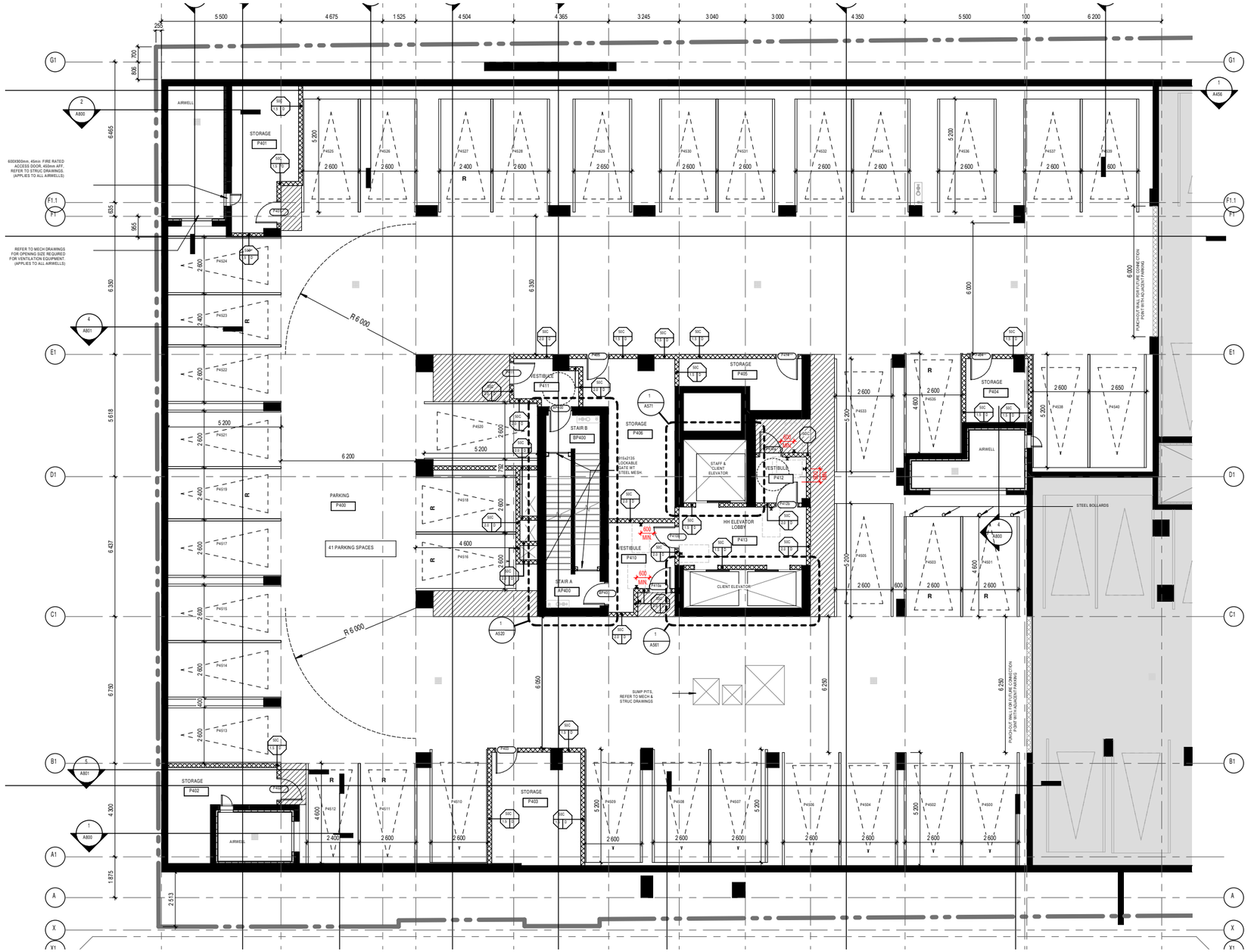
Parking Level 2.5



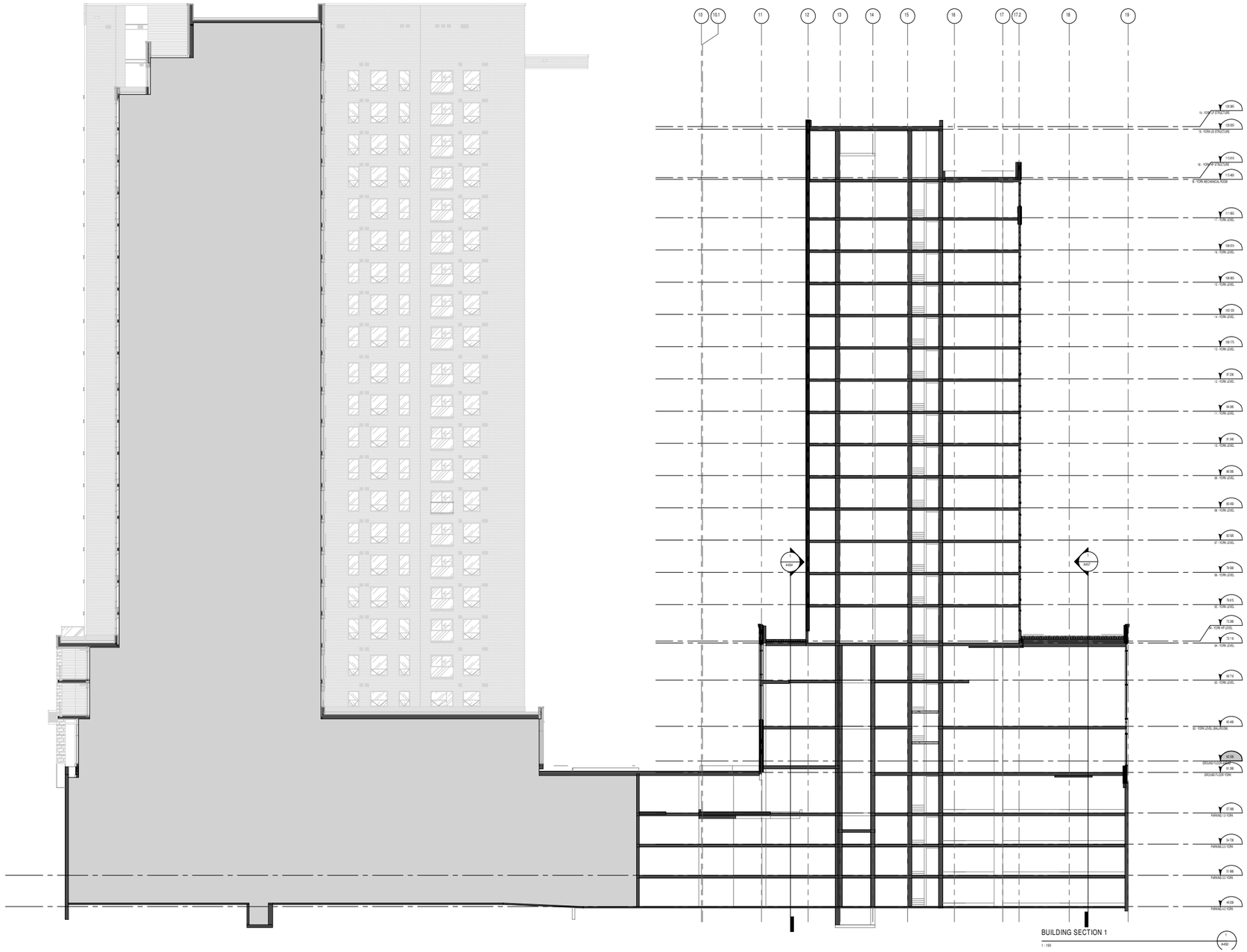
Parking Level 3.5



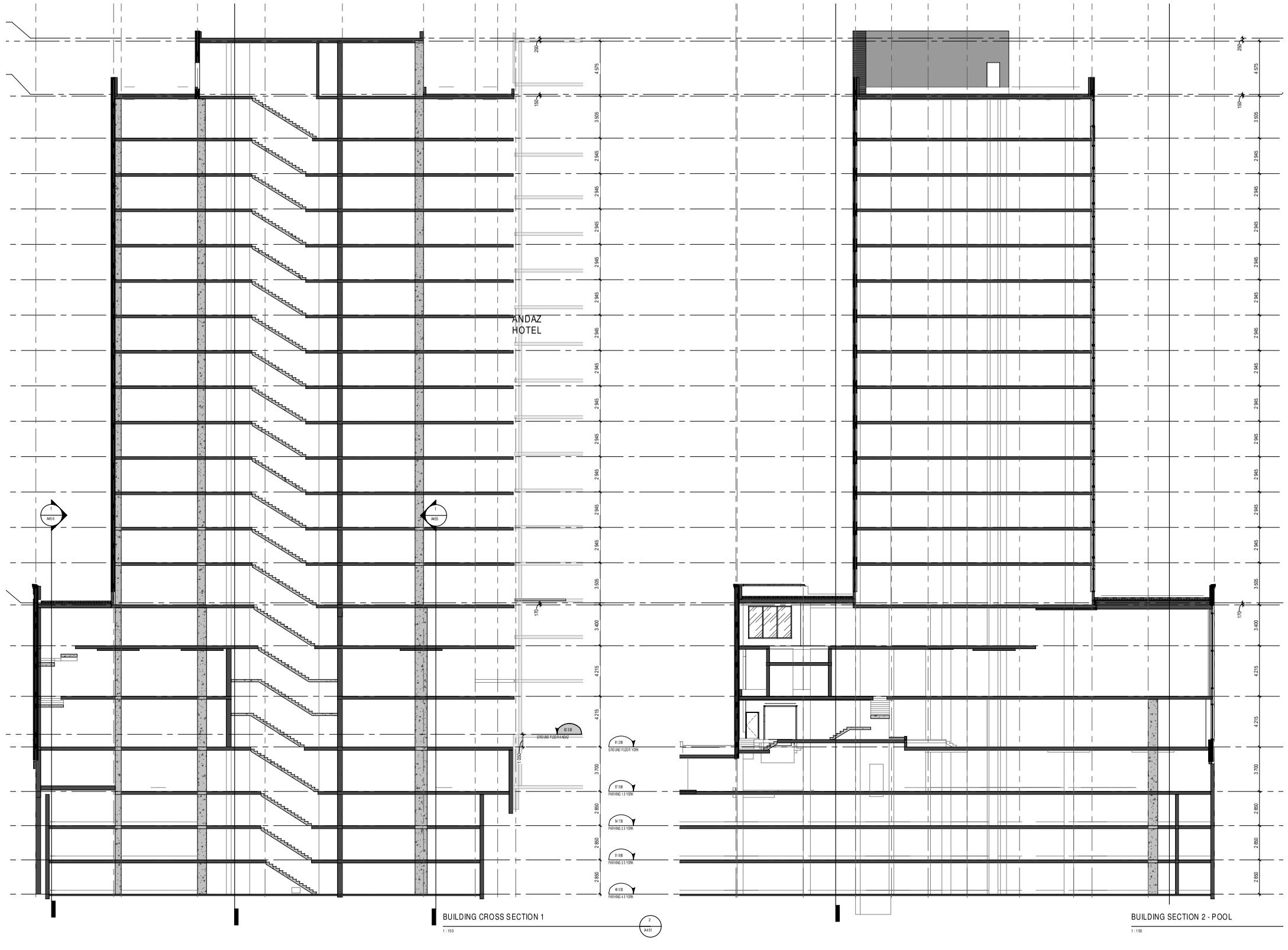
Parking Level 4.5



