



1186-1194 Wellington Street West

Planning Rationale + Design Brief
Official Plan Amendment + Zoning By-law Amendment
June 28, 2021



Prepared for Welldale Limited Partnership

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1.0 Introduction

Fotenn Planning + Design has been retained by Welldale Limited Partnership ('Welldale') to prepare this Planning Rationale and Design Brief in support of the enclosed Official Plan Amendment and Zoning By-law Amendment applications to facilitate the intensification of the lands municipally known as 1186, 1188 and 1194 Wellington Street West, in the City of Ottawa.

1.1 Application Overview

The proposed development would redevelop and intensify the properties, located at the southwest corner of the Parkdale and Wellington Street West intersection in the heart of Hintonburg, with an 18-storey mixed-use building. The proposed development would consist of a six (6) storey podium along Wellington Street West between Hamilton Avenue North and Parkdale Avenue and the tower portion of the development at the northeast corner of the site, directly abutting the intersection. A total of 240 dwelling units are proposed with at-grade retail space abutting Wellington Street West. An underground parking garage is access from the rear laneway and provides 137 vehicular parking spaces as well as 245 bicycle parking spaces. A public plaza is located at the northeast corner of the building and wraps around the entire eastern frontage along Parkdale to the rear laneway. The proposal also pays tribute to the late Elmdale Theatre that once occupied the building located at 1194 Wellington Street West through the building architecture and replication of the theatre canopy at the northwest corner of the proposed building.

To facilitate the proposed development, concurrent Official Plan Amendment and Zoning By-law Amendment Applications are being submitted. The property is subject to the Wellington Street West Community Design Plan (CDP) and Secondary Plan which generally supports building heights up to 6 storeys along the Mainstreet, with heights up to 9 storeys at the corner of Parkdale and Wellington through a Zoning By-law Amendment and where community benefits are provided. The proposed Official Plan Amendment requests the addition of policies and criteria within the Wellington Street West Secondary Plan to recognize the unique attributes and location of the subject site as an appropriate location for a high-rise building. The proposed Zoning By-law Amendment requests to amend the zoning of the subject property with site-specific zoning provisions to permit the built form as proposed.

A Site Plan Control Application for the proposed development will be submitted under separate cover in the future to resolve site-specific design considerations such as landscaping, servicing locations, and building materiality.

The intent of this Planning Rationale and scoped Design Brief is to assess the proposed development against the applicable policy and regulatory framework and determine if the development is appropriate for the site and compatible with adjacent development and the surrounding community. This review also includes an analysis of how the proposed development achieves the City's applicable design guidelines, including appropriate transition and building height along a Traditional Mainstreet, and near existing higher-order transit.

Site Context and Surrounding Area

The subject property is located on the south side of Wellington Street West occupying the entire block between Parkdale Avenue to the east and Hamilton Avenue North to the west in the Hintonburg neighbourhood of the City of Ottawa.



Figure 1: The Subject Property

2.1 Subject Property

The development lands consist of a land assembly of three contiguous properties. Municipally, they are known as 1186, 1188 and 1194 Wellington Street West. Together, these properties are generally rectangular in shape and span the entirety of the block. The subject property has frontage of approximately 63.5 metres along Wellington Street West, 39.3 metres along Hamilton Avenue North, 35.2 metres along Parkdale Avenue and a total site area of approximately 2,497 square metres.

The subject property is currently occupied by two (2) storey buildings and an associated surface parking lot. The building located at the intersection of Wellington Street West and Hamilton Avenue North is currently occupied by the Cornerstone House of Refuge Apostolic Church. Established in 1947, the property was originally home to the Elmdale Theatre and is defined by a flat roof and a notable marquee structure that wraps around the northwest corner of the building above the main entrance. Given its heritage, the property is currently listed on the City of Ottawa's Heritage Register. The second building on the property is currently occupied by the Rexall Drugstore. An associated surface parking lot is located along the building's eastern periphery with vehicular access/egress along Wellington Street West, and from Parkdale Avenue via a public laneway. The laneway extends between Parkdale Avenue and Hamilton Avenue

North and has an approximate width of 4.5 metres wide. The laneway provides access to a parking lot to the south associated with the St. Albertus Church located to the south.



Figure 2: View of the Subject Property today, looking southwest from Wellington/Parkdale.

Sidewalks are provided along all three (3) public street frontages of the property. Above-ground hydro distribution lines are present in the public right-of-way along the Wellington Street West and Hamilton Avenue North frontages. The wooden pole adjacent to the subject property along Hamilton Avenue North also has a streetlight.

Limited landscaping is currently provided on the site. Small street trees exist along Wellington and Hamilton street edges and are limited by the overhead hydro lines. Additional landscaping is provided along the Parkdale edge including at the intersection with Wellington where a larger landscaped area is provided.

2.2 Land Use Context

As a through lot, the site has frontage on Wellington Street West, Parkdale Avenue, and Hamilton Avenue North in the established Hintonburg community. Once at the historical centre of Hintonburg, the Wellington Street West and Parkdale Avenue intersection has always been an important location within the community. As a designated Traditional Mainstreet, Wellington Street West presents a range of daily goods and services while also providing more specialized functions and destinations that serve the needs of others living beyond the borders of the immediate neighbourhood. The property also benefits from proximity (approximately 750 metres) to the Tunney's Pasture transit station (providing connections between buses and the Confederation Line) and a transit priority corridor along Wellington Street West.

Over the past several decades, new mid- and high-rise buildings have helped to evolve Wellington Street West, Hamilton Avenue North, and Parkdale Avenue. These developments include:

- / 233 Armstrong Street (18 storeys), OMB approved in 2015;
- / Holland Cross (12 storeys), approved 2014;
- / 12 Hamilton Avenue North (7 storeys), under construction;
- / 16-20 Hamilton Avenue North (8 storeys), recently approved;

- / 420 Parkdale (14 storeys), completed in the 1960s;
- / 1233 Wellington Street West (10 storeys), completed in 2005;
- / 1175 Wellington Street West (9 storeys), completed in the 1990s;
- / 1157 Wellington Street West (12 storeys), completed in the 1980s;
- / 1166 Wellington Street West (9 storeys), under construction; and,
- / 1140 Wellington Street West (14 storeys), completed in 2017.



Figure 3: Site Built Form Context

The following land uses are located adjacent to the subject property and in the larger vicinity:

North: Directly north of the subject property, along the northwest corner of the intersection of Wellington Street West and Parkdale Avenue is a gas station as well as several low-rise buildings with at-grade retail uses. As noted above, a mid-rise (9-storey) building (1175 Wellington Street West) and high-rise (12-storey) building (1157 Wellington Street West) are located opposite the subject property at the northeast corner of the intersection. Further north is Parkdale Park and the Parkdale Market. The Tunney's Pasture LRT station is located approximately 750 metres walking distance (approximately 10 minutes) north of the property. Tunney's Pasture is the current western terminus of the Confederation Line on the City's LRT system which provides LRT service to the Trillium Line at Bayview Station, the downtown core, and to Blair Station in the east. The Confederation and Trillium Lines are currently undergoing significant expansion to the east, west and south to expand the City's LRT network.

East: To the east of the property across Parkdale Avenue is nine (9) storey retirement residence building that is currently under construction. Further east, beyond the Salvation Army Grace Manor, is a 14-storey high-rise building located at 1140 Wellington Street West. Wellington Street West includes mainstreet uses with retail, restaurants, personal services and institutions including the Hintonburg Community Centre.

South: Abutting the subject property to the south is the St-Albertus Catholic church. Given the narrow nature of the lot, the church has frontage along Parkdale Avenue while the associated surface parking lot is located along the rear and has frontage along Hamilton Avenue North. Directly south of the church is a 13-storey high-rise residential building. This high-rise building provides no setback from the interior lot lines. Further south, along Parkdale Avenue are low-rise buildings containing primarily residential uses. An established low-rise residential neighbourhood featuring a mix of

detached, semi-detached, stacked townhomes is also located south and southwest of the property. Lastly, Highway 417 is located approximately 400 metres south of the property providing vehicular connections throughout the City. A full interchange with the highway is provided at Parkdale Avenue.

West: West of the property across Hamilton Avenue North are several low-rise retail buildings along Wellington Street, and additional low-rise residential behind. Holland Avenue, located two (2) blocks west of the site, is a north-south transit priority corridor and another important intersection along the Wellington Street West corridor.

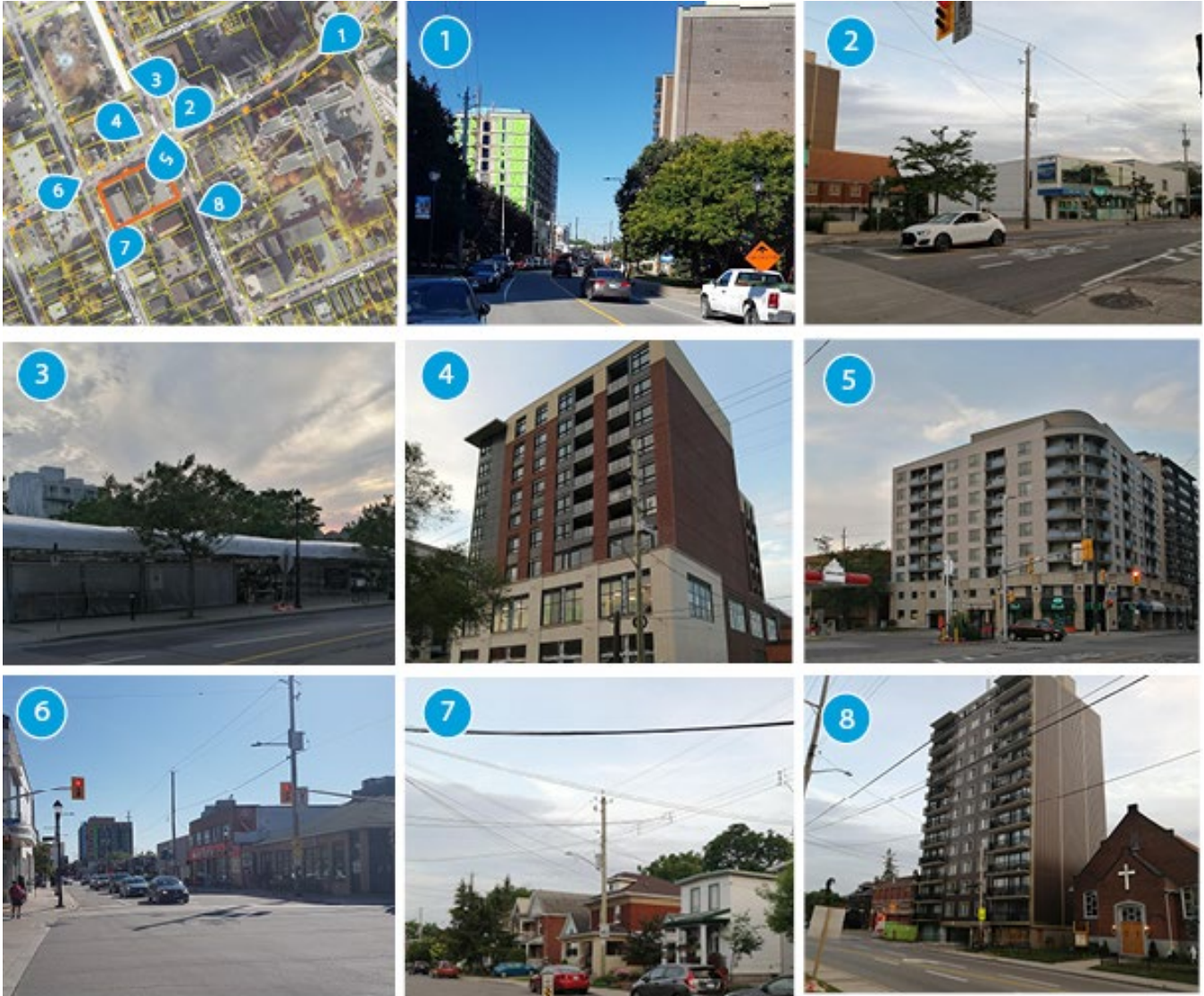


Figure 4: Area Context Images

2.3 Road Network

The subject property has frontage on Wellington Street West and Parkdale Avenue which are both designated as Arterial Roads pursuant to Schedule E (Road Network) in the City’s Official Plan. Wellington Street West is a two-way street, with two lanes of east-west travel, while Parkdale Avenue is a tow-way street, with two lanes of north-south travel. Arterial roads are intended to move traffic through the city in conjunction with lower-order roads. They function as major public

and infrastructure corridors accommodating not only car and truck traffic, but also serving pedestrians, public utilities, cyclists and public transit buses. As Arterial Roads, Parkdale Avenue and Wellington Street West provide efficient connections to the Downtown Core, the Provincial Highway and to surrounding neighbourhoods. Due to their ability to accommodate increased capacity, Arterial Roadways are generally best suited for increased activity stimulated by residential and commercial intensification.



Figure 5: Excerpt from Schedule E of the Official Plan - Road Network, Official Plan.

2.4 Transit Network

The subject property is in proximity to existing rapid transit, as shown on Schedule D of the Official Plan. The entirety of the property is within a 600-metre radius of the Tunney's Pasture LRT Station. Tunney's Pasture is the current western terminus of the Confederation Line, part of the City's LRT system which provides rapid transit service to the Trillium Line at Bayview Station, the downtown core, and terminates at Blair Station in the east. The Confederation and Trillium Lines are currently undergoing significant expansion to the east, west and south to expand the City's LRT network as part of "Stage 2" with the extensions planned to enter service between 2022 and 2025.

Schedule D also identifies Holland Avenue (approximately 200 metres west of the subject property) and Wellington Street West as Transit Priority Corridors.

The nearest bus stop is located directly adjacent to the property along Wellington Street West and is serviced by OC Transpo route 11. Bus stops are located on both the north and south side of Wellington Street West. A bus stop is also located adjacent to the property along Parkdale Avenue serviced by OC Transpo routes 14 and 53. Stops are located along on both the east and west side of Parkdale Avenue. All these routes connect to the Tunney's Pasture LRT station to the north.



Figure 6: Excerpt from Schedule D of the Official Plan - Rapid Transit and Priority Network, Official Plan.

2.5 Cycling Network

Wellington Street West is a “spine route” in the City’s cycling infrastructure as noted on Schedule C of the Official Plan. Gladstone Avenue/Tyndall Avenue and Holland Avenue are other “spine routes” noted on the schedule, providing connections to the Trillium Corridor multi-use pathway and the Byron Linear Park. These routes generally consist of on-road cycling facilities.



