



1451

&

1445

WELLINGTON STREET WEST

PLANNING RATIONALE:
OFFICIAL PLAN AMENDMENT,
ZONING BY-LAW AMENDMENT
& SITE PLAN CONTROL APPLICATIONS

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1.0 INTRODUCTION

FOTENN Consultants Inc. has been engaged by Mizrahi Developments (1451 Wellington) Inc. (the “Owner”) to assess the appropriateness of a new mixed-use, 12-storey condominium building proposed for the properties known municipally as 1445 and 1451 Wellington Street West (the “Subject Property”) in the Wellington Village community of the City of Ottawa.

1.1 CONSULTATION

The Owner purchased the Subject Property with the knowledge that there was contamination on the site. Upon further review, it was determined that the contamination was very significant and would be extremely more expensive to clean up. It was determined therefore, that additional gross floor area would be required to make the project financially viable. It was recommended that the Owner undertake consultation with the neighbours prior to submitting any development applications to discuss options for the development of the property.

A comprehensive consultation process with both members of the community and with City of Ottawa staff began in April 2013. The required pre-application consultation meeting was held with City staff on April 12, 2013 and a second meeting was held on October 31, 2013.

Below is a comprehensive summary of the public consultation for the proposed development to date:

- Introductory meeting with Councillor Katherine Hobbs in April 2013;
- A broad Public Meeting with the community in April 2013;
- The required Pre-Application Consultation meeting was held with City Staff in April 2013;
- Meetings were held with representatives of each of the five (5) community associations active in the area in April 2013;
- A subsequent meeting was held with the immediately abutting neighbours in April 2013;
- A follow-up meeting was held with Councillor Katherine Hobbs in August 2013;
- Follow-up meetings were held with four (4) community associations in August 2013;
- Further follow-up meetings were held with the immediately abutting neighbours in August 2013 and in September 2013;
- A second Pre-Application Consultation meeting was held with City Staff in October 2013; and,
- A follow-up meeting was held with Councillor Katherine Hobbs in October 2013.

Feedback provided at preliminary consultation meetings was integrated into two building proposals with the additional floor area required to make the project viable,



which were subsequently presented for consideration to neighbours, community associations and the ward councillor. Through this process, the proposed 12-storey development emerged as the preferred option. Through further discussion of the preferred option, the community developed a list of conditions for the new development that they wished to have integrated into the final building proposal. With these conditions integrated into the building design, the immediately abutting neighbours have signed undertakings confirming their support for the proposed building design including the proposed height increase while the Wellington Village Community Association has provided a letter stating that it will not oppose these applications while commending the consultation process.

2.0 PURPOSE OF THE APPLICATIONS

The purpose of the Official Plan Amendment, Zoning By-law Amendment, and Site Plan Control applications is to permit the development of the Subject Property with a proposed 12-storey, mixed-use condominium building with retail uses on the ground floor and 114 residential units above.

The Official Plan Amendment is necessary to amend the Wellington West Secondary Plan to permit additional height on the Subject Property. The Zoning By-law Amendment would seek to amend certain provisions of the current zoning applicable to the site to permit the proposed development. The requested amendments are detailed in Section 6.0 of this report.

3.0 SUBJECT PROPERTY AND SURROUNDING AREA

3.1 SUBJECT PROPERTY

The Subject Property is located on the northeast corner of the intersection of Wellington Street West/Richmond Road and Island Park Drive (Figure 2). Though the site is not located directly on the corner, it is the first development site east of Island Park Drive on the north side of Wellington Street West and functions as the corner property. The property has a total area of 0.18 hectares (0.44 acres) and has approximately 53.8 metres of frontage along Wellington Street West with an average depth of 31.17 metres on the east end and 37.92 metres on the western end.

The property is separated from Island Park Drive by a small pocket of greenspace located at the south end of Rockhurst Road that provides pedestrian connectivity to the Wellington Street West/Richmond Road mainstreet. Rockhurst Road is largely an open road allowance with the exception of a portion of the lands at the southern most end of Rockhurst Road and immediately adjacent to Wellington Street (Figure 1). As a result, Rockhurst Road dead ends at Wellington Street and has, over time, become a valued greenspace along the Wellington Street West mainstreet.



The Subject Property is currently occupied by a single storey commercial building most recently used as a manual car wash (at 1451 Wellington Street West) and a two-storey brick residential building that has been converted to Bella's Bistro, a full-service restaurant (at 1445 Wellington Street West).

As described above, the site's western edge is bordered by the southern section of Rockhurst Road that is used as a greenspace and features several existing trees and pathway connections to the open Rockhurst Road to the north. This greenspace is not a part of the Subject Property. However, as part of the redevelopment of the site this road allowance is proposed to be improved, renovated, and converted to a usable parkette space for the use of the community as contemplated in the Community Design Plan and Secondary Plan for the area.

The Subject Property has been identified as a gateway location in the Community Design Plan and Secondary Plan. Island Park Drive, just west of the Subject Property, is a designated scenic-entry route into the City, characterized by a wide boulevard and lined with large, detached dwellings and is a federally owned road. The road provides a connection to Highway 417 in the south and to the Sir John A. Macdonald Parkway and Champlain Bridge in the north which provide access to downtown Ottawa and the City of Gatineau respectively. Island Park is also designated as a major recreational pathway and primary cycling route within the City.