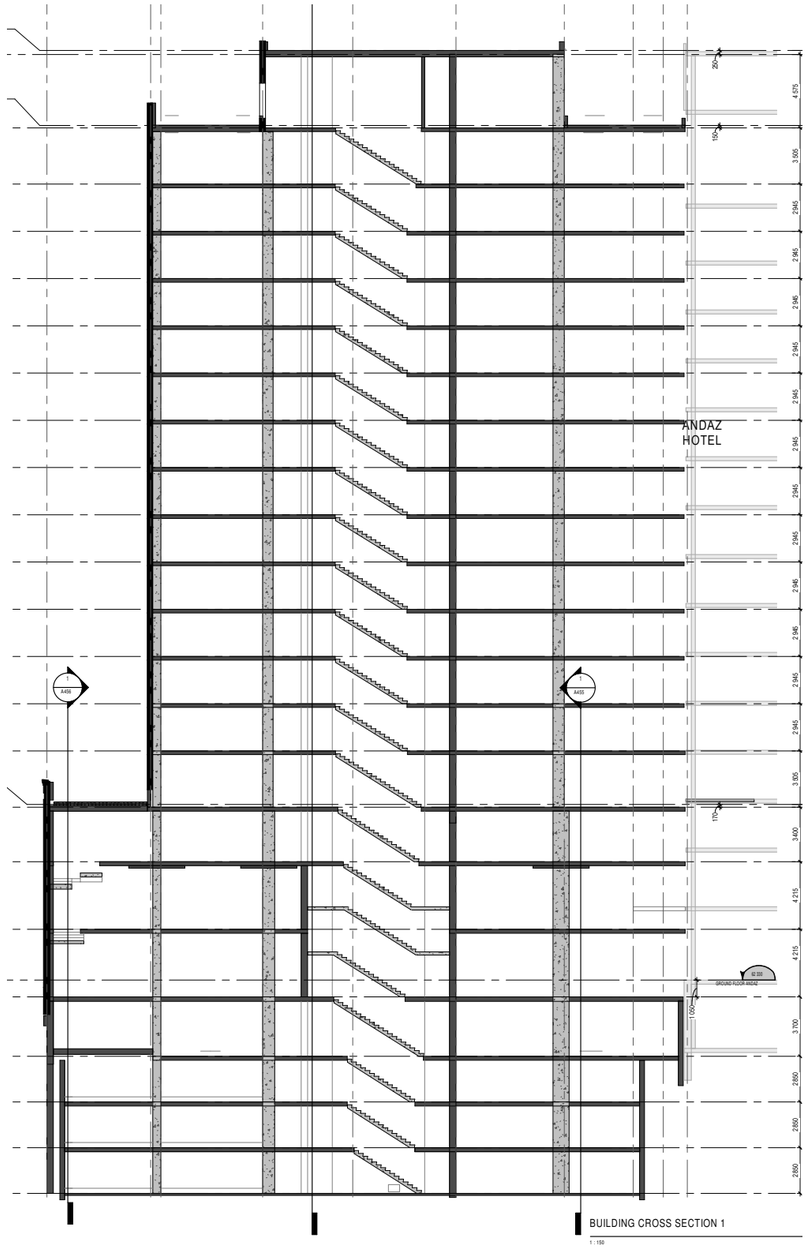
Building Cross Sections 1

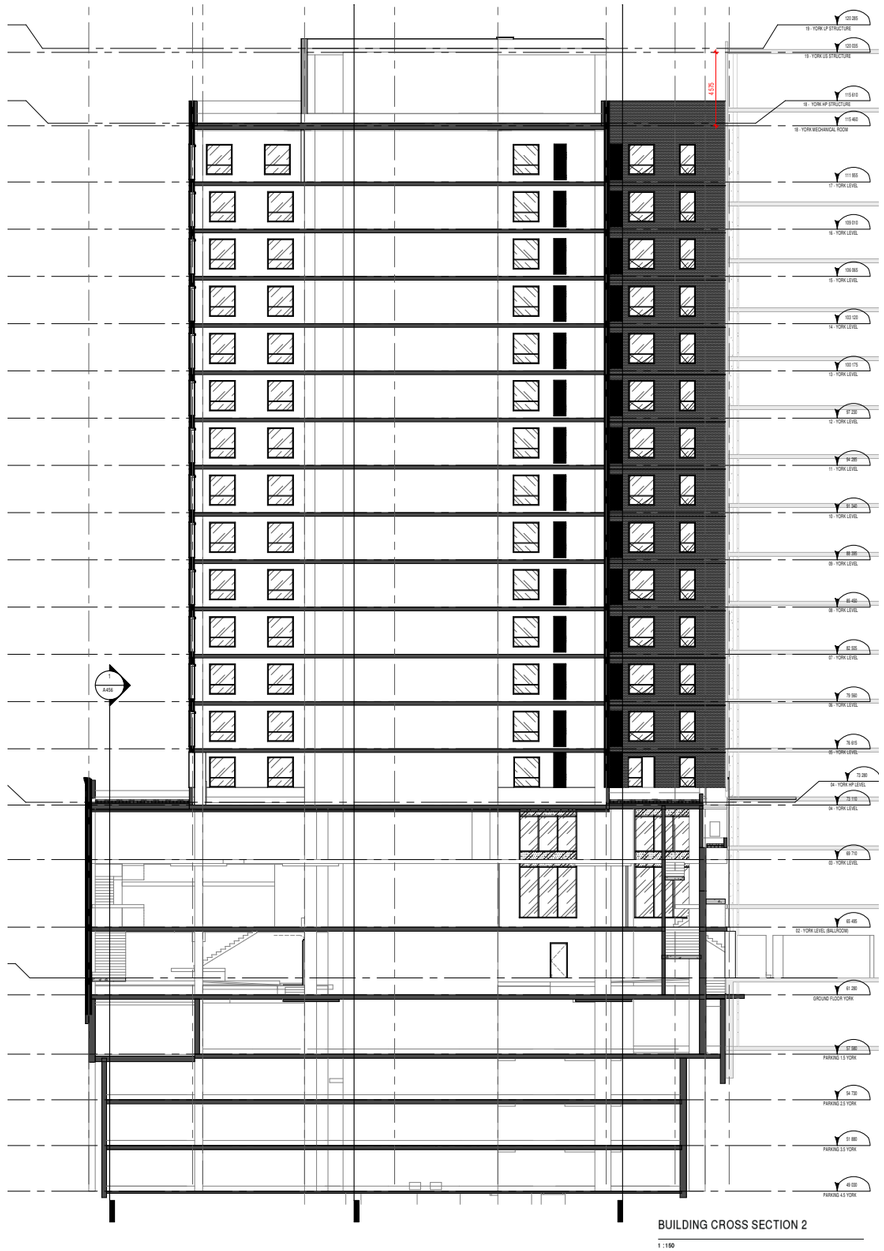


Building Cross Sections 2



Building Cross Sections 3





Wind Study