Figure 7: Excerpt from Schedule C of the Official Plan - Primary Urban Cycling Network, Official Plan.

2.6 Neighbourhood Amenities

As a property located in the established Hintonburg community, the subject property enjoys proximity to many neighbourhood amenities including a variety of small and locally oriented commercial uses such as restaurants, retail shops, and coffee shops. The surrounding neighbourhood also benefits from access to several small grocery stores along Wellington Street West east of the property and one (1) large grocery store within a 15-minute walk – Metro at 345 Carleton Avenue. The site is well-served with respect to parks and community facilities being within walking distance of Parkdale Park to the north, the Byron Linear Park to the west, McCormick Park to the north east and Hintonburg Park to the east and several institutional uses including the neighbouring St Albertus Catholic Church to the south, the Salvation Army Grace Manor to the east, Connaught Public School to the east, the Hintonburg Community Centre to the east and Saint-Francois d’Assise Elementary School.

Proposed Development and Design Brief

Welldale is proposing to construct a high-rise mixed-use building at the corner of Wellington Street West and Parkdale Avenue that is 18 storeys tall with a six (6) storey podium abutting Wellington, dropping to a one (1) storey along Hamilton Avenue North. The subject property's unique location, size, and orientation allow for an appropriate high-rise building that will intensify an underutilized property along an important intensification corridor, while mitigating impacts resulting from the proposed building height.



Figure 8: View of the Proposed Development from Wellington Street West and Hamilton Avenue North (Looking Southeast).

A total of 240 residential units are proposed with 137 underground parking spaces and 245 bicycle parking spaces. Two (2) retail units, with a total area of 1,172 square metres, are located at-grade fronting Wellington Street West with entrances on the northeast, and northwest corners of the ground floor. The primary residential entrance and lobby is located on the east side of the building, along Parkdale Avenue.

3.1 Building Design

The proposed building has a six (6) storey podium along Wellington Street West that is setback 0.8 metres from the existing property line to provide a wider sidewalk. Above the first storey, the podium sets back an additional two (2) metres. The six (6) storey podium is consistent with the heights envisioned for the mainstreet by the Wellington Street West Community Design Plan and Secondary Plan.

The proposed 18-storey tower has a floorplate size of 750 square metres and has been strategically located at the northeast corner of the subject property to mitigate impacts from the high-rise building. The tower is setback 5.3 metres from the Wellington Street frontage (2.5 metres from the 6-storey podium below) and 4 metres from the Parkdale frontage (1 metre from the 6-storey podium below). The tower marks the important intersection at Wellington and Parkdale, while providing an appropriate transition to the adjacent low-rise along Hamilton Avenue North, allowing for a

transition to the east and west along the Wellington Street Mainstreet, creating no significant shadow impacts on adjacent low-rise development or Parkdale Park and Market to the north, and providing adequate transition from other adjacent or potential high-rise buildings in the immediate area.

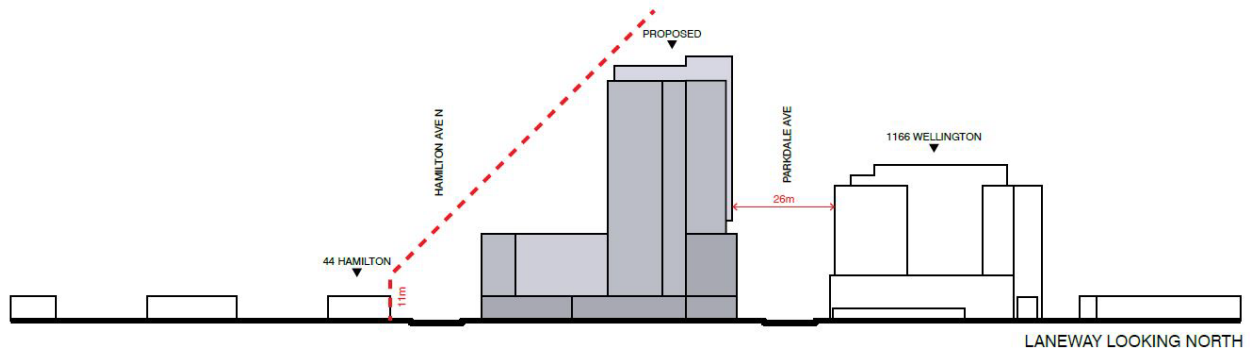


Figure 9: Angular Plane Transition of the Proposed High-Rise building to Adjacent Low-Rise.

A 45-degree angular plane is often used as a tool to evaluate transition between a potential high-rise and an existing low-rise area. The proposed tower has been setback 30 metres from Hamilton Avenue North and evaluated using the angular plane to demonstrate appropriate transition to existing low-rise.

The northwest corner of the building, and retail entrance replicates the rounded theatre marquee that is so familiar along Wellington Street today. The canopy has been pulled back and will overhang less of the street, while still paying tribute to the subject property's past use as the Elmdale Theatre.



Figure 10: Proposed Hamilton Avenue North Frontage (Looking North).

Along the Hamilton Avenue frontage, the building steps down to a one (1) storey podium to further support the transition to the low-rise character of Hamilton Avenue North. The six (6) podium is setback 7.8 metres to generally align with the depth of the Traditional Mainstreet properties to the west, and the one (1) storey rooftop is softened with a green roof.

In addition to the use of various strategically placed stepbacks, the mass of the building is further broken up using differing materiality, fenestration patterns, and balconies. The 6-metre ground floor retail units along Wellington Street West feature clear glazing, anchored by vertical masonry columns and features a glass canopy to protect from the elements. The podium along Wellington Street West is clad with brick and features horizontal openings to glazing and private balconies. The masonry is carried around to the south side of the building and broken up with large windows and balconies. The tower continues with the same design language with openings in the masonry flipped vertically to differentiate the tower. The range of proposed materials, including metal panels and brick, and colours provides visual interest and creates a unique and recognizable character for the development.

3.2 Pedestrian Experience and Public Realm

The proposed development creates a series of public, private communal and private spaces. The transitions between these spaces are intended to create a richness of experience for residents, visitors, and members of the public. A total of 1,440 square metres of amenity space is provided. The proposed development includes a '360-streetscape concept' approach between the building face and the curb involving the introduction of uniform unit paving, wood-top seating, lighting and new street trees creating a cohesive and continuous feel along the entire property. At the northeast corner of the property and intersection of Wellington and Parkdale, an urban plaza featuring seating, lighting and hardscape materials is proposed. A notch in the building at this corner creates the opportunity for a larger plaza space that is comfortable, protected and recessed from the intersection. The plaza wraps around the eastern boundary of the building along Parkdale Avenue. At Parkdale Avenue, this space is approximately 8.0 metres wide (from curb to building face) and is open to the sky. This creates a welcoming boulevard space for pedestrians along this busy vehicular corridor.

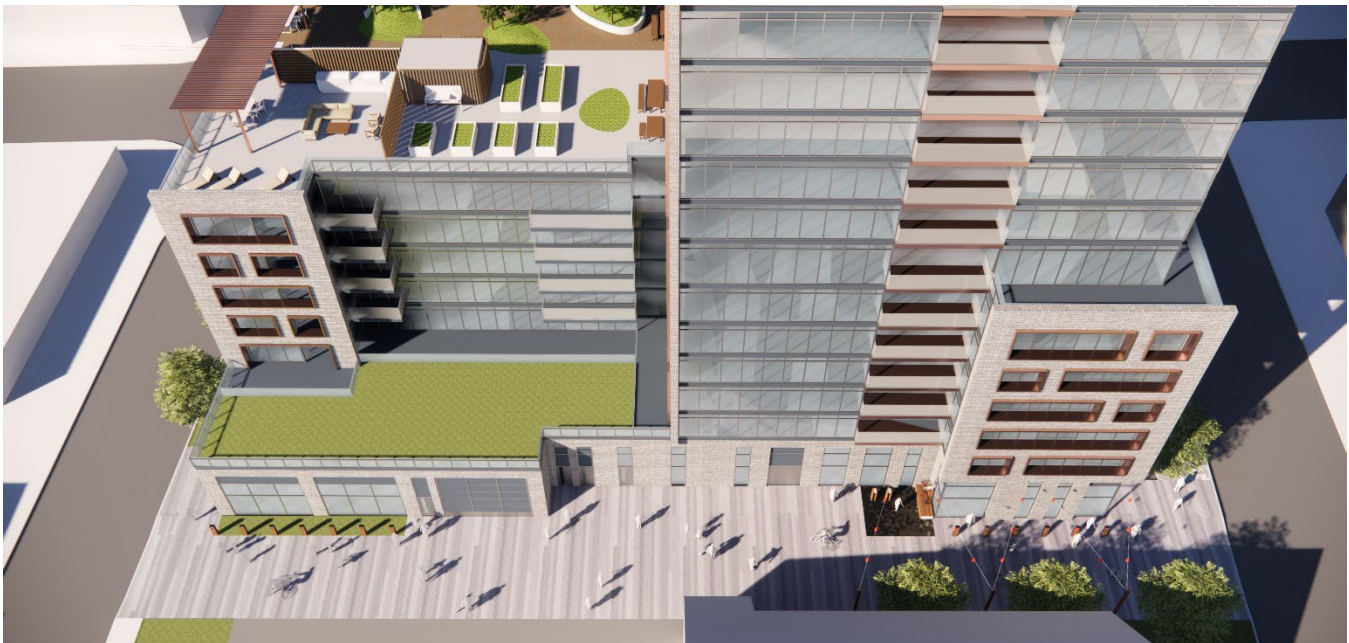


Figure 11: Proposed Rear Laneway Improvements and Building Interface.

3.3 Site Access and Parking

The underground parking garage and service areas are accessed via the existing public laneway between Parkdale and Hamilton Avenue North, along the south edge of the subject property. The laneway is proposed to be widened as part of the application, providing a six (6) metre clear lane between the two streets.

The proposed laneway is proposed to operate as a two-way lane between Hamilton Avenue North and the parking garage access, before becoming a one-way, right-out access between the garage entrance and Parkdale Avenue. The laneway has been designed as a woonerf space intended to minimize vehicle speeds and create a shared space that is comfortable for pedestrians and cyclists. This design intent has been reinforced through the landscape which uses pavers, benches, lighting, and trees. The public laneway proposes additional features including the introduction of a bicycle repair station, a 1.8 metre road widening, unit paving, and a softscape pet relief area. Loading and service (garbage, etc.) for the retail and residential uses will also occur within the laneway. The intermittent use of this space for these purposes is not expected to significantly impact the feeling of the space. Operational limits can be implemented as required to ensure that conflicts are minimized.

The underground parking garage contains a total of 137 vehicular parking spaces, including 116 residential spaces and 16 visitor spaces in 2.5 below grade levels. Access to the underground parking garage is through a proposed two-way ramp from the public laneway. A total of 245 bicycle parking spaces are provided at the ground floor (abutting the laneway) and within the parking garage.

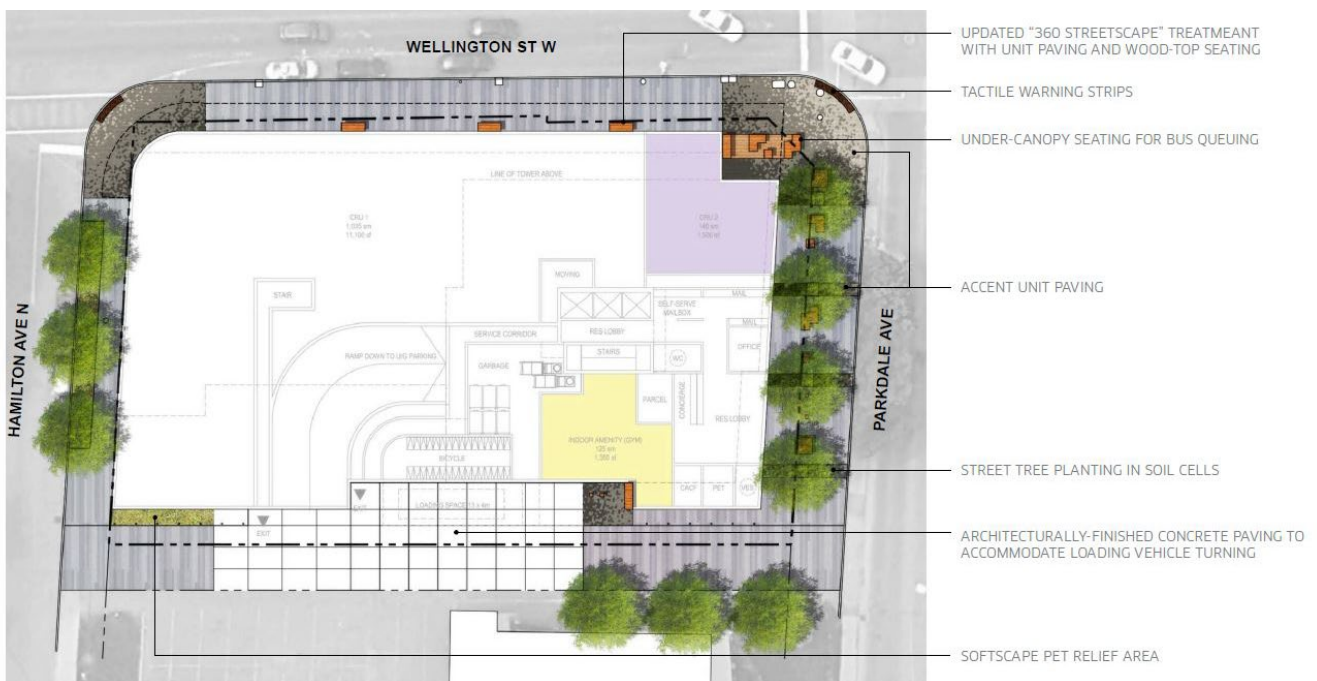


Figure 12: Landscape Plan Demonstrating the '360-Streetscape' Design Approach.

3.4 Amenities

Terraces and indoor communal amenity areas provide the required amenity area for residents of the building. Interior communal amenity spaces are provided at the ground floor (abutting the public laneway) and at the 7th floor. At the 7th floor, a 455 square metre communal outdoor terrace atop the podium provides amenity area for residents to include BBQ areas, community gardens, and seating areas. The outdoor terrace is located to take advantage of sunlight exposure for users. The residential component of the building also includes balconies on all sides, creating visual interest and architectural articulation, while providing private amenity space.

4.0 Policy and Regulatory Framework

4.1 Provincial Policy Statement, 2020

The 2020 Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act, which includes the PPS.