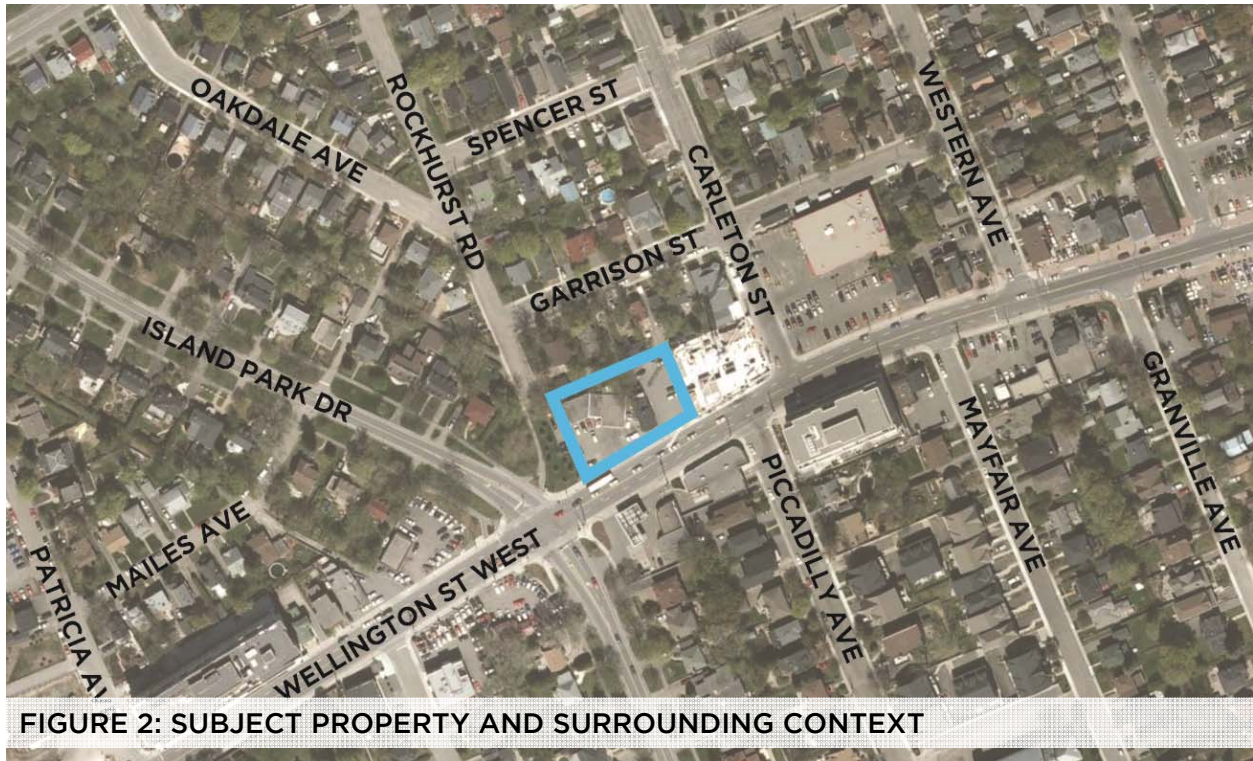


FIGURE 2: SUBJECT PROPERTY AND SURROUNDING CONTEXT

3.2 SURROUNDING AREA

The following summarizes land uses located in close proximity to the Subject Property:

North

North of the Subject Property is an established low-rise residential neighbourhood characterized by a mix of mainly two-storey detached dwellings. Further to the north are Scott Street and the Transitway trench which provides grade separated lanes for the City's bus rapid transit system.

East

Directly east of the Subject Property, at 1433 Wellington Street West, is a recently completed 6-storey condominium building. Further east of the Subject Property is the Wellington Street West Traditional Mainstreet characterized by various development forms including a single storey Metro building set back from the street, low-rise commercial and office buildings.

South

To the south are a one-storey office and retail building, and the Island Park Esso gas station along Wellington Street. Further south are the established residential neighbourhoods of Wellington West and Hampton Park characterized by one and two-storey dwellings. Southeast of the Subject Property, at 1422 Wellington Street West, is another six (6) storey condominium building.



West

Adjacent to the west property line of the Subject Property is the Rockhurst Road greenspace and Island Park Drive. On both the southwest and northwest corners of the Wellington Street/Island Park Drive intersection are one-storey car dealerships. Further west is the Richmond Road Traditional Mainstreet and the community of Westboro. Richmond Road is currently undergoing significant redevelopment with the 9-storey “Q West” condominium development under construction and recently completed six (6) and eight (8) storey condominium buildings interspersed among one-and two-storey commercial and office uses.

The proposed development will fit into the existing built context. This context is reflective of the ongoing revitalization of the Richmond Road/Wellington Street West mainstreets and the rejuvenation of the area as a whole.

3.3 TRANSPORTATION

The Subject Property fronts onto Wellington Street West to the south. Wellington Street West is classified as an Arterial Road in the City of Ottawa Official Plan. Arterial roads are intended to function as major public and infrastructure corridors. Wellington Street West is also identified as a Traditional Mainstreet. Traditional mainstreets are streets that have developed prior to 1945 and that offer significant opportunities for intensification through more compact forms of development, mix of uses, and pedestrian-friendly development. Island Park Drive is a federally owned road which acts as a north-south arterial roadway for the area.