The Wind Study prepared by Gradient Wind concludes that all grade-level areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for their intended pedestrian uses throughout the year. Specifically, conditions over the nearby public sidewalks, nearby existing parking lots and surface parking, the nearby transit stop, the proposed drive aisle to the south, the landscape area to the southeast, and in the vicinity of all building access points are considered acceptable.

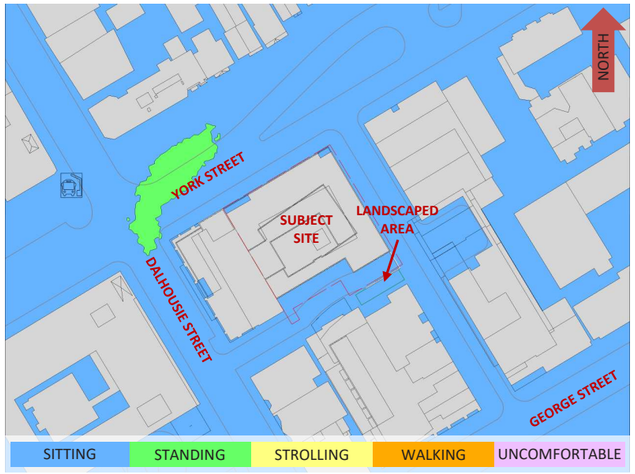


FIGURE 7A: TYPICAL USE PERIOD – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