The PPS supports the goal of enhancing the quality of life for residents of Ontario, including the protection of public health and safety, the quality of the natural and built environment, and resources of provincial interest. The PPS also recognizes that the “long-term prosperity and social well-being of Ontario depends upon planning for strong, sustainable and resilient communities for people of all ages...”. The policies of the PPS support building strong healthy communities, wise use and management of resources, and protecting public health and safety. The following PPS policies are applicable to the proposed development.

4.1.1 Section 1.0 – Building Strong Healthy Communities

Section 1.0 of the PPS recognizes that “efficient land use and development patterns support sustainability by promoting strong, liveable, healthy and resilient communities...” and provides policies to achieve these healthy communities throughout Ontario. Within this section, the policies applicable to the site and proposed development are as follows:

- / 1.1.1: Healthy, liveable, and safe communities are sustained by:
 - (a) promoting efficient development and land use patterns...;
 - (b) accommodating an appropriate affordable and market-based range and mix of residential types, employment,..., and other uses to meet long-term needs;
 - (e) promoting the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns...; and
 - (g) ensuring that necessary infrastructure and public service facilities are or will be available....
- / 1.1.3.2: Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
 - (a) efficiently use land and resources;
 - (b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available...;
 - (e) support active transportation; and
 - (f) are transit-supportive, where transit is planned, exists or may be developed.
- / 1.1.3.3: Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.
- / 1.4.3: Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:
 - (b) permitting and facilitating: 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
 - (c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;

- (d) promoting densities for new housing which efficiently use land, resources, infrastructure, and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
 - (e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
 - (f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.
- / 1.5.1: Healthy, active communities should be promoted by:
- (a) planning public streets, spaces, and facilities to be safe, meet the needs of pedestrians, foster social interaction, and facilitate active transportation and community connectivity;
- / 1.7.1: Long-term economic prosperity should be supported by:
- (b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;
 - (d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets; and
 - (e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.
- / 1.8: Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:
- (a) promote compact form and a structure of nodes and corridors;
 - (b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas; and
 - (e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

The proposed development is consistent with the policies of the Provincial Policy Statement. The proposed redevelopment of the subject property represents an efficient use of land that has access to existing infrastructure, public facilities, employment, amenities, and services. The subject property provides easy access to active transportation on the existing network of pedestrian and cycling routes in the area, including the designated cycling spine route along Wellington Street West adjacent to the site. Furthermore, the proposed development supports transit being within 750 metres of Tunney's Pasture LRT station, located along the Wellington Street West Transit Priority Corridor and in proximity to local bus routes on Parkdale Avenue. Finally, the proposed development will contribute to the supply of available housing within the Hintonburg community in a built form that will enhance the pedestrian realm and create a new sense of place at an important intersection.

4.2 City of Ottawa Official Plan

The overarching policy document directing development, land use, and growth in the City of Ottawa, the City of Ottawa Official Plan ('Official Plan'), is composed of eight sections. Each of these addresses a different aspect of the planned function of the City as a whole. Section 2 of the Official Plan provides Strategic Directions or growth and development within the City.

The City's population is estimated to grow to 1,136,000 individuals and 489,000 households by 2031. One third of housing growth is anticipated within the greenbelt. At the same time, average household size inside the Greenbelt is expected to decline from approximately 2.18 people in 2021 to approximately 2.12 people in 2031. Therefore, much of the anticipated demand within the Greenbelt will be for new housing in the form of smaller units such as apartments.

The City plans to meet this growth challenge by managing it in ways that support liveable communities and healthy environments. More specifically, the Official Plan pursues strategic directions in four key areas, two of which are relevant to the proposal:

1. Managing Growth
 - a. The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently;
 - b. Growth in the urban area will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.
2. Creating Liveable Communities
 - a. Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people’s everyday needs, including schools, community facilities, parks, a variety of housing and places to work and shop; and
 - b. Attention to design will help create attractive communities where buildings, open space, and transportation work well together.

These strategic directions are developed further in the policies of Section 2.2.2 (Managing Growth) and 2.5 (Building Liveable Communities), as discussed below.

4.2.1 Land Use Designation

The subject property is designated “Traditional Mainstreet” on Schedule B to the Official Plan. Traditional Mainstreets were generally developed pre-1945 and have a tightly knit urban fabric, with narrow retail frontages set close to the street. They are planned as compact, mixed-use, and pedestrian-oriented streets that provide for access by foot, cycle, transit, and automobile.



Figure 13: Figure 7: Excerpt from Schedule B of the Official Plan - Urban Policy Plan, Official Plan.

Per policy 5 of Section 3.6.3, a broad range of uses is permitted on Traditional Mainstreets including retail and service commercial uses, offices, residential and institutional uses. Policy 7 states that development proposals on Mainstreets will be evaluated in the context of the policies of this section and the design objectives of Section 2.5.1 and the compatibility policies of Section 4.11.

Policy 10 of Section 3.6.3 states that redevelopment and infill are encouraged on Traditional Mainstreets in order to optimize the use of land through intensification, in a building format that encloses and defines the street edge with active frontages that provide direct pedestrian access to the sidewalk.

The proposed development intensifies the subject property with a built form that encloses the street edge will replace an existing surface parking lot at an important corridor with a mixed-use building. The ground floor of the proposed building features retail units fronting the mainstreet with direct access to the sidewalk and wrapping around the other two public street frontages on Parkdale Avenue and Hamilton Street North. The proposed development will support the Transit Priority Corridor along Wellington and is within 750 metres walking distance of Tunney's Pasture Station on the LRT network. Further, the development will encourage active transportation (walking, cycling) given the proximity of services and amenities along Wellington Street.

Per Policy 11 of Section 3.6.3, the Official Plan supports mid-rise building heights (up to 9 storeys) on Traditional Mainstreets and notes that Secondary Plans may identify circumstances where different building heights may be permitted. Building heights greater than 9 storeys will only be permitted through a Secondary Plan.

The proposed height of the development is greater than 9 storeys and is proposed to be permitted through an amendment to the Wellington Street West Secondary Plan which is applicable to the lands. The appropriateness of the proposed height is discussed in detail below.

4.2.2 Managing Growth

The Official Plan generally supports intensification throughout the urban area where there are opportunities to accommodate more jobs and housing and increase transit use. Intensification is directed to target areas for intensification which have the potential to develop at moderate to high densities in a compact form.

Residential intensification is broadly defined in Section 2.2.2, Policy 1 as “the intensification of a property, building or area that results in a net increase in residential units or accommodation and includes the development of vacant or underutilized lots within previously developed areas and infill development”.

The proposed development intensifies an under-utilized property within the City's urban area and in an area identified as a target area for intensification.

Traditional Mainstreets like Wellington Street West are defined as “Target Areas for intensification” in Policy 3 of Section 2.2.2 of the Official Plan. Minimum density targets for many of the Target Areas are set out in Figure 2.3 of the Official Plan; however, Policy 8 of Section 2.2.2 states that for Traditional Mainstreets (such as Wellington Street West), the density targets are contained in the 2006 “Residential Land Strategy”. Figure 34 of this strategy specifies a target of 1,225 new dwelling units from 2006 to 2031, with 550 of those units targeted between 2021 and 2031, and an additional 775 dwelling units post-2031. Per policy 8 of Section 2.2.2, these targets are intended to inform the community design process and other planning processes.

A central tenet of successful intensification is the quality of built environment. Well-designed public spaces and buildings are critical factors in achieving compatibility between the existing and planned built form. The Official Plan requires that intensification proposals have full regard for their immediate surroundings and the wider area.

Policy 10 of Section 2.2.2 recognizes that intensification may occur in a variety of built forms, including low-rise (1-4 storeys), mid-rise (5-9 storeys), high-rise (10-30 storeys) and high-rise 31+ (31+ storeys), provided urban design and compatibility objectives are met. Denser development, that often means taller buildings, should be in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses. Building heights and densities for different areas may be established through the Official Plan or a Secondary Plan and will be implemented through zoning.

Policy 11 further specifies that the distribution of appropriate building heights will be determined by:

- / The location in a Target Area for Intensification or by proximity to a Rapid Transit station or Transit Priority corridor, with the greatest density and tallest building heights being located closest to the station or corridor; and
- / The design and compatibility of the development with the surrounding context and planned function as detailed in Section 4.11 (discussed below), with buildings clustered with other buildings of similar height.

Policy 16 states that the location of high-rise buildings is influenced by the need to provide an adequate separation distance from other existing and potential future high-rise buildings.

Policy 17 specifies that for Official Plan amendments to increase building heights that are established in Section 3 of this Plan, or in a secondary plan, the proponent must demonstrate that the following criteria are met:

- / The impacts on the surrounding area (e.g. the community design plan study area) have been assessed comprehensively;
- / The direction in policy 10 is met;
- / The requirements of Section 2.5.6 where the proposal involves a High-Rise or High-Rise 31+ building; and
- / An identified community amenity is provided.

Per Policy 11 of Section 2.2.2, the Official Plan states that the distribution of appropriate building heights is by the location in a target area for intensification or proximity to transit infrastructure (a rapid transit station or a transit priority corridor) and the design and compatibility of the development as detailed in Section 4.11 (discussed below). The greatest densities and tallest buildings are to be located closest to the station or the corridor.

The proposed development is located within a target area for intensification, is located along a Transit Priority Corridor, and satisfies the urban design and compatibility criteria as noted below.

Policy 17 sets out four (4) criteria for the consideration of heights greater than those established by the land use designation policies of Section 3 (discussed above) which, for the subject property, is generally 9 storeys. These criteria are discussed below:

4.2.2.1 Comprehensive Assessment of Impacts on the Surrounding Area

The impacts on the surrounding area have been assessed comprehensively through the review of Section 2.5.1 and 4.11 of the Official Plan, discussed below. The size and placement of the high-rise tower have been carefully evaluated to provide sufficient separation distance to neighbouring high-rise buildings, while ensuring appropriate transition to adjacent low-rise areas and to the east and west along the Wellington corridor. The six (6) storey podium along the ensures an appropriate scale along the mainstreet and transitions to the planned function of properties to the west. In addition, setbacks at the first and sixth floors also ensure that the tower is set back from the street. The shadows from the proposed tower have also been comprehensively assessed through the enclosed shadow study and demonstrate minimal impacts on Parkdale Park to the north.

The high-rise building is proposed on the subject property given its unique context and character along the corridor. The corner of Wellington and Parkdale is the historic centre of Hintonburg and an important corner. The proposed building recognizes the unique attributes of the property which make it an appropriate location for a high-rise building.

4.2.2.2 The Direction in Policy 10 is Met

As noted above, Policy 10 references refers to urban design and compatibility objectives and the premise that denser development should be in areas that support the rapid transit and transit priority networks and in areas with a mix of uses.

The proposed development has been assessed against the Official Plan urban design objectives and compatibility criteria as discussed below. Further, as noted above, the proposed development supports the rapid transit and transit priority networks.

4.2.2.3 The Requirements of Section 2.5.6 for High-Rise Buildings

Section 2.5.6 discusses policies related to collaborative community building and Secondary Plan processes. Policies 13 through 15 set out specific provisions for high-rise and high-rise 31+ storey buildings and were therefore considered for the purposes of evaluating the proposed development.

Policy 13 states that the highest density of development should be located where rapid transit is being provided, generally resulting in the tallest buildings being located closest to rapid transit stations. High-rise buildings also require detailed attention to urban design and their impacts on the existing communities into which they are located. Building design and appropriate transition, such as those identified in Section 4.11 (discussed below), should be provided to reduce impacts on existing developed areas.

Policy 14 speaks to high-rise 31+ storey buildings and is therefore not applicable to the proposed development.

Policy 15 provides several items for consideration specific to high-rise buildings, including:

- a. A prominent location or locations fronting on streets, lanes, public open space and other public land preferably and good transportation access;

The property presents a through-lot condition with frontage along three (3) public streets and one (1) public laneway. The property is located at the intersection of two (2) Arterial Roads and is further identified as a gateway location within the Wellington Street West CDP and Secondary Plan.

The property has excellent access to transit. The proposed development is located within 750 metres walking distance of the existing Tunney's Pasture rapid transit station, has direct frontage along the identified Wellington Street West Transit Priority Corridor and is located within 20 metres of three (3) bus stops with frequent bus service.

- b. Avoiding or mitigating negative shadow or microclimate impacts such as the creation of excessive wind and providing insufficient sunlight in adjacent public spaces;

Microclimate and shadowing impacts have been carefully assessed through this the preparation of studies enclosed as part of the current applications, As discussed herein, shadows will move quickly and will have minimal impacts in the shoulder seasons on Parkdale Park and no impact on nearby low-rise. The wind impacts have also been assessed through a Pedestrian Level Wind Study which has concluded that most grade-level areas within and surrounding the subject property are predicted to be acceptable for the intended pedestrian uses throughout the year. In two instances where winds would be unacceptable, mitigation can be installed to resolve the conditions.

- c. The provision of a mix of uses within the building or the surrounding area to service residents or business tenants within the building and the broader community;
The proposed development features a mix of uses including at-grade retail units that will contribute to a vibrant and active streetscape.
- d. Conservation, retention and renovation of designated heritage buildings and significant heritage resources.
The property at 1194 Wellington is the former Elmdale Theatre and is identified on the City of Ottawa's Heritage Register. MTBA has prepared a Preliminary Heritage Due Diligence Review for the current applications, which confirms that the Elmdale Theatre marquee feature was the only heritage element which could be preserved within the existing building. The proposed development seeks to recreate this identifiable feature at the northwest corner of the building, denoting an entrance to one of the retail units on the ground floor.
- e. Building transition and the mitigation of impacts on adjacent low-rise neighbourhoods through building design, massing as per Section 4.11.
The proposed development locates the high-rise building in a location that is sensitive to the context of the surrounding area. The tower is setback from both Wellington Street and Parkdale Avenue, while also providing significant separation from nearby low-rise residential along Hamilton Avenue North. The orientation and location of the tower provides for an appropriate transition to the low-rise, reinforced through the podium setbacks and stepbacks, and the widened public lane at the rear of the site.
- f. The identification of priority community amenities or public institutional uses that may be required and the mechanisms by which they will be provided.
The Wellington Street West Community Design Plan provides some insights as to priorities for the community including a wider public realm along Wellington and more space at the intersection of Parkdale and Wellington for pedestrians. The proposed development provides a setback from the existing property line of 0.8 metres to widen the sidewalk and wraps a new plaza feature around the eastern facade to expand the existing public realm adjacent to the site. The site is well-served by existing parks (Parkdale Park, Byron Linear Park) and will provide additional retail opportunities on Wellington Street West.
- g. Mechanisms to encourage architectural excellence and sustainable design.
The subject property is within a Design Priority Area in the City and is therefore subject to review by the City's Urban Design Review Panel (UDRP). An informal review ahead of submission has already been conducted with preliminary feedback received. This process will push to ensure an appropriate level of architectural design for this important corner.
- The proposed development will be pursuing certification under the Canada Green Building Council's Leadership in Energy and Environmental Design (LEED)v4.1 Building Design and Construction (BD+C) rating system. As such, the design and long-term operation of this building will consider not just overall energy performance, but explicitly the addition of carbon pollution to the atmosphere. Additional design considerations more typically incorporated include: construction and demolition waste management; indoor air quality; cooling tower water use; and urban heat island reduction.**
- h. Any specific requirements identified during the secondary planning process.
The Secondary Plan generally supports building heights of six (6) storeys along Wellington Street West up to nine (9) storeys along the Wellington Street West and Parkdale Avenue intersection through a Zoning By-law Amendment where one or more community benefits are provided (e.g. public open space, affordable housing, public art). The proposed development proposes new public space at-grade at the northeast corner of the site and along Parkdale Avenue, in coordination with the '360-degree' streetscape design that will

wrap all sides of the building. The specifics of the Community Design Plan and Secondary Plan are discussed in greater detail below.