Two OC Transpo bus routes – Route 2 and Route 16 – provide frequent bus service to/from the Subject Property along Wellington Street West. Route 2 (Bayshore/Downtown) provides service at 30 minute intervals throughout the day while Route 16 (Britannia/Main Street) provides service at 15 minute intervals throughout the day.

Multi-use pathways along Island Park Drive and Scott Street provide pedestrian connections from the Subject Property to the Westboro and Tunney’s Pasture Transit Stations. Westboro Station is located approximately 850 metres west of the Subject Property while Tunney’s Pasture station is approximately 1,000 metres east of the Subject Property. Bus Rapid Transit running along the Transitway provides a rapid transit connection east into the downtown core and to Orleans beyond, and to the south and west (Barrhaven and Kanata). Tunney’s Pasture will also be the terminus station for the first phase of the light-rail construction which will replace buses with trains between Tunney’s Pasture and Blair stations through a tunnel under the downtown core.

3.4 COMMUNITY AMENITIES

The Subject Property is located in proximity to the following major community amenities:

- Several municipal parks including Heather Crowe Park, Mahoney Park, and the Byron Street Tramway Park;
- Hilson Avenue Public School;

- Several multi-use pathways along Island Park Drive and the Transitway trench to the north; and,
- Several service commercial uses including grocery stores, retail stores, etc.



FIGURE 3: COMMUNITY AMENITIES

4.0 PROPOSED DEVELOPMENT

Mizrahi Developments (1451 Wellington) Inc. is proposing to construct a new 12-storey mixed-use building on the Subject Property that features high-quality architecture and building materials and custom design of units to provide a unique opportunity for condo purchasers. The proposed development would include 114 dwelling units, 495 square metres of street-fronting commercial space on the ground floor, and three and a half levels of underground parking with space for 147 vehicles and 59 bicycles.

This is the first project for Mizrahi Developments in the City of Ottawa. They are a builder with experience in infill development in the historic Yorkville District of Toronto and a focus on high standards for construction and finishes, all with a commitment to providing buildings that withstand the test of time.

The proposed building has been designed to reduce impact on the residential neighbourhood to the north, with access to the residential drop-off area, loading areas, and the underground parking garage all being enclosed within the first storey of the building. Further, the mass of the building is set back sufficiently from the rear property line in order to reduce impacts on the neighbouring dwellings.

The building has a sophisticated design and will feature high-quality construction that integrates well into the character of a traditional mainstreet and will continue to fit within the community for many years to come. Units within the building will be fully customizable and several amenities will be provided for residents. Ultimately, the development proposes a high-end condominium housing option to the Ottawa condominium market.

The base of the proposed building is anchored by a one-storey podium clad in a natural colour stone with significant glazing along the street and strong vertical columns creating the feeling of multiple, small storefronts typical along a Traditional Mainstreet. Though the building is separated from the intersection of streets by Rockhurst Road greenspace, the building frames the corner and responds with a strong curved corner element, the ground floor of which acts as the primary entrance to the proposed restaurant and retail area (Figure 4).



FIGURE 4: PODIUM DETAIL AT SOUTHWEST CORNER

The west facade of the podium features a covered outdoor patio created by inseting the first storey to create a patio space that opens to the parkette but is separated from the residential dwellings to the north by a projection of the north wall. The outdoor patio space has been well integrated into the proposed parkette space, creating active and animated space overlooking the park. It is anticipated that these two uses will interact well with each other creating a pleasant and comfortable environment for visitors and will provide natural surveillance of the greenspace by patrons of the restaurant.

Along Wellington Street West, retail uses will occupy the frontage at-grade. The main residential entrance to the building is located at the east end of the building along Wellington Street West. On the east end of the frontage is the proposed entrance to the underground parking garage, the loading area and the drop-off/pick-up area for residents.



FIGURE 5: RESIDENTIAL/RETAIL STREETFRONT ENTRANCE

At the rear of the building, the first storey podium extends to the rear property line in order to accommodate the internal circulation of vehicles accessing the site. Through pre-consultation with the community, it was agreed that the enclosure of the parking ramp and the loading areas was preferred by the community and that an extension of this first storey to the property line would achieve that objective. In order to soften this edge and buffer the building from the residential area, strategically placed landscaping is proposed along the northern property line. The top of the podium adjacent to the north property line is an outdoor terrace that will not be accessible to residents. Once again, through pre-consultation with the community, neighbours expressed concern with this space being used as communal area for the residents of the building. As a result, it will not be accessible to residents of the building.

The tower and mass of the building is shifted towards Wellington Street West and features a combination of natural coloured materials and glass and the continuation of the curved feature on the southwest corner. Private balconies project from the tower along Wellington Street West to add visual interest to the building wall while maintaining the horizontal and vertical pattern of windows on the building.

The tower steps back from all sides at the sixth storey, continuing a vertical reference line created by the six (6) storey building to the east. As the tower becomes slimmer, architectural features (such as the projecting balconies) of the base are continued through to the top of the tower. Given the setback, units at the seventh storey also feature larger outdoor terraces and windows and balconies are introduced along the eastern façade at the seventh (7th) storey.

The top of the building steps back further and another outdoor terrace is introduced at the twelfth storey. This top storey of the building is clad with a reflective glazing material intended to reflect the sky and surroundings, thereby reducing its visual impact. The mechanical penthouse above is clad in the same material to also reduce its visual impact.