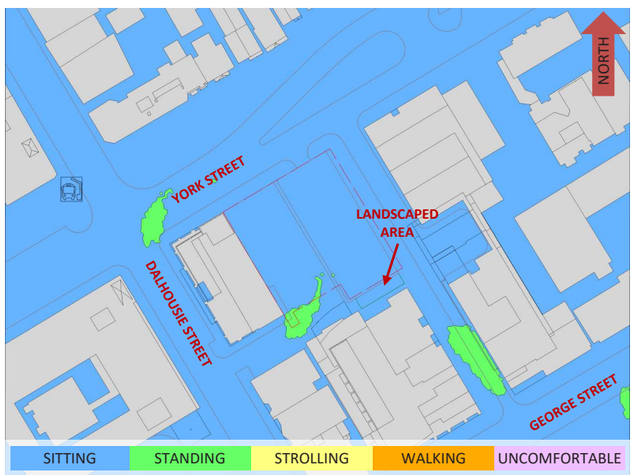


FIGURE 7B: TYPICAL USE PERIOD – WIND COMFORT, GRADE LEVEL – EXISTING MASSING

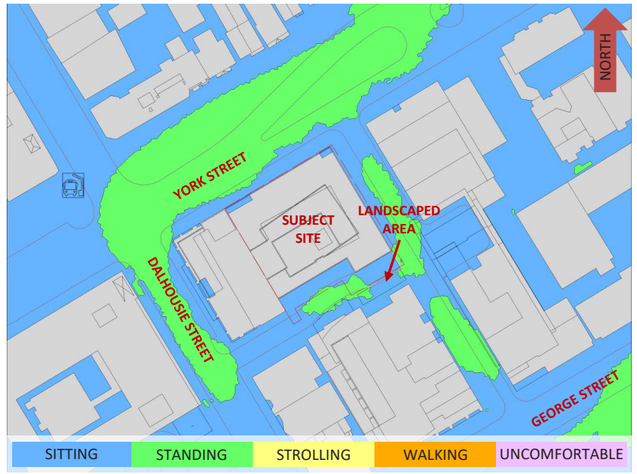


FIGURE 3A: SPRING – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

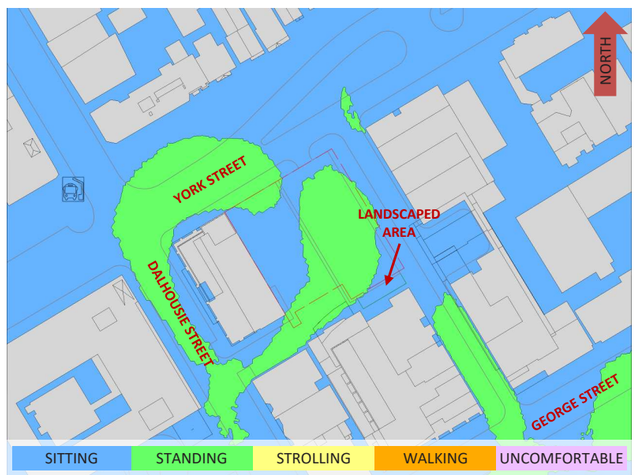


FIGURE 3B: SPRING – WIND COMFORT, GRADE LEVEL– EXISTING MASSING

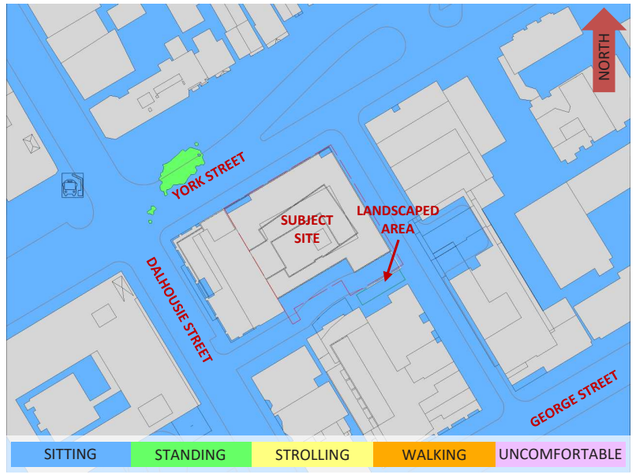


FIGURE 4A: SUMMER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

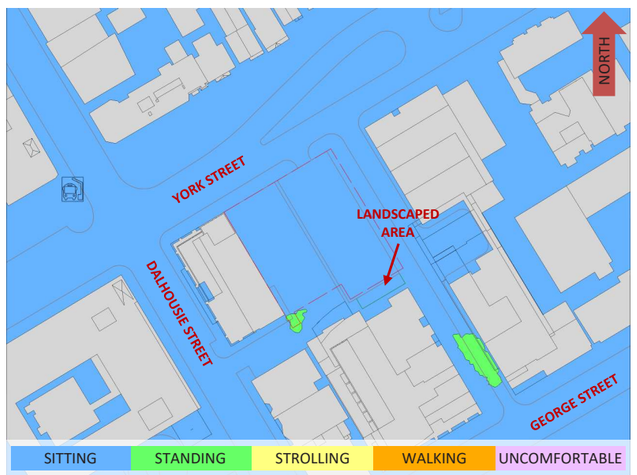


FIGURE 4B: SUMMER – WIND COMFORT, GRADE LEVEL– EXISTING MASSING

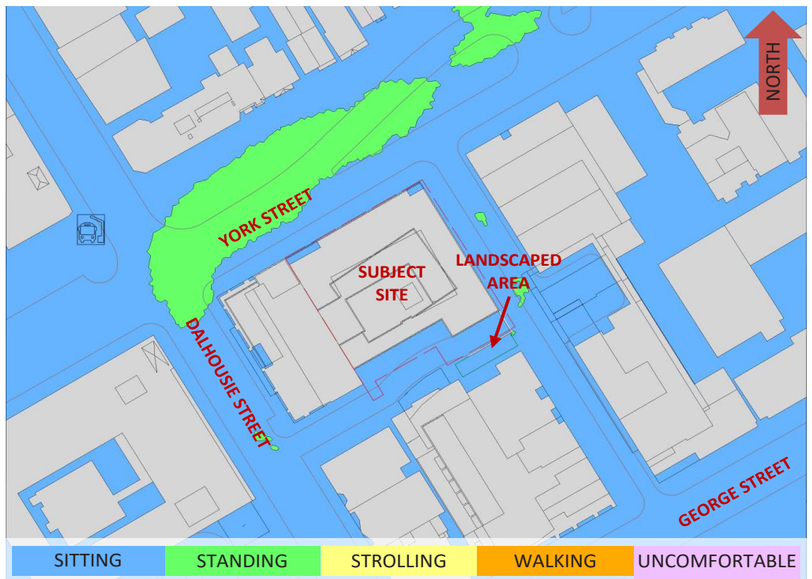


FIGURE 5A: AUTUMN – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

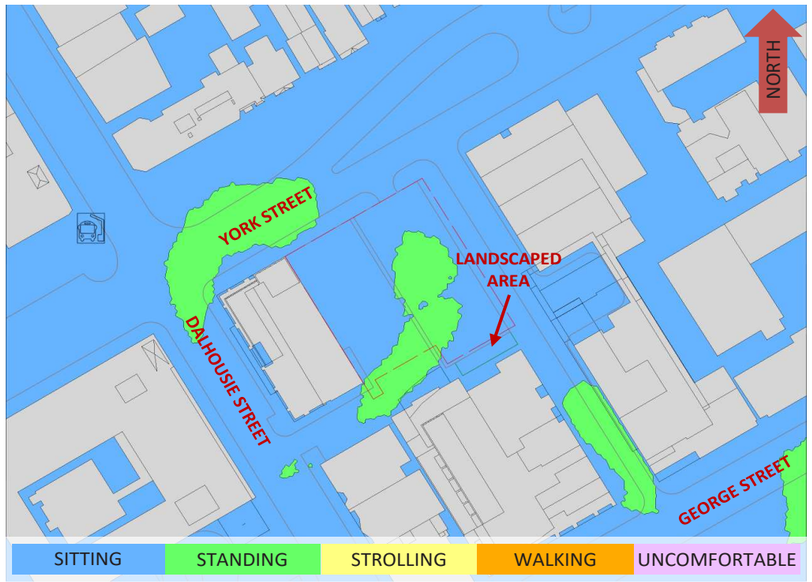


FIGURE 5B: AUTUMN – WIND COMFORT, GRADE LEVEL– EXISTING MASSING

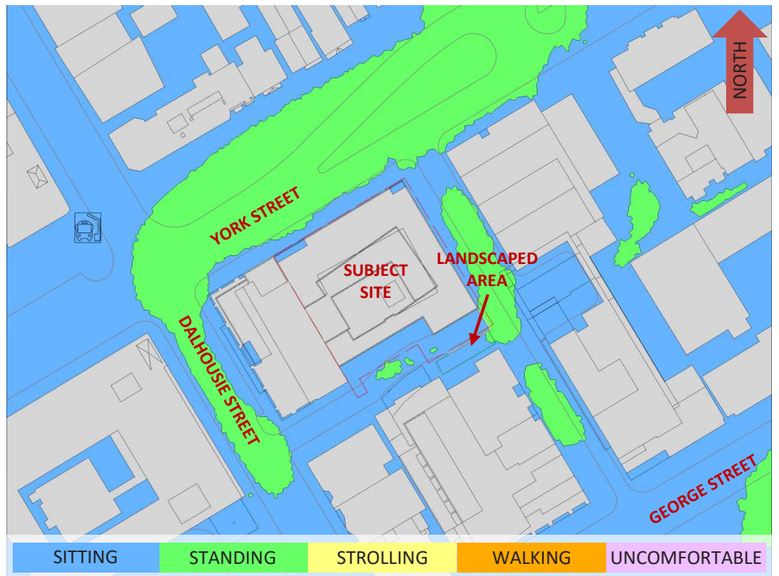


FIGURE 6A: WINTER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