4.2.2.4 An Identified Community Amenity is Provided

The proposed development provides a public plaza space at the northeast corner of the building wrapping around the Parkdale Avenue frontage as the community amenity. The provision of public space is identified in the CDP and Secondary Plan as a community benefit that is desirable along the corridor.

The subject property and proposed development satisfy the criteria of Policy 17 for the consideration of different building heights than those prescribed in Section 3 of the Official Plan. The proposed 18 storey height is appropriate given the unique attributes of the subject property including its ability to accommodate a high-rise without undue adverse impacts on the surrounding area.

4.2.3 Urban Design and Compatibility

High-quality urban design is critical for all aspects of development on the subject property, given its location within an identified Design Priority Area. Two sections of the Official Plan provide design guidance on achieving high-quality urban design and compatibility within the existing and planned built context. Section 2.5.1 of the Official Plan sets out seven high-level design objectives which are broadly applicable on a city-wide basis. Section 4.11 of the Official Plan sets more specific criteria for certain classes of development.

Section 2.5.1 addresses community design, setting high level objectives to encourage good urban design and high-quality architecture. The section applies particularly to new, higher-density infill in existing urban areas. Development must be sensitive to, and compatible with, existing communities that have developed over long periods of time. Compatible development is identified as development that, although not necessarily the same as or similar to existing buildings in the vicinity nonetheless enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties. Compatible development 'fits well' within the physical context and 'works well' among those functions that surround it.

The proposed development responds to the identified Design Objectives in the following ways:

1. **To enhance the sense of community by creating and maintaining places with their own distinct identity.**
The proposed development enhances the Traditional Mainstreet character and function of Wellington Street West, by providing active, at-grade uses, and adding residential densities to support existing commercial uses and amenities. The six (6) storey podium responds to the mainstreet character while the high-rise tower marks the important gateway location at Parkdale Avenue with a sensitive and appropriate design that does not result in undue adverse impacts on adjacent properties.

This redevelopment of the underutilized property within the vibrant Hintonburg community has the potential to establish this intersection at Wellington Street and Parkdale Avenue as a prominent contribution to the continuing evolution of this area.

2. **To define quality public and private spaces through development.**
The proposed development animates the street edge with a six (6) storey podium that features an appropriately scaled 6 metre ground floor. The street edge will be animated with large panels of glazing, active entrances to the sidewalk, and active uses along the street. A glazed canopy structure above the ground floor along the Wellington Street West frontage provides protection from inclement weather conditions for pedestrians. The tower has been setback from the podium below on the public street edges to maintain the scale along the mainstreet.

The proposed development creates a series of public and private spaces that serve members of the neighbourhood as well as residents of the proposed development and their visitors. Within the building, the various amenity areas will provide a high-quality communal amenity spaces for residents and their guests including a rooftop patio above the podium. These communal spaces are complemented by private balconies for residents.

3. To create places that are safe, accessible and are easy to get to, and move through.

The proposed development has been designed to improve the existing pedestrian environment along Wellington Street West and Parkdale Avenue by enclosing the street edge with buildings and fronting the mainstreet with active retail uses. A high percentage of glazing and active entrances along the frontage will ensure eyes on the street for safety.

Vehicular access is consolidated on the existing public laneway along the southern periphery of the property to minimize the impact on the pedestrian environment and the Traditional Mainstreet character of the Wellington Street West frontage. The laneway will be significantly improved through landscaping to create a shared street for pedestrians, cyclists, and vehicles.

4. To ensure that new development respects the character of existing areas.

The proposed development incorporates several design features to respect the existing and planned character of Wellington Street West. The six (6) storey podium along the street with the tower setback will provide a pedestrian scale along the street. The one-storey, tall retail floor at-grade will also contribute positively to the vibrant retail street. The height and location of the tower have been assessed strategically to mitigate impacts on the adjacent areas.

5. To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.

The proposed development adds apartment-style dwelling units ranging from studios to large two bedrooms to the Hintonburg neighbourhood. The proposed development will increase the housing options within the community, in a walkable, pedestrian-oriented, inner-urban neighbourhood in proximity to existing transit and amenities.

6. The proposal understands and respects natural processes and features in development design.

The proposed development improves and/or adds landscaped elements including soft and hard landscaping on the ground-floor along all the north, west and east frontages, a rooftop community garden on the 7th floor terrace, and a green roof on the second-floor rooftop, all of which will help reduce the heat island effect. The proposal also incorporates stormwater management infrastructure to properly collect and discharge surface runoff from all parts of the subject property.

7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

Welldale will be pursuing certification under the Canada Green Building Council's Leadership in Energy and Environmental Design (LEED) v4.1 Building Design and Construction (BD+C) rating system. Other sustainability features will include electric vehicle charging stations, LED fixtures, diverted construction waste, low window-to-wall ratio, low-flow fixtures, native plant species and a 1:1 bike parking ratio.

Policy 2 of Section 2.5.1 identifies Traditional Mainstreets as Design Priority Areas within the City and per policy 4, projects within these areas are subject to review by the Urban Design Review Panel (UDRP). The UDRP is instructed to review developments against the criteria set out in Section 4.11 of the Official Plan. Requests for additional height and density are also evaluated against criteria set out in this section of the Official Plan. This planning rationale incorporates the requirements of Design Brief.

Section 4.11 of the Official Plan provides guidance to ensure that new development is compatible with existing areas with respect to specific issues such as noise, parking, light spillover and shadowing. For this reason, some of these policies are best addressed through a Site Plan Control application, which typically provides a higher level of technical detail.

The following table explains how the proposed development responds to the applicable policies of Section 4.11 currently:

Policy		Proposed Development
1.	A Design Brief will be required as part of a complete application.	A Design Brief has been prepared and integrated into this Planning Rationale as per the requirements outlined at the pre-application consultation meeting to satisfy a complete application package.
Building Design		
5.	<p>Design of the parts of the structure adjacent to existing buildings and facing the public realm will achieve compatibility through design of:</p> <ul style="list-style-type: none"> / Setbacks, heights and transition; / Facade and roofline articulation; / Colours and materials; / Architectural elements including windows, doors and projections; / On site grading; and / Elements and details that reference common characteristics of the area. 	<p>The proposed building has been carefully designed so that the facades facing the public realm achieve compatibility through the following measures:</p> <ul style="list-style-type: none"> / Along Wellington Street West, the materiality and setbacks above the first and sixth floor respond to existing and planned building heights and existing and planned setbacks, particularly the adjacent mixed-use buildings along the Mainstreet. The podium is setback a total of 2.8 metres from the property line, while the tower is setback a total of 5.3 metres from the property line along this frontage; / Along Parkdale Avenue, the 3.0 metre at-grade setback and 1.0 metre stepback above the sixth floor respects the setbacks of neighbouring buildings and mixed-use character along Parkdale Avenue; / Along Hamilton Avenue North, the building steps down to one (1) storey to respond to the setbacks of neighbouring buildings and the low-rise residential character to the south and southwest; / The tower has been located to provide a 45 degree angular plane from adjacent low-rise residential; / All facades have been designed with a high degree of architectural detail to create visual interest.
6.	Orient the principal facade and entrances to the street, include windows on elevations adjacent to public spaces, and use architectural elements, massing and landscaping to accentuate entrances.	Active entrances are provided from the retail units direct to Wellington Street West, and the ground floor facade is highly transparent to provide a visual connection between the street and the at-grade uses. The northwest retail entrance is accentuated by the re-created theatre marquee.

Policy	Proposed Development
	The primary residential entrance is located along Parkdale Avenue and connects to the proposed landscaped boulevard.
<p>7. Intersections of arterial and collector roads can serve as gateways and support high levels of pedestrian traffic and the greatest density of housing. Development proposals at these locations are encouraged to include strong architectural design elements that feature the corner; capitalize on design possibilities for both street facades; and soft landscaping, special paving materials and larger sidewalks.</p>	The proposed development is located at the intersection of two (2) arterial roads which act as a gateway into the Hintonburg community. The proposed development features the corner through the notched podium that provides greater space at-grade and places a retail unit entrance at the corner. The proposed design also wraps the materials used along Wellington Street around all four sides of the building, presenting a high-quality building on all four facades. Finally, the proposed building utilizes a '360-degree' design for the landscape which will improve all four public edges with street trees, paving treatments, benches and lighting that will improve the public realm.
<p>8. Servicing and other required equipment should be internalized into the building where possible.</p>	Servicing, loading areas, and mechanical equipment are generally located internal to the site and away from the public realm.
Massing and Scale	
<p>10. The appropriateness of the development will be assessed using criteria set out in the Secondary Plan or against the following criteria:</p> <ul style="list-style-type: none"> / Building height, massing and scale permitted by the planned function of adjacent properties; / Prevailing patterns of rear and side yard setbacks, building separation and landscaped open spaces and outdoor amenity areas; and, / The need to provide a transition between areas of different development intensity. 	<p>The proposed Secondary Plan considers a framework for considering building heights up to 9 storeys on the property at the corner of Wellington and Parkdale but does not contemplate greater height.</p> <p>The proposed development has extensively considered the planned function of the surrounding area, as well as the existing zoning and context for the development in proposing the high-rise building at the corner. Transition has also been studied to ensure it is provided not only to the low-rise areas along Hamilton but also to the east and west along the Wellington corridor.</p>
<p>11. The Shadow Analysis and Wind Analysis will evaluate the potential impacts of the development on the adjacent properties and pedestrian amenity areas. The intent of each Analysis is to demonstrate how these impacts have been minimized or avoided.</p>	<p>The shadow study prepared by Dialog demonstrates that shadows will move quickly as a result of the limited tower floorplate.</p> <ul style="list-style-type: none"> / In the shoulder seasons (March/September) the shadows move quickly from west to east with minimal impact on the southern edge of Parkdale Park between 10am and noon. / In June, the much shorter shadows move quickly and have no impact on Parkdale Park and move quickly across the north side of the Wellington mainstreet. / In December, the longer shadows will impact on Parkdale Park between 9am and 12pm.

Policy	Proposed Development
	<p>A Pedestrian Level Wind Study prepared by Gradient Wind Engineers + Scientists demonstrates that the conditions at-grade surrounding the proposed development will generally be comfortable for sitting or standing throughout the year. Where not, mitigation will resolve the wind concerns and sufficiently improve conditions. Mitigation measures will be implemented through the future Site Plan Control conditions.</p>
<p>12. Transition refers to the integration of buildings that have greater height or massing than their surroundings. Proposals for developments that are taller in height than the existing or planned context should demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as stepping down or varying the building form has been incorporated.</p>	<p>The development falls within a 45-degree angular plane, projected up towards Wellington Street West from the western edge of the Hamilton Avenue North right of way. A 45-degree angular plane is used by the City as a tool to measure and evaluate built form transition to neighbouring low-rise residential development.</p> <p>Transition has also been provided via the six (6) storey podium and a step back above the first floor along Wellington and at the south side of the property along Hamilton Avenue North. The podium and one (1) storey form along Hamilton are directly responding the adjacent low-rise context along Hamilton and the planned function for the mainstreet west of the site as a six (6) storey corridor.</p>
<p>13. Building height and massing transitions will be accomplished through a variety of means, including incremental changes in building height, massing; and building setbacks and step-backs.</p>	<p>As discussed above, building stepbacks facing Parkdale Avenue, Hamilton Avenue North and Wellington Street West are used to create appropriate built form and massing transition and to define a pedestrian scale along the street.</p>
<p>High-Rise Buildings</p>	
<p>14. High-Rise Buildings are a form of high-density development that can contribute to intensification, housing and employment opportunities and provide new view, skyline and landmark possibilities. High-rise buildings should be designed to achieve the objectives of this Plan and avoid or reduce impacts or disruptions (pedestrian comfort, public views, proximity to heritage, privacy)</p>	<p>The proposed development does not negatively impact any protected view planes or historically significant views. The wind and shadow studies prepared for the proposed development show that any impacts are typical of an urban context and will not negatively impact the useability of the pedestrian realm. Finally, the tower provides separation from adjacent amenity areas to mitigate any potential loss of privacy.</p>
<p>15. Generally, High-Rise buildings, which consist of three integrated parts, a base, a middle and a top, can achieve many of the urban design objectives and address the impacts described above in the following ways;</p>	<p>The design of the proposed building with a distinct base, middle, and top ensures the building respects the at-grade and low-rise scale and character of nearby properties while providing a tower that further steps back from the west and portions of the southern property lines mitigating impacts on shadowing, overlook, and loss of sky views to those properties.</p>