FIGURE 6: PROPOSED BUILDING

The development proposal also includes the redevelopment of the Rockhurst Road greenspace located at the corner of Island Park Drive and Wellington Street West. As described above, this space is presently a grassed area with several mature trees but is a lost opportunity for park space within the urban environment due to grade issues, a lack of maintenance and existing vegetation. In consultation with the community, three (3) options for the redevelopment of the parkette have been prepared (Figures 7, 8 and 9). All options include a play structure at the north end of the parkette, a sculptural gateway feature and greenspace with trees. Two of the options also include water features to add ambient noise to counteract the noise of the intersection. Further discussion will occur with the municipality on the design and on-going maintenance of the parkette.



FIGURE 7: OPTION 1



FIGURE 8: OPTION 2



The option for the parkette preferred by the community is Option 1 which includes a wide plaza area at the corner with benches and bike racks, a columnar sculpture feature and water feature near the street to provide ambient noise, direct pedestrian connections to Rockhurst Road to the north, and a greenspace with trees and a playground structure at the north end. This parkette also integrates the adjacent outdoor patio area for the relocated restaurant space proposed by the development and provides several low walls that act as seating areas for visitors.

5.0 POLICY AND REGULATORY ENVIRONMENT

5.1 PROVINCIAL POLICY STATEMENT

The Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act in March 2005. It 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.

The PPS emphasizes the intensification of built-up areas in order to promote the efficient use of land and existing infrastructure and public service facilities to avoid the need for unjustified and uneconomical expansion. To achieve this goal, planning authorities must identify and promote opportunities for intensification and redevelopment [Policy 1.1.3.3]. In addition, the proposed development meets the following Provincial Policy interests:



- Represents an efficient form of development and land use pattern while accommodating an appropriate range of residential uses for the Subject Property to meeting long-term needs of the City [1.1.1(a)];
- Assists in accommodating an appropriate range and mix of residential uses to meet long-term needs [1.1.1(b)];
- Avoids development and land use patterns which may cause environmental or public health and safety concerns [1.1.1(c)];
- Promotes cost-effective development standards to minimize land consumption and servicing costs [1.1.1(e)];
- Proposes development within an existing settlement area [1.1.3.1];
- Efficiently uses infrastructure and public service facilities which are planned or available [1.1.3.2(a)];
- Represents an opportunity for intensification and redevelopment, specifically on a brownfield site, as outlined in Section 1.1.1.3;
- Contributes to an appropriate range of housing types and densities that are required to meet projected requirements of current and future residents by promoting a density which efficiently uses land, resources, infrastructure and public service facilities [1.4.3(d)];
- Is located to take advantage of existing and planned transportation infrastructure at the intersection of two arterial roads [1.6.5.4];
- Promotes long-term economic prosperity by promoting the redevelopment of a brownfield site [1.7.1(c)];
- Does not conflict with identified resources such as agricultural lands, aggregate areas, or areas with an inherent environmental sensitivity [2.1]; and,
- Does not adversely impact public health and safety [3.1].

The PPS contains several policies regarding the concentration of growth within Settlement Areas, including the promotion of opportunities for intensification and redevelopment where they can be accommodated. The PPS defines intensification as; the development of a property, site or area at a higher density than currently exists through:

- a. Redevelopment, including the reuse of brownfield sites;
- b. The development of vacant and/or underutilized lots within previously developed areas;
- c. Infill development; and,
- d. The expansion or conversion of existing buildings [6.0].

The proposed development is consistent with the policies of the Provincial Policy Statement. It proposes to redevelop two underutilized properties within a built-up area of the City and also proposes to clean-up a brownfield site within a Settlement Area. The proposed project will also make use of existing infrastructure and public service facilities.



5.2 CITY OF OTTAWA OFFICIAL PLAN (CONSOLIDATED)

The City of Ottawa Official Plan is composed of eight sections, each addressing a different aspect of the planned function of the City as a whole. Section 2 of the Official Plan provides Strategic Directions for growth and development within the City.

Ottawa's population is projected to grow by up to 30 percent by 2031. At the same time, it is anticipated that the number of people per household will decline resulting in the need for approximately 145,000 new homes in Ottawa by 2031. One third of housing growth is anticipated to occur within the Greenbelt with much of the demand for new housing being 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 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;
 - 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 (Managing Growth) and 2.5 (Building Liveable Communities), as discussed below.

MANAGING GROWTH

The City anticipates that approximately 90 percent of the growth in population, jobs and housing will be accommodated within the urban area. Concentrating growth within the urban area makes efficient use of existing services and infrastructure and allows for a pattern and density of development that supports transit, cycling, and walking as viable and attractive alternatives to private automobiles.

Section 2.2.2 deals specifically with the management of growth within the urban area and recognizes that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit, and other infrastructure. Consequently, the Plan directs growth to locations with significant development potential, specifically those designated as Central Area, Mixed-Use Centres, Employment



Areas, Enterprise Areas, Developing Communities, and Mainstreets. By directing growth to the specific land use designations, the stability of neighbourhoods within the General Urban Area designation is enhanced.

Section 2.2.2(1) provides a definition of residential intensification as development that results in a net increased in residential units and includes:

- Redevelopment (the creation of new units, uses or lots on previously development land in existing communities), including the redevelopment of Brownfield sites;
- The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification;
- Infill development;
- The conversion or expansion of existing industrial, commercial, and institutional buildings for residential use; and,
- The conversion or expansion of existing residential buildings to create new residential units or accommodation, including secondary dwelling units and rooming houses.