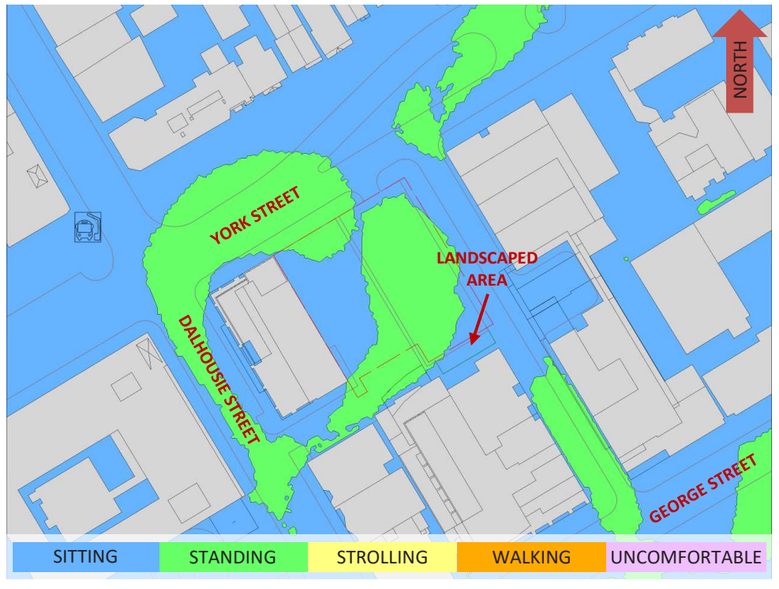


FIGURE 6B: WINTER – WIND COMFORT, GRADE LEVEL– EXISTING MASSING

Sun Study

March



MARCH 21 - 9AM



MARCH 21 - 12PM



MARCH 21 - 3PM

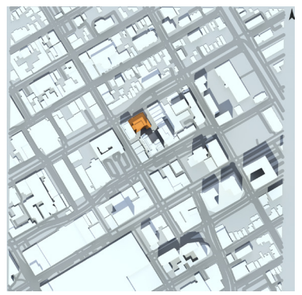


MARCH 21 - 6PM

June



JUNE 21 - 9AM



JUNE 21 - 12PM

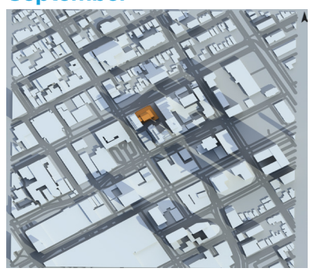


JUNE 21 - 3PM



MARCH 21 - 6PM

September



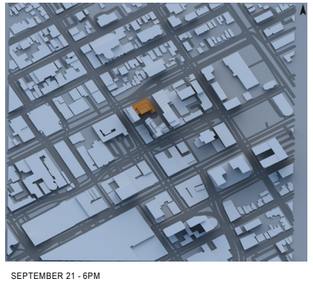
SEPTEMBER 21 - 9AM



SEPTEMBER 21 - 12PM

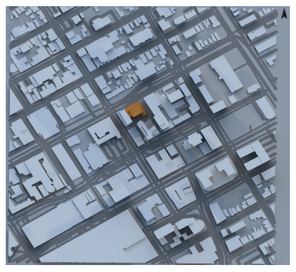


SEPTEMBER 21 - 3PM

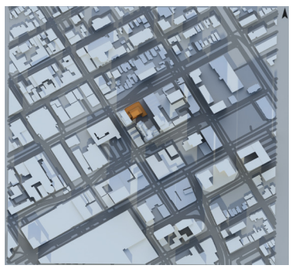


SEPTEMBER 21 - 6PM

December



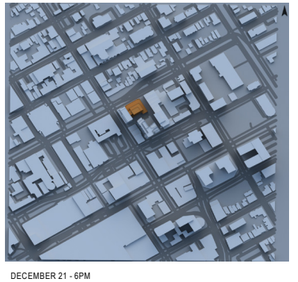
DECEMBER 21 - 9AM



DECEMBER 21 - 12PM



DECEMBER 21 - 3PM



DECEMBER 21 - 6PM

The images to the left shows the sun study prepared by NEUF Architect(e)s in March, June, September, and December.

The models show that the anticipated shadow from the hotel expansion is consistent with the existing shadow impacts of surrounding high-rise buildings.

Qualifications

This Urban Design Brief was prepared by Fotenn Planning + Design with renderings, plans, and support provided by NEUF Architects.

It is our professional opinion that the proposed design conforms to the City of Ottawa Official Plan Urban Design policies and implements many of the Downtown Ottawa Urban Design Guidelines, Urban Design Guidelines for High-Rise Buildings and the ByWard Market Public Realm Plan policies.

The Urban Design Brief was prepared in accordance with City of Ottawa Urban Design Brief Terms of Reference recieved on April 19, 2024 following the pre-consultation meeting held April 15, 2024.

If you have any questions, please do not hesitate to contact the undersigned at bates@fotenn.com.

Sincerely,

Jaime Posen, RPP MCIP
Principal

Genessa Bates, M.Pl.
Planner

FOTENN Planning + Design