Policy	Proposed Development
<ul style="list-style-type: none"> / The base of a high-rise building should respect the scale, proportion, and character of the surroundings. / The tower, which typically includes a middle and a top, should step back from the base where possible. / Floor plates may also vary depending on the uses and the context. 	
<p>17. The Zoning By-law will establish performance measures such as minimum tower separation distances and yard setbacks and may require minimum lot sizes for High-Rise buildings. Proposals for a high-rise building that include performance measures that deviate from the Zoning By-law shall demonstrate that the impacts identified in policy 14 can be satisfactorily avoided or reduced.</p>	<p>While the proposed development provides a 5.7 metre setback from the rear lot line, which does not meet the required 10 metre setback as specified by the zoning provisions for high-rise development, the additional 4.2 metres along the public laneway ensures that this is achieved. The strategic location of the tower ensures that tower separation to both existing and planned high-rise buildings is achieved.</p> <p>The tower presents a tower separation of 26 metres to the 9-storey building to the east and 30 metres to the high-rise to the south. Further, as a result of the location of the six-storey podium as well as the significant setbacks of property lines from the curb along Wellington Street West, the proposed tower would also exceed the required 20 metre tower separation from any potential high-rise buildings along the north side of Wellington Street West as well as to the west of the proposal at the southeast corner of Wellington Street West and Hamilton Avenue North.</p> <p>It is important to note that as a result of the zoning performance measures for high-rise buildings, it is not possible to develop the institutionally zoned interior lot directly to the south of the property with a high-rise building due to its limited width. Moreover, the high-rise building to the south located at 420 Parkdale is built at a 0-metre lot line, thereby confirming that the prescribed tower separation could never be achieved.</p> <p>The development strongly responds to the Design Guidelines for High-rise Buildings. The subject site is of an adequate size and shape to accommodate high-rise development, and the tower portion of the development is appropriately setback to maintain tower separation from existing and planned development. The design guidelines are discussed below.</p>
<p>18. The Urban Design Guidelines for High-Rise Buildings may establish general principles for the design of</p>	<p>The building has been designed as a high-rise tower with a compact footprint, distinct base/middle/ top and ample setbacks and separation that strongly responds the City's</p>

Policy		Proposed Development
	high-rise buildings, including the design of the base and guidance for tower separation distances.	Urban Design Guidelines for High-rise Buildings. The design guidelines are discussed below.
Outdoor Amenity Areas		
19.	The development will minimize undesirable impacts on existing private amenity spaces of adjacent residential units through siting and design.	The studies submitted with this application indicate that the tower design and mid-rise podium ensure that there are no undue adverse impacts to the nearby private amenity spaces as a result of the proposed development. The proposed tower location will further minimize overlook impacts on adjacent amenity areas because of the proposed development.
20.	Mixed-use buildings incorporating residences will include well-designed, usable amenity areas, including private and communal amenity spaces such as: balconies, terraces and rooftop patios.	The proposed development will provide a range of at-grade, indoor and rooftop terrace communal amenity space, to meet the needs of residents. In addition, all residential units will have access to private amenity spaces.
Design Priority Areas		
22.	The portion of the buildings adjacent to the public realm will be held to the highest building design standards.	The proposed development has had an informal review with the Urban Design Review Panel and feedback has been incorporated into the design. A formal review will occur following submission of the applications.
23.	The portion of the development which impacts the public realm will be held to the highest site design standards and should incorporate enhanced public realm improvements.	As part of the development, the public realm will be significantly enhanced through the proposed plaza space which extends from the northeast corner to the rear of the building around Parkdale Avenue and features an urban plaza and boulevard space. A 'woonerf' courtyard space is also proposed along the public laneway and features a pet relief area, as well as a bicycle repair shop. In addition, a '360 streetscape' treatment introduces unit paving as well as wood-top seating along all frontages of the proposal creating a unified public realm. As a significant portion of the site is currently a surface parking lot, the development will significantly improve the pedestrian realm providing a continuous, enclosed street edge creating a pedestrian-friendly streetscape.
24.	The massing and scale of development will define public spaces (e.g. streets).	Sidewalks and landscaping elements are provided adjacent to the building. The massing and scale of the proposed development is designed to define and enclose public and private spaces along all street frontages, while creating a positive pedestrian-level experience.

The proposed development conforms to the City of Ottawa Official Plan, including the urban design and compatibility criteria of Section 2.5.1 and 4.11.

4.3 City of Ottawa Official Plan Update

The City of Ottawa is currently undertaking an Official Plan review, which will culminate in a new Official Plan, projected to be adopted by Council in Fall 2021. The first phase of the New Official Plan process was completed in Fall 2019, and Council has approved high-level policy directions. While documents and policy directions published through the new Official Plan process do not yet represent actual policies, five “Big Moves” have been identified. These include the following relevant moves:

1. Achieve more growth through intensification than by greenfield development. The target for intensification has subsequently been set at 60% of new development by 2046.
2. By 2046, the majority of trips in Ottawa will be made by sustainable transportation.
4. Embed public health, environmental, climate and energy resiliency into the planning framework.

One of the core organizing concepts for the new Official Plan will be the “15-minute neighbourhood”: the idea that most people will be able to access the majority of their daily destinations, not including employment, within a 15-minute walk of their homes.

The proposed development will facilitate the development of a 15-minute neighbourhood, intensify an underutilized property along a mainstreet corridor, and contribute to a land use pattern that is consistent with significant emissions reductions.

4.4 Wellington Street West Community Design Plan

The Wellington West Community Design Plan (CDP), approved by Council in 2011, is a visionary plan that further guides and informs policies within the Wellington West Secondary Plan. The CDP generally analyses and provides recommendations for the Wellington West Traditional Mainstreet and any spaces around properties which front onto this street. The CDP intends to guide future growth and change along Wellington Street West as well as the surrounding established neighbourhoods to the north and south. The Secondary Plan implements the key aspects of the Community Design Plan (CDP) into statutory policy.

The CDP envisions Wellington Street West as continuing to strengthen the traditional urban fabric, built forms and spaces, based on principles outlined in the City of Ottawa Official Plan, with a wide mix of uses including employment, neighbourhood services and facilities, capturing opportunities at Mainstreet gateways and key nodes that will strengthen the Mainstreet corridor while enhancing accessibility for pedestrians and transit users alike.

4.4.1 Core Principles

The CDP outlines seven core principles which form the foundation for the Secondary Plan. The proposed development will contribute to achieving these principles and objectives as follows.

1. Uphold and enhance the existing, broad mix of land uses that have built the community, while anticipating and embracing major societal and environmental trends.

The proposed development is mixed-use project that will add housing stock to the Hintonburg neighbourhood. The residential component of the development will feature a total of 240 dwelling units with a mix of unit types, adding to the diversity of housing options in the neighbourhood and allowing more people to live in proximity to the jobs, services and amenities of the neighbourhood, and in proximity to transit service that provides easy access to the downtown core.

2. Establish a clear network of people spaces.

The proposed development includes a 360-streetscape improvement approach (from the outer curbs to the building face and through the back laneway), enhancing the pedestrian experience around the entire block. The proposed urban plaza and boulevard along Parkdale Avenue provide a comfortable and accessible public space along the street where the community can gather. The proposal also features a semi-public ‘woonerf’ courtyard

space along the public laneway. These spaces will interact directly with the existing pedestrian environment while improving the connection to existing public spaces including the Parkdale Market and Park and Wellington Street. The proposal includes a high-quality pedestrian environment based on a human-scale podium and a pedestrian-friendly streetscape. These community gateway features will work to reinforce the area as a vibrant activity node for the local and broader Ottawa community.

3. Strengthen the traditional urban fabric, built form and spaces through respect and innovation.

The proposed development has been thoughtfully designed to create a project that fits well within its surroundings and respects the character of the surrounding community as discussed herein. Several green initiatives including the introduction of a community garden, green roof, LED fixtures, electric vehicle parking and low window-to-wall ratio ensure that the proposal is sustainable and innovative.

4. Capture the opportunities of mainstreet gateways and nodes.

The proposed development includes an interesting facade and architectural design that addresses an identified mainstreet gateway within the CDP. Through compact urban built form, the introduction of privately-owned public space at the corner, mixed-uses and amenities, the proposal strengthens an important and currently underutilized node along Wellington Street West.

5. Protect, create, and encourage views and vistas.

The proposed tower will create a new focal point within the neighbourhood through its architecture and its landscape design along the streetscape. The strategic placement of these elements ensures that the proposal will not obstruct existing views to the Mainstreet from adjacent areas as discussed herein.

6. Link the varied character areas together as a unified corridor.

The proposed development respects the character of the surrounding area in its architecture and materiality. The six-storey podium maintains a pedestrian scale along the street. Where appropriate and possible, the proposal includes the introduction of several street trees and greenery. Lastly, the proposed marquee feature along the northwest corner of the building ensures that the heritage of the existing building, and an identifiable element of the streetscape, is recreated and highlighted.

7. Promote a pedestrian- and transit-friendly environment.

The proposed development encourages walking based on its location within a walkable neighbourhood that is located west of the City's downtown core, allowing residents to walk to meet their day-to-day needs. The proposed development also encourages transit usage as the subject site is located within 750 metres walking distance of Tunney's Pasture station and along the Wellington Street West transit priority corridor. Lastly, cycling is strongly encouraged as an important lifestyle option for residents of the proposed development and is supported through access to a bicycle repair room, a 1:1 bike parking ratio, and direct access to nearby spine routes for cycling (Wellington, Gladstone, Byron Park).

The proposed development responds to the Core Principles of the Wellington West Community Design Plan.

4.4.2 Land Use Designation

Per the CDP, the subject property is located within the 'Parkdale Park Area'. The Parkdale Park Area is "part of the mainstreet that exhibits a generally low-scale village feel and a mix of retail and commercial offerings; however, taller buildings tend to bookend the area at its major crossroads".

As identified in the CDP, there is a real opportunity to restore the design and use of the Parkdale-Wellington intersection to civic and commercial prominence. Today, the roads are filled with cars, the properties empty with asphalt, and most pedestrians are there only as a point of transition. The CDP envisions that the Parkdale Park Area will re-emerge as the

civic and commercial heart of the broader Wellington West community. Accordingly, the Wellington-Parkdale crossroads and the Parkdale Park and Market will be designed and developed with better, more efficient uses, distinguishing character, and improved comfort and safety for pedestrians. The CDP highlights that redevelopment opportunities should be captured at underutilized gateway locations, including the Parkdale and Wellington Street West intersection. Development within this area is to be guided by the Built Form Guidelines of the CDP, as well as other Council-approved design guidelines, and the site context may inform how these guidelines are applied. All new development shall respect the built form guidelines in Section 3.5.4 of the CDP.

The proposed development is located on a property that is identified in the CDP as a prominent gateway location intended to undergo redevelopment. The proposal conforms to the objectives outlined within the Parkdale Park Area land use designation by redeveloping a largely underutilized property at the civic and commercial heart of the broader Wellington West community. The proposal incorporates interesting architecture, a pedestrian focal point, a boulevard connection, streetscape improvements and mixed uses that will enhance this gateway while encouraging pedestrian activity along this important node.

4.4.3 Built Form Guidelines

Section 3.5.4 of the CDP outlines built-form guidelines for the Parkdale Park Area. The most relevant and applicable guidelines for the proposed development are as follows:

- / Establish a variety of commercial and/or entertainment uses with a high and active presence of people at street level, for example, retail, restaurant or theatre uses, to reinforce Wellington mainstreet as an alluring place meant for pedestrians, not automobiles.
- / Ensuring a mix of residential dwelling units and sizes, including affordable housing units, to achieve Official Plan targets and to provide a diverse and permanent population presence.
- / Building design should provide flexibility to adapt to a range of economic conditions, including a higher floor-to-ceiling spaces, for example 5.0m ceilings at the ground floor; however, lengthy, inanimate showroom-type formats are highly discouraged as they will sterilize the activity-potential needed for prominent, front facades.
- / Support building heights that are no less than 4 storeys to ensure that the opportunity for concentrating built form and land use needed at these core intersections is achieved.
- / Additional building height increases may be considered to a maximum of 9 storeys for providing one or more of the following:
 - Public open space; for example, a plaza and greater sidewalk width
 - Affordable rental and ownership housing; cash contribution for affordable rental housing at other sites
 - Public art and/or extraordinary and innovative architectural feature(s)
- / Buildings should exemplify the key built form values of the mainstreet, as documented in these policies.
- / These locations are an important neighbourhood crossroad or hub where the unique 'spokes' of the community converge. This provides an opportunity to explore the eclecticism of the area and develop true community landmarks.
- / Presentation of a neighbourhood 'brand', theme, characteristic, or other message regarding the Wellington community should be marked at these properties, or established for continuity through the remainder of the corridor, for example, themed signage and themed public art.
- / Mid-block redevelopments between Parkdale and Holland Avenues along Wellington Street are encouraged to setback the ground-level facades of buildings to provide needed space for comfort, safety, and a sense of welcoming to support walking. Design should include elements that retain the rhythm established by the generally continuous street wall.

- / New developments at all corners of the Parkdale-Wellington and Holland- Wellington intersections shall set back ground level facades of buildings from the mainstreet property line to provide more public, or quasi-public space, at these busy corners.

The proposed development is consistent with the CDP’s objectives to enable appropriate and compatible intensification and a built environment that provides a Mainstreet gateway is aesthetically pleasing and pedestrian friendly. The CDP contemplates building heights up to 9 storeys where a community benefit is provided which may include additional to the public realm and public space, affordable housing, interesting building architecture or design or public art. The proposed development proposes a height of 18 storeys, given the site’s unique ability to mitigate any undue adverse impacts on adjacent properties or open spaces, while providing for a widened sidewalk (0.8 metres) along Wellington Street, a corner plaza and boulevard spaces along Parkdale, and a ‘360-degree’ landscape design of the four public building frontages that will positively contribute to the public realm at this important node.

The proposed development is consistent with the general intent of the built form guidelines outlined in Section 3.5.4 of the CDP. Strategic setbacks above the first and sixth-floor floors are proposed thereby creating architectural interest and creating a strong pedestrian-scale along the mainstreet. As a large lot, the tower has been strategically located along the northeast corner of the property against the important intersection of Wellington Street West and Parkdale Avenue but set back 5.3 metres along Wellington and 4 metres along Parkdale to provide separation from the podium below and reinforce the scale of the podium along the street. The size and location of the property, together with the 750 square metre floorplate, allows for the proposed development to achieve transition to adjacent low-rise areas through an angular plane measurement, while shadow and wind impacts will not result in any undue adverse impacts on the area.

4.5 Wellington Street West Secondary Plan

The Wellington West Secondary Plan, approved by Council in 2011, is plan that implements policies within the CDP. The subject property is located within the broader ‘Traditional Mainstreet’ land use designation and specifically, within the ‘Parkdale Park’ character area pursuant to Schedule B of the Secondary Plan. General policies for the entire Mainstreet area are detailed below, as well as policies for the Parkdale Park area.