The proposed development would redevelop two previously underutilized commercial parcels within the urban area, one of which is a known brownfield site, into 114 residential units and 495 square metres of commercial uses. As a result, the proposed development is considered as intensification in the Official Plan.

Policy 4 of Section 2.2.2 identifies designated Mainstreets as target areas for intensification. The Subject Property is located along the Wellington Street West Traditional Mainstreet. Sections 2.2.2(5) through 2.2.2(11) of the Official Plan outline intensification targets and minimum densities for specific areas of the city. Section 2.2.2(5) sets a target for residential intensification to represent 38% of all development within the City between 2012 and 2016.

Section 2.2.2(9) notes that the City will establish minimum residential density targets for Traditional Mainstreets; however, no targets been established at this time.

Policy 14 of Section 2.2.2 identifies circumstances in which intensification will be promoted by the City outside of target areas, including lands where records indicate existing contamination due to previous commercial or industrial uses, but which can be made suitable for development if cleaned up.

The Subject Property is located on a Traditional Mainstreet and is therefore a target area for intensification in the City's Official Plan. Density targets for the intensification of these streets have yet to be defined. The proposed development intensifies two underutilized properties along the mainstreet corridor.

Significant contamination has been noted on the Subject Property through investigations on the site. Policy 14 of Section 2.2.2 states that intensification on contaminated

properties that are outside target areas shall be permitted where the site can be cleaned up. This same policy would also support the intensification of the Subject Property located within a target area.

LAND USE DESIGNATION

The Subject Property is designated “Traditional Mainstreet” on Schedule B of the City of Ottawa Official Plan (Figure 10).

The Traditional Mainstreet designation, outlined in Section 3.6.3 of the Official Plan, identifies streets that offer significant intensification through compact development, mixed uses, and pedestrian-friendly environments. Uses permitted on Mainstreets include residential, retail, and service commercial uses, office, and institutional uses.

Policy 8 of Section 3.6.3 states that redevelopment and infill are encouraged on Traditional Mainstreets with building heights of four (4) to six (6) storeys generally supported. Greater building heights may be considered according to the design and compatibility policies of Section 4.11. This section is discussed in greater detail below.



FIGURE 10: SCHEDULE B FROM THE CITY OF OTTAWA OFFICIAL PLAN
GENERAL URBAN AREA ●●● **TRADITIONAL MAINSTREET** ● **SUBJECT PROPERTY**

The proposed uses are permitted in the Traditional Mainstreet land use designation. The proposed development will enhance a site currently occupied by an automobile use and built form located away from the street replacing it with a building that is more in keeping with the character of the Traditional Mainstreet.

The proposed building features sophisticated architecture that will compliment uses along Wellington Street West for many years to come while at the same time integrating well into the existing built context of the street.



BUILDING LIVEABLE COMMUNITIES

Section 2.5 proposes that Ottawa's communities be built on the basics of good housing, employment, ample greenspace and a sense of history and culture. It also proposes to create more liveable communities by focusing more on community design and by engaging in collaborative community building, particularly around Mixed-Use Centres and Mainstreets.

Section 2.5.1 (Urban Design and Compatibility) sets out design and compatibility objectives, principles, and policies applicable to intensification and infill development within the urban area. Compatible development is development that, although it is not necessarily the same as or similar to existing buildings in the area, nonetheless enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties. In other words, it is development that "fits well" within the physical context and "works well" among the functions that surround it.

The City influences the built environment through the use of design objectives within Section 2.5.1 that are broadly stated and are intended to be applied to all land use designations starting at the city-wide level and working down to site-specific basis. Design principles provide further detail on how each of the objectives may be achieved.

The proposed development meets the following objectives:

- To enhance the sense of community by creating and maintaining places with their own distinct identity.

The proposed development will redevelop a site which is both underutilized and a brownfield site within the City's Traditional Mainstreet land use designation. The Subject Property has been recognized as a gateway location, located at the corner of two arterial roadways and the proposed building design responds accordingly with a well-designed building that integrates well with the existing built form and provides an identity for the community.

- To define quality public and private spaces through development.

The proposed development makes significant improvement to the quality, character and spatial delineation of the existing Rockhurst Parkette to make this into a useable space for the community. A continuity of street frontages is achieved through the built-form of the proposed development and the needs of pedestrians have been made a priority with only one vehicular entrance along the street, integration of improved pedestrian infrastructure within the Rockhurst greenspace, and the provision of a greater setback along Wellington Street West to provide a 5 metre separation between the building face and the curb.



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

The proposed development provides an improved pedestrian streetscape along Wellington Street West, while also improving pedestrian connections to the residential neighbourhood to the north through the Rockhurst Road greenspace. The proposed outdoor commercial patio will animate the Parkette and provide eyes on the street. Improved pedestrian-level lighting will create a safer environment for pedestrians.

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

The proposed development has taken cues from more recent redevelopment projects along the Richmond Road/Wellington Street West Traditional Mainstreet corridor and proposes a building form that maintains the horizontal reference line created by the adjacent six (6) storey building and also provides vertical articulation at the street level. Retail uses at grade will create an active street front with eyes on the street.