4.5.1 General Mainstreet Policies

The most relevant and applicable guidelines for the proposed development are as follows:

- / The maximum building height for all new buildings within the Traditional Mainstreet will be six (6) storeys or 20 metres, except where identified by the specific area policies below. In those cases, the City may consider a zoning by-law amendment to those properties to increase the maximum building height to a maximum of nine (9) storeys pursuant to Section 37 of the Planning Act where community benefits, including but not limited to those identified in the Community Design Plan, are secured through agreement with the City and will be provided at the time of development.
- / New buildings over four (4) storeys within the Traditional Mainstreet areas shall incorporate architectural articulation and details to form a two (2) to three (3) storey base to ensure compatibility with the existing low-rise, human-scale buildings in order to be consistent with the built form vision for these areas.
- / In order to ensure that the design of new or renovated buildings integrate into the existing building fabric of the street and maintain an urban village character, proponents shall demonstrate how the key elements of scale and detail from the traditional one (1) to three (3) storey buildings and the narrow lot sizes of the Wellington West corridor have been incorporated into the building design.
- / In order to ensure the comfort and safety of pedestrians throughout the length of the mainstreet, additional sidewalk or plaza space for people shall be considered by the City through either:

- Increased building setbacks at grade with new development proposals during a Site Plan Control application, or
- With sidewalk widenings within the right of way at the time of alterations to road geometries by Public Works.

4.5.2 Parkdale Park Area Policies

The most relevant and applicable guidelines for the proposed development are as follows:

- / To encourage the redevelopment of underutilized properties at or near the intersections of Parkdale and Holland Avenues, the zoning by-law will establish a minimum building height of four (4) storeys to ensure a minimal level of intensification is achieved in this key area.
- / The City may consider a zoning by-law amendment to the properties fronting the corners of Parkdale and Holland Avenues at Wellington Street to increase the maximum building height pursuant to Section 37 of the Planning Act where one or more community benefits identified in the Community Design Plan are secured through agreement with the City and will be provided at the time of development.
- / The intersections at Parkdale and Holland Avenues on Wellington Street will become key activity nodes, therefore, redevelopment at these corners shall establish pedestrian-oriented, publicly accessible spaces to animate, attract and retain people. Small plazas, wider sidewalks, and/or patios shall be incorporated into the site design of new proposals.
- / Architectural and other visual features shall be introduced in new developments that mark arrival at the Parkdale and Holland Avenue gateways to the Wellington Street West community.

4.5.3 Proposed Amendment

As demonstrated above, both the CDP and Secondary Plan identify the property as an important node and gateway along the Wellington Street West corridor. Given the unique location, lot size, three public street frontages (including two arterial roads), proximity to transit, existing surrounding context, and the building's ability to transition appropriately to adjacent low-rise areas, an Official Plan Amendment (OPA) to introduce permissions for a high-rise building up to 18 storeys at this location is proposed. The intent of the OPA is to recognize the unique aspects of the subject property and its ability to accommodate a compatible high-rise building.

The OPA proposes to permit a high-rise building on the subject property when the following criteria are met:

- / Lot area of at least 2,000 square metres;
- / Frontage on at least three (3) public streets, including the intersection of a Transit Priority Corridor and Arterial Road;
- / Within 800 metres walking distance of a rapid transit station;
- / Provide a maximum six (6) storey podium along Wellington Street West to maintain a pedestrian scale along the street;
- / Provide retail uses at-grade along Wellington Street West with direct pedestrian access to the street;
- / Respect the Urban Design Guidelines for High-Rise Buildings and the design objectives and criteria of Section 2.5.1 and 4.11 of the Official Plan; and,
- / Create a gateway corner feature at the corner of Wellington Street and Parkdale Avenue, through the implementation of architectural elements and/or the creation of a public plaza to animate the corner.

The proposal is generally in keeping with the above-noted Secondary Plan policies. The proposed development features a six (6) storey podium along the mainstreet which reflects the intended height for the majority of the corridor. The podium is articulated with a high, 6 metre, ground floor that will feature retail uses with active entrances directly onto the sidewalk, before stepping back for the next five (5) storeys. The proposed development

also expands the public sidewalk along Wellington Street by 0.8 metres, proposes a plaza at the northeast corner of the building (at the intersection of Wellington and Parkdale) and a large 3 metre setback along Parkdale Avenue. The proposed development will also have a high-quality architectural expression and will re-create the Elmdale Theatre canopy feature at the northwest corner of the site. The proposed development will contribute to the creation of an active and vibrant node at the Parkdale and Wellington gateway.

A high-rise building is proposed for the corner given its unique attributes. The height would exceed the 9 storeys envisioned by the Secondary Plan, and therefore criteria are proposed to be established through the site-specific Official Plan Amendment that would recognize these attributes and set out requirements for site design and development that would provide community amenities to the area, as called for within the CDP and Secondary Plan. The proposed redevelopment includes wider sidewalks and an improved public realm along Wellington and Parkdale but would also trigger Section 37 which is a mechanism by which additional community benefits will be provided.

4.6 Urban Design Guidelines for High-Rise Buildings

The City of Ottawa's Urban Design Guidelines for High-rise Buildings (the "Guidelines") were approved by City Council on May 23, 2018 and provide recommendations for urban design and guidelines to be used during the review of development proposals. 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.

Further, the guidelines indicated that the context of each development proposal will inform the application of, and the emphasis on, the particular guidelines that are relevant to the site. Proponents of a development proposal and City staff participating in the review of the proposal should review these guidelines holistically and work collaboratively to determine which guidelines are priorities for implementation and how they may be applied in the preparation and review of the development proposal.

The proposed development responds to the relevant guidelines by:

- / Guideline 1.11: Proposing a high-rise building that is consistent with surrounding high-rise buildings to the south and east. The proposed 18-storey height also provides variation and interest in the skyline;
- / Guideline 1.12: Including a base that relates directly to the height and typology of the existing or planned streetwall context;
- / Guideline 1.13: Providing an angular plane of 45 degrees to the low-rise residential buildings to the southwest along Hamilton Avenue North providing a transition to the lower scale areas;
- / Guideline 1.14: Proposing a high-rise on a regular shaped lot to allow for a design which incorporates effective transition measures;
- / Guideline 1.15: Proposing a high-rise on a lot which abuts the public realm on at least two sides. The proposal exceeds this by proposing a high-rise on a lot which abuts the public realm on Wellington Street West, Parkdale Avenue and Hamilton Avenue North (in addition to the public laneway to the south);
- / Guideline 1.16: Proposing a high-rise on a through lot which has a minimum lot area of 1,800 square meters. The proposal exceeds this by proposing a high-rise on a lot which has a total area of 2,497 square metres;
- / Guideline 1.17a: Providing a minimum 20 metre tower setback from the abutting low-rise residential properties to the south and west;
- / Guideline 1.17b: Generally following an angular plane of 45 degrees to the abutting low-rise residential properties to the south and west;
- / Guideline 1.19: Conserving the integrity of the cultural heritage value, attributes, and character of the heritage building;

- / Guideline 1.20: Designing the base of the high-rise building to respect the architectural scale and character of the heritage building;

The proposed development is located on a corner lot that is 2,497 square metres in area, is regularly shaped to accommodate a high-rise building, and abuts public streets on three sides and a public laneway on the fourth, exceeding the guidelines in both cases. The recessed tower ensures an angular plane of 45 degrees from the low-rise residential along Hamilton Avenue North is provided. Lastly, the proposed development re-creates the identifiable attribute of the existing Elmdale Theatre building by rebuilding the marquee canopy feature above one of the retail entrances at the northwest corner of the building. This feature will conserve the cultural heritage feature and prominent feature along the Wellington corridor, while providing visual interest and creating a unique and recognizable character for the development.

- / Guideline 2.1: Enhancing and creating the overall pedestrian experience in the immediate surrounding public spaces by proposing an urban plaza at the northeast corner as well as a boulevard along Parkdale Avenue. Intentional stepbacks above the high (6 metre) first floor along Wellington Street West and stepbacks above the sixth floor on all sides creates an appropriate pedestrian scale and enriches the urban fabric as well as the overall pedestrian experience;
- / Guideline 2.2: Breaking up the facades of the podium and tower through horizontal and vertical articulation to enrich the urban fabric and the skyline;
- / Guideline 2.3: Providing a high-rise building that includes three distinctive and integrated parts;
- / Guideline 2.13: Placing the base of the high-rise building to form continuous building edges along streets, parks, and public spaces;
- / Guideline 2.14: Proposing additional stepbacks at the northeast corner of the building beyond the zoning requirements to ensure that the corner plaza is protected, comfortable and animated;
- / Guideline 2.16: Proposing additional height that is appropriate through the provision of step backs above the 1st and 6th floors on a particularly wide lot;
- / Guideline 2.17: Proposing a minimum base height of two (2) storeys, aside from the transition along Hamilton Avenue North which steps down to one (1) storey that is 6 metres tall;
- / Guideline 2.18: Reflects the intended height of the streetwall (6 storeys) along Wellington Street West through the podium height;
- / Guideline 2.19: Provides transition to the low-rise buildings along Hamilton Avenue North which are not anticipated to change;
- / Guideline 2.23: Animating the ground floor of the base and ensuring that it is highly transparent. Avoiding blank walls, and where they are necessary, articulating them with the same materials, rhythm, and high-quality design as more active and animated frontage;
- / Guideline 2.24: Utilizing a tower floorplate of 750 square metres to minimize shadow and wind impacts, and loss of skyviews;
- / Guideline 2.25: Providing a minimum tower separation distance of 23 metres between existing and potential towers to minimize shadow and wind impacts;
- / Guideline 2.29: Stepping back the tower, including the balconies, from the base to allow the base to be the primary defining element for the site and the adjacent public realm, reducing the wind impacts, and opening sky-views;
- / Guideline 2.30: Allowing less than one third of the tower to continue straight down to the ground to address the street corner and create a forecourt for the entrance and space at the intersection;

- / Guideline 2.31: Orienting and shaping the tower to minimize shadows;
- / Guideline 2.32: Articulating the tower with high-quality, sustainable materials and finishes to promote design excellence, innovation, and building longevity, Guideline 2.35: Designing the top of the building as integral to the overall architecture of the high-rise building; and
- / Guideline 2.36: Integrating roof-top mechanical or telecommunications equipment, signage, and amenity spaces into the design and massing of the upper floors.

The proposed development is a high-rise designed in a base-middle-top format. The ground floor of the podium is 6 metres high and highly transparent along the public street frontages which will animate the street and contribute to a vibrant pedestrian realm along the street. Along Wellington, the podium steps back 2 metres to further reinforce the pedestrian scale on the street. The podium then rises to a height of 6 storeys before the step back to the tower. Along Wellington, the tower sets back an additional 2.5 metres from the podium (5.3m total) and along Parkdale the tower is set back 1m from the podium below (4m total), along the lane it steps back 2.5m from the podium below (5.75m total) and from Hamilton Avenue it is setback 30 metres. The built form helps to differentiate the tower from the base and also reinforces the pedestrian scale of the adjacent streets.

The proposed development transitions to the intended built form to the west (6 storeys) along Wellington Street and transitions down to the low-rise dwellings along Hamilton Avenue North which are not anticipated to change with a 1 store podium. In this area, the 6 storey podium steps back 7.8 metres from the 1 storey podium (11.05m total).

The proposed tower has the recommended floorplate size of 750 square metres and provides separation to existing high-rise buildings. The church property at 416 Parkdale Avenue is not a suitable site for a high-rise building given its width, area, and the proximity of the existing high-rise to the south (420 Parkdale), and therefore no separation from that property has been provided.

- / Guideline 3.1: Provide a minimum 6 metre space between the curb and the building face along the primary frontages of a high-rise building, including the City-owned portion within the right-of-way (ROW) and the building setback area;
- / Guideline 3.2: Providing increased setbacks along the corner of Wellington Street West and Parkdale Avenue;
- / Guideline 3.4: Providing at grade or grade-related public spaces such as plazas;
- / Guideline 3.5: Providing public spaces that:
 - complement and are integrated into the existing network of public streets, pathways, parks, and open space;
 - provide direct visual and physical connections to the surrounding public streets, pathways, parks, and open spaces;
- / Guideline 3.10: Locating the main pedestrian entrance at the street with a seamless connection to the sidewalk;
- / Guideline 3.12: Animating the street by:
 - introducing commercial and retail uses at grade on streets with commercial character;
 - providing greater floor to ceiling height at the ground floor to allow for flexibility in use over time (6 metres);
 - providing a minimum of 50% clear bird-friendly glazing on the portions of the ground floor that face the pedestrian realm;
- / Guideline 3.14: Locating parking underground;
- / Guideline 3.15: Locating drop-off and pick-up areas at the rear of the property;
- / Guideline 3.17: Internalizing and integrating servicing, loading, and other required utilities into the design of the base of the building, where possible;

- / Guideline 3.21: Locating ventilation shaft, grades, and other above grade site servicing equipment away from public sidewalk and integrate these elements into the building and landscape design;
- / Guideline 3.26: Conducting a wind analysis for high-rise development;
- / Guideline 3.27: Conducting a shadow analysis for high-rise development; and
- / Guideline 3.28: Protecting pedestrians from wind, rain, snow and intense sun by incorporating a glass canopy above the 1st floor along the Wellington Street West facade.

The proposed development will greatly enhance the pedestrian realm along Wellington Street West, Parkdale Avenue and Hamilton Avenue North, specifically at the corner of Wellington and Parkdale which today is a surface parking lot. The proposed development will provide a continuous street wall condition to enclose the streets with a podium that features a 6 metre high ground floor. The ground floor is highly transparent, and the ground floor uses will animate the street. The glass canopy above the ground floor as well as the inset along the northeast corner of the building will provide a sense of enclosure for pedestrians and will also provide protection from the elements. Together with the proposed plaza and boulevard at Parkdale, the pedestrian realm will be enlarged, allowing for a more comfortable pedestrian environment and additional space at the intersection.

Parking for the proposed development will be located underground and accessed from the existing public rear laneway. Loading, servicing, and utilities will also be accessed from the public laneway, generally screened from the view of the public streets.

To understand the impact and required mitigation for wind effects on both the proposed development and the surrounding streetscape, a pedestrian level wind study was undertaken. The study concluded that conditions around the site at grade level, including access points, and sidewalks are generally acceptable for their intended uses through the year. For the few exceptions to these conditions, mitigation measures can be implemented through Site Plan Control to ensure a comfortable pedestrian environment.

A Shadow Study was undertaken to understand the impacts of the proposed high-rise. The study demonstrates that shadows will move quickly given the slender nature of the tower. As discussed in Section 4.2.3 above, in the shoulder seasons (March/September) the shadows move quickly from west to east with minimal impact on the southern edge of Parkdale Park between 10am and noon. In June, the much shorter shadows move quickly and have no impact on Parkdale Park and move quickly across the north side of the Wellington mainstreet. Finally, in December the longer shadows will impact on Parkdale Park between 9am and 12pm. The fast-moving shadows are generally considered acceptable for an urban context.

Overall, the proposed development responds extremely well to the Urban Design Guidelines for High-Rise Buildings by proposing a building that is sensitive to context, provides an appropriate built-form and transition to adjacent areas, and that contributes positively to the pedestrian realm.

4.7 Transit-Oriented Development Guidelines

The Transit-Oriented Development Guidelines, which were approved by City Council in 2007, are to be applied throughout Ottawa for all development within a 600-metre walking distance of a rapid transit station or stop. As the proposed development is within 600 metres of one transit station, these guidelines apply.

The proposed development responds to the relevant guidelines by:

- / Guideline 2: Discouraging non transit-supportive land uses that are not oriented primarily to the automobile and not the pedestrian, cyclist or transit user.

- / Guideline 3: Creating a multi-purpose destination for both transit users and local residents through providing a mix of different land uses.
- / Guideline 7: Locating buildings close to each other and along the front of the street to encourage ease of walking between buildings and to public transit.
- / Guideline 11: Stepping back buildings higher than 4 to 5 storeys in order to maintain a more human scale on the sidewalk and to reduce shadow and wind impacts on the public street.
- / Guideline 14: Providing architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians.
- / Guideline 15: Using 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 28: Designing ground floors to be appealing to pedestrians, with such uses as retail, personal service, restaurants, outdoor cafes and residences.
- / Guideline 29: Providing convenient and attractive bicycle parking that is close to building entrances, protected from the weather, visible from the interior of the building and that does not impede the movement of pedestrians.
- / Guideline 36: Designing access driveways to be shared between facilities.
- / Guideline 39: Encouraging underground parking or parking structures over surface parking lots.
- / Guideline 43: Locating loading areas off the street, behind or underneath buildings.

The proposed development implements the Transit-Oriented Development Guidelines by providing a building that provides intensification along a Transit Priority Corridor and contributes to the range of housing choice in proximity to a rapid transit station.

4.8 Urban Design Guidelines for Development along Traditional Mainstreets

The Urban Design Guidelines for Development along Traditional Mainstreets were approved by Council in 2006 to promote development that will enhance the recognized and planned character of Mainstreets, to achieve high-quality built form along Traditional Mainstreets, and to accommodate a broad range of uses that enables people to shop, live and access amenities. The guidelines are intended to be applied across the City within Traditional Mainstreet designations, with consideration for site-specific context and conditions.

The proposed development responds to the relevant guidelines by:

- / Guideline 1: Aligning the building with the existing built form to create a visually continuous streetscape along Wellington Street West;
- / Guideline 2: Providing a 2.8 metre wide sidewalk along Wellington Street West which includes the introduction of wood-top seating as well as an urban plaza along the northeast corner of the property;
- / Guideline 4: Using minor variations in cladding material and building setback and alignment to add interest to the streetscape, and to provide space for activities adjacent to the sidewalk;
- / Guideline 5: Locating streetscape elements along Wellington Street West clear of the unobstructed 2 metre wide sidewalk;
- / Guideline 6: Creating an attractive public outdoor plaza at the intersection of Wellington Street West and Parkdale Avenue that wraps around the eastern periphery of the building along Parkdale Avenue and leads into a landscaped public laneway;

- / Guideline 8: Designing a quality building that is rich in architectural detail and that respects the rhythm and pattern of existing and planned buildings on the street;
- / Guideline 9: Ensuring sufficient light for neighbouring properties by introducing projection lighting throughout open spaces within the development;
- / Guideline 11: Using clear windows and doors, to make the pedestrian level facade of walls facing the street highly transparent, and locating active pedestrian-oriented uses at-grade;
- / Guideline 12: Setting back the upper floors of taller buildings to help achieve a human scale and more light on the sidewalks;
- / Guideline 13: Locating residential units above the level of vehicular traffic in a mixed-use building;
- / Guideline 14: Locating mixed-use development by concentrating height and mass at nodes and gateways such as the intersection of Parkdale and Wellington;
- / Guideline 16: Highlighting the building at the intersection of Hamilton Avenue North and Parkdale Avenue with the marquee feature and the principal entrance to the at-grade commercial units along Wellington Street West;
- / Guideline 17: Providing weather protection through a glass overhang above the first floor along the Wellington Street West frontage;
- / Guideline 19: Locating doors for the retail spaces such that they face the mainstreet and provide direct access to the sidewalk;
- / Guideline 20: Designing pedestrian walkways with unit paving that are easily maintained for safety;
- / Guideline 23: Locating vehicular access off the public laneway which is accessed from Parkdale Avenue and/or Hamilton Avenue North;
- / Guideline 24: Preserving the rear, existing public laneway along the southern periphery of the proposal and improving it through a widening and significant landscape improvements;
- / Guideline 30: Planting trees in permeable surfaces with approximately 10.0 square metres of soil area per tree (through the use of soil cells);
- / Guideline 32: Using green building technologies such as green roofs, drip irrigation, and other Leadership in Energy and Environmental Design (LEED) approaches and seeking LEED certification;
- / Guideline 38: Enclosing all utility equipment within buildings or screen them from both the Traditional Mainstreet and private properties to the rear. These include utility boxes, garbage and recycling container storage, loading docks, ramps, air conditioner compressors, utility meters and transformers;
- / Guideline 39: Supplementing street lighting where necessary with lighting affixed to the buildings in order to accentuate and animate buildings and spaces; and
- / Guideline 40: Designing lighting so that there is no glare or light spilling onto surrounding uses.

The proposed development implements the Urban Design Guidelines for development along Traditional Mainstreets.

4.9 Comprehensive Zoning By-law 2008-250

The subject property is currently split-zoned. The property located at 1186 Wellington Street West is zoned “Traditional Mainstreet Zone, Subzone 11, Exception 1815 (TM11[1815])”, while the properties located at 1188 & 1194 Wellington Street West are zoned “Traditional Mainstreet Zone, Subzone 11 (TM11)”.

The intent of the Traditional Mainstreet zone is to accommodate a broad range of uses and foster and promote compact, mixed-use pedestrian-oriented development, while imposing development standards that maintain street continuity and compatibility with surrounding land uses.

Exception 1815 recognizes the CDP and Secondary Plan’s intention to require a minimum building height of 4 storeys/15 metres at the corner of Wellington Street West and Parkdale Avenue and also requires a minimum front yard setback of 3 metres.

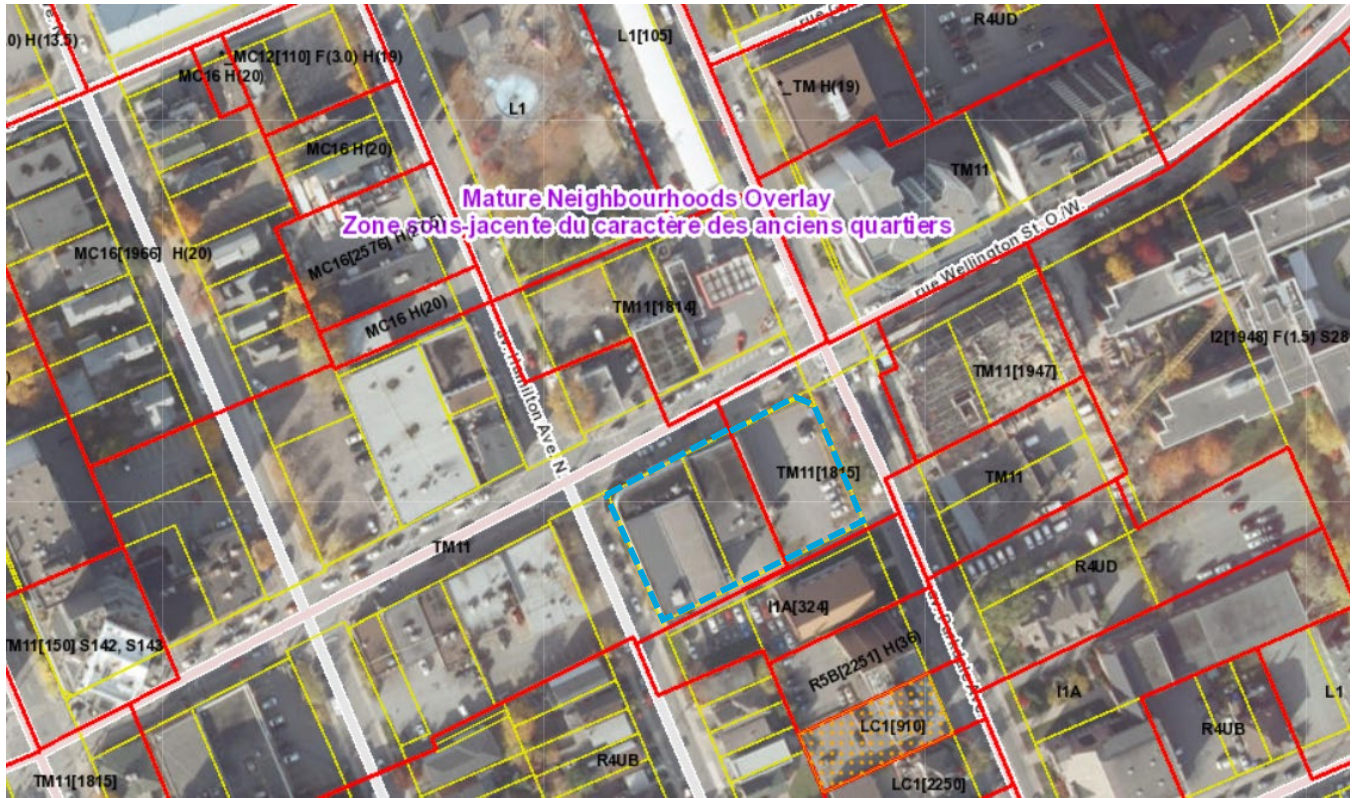


Figure 14: Zoning Map Excerpt

The proposed development is also subject to the new regulations related to the development of high-rise buildings in the City of Ottawa (By-law 2019-353). The new regulations provide minimum lot areas for corner and interior lots, as well as minimum distance separations to property lines and other towers on the same property. The regulations are currently under appeal and the appeal remains active and unresolved. The subject property is located within Area A, being outside of the MD zone but within the Greenbelt.

The proposed development is compared to the TM11 zone provisions (and the applicable provisions of By-law 2019-353) in the table below:

Zoning Mechanism	Requirement	Proposed	Compliance
Uses	No residential or office uses are permitted within 6 metres of the front facade	Retail uses exclusively are proposed fronting Wellington Street West	✓ ✓

Zoning Mechanism	Requirement	Proposed	Compliance
	Residential uses may occupy a maximum of 50% of the ground floor area of a building that faces Wellington	25% of the ground floor is occupied by residential uses	
Minimum Lot Area	No minimum (1,150m ² per High-Rise Zoning)	2,497m ²	✓
Minimum Lot Width	No minimum	36.3m	✓
Front Yard Setback	1186 Wellington: Minimum: 3m Maximum: 3m 1188/1194 Wellington: Minimum: 0m Maximum: 3m	0.8m (5.3m at the corner of Wellington and Parkdale)	✗ ✓
Minimum Corner Side Yard Setback	3m An additional 2m step back for any part of the building above 15m	Along Parkdale: Floors 1-6 (21.05m): 3m Floors 7-18 (58.1m): 4m – 5.5 m Along Hamilton: 0 m	✗
Minimum Rear Yard Setback	Abutting a public laneway: 4.5m	5.7m	✓
Minimum Rear Yard Setback for a Tower (High-Rise Zoning)	For any portion of the building above the 9 th floor: 10m	5.7m	✗
Minimum Separation Distance between towers (High-Rise Zoning)	20m	30m to 420 Parkdale	✓
Building Height	Minimum: 1186: 15m/4 storeys 1188/1194: 6.7m/2 storeys Maximum: 20m/6 storeys	Facing Parkdale: 59.8m Facing Wellington: 59.8m (stepping down to 21.4m) Facing Hamilton: 21.4m	✗
Required Stepback	Above the 3 rd storey/12m a front yard setback of 2m is required	Above the 1 st storey: 2.8m	✓
Front Facade	50% of ground floor facade facing main street, up to 4.5m, must be transparent windows and active entrances	>50%	✓
Active Entrances	Front facade must include at least one active entrance serving each use occupying the ground floor.	2 retail units abutting with individual active entrances to Wellington	✓
Amenity Area Requirements	1,440m ² total 720m ² communal	Total: 1,458m ² Communal: 738m ²	✓

Zoning Mechanism	Requirement	Proposed	Compliance
6m ² per unit Minimum 50% communal; One area at least 54m ² in area			
Minimum Vehicular Parking Area Y on Schedule 1A Residential: 0.5/unit after first 12 units, 10% reduction when all parking is underground Residential Visitor: 0.1/unit after first 12 units Retail Units less than 500m ² : None required. Anything above 500m ² requires 1.25 per 100m ² of GFA	Residential: 103 spaces Visitor: 23 spaces Retail: 8 spaces Total: 134 spaces	Residential: 116 Visitor: 23 Retail: 0 Total: 137	✓
Parking Space Dimensions	Minimum: 2.6m wide x 5.2m long Up to 40% may be reduced to 2.4m wide and 4.6m long	Minimum: 2.6m wide x 5.2m long	✓
Aisle and Driveway Provisions	Driveway Minimum width: 6m Aisle Minimum width: 6m	Driveway Minimum width: 6m Aisle Minimum width: 6m	✓
Accessible Parking (per By-law 2017-301)	2 spaces min 3.66m wide	2	✓
Minimum Bicycle Parking Residential: 0.5/unit Retail: 1/250m ² of GFA Max 50% vertical spaces Minimum 25% indoors	Residential: 120 spaces Retail: 5 spaces Total: 125 spaces Maximum: 63 vertical Minimum: 31 spaces indoors	Residential: 240 spaces Retail: 5 spaces Total: 245 spaces	✓
Minimum Bicycle Parking Spaces Dimensions	Horizontal: 0.6m wide x 1.8m long Vertical: 0.6m wide x 1.5m long	Stacked bike parking is proposed which will require site-specific provisions	✗
Access Aisle for Bicycle Parking Spaces	1.5m minimum	>1.5m	✓
Loading Spaces	0 required	1 provided	✓
Minimum Loading Space Dimensions	3.5m wide x 7m long	4m wide x 13m long	✓

The proposed development respects the intent of the TM11 zone for the subject property, and a number of site-specific modifications are proposed to be amended through the current Zoning By-law Amendment.