A careful design response, in consultation with the neighbours most affected by the project, resulted in a variety of design decisions intended to reduce the impact of this 12-storey project (e.g. setbacks, gradual step-backs particularly along the northern facade, full enclosure of all vehicular movements through the site, loading and service areas, limited outdoor amenity areas to reduce overlook and protect privacy).

- 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 achieves a more compact urban form than currently exists on the Subject Property which is consistent with the policies of the Provincial Policy Statement and the planned function for the site as set out in the Official Plan.

The proposed development contributes to the variety of housing choices available in the area allowing for the accommodation of a broader range of incomes and lifestyles and contributing to the creation of a vibrant and liveable community. Commercial uses at grade also provide retail uses that will serve the needs of area residents.

Given the location of the Subject Property along a Traditional Mainstreet, it is subject to review of the Urban Design Review Panel (UDRP). The proposed development was the subject of a pre-consultation meeting with the UDRP on November 7, 2013. A number of the panel's recommendations will be considered and incorporated into the final design of the building as it moves through the formal application process.



COMPATIBILITY

Compatibility of scale and use requires a careful design response that appropriately addresses impact generated by infill or intensification. Section 4.11 provides criteria that can be used to objectively evaluate the compatibility of infill or intensification developments.

The proposed development meets the compatibility objectives set forth in Section 4.11 in the following ways:

TRAFFIC:	<p>The Subject Property is located at the intersection of a major arterial roadway (Wellington Street West) and a federally owned parkway (Island Park Drive) which provides a major north-south connection across the Ottawa River into Quebec. The Subject Property is also well-served by existing local transit routes along Wellington Street West, and is within 1,000 metres of two Transitway stations including Tunney's Pasture Station which is to be converted from bus rapid transit to light-rail transit by 2018.</p> <p>A Transportation Brief was prepared by Delcan Corporation to evaluate the traffic impacts of the proposed development on the neighbourhood. The Brief projects that the proposed development will generate approximately 50 vehicles per hour during both the morning and afternoon weekday peak periods. This increase is considered to be a negligible increase on traffic in the area. The Brief concludes that the development should be approved from a transportation perspective.</p>
VEHICULAR ACCESS:	<p>The proposed development has been designed with a single vehicular access for both the parking garage and service areas from Wellington Street West. The location of the entrance will keep traffic along the arterial roadway, and will not impact on the low-rise residential neighbourhood to the north. Once on-site, vehicular circulation will occur within the first floor of the building, resulting in no impact on surrounding properties as a result of noise, glare or lights.</p>
PARKING REQUIREMENTS:	<p>The proposed development provides 147 underground parking spaces – 114 spots for residents of the building, 23 for visitors to the residential units, and 10 spaces for the retail and commercial uses. This satisfies the minimum requirements of the Zoning By-law.</p> <p>A total of 59 bicycle parking and storage spaces have also been provided within the parking garage (in addition to bicycle spaces proposed within the Rockhurst Parkette) which will promote active modes of transportation.</p>
OUTDOOR AMENITY AREAS:	<p>The greatest potential for impact on the outdoor amenity areas of surrounding properties is within the low-rise residential</p>



neighbourhood to the north, specifically the dwellings along Garrison Street, directly adjacent to the Subject Property. Particular attention has been paid to how the development relates to these adjacent properties.

As mentioned previously, to minimize the impact, the parking garage access and loading areas within the building have been enclosed within the first floor podium. Taller landscaping features will also be used along the north edge of the second floor terrace on top of the podium to create visual separation between the properties.

The amenity areas have also been protected through the placement of the mass of the building on the site, away from the north property line to reduce impact. There are varying setbacks along this property line between 4.5 metres and 11 metres above the first storey. The upper portion of the building step back an additional 1.8 m at the 7th storey and a further 1.8 m at the 12th storey. Setting the building back reduces the opportunity for overlook into these yards.

Balconies along the north property line are enclosed within a projection of the building façade which will reduce the opportunity for overlook.

**LOADING AND
SERVICE AREAS,
OUTDOOR
STORAGE:**

As a result of the extensive community consultation, all loading and service areas have been accommodated internal to the building, within the first floor podium. Access to these areas will be from the single vehicle entrance to the site in the southeast corner of the Subject Property, from Wellington Street West.

LIGHTING:

Lighting will be designed and installed to provide a safe and secure environment while meeting the City's requirements and ensuring no significant impacts on adjacent properties.

**NOISE AND AIR
QUALITY:**

No significant impacts related to noise or air quality are expected as a result of the proposed development.

SUNLIGHT:

Sunshadow studies have been prepared for the building and can be found in Appendix A. The study compares sunshading from a 9 and 6-storey building as contemplated in the applicable Secondary Plan and Community Design Plan with the 12-storey proposal. The incremental sunshadow resulting from the 12-storey proposal has been identified in blue.