4.9.1 Proposed Zoning By-law Amendment

As the properties are proposed to be redeveloped as one, the proposed Zoning By-law Amendment application seeks to rezone the entire property to Traditional Mainstreet Zone, Subzone 11, with a new site-specific exception and schedule to address site-specific conditions of the redevelopment (TM11 [XXX1] SYYY). The proposed amendment will address the following site-specific provisions:

Building Height: As shown on the site plan and described herein, the maximum proposed height is 59.8 metres with several height transitions incorporated within the building design to provide appropriate setbacks and stepbacks to the surrounding neighbourhood. As discussed in detail throughout this report, the proposed 18 storey height is appropriate for the subject property given the size and context, the public frontages and gateway location, the proximity to transit priority and a rapid transit station, an appropriate transition to the surrounding context, and conformity with the design objectives and compatibility criteria of Section 2.5.1 and 4.11. The height of the building has been broken up through stepbacks, setbacks, and materiality to create an appropriate design for this location.

Bicycle Parking: To provide flexibility for accommodating bicycle parking on the site, it is requested that the Zoning By-law Amendment include provisions to permit stacked bicycle parking spaces. The City is in the process of adopting some changes to the bike parking provisions which may result in this adjustment not being required. The proposed bike parking for the development includes 240 spaces (1:1) for residential uses and 5 at-grade spaces for the retail.

Minimum Corner Side Yard Setback: The zoning provisions require that a minimum 3 metre corner side yard at-grade setback, as well as an additional 2 metre setback above 15 metres. The intent of the setbacks is to provide additional space at-grade for the public realm on these side streets and maintaining a scale appropriate for the pedestrian realm. The proposed design provides the required setback at-grade along Parkdale Avenue, stepping back above the 6th storey. Along Hamilton Avenue, the proposed development has a 0-metre setback, stepping back again above the 6th floor and stepping down to 1 storey at the southwest corner of the site. The 0-metre setback is reflective of current conditions on the site and is also appropriate given the Traditional Mainstreet character of the street which seeks to maximize building frontage. Further, Hamilton Avenue North already features a 2-metre sidewalk and the approximate 4 metre setback to the proposed building (from the curb) will provide sufficient space for tree planting and pedestrian movement along the street.

Minimum Front Yard Setback: Given that the proposal is subject to two different zones with different front yard requirements, the proposed development seeks to normalize the requirement. The minimum 3m setback applies only to 1186 Wellington and is a result of its corner location and the desire for additional sidewalk space at the Parkdale/Wellington intersection. The properties at 1188 and 1194 Wellington require no front yard setback. The proposed development provides a consistent setback of 0.8 metres or more along the entire Wellington Street frontage which will widen the existing public sidewalk. At the northeast corner, adjacent to the intersection, the proposed plaza space will provide a 5.3 metre setback from the property line which will result in lot od space for pedestrians, and people accessing the retail or using the plaza space.

Minimum Tower Rear Yard Setback (any portion of the building above the 9th floor): The High-Rise Zoning provisions require a minimum 10 metre setback of the tower from a rear lot line; however, the proposed development requires relief to decrease the setback to 5.7 metres. The reduced setback is appropriate given the adjacent public laneway and the property at 416 Parkdale Avenue, which at only 20 metres wide is too narrow to ever accommodate any high-rise building.

5.0 Supporting Studies

Heritage Considerations Report

Mark Thompson Brandt Architect and Associates (MTBA) prepared a Due Diligence Heritage Considerations Report to evaluate the heritage character and value of the existing building located at 1194 Wellington Street West. The review concluded that the corner entry architectural element of the former Elmdale Theatre (1947) is the only perceived heritage attribute of the subject property. An on-site investigation that took openings at strategic locations confirmed that the original heritage materials no longer exist. Therefore, as per Ontario Regulation, the asset's "heritage value or interest" lies not in remaining materials, but in the intangible heritage of community gatherings at the local cinema, and in the simple form of the corner entry and sweeping curved marquee canopy, that evoke the memories of that community heritage activity. Therefore, the proposed marquee feature along the northwest corner of the building captures the heritage character and value of the Elmdale Theatre.

Shadow Study

The shadow study prepared by Dialog demonstrates that shadows will move quickly as a result of the slender tower floorplate.

- / In the shoulder seasons (March/September) the shadows move quickly from west to east with minimal impact on the southern edge of Parkdale Park between 10am and noon.
- / In June, the much shorter shadows move quickly and have no impact on Parkdale Park and move quickly across the north side of the Wellington mainstreet.
- / In December, the longer shadows will impact on Parkdale Park between 9am and 12pm.

Transportation Impact Assessment

CGH Transportation Ltd. prepared the Transportation Impact Assessment for the proposed development through Step 4. The study examined existing traffic conditions, travel demands of the proposed development, background conditions (including an assumed annual traffic growth without the development), transportation demand management measures, and intersections.

The report has determined that the proposed development would generate approximately 171 two-way people trips in the AM peak hour and 225 two-way trips in the PM peak hour. Based on the assumed auto mode share of 35%, this results in 58 two-way trips will be vehicle trips during the AM peak hour and 69 two-way trips will be vehicle trips during the PM peak hour.

Serviceability Report

David Schaeffer Engineering Ltd. (DSEL) prepared the Site Servicing Report and Erosion Control Plan report to outline the required services, including water, stormwater, and wastewater needed to support the redevelopment of the subject property. The report identifies that there are existing combined municipal sewers in Wellington Street West, Parkdale Avenue and Hamilton Avenue North, as well as existing municipal watermains in Wellington Street West, Parkdale Avenue and Hamilton Avenue North. Based on boundary conditions provided by the City the existing municipal water infrastructure is capable of providing the contemplated development with water within the City's required pressure range.

The report also concluded that total post-development flow for the portion of the site being developed will be approximately 26.7 L/s during the 5-year design event and 15.3 L/s for all storms up to and including the 100-year storm event. It is contemplated that stormwater objectives may be met through stormwater retention via roof top and internal cistern storage.

Finally, the report concludes that quality controls are not anticipated for the subject site. Development on the subject property may require Ontario Water Resources Act approval from the Ministry of Environment for stormwater discharge.

Geotechnical Study

Terrapex has prepared a Geotechnical Investigation for the subject property as part of the current application. The study concludes that the subject property is a suitable location for the proposed redevelopment and notes several considerations for the construction of the project. These will be reviewed and implemented through a future Site Plan Control application, prior to any construction commencing on the property.

Wind Study

Gradient Wind Engineers & Scientists (Gradient) prepared a Pedestrian Level Wind Study to evaluate wind conditions at grade surrounding the proposed development. The study also considered wind conditions on outdoor communal amenity areas provided on the proposed rooftop terrace.

The methodological approach evaluates wind conditions for human comfort using five activities as thresholds. Under “sitting” conditions, wind speeds are less than 10 km/per hour at least 80% of the time. Standing is comfortable in slightly higher wind speeds, followed by strolling and walking. If mean wind speeds are projected to exceed 20 km/hour more than 20% of the time, conditions are considered uncomfortable. Different outdoor areas are expected to meet different standards; for example, transit stops should be comfortable for sitting and standing, whereas public sidewalks are only expected to meet the comfort criteria for strolling.

The study found that wind conditions over surrounding sidewalks, building access points, transit stops, nearby parking lots and in the immediate vicinity of the building are predicted to be largely suitable for the intended pedestrian uses throughout the year. The Study noted that conditions over the nearby transit stop along Parkdale Avenue are predicted to be suitable for strolling during the spring and winter due to wind channelling. It is recommended that a standard transit shelter be installed to service this transit stop. Moreover, the study noted that near the northwest corner of the development, conditions are predicted to be suitable for standing during the summer, becoming suitable for strolling throughout the remainder of the year. Although these conditions are acceptable for secondary building entrances, it is recommended that either the entrance be recessed, or flanking vertical wind barriers be installed to provide shelter from winds to ensure that conditions area suitable for a primary building entrance.

The study also noted that mitigation will be required on the level 7 rooftop terrace to ensure comfortable sitting conditions. The study suggests that mitigation on the terraces could include tall solid wind barriers along the perimeter of the terrace to be further determined at the Site Plan stage of the proposal.

Noise Study

Gradient also prepared a noise impact study report for the proposed development in order to evaluate the noise impacts from the adjacent road traffic on the proposal as well as the impact of the proposal on nearby noise sensitive receptors.

A detailed noise assessment of the proposed Development was completed by modelling the noise impact from road traffic on the Development. The assessment and review demonstrate that the noise levels predicted due to roadway traffic exceed the criteria listed in ENCG for building components and upgraded building components will be required for the north and east facades. The results also indicate that noise levels for the outdoor amenity spaces are expected to exceed the criteria listed in NPC-300 for outdoor living areas, as discussed in Section 4.2. Therefore, acoustic mitigation, such as perimeter guards, may be required. Furthermore, a detailed roadway traffic noise study will be required at the time of site plan approval to determine specific noise control measures for the development.

With respect to noise impacts from the building on the surroundings and the building itself, noise from HVAC equipment can generally be minimized by selection and placement of the equipment.

Where necessary, noise levels can be controlled by adding silencers, acoustic barriers, or noise screens. A stationary noise study should be conducted for the site during the detailed design once mechanical plans for the proposed building become available. This study will include recommendations for any noise control measures that may be necessary to ensure noise levels fall below NPC-300 limits.

Phase One Environmental Site Assessment

Terrapex Environmental Ltd. (Terrapex) completed the Phase I Environmental Site Assessment (ESA) for the subject property, researching the past and current use of the site and study area to identify any environmental concerns. Based on a review of available historical information, the subject site was first developed with institutional uses, circa 1910.

Based on the review, evaluation, and interpretation of the information obtained from the records review, interviews and site reconnaissance, three potentially contaminating activities (PCAs), as listed in Table 2 of Schedule D of O. Reg 153/04, in addition to another potential concern were identified at the site.

Based on the results of this assessment, it was concluded that a Phase II –Environmental Site Assessment was required for the subject site.

Phase Two Environmental Site Assessment

Further to the identification of seven Areas of Potential Environmental Concern (APEC) on the site as per the Phase I ESA, Terrapex Environmental Ltd. (Terrapex) completed the Phase II ESA for the subject property.

Eleven boreholes were drilled as part of the Phase II ESA, five of which were completed as monitoring wells. The Phase II ESA investigation determined that soil impacts remain on site, while groundwater impacts and sediment were not present on site.

The Study concluded that additional investigative, remedial, and/or risk assessment work will be required prior to filing a Record of Site Condition. However, it is understood that this will be mitigated as all soil at the site will be excavated as part of the proposed redevelopment.

Public Consultation Strategy

All public engagement activities will take place in accordance with the City's Public Notification and Consultation Policy and will comply with Planning Act notification requirements. The following steps and activities have already been undertaken in preparation of the application submission or will be undertaken in the following months after the applications have been submitted:

- / Pre-Application Consultation Meeting
 - A Pre-Application Consultation Meeting was held with City Staff, members of the local community association, and the applicant team on March 9, 2021.
- / Notification of Ward Councillor
 - Councillor Leiper was notified of the proposed development for the subject property prior to the current applications being submitted.
- / Community Information Sessions
 - Working with Councillor Leiper, a public information session for the project was held prior to submission on June 17, 2021. Due to current COVID-19 restrictions, the community information sessions were held in an online webinar format organized and moderated by the Ward Councillor and their staff.
- / Urban Design Review Panel Consultation
 - An Informal review of the proposed development was undertaken by the Urban Design Review Panel on June 4, 2021. Comments from the Informal review have been incorporated into the submission of the development applications.
 - Formal review of the proposed development will be undertaken by the Urban Design Review Panel during the review process of the Zoning By-law Amendment and Site Plan Control applications.
- / Community "Heads Up" to local registered Community Associations
 - A 'heads up' notification to local registered community associations will be completed by City of Ottawa during the application review process.
- / Posted Signs and Development Application Submission
 - Through the City's standard process, a sign notifying the public of the proposed development will be placed on the site following submission.
 - All submitted materials will be available for public review through the City of Ottawa's DevApps website.
- / Planning Committee Meeting Advertisement and Report Mail out to Public
 - Notification for the statutory public meeting will be undertaken by the City of Ottawa.
- / Statutory Public Meeting for Zoning By-law Amendment – Planning Committee
 - The statutory public meeting will take place at the City of Ottawa Planning Committee.

7.0 Conclusion

It is our professional planning opinion that the proposed redevelopment of the lands at 1186-1194 Wellington Street West with the proposed 18-storey mixed-use building, as implemented through the current Official Plan Amendment and Zoning By-law Amendment applications, represents good planning and is in the public interest for the following reasons:

- / The proposed development is consistent with the Provincial Policy Statement, 2020 as it intensifies a property within the inner urban area where existing infrastructure and public service facilities are available, and where active transportation and transit will be supported and encouraged.
- / The proposed development conforms to the City of Ottawa's Official Plan policies regarding intensification, managing growth, creating liveable community. Specifically, the proposed development satisfies the criteria for the consideration of heights greater than those specified in the land use policies of Section 3 after a comprehensive assessment of the impacts on the surrounding area, the proximity of the subject property to a transit priority corridor and rapid transit station, consideration of the policies of 2.5.6 for high-rise buildings, and an identified community amenity being provided.
- / The proposed development conforms to urban design objectives and compatibility criteria established in Sections 2.5.1 and 4.11 of the Official Plan.
- / The proposed development generally conforms to the Wellington West Secondary Plan through the redevelopment of an underutilized property at a gateway to the community, the provision of an appropriately scaled podium, active uses within a highly transparent at-grade space, provision of additional space at-grade for pedestrians and overall improvement of the public realm. The proposed height has been accommodated on the subject property without undue adverse impacts on adjacent properties given the subject property's unique context and orientation. The proposed site-specific Official Plan Amendment seeks to permit the proposed high-rise development given the site's unique characteristics and context.
- / The proposed development is consistent with the City's Urban Design Guidelines for High-rise Buildings, providing a built form that is sensitive and responsive to the surrounding context both of the Mainstreet, and to other nearby properties, providing adequate separation from other buildings and limiting the floorplate size of the tower, providing an angular plane transition to adjacent low-rise development, and proposing significant improvements to the pedestrian realm on all sides of the property.
- / The proposed development implements many of the Transit-Oriented Design Guidelines through a development that encourages and supports cycling and walking.
- / The proposed development implements several of the Urban Design Guidelines for Development Along Traditional Mainstreets through a development that frames Wellington Street West and enhances the public realm and featuring and appropriately scaled podium for the mainstreet.
- / The proposed development complies with the general intent of the Zoning By-law, subject to the proposed site-specific Zoning By-law Amendment.
- / The proposed development is supported by technical studies submitted as part of this application.



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