As seen in this study, the proposed 12-storey building will cast longer shadows than the contemplated heights in the months of March and September, however, the additional shadow is generally cast on Garrison Street and front yards of the Garrison Street neighbours situated on the south side of the street. The comparative study demonstrates that the rear yards of these



	<p>adjacent property owners is shadowed by a development of 9 and 6-storeys with the 12-storey proposal having little to no additional impact on the rear yard.</p> <p>The difference in impact is negligible during the summer months and the rear yards of the Garrison Street neighbours are generally free of shadow during these key months.</p> <p>The shadowing impacts have been mitigated through building step backs above the sixth (6th) and eleventh (11th) storey, and a rear yard setback ranging from 4.5 metres at the east end of the site to 11 metres at the west end of the site above the podium. These design features reduce the impact of the proposed building on the surrounding properties.</p>
MICROCLIMATE:	No significant microclimate impacts are anticipated as a result of the proposed development.
SUPPORTING NEIGHBOURHOOD SERVICES:	<p>The proposed development is located within an established neighbourhood with many neighbourhood facilities and amenities. In addition to the Rockhurst Parkette, several parks including the Byron Tramway Park to the south and multi-use pathways along the Transitway and Island Park Drive provide opportunities for recreation.</p> <p>Wellington Street West and Richmond Road provide a mix of retail and service commercial uses including multiple retail food stores in the immediate vicinity.</p>

BUILDING PROFILE

Policies 7 through 10 of Section 4.11 provide guidance on building profile as it relates to urban design and compatibility. Policy 8 states that high-rise buildings – defined as building higher than ten (10) storeys – will be considered on Traditional Mainstreets, provided that, as per Policy 10, one of the following conditions listed in Policy 9 is met:

- Within areas characterized by high-rise building that have direct access to an arterial road, or;
- Within 600 metres of a rapid transit station as identified on Schedule D, or;
- Where a community design plan, secondary plan, or other similar Council-approved planning document identifies locations suitable for the creation of a community-focus on a strategic corner lot, or at a gateway location or on a terminating site to a strategic view, or a site that frames important open spaces, or at a location where there are significant opportunities to support transit at a transit stop or station by providing a pedestrian and transit-oriented mix of uses and activities, or;
- Within areas identified for high-rise building where these building profiles are already permitted in the Zoning By-law approved by Council, or;



- Within areas where a built form transition as described in Section 4.11 Policy 12 is appropriate.

Built form transitions as described in Policy 12 include:

- Incremental changes in building height (e.g. angular places or stepping building profile up or down);
- Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high profile development or incorporating podiums along a Mainstreet);
- Character (e.g. scale and rhythm, exterior treatments, use of colour and complimentary building finishes);
- Architectural design (e.g. the use of angular planes, cornice lines); and,
- Building Setbacks.

The proposed development is located on a gateway corner with direct access onto an arterial roadway and has been identified as an important focal point within the community. The Subject Property has several distinctive features which support its status as a gateway including adjacency to the Island Park Drive scenic entry route, its location at the western edge of the Wellington West community, and the function of Island Park Drive as a major route between Gatineau and Highway 417 via the Champlain bridge.

The proposed development also meets a variety of the built form transitions outlined in Policy 12 of Section 4.11. The proposed building incorporates a building step back at the sixth storey, responding to the adjacent six storey building and maintaining the same rhythm of development along the street. The use of architectural features such as cornice lines, changes in materials, and heavy glazing on the ground floor defines the base of the building along the street.

Building step backs have also been incorporated at the rear of the building. At the second storey, the tower of the building steps back 4.5 metres at the east end of the site and 11 metres at the west end of the site to provide separation from the residential buildings to the north.

At the seventh storey, the tower steps back an additional 1.8 metres on the north, south and west sides and 5.7 metres on the east side to create the slimmer upper portion of the tower. An additional 1.8 metre step back on all sides is incorporated at the twelfth storey. The building setback from the north property line varies between 4.8 metres and 11.3 metres between the second and sixth storey, increasing to 8.1 metres and 14.8 metres at the twelfth storey. The result of these step backs and setbacks is the shifting of the mass of the building towards Wellington Street West, away from the residential area to the north which helps to mitigate the impacts of the proposed building on the residential dwellings to the north.

At the street level, the building creates a continuous building frontage from the Rockhurst Road greenspace across the entire site. The ground floor of the proposed building has been designed to maintain primarily retail and commercial uses along the ground floor. The confirmed ground floor tenant is the relocated restaurant which will include an outdoor patio on private property adjacent to the greenspace animating the pedestrian environment. Entrances to the retail units will provide additional animation



along the sidewalk.

The curved feature on the southwest corner of the building highlights the building's location on a prominent corner and provides an opportunity for entrances to the restaurant and retail units facing the intersection.

The building is set back 1.8 metres from the southern property line to provide a 5.0 metre sidewalk between the curb and the face of the building and will allow for landscaping improvements within the right-of-way including vegetation/planters and street furniture.

BUILDING PROFILE AND COMPATIBILITY

Policy 11 of Section 4.11 outlines architectural and urban design considerations that the City will evaluate for new high-rise building proposals. Considerations include:

- How the scale, massing, and height of the proposed development relates to adjoining buildings and the existing and planned context for the surrounding area in which it is located;
- How the proposal enhances existing or creates new views, vistas and landmarks;
- The effect on the skyline of the design of the top of the building;
- The quality of architecture and urban design, particularly as expressed in Council-approved design guidelines; and,
- How the proposal enhances the public realm, including contribution to and interaction with its surroundings at street level (e.g. the provision of publicly accessible landscaped area, amenity space and pedestrian respite areas, street trees, public art, active land use frontages, legible entrances and views to the street, canopies, awnings and colonnades for continuous weather protection).

The proposed development creates a landmark at a prominent corner within the City with a high-quality architectural design. The lower portion of the building provides for a more active street frontage with an improved pedestrian experience while the top of the building adds to the Ottawa skyline with an attractive building design.

Significant improvements are proposed to the Rockhurst Parkette serving to enhance the public realm and integrate the proposed development into the existing context.

INCREASES IN HEIGHT AND DENSITY BY-LAW

Policy 11 of Section 5.2 states that, pursuant to Section 37 of the *Planning Act*, the City may authorize increases in height and density of development above the levels otherwise permitted by the Zoning By-law in return for the provision of community benefits. Authorized community benefits that are provided by the proposed development include:

- Public art within the new parkette space at the south end of Rockhurst Road;
- Local improvements identified in the Wellington Street West CDP which includes the creation of a parkette at the south end of Rockhurst Road with facilities for the community and integration of the building's west façade into the new parkette;



- Conservation of existing greenspace or the creation of new greenspace.

The proposed development provides community benefits that are appropriate as defined within policy 11 of Section 5.2.

5.3 WELLINGTON STREET WEST COMMUNITY DESIGN PLAN AND SECONDARY PLAN

The City of Ottawa recently undertook the preparation of the Wellington West Community Design Plan in partnership with the community. The result was a Community Design Plan (CDP) approved by City Council in April 2011 and implemented as a Secondary Plan in May 2011 and through a subsequent City-initiated Zoning By-law Amendment. Both area summarized below.

WELLINGTON STREET WEST COMMUNITY DESIGN PLAN

The CDP set a vision for the Wellington Street West Traditional Mainstreet to maintain and enhance the existing mix of uses. The CDP recognizes the opportunities to create, encourage and protect views and vistas at mainstreet gateways and key nodes. The community is envisioned as accessible, pedestrian and transit friendly.

The design framework, goals and principles for the Wellington mainstreet corridor as a whole are contained in Section 3.2. They include:

- Upholding and enhancing the existing broad mix of land uses that have built the community while anticipating and embracing major societal and environmental trends;
- Establishing a clear network of people spaces;
- Strengthening the traditional urban fabric, built form and spaces through respect and innovation;
- Capture the opportunities of mainstreet gateways and nodes;
- Protect, create, and encourage views and vistas;
- Link the varied character areas together as a unified corridor; and,
- Promote a pedestrian and transit-friendly environment.

The proposed development contributes to the existing character of the area with high quality architecture while capitalizing on the opportunity to create a gateway into the community and improve the corner by enhancing the view. The proposed building is also served by two high frequency bus routes and creates a high quality pedestrian streetscape along Wellington Street West.

Section 3.3.3 of the CDP sets out the design vision and objectives for the mainstreet corridor. Key objectives include:

- Recognizing that the 6-storey building height is generally appropriate;



- Recognizing that key gateway locations, as identified within the CDP, may warrant consideration of building height beyond the 6-storey limits, if further public benefit is provided;
- Designing a mainstreet building edge, or front facade, with architectural articulation and details to for a strong 2 or 3 storey base; and,
- Ensuring that redevelopment opportunities incorporate pedestrian-oriented uses at street level.

The property at 1451 Wellington Street has been identified as a gateway location within the Community Design Plan and additional height (up to nine (9) storeys) is contemplated for this site. This site has now been consolidated with 1445 Wellington Street West. Given the contamination on the site, the cost of clean up, Mizrahi Developments Inc. has determined that a six (6) storey and nine (9) storey building is not a viable project for the consolidated site and twelve (12) storeys is proposed (and discussed further below). The proposed building recognizes the adjacent six (6) storey building to the east and the design incorporates a step back at the sixth storey and a strong cornice to preserve and accentuate the horizontal reference line.

The proposed building also uses architectural features including cornice lines and a change in materials to create the sense of a two-storey podium along the street. This contributes to the overall architectural detail of the building which is of very high-quality and uses quality materials to maintain the traditional mainstreet character.

The pedestrian streetscape along Wellington Street West is widened in the proposed development to create a wide sidewalk that will permit the installation of street trees, and street furniture while also creating a comfortable pedestrian environment. The improvements to the Rockhurst Road greenspace will also integrate well into the proposed development and improve the pedestrian environment at the intersection and the connections to the residential neighbourhood to the north.

Section 3.3.4 of the CDP contains general design policies for the mainstreet. The proposed development advances several of these design guidelines, including:

- The proposed building mass and high-quality architectural detail takes cues from the surrounding buildings and enforces the village character [Guideline A3]
- The proposed development will be taller than the generally permitted six (6) storey heights and will provide a public benefit through the redevelopment of the Rockhurst Parkette with an art feature, water feature, and a play structure [Guideline A5]; and,
- The proposed building is set back 1.8 metres achieving the desired 5 metre separation between the building and curb improving the public realm and providing space for streetscaping [Guidelines A2, B1 and B2].

The CDP divides the study area into four (4) subareas. The Subject Property is at the far west end of the study area within the West Wellington Area. Section 3.4.3 sets the design vision and objectives for the West Wellington subarea specifically. These include among others:



- Development of a human-scaled building edge with special architectural features that attract pedestrians, and are not imposing in mass and scale;
- Define the gateway to the Wellington Street West community;
- Introduce themed signage and other visual cues that mark arrival at this gateway to the Wellington Street West community;
- Ensure a well-designed transition between mainstreet character and functions and the surrounding residential neighbourhood;
- Provide widened sidewalks to afford an improved people-oriented, 'Epicurean Row' mainstreet with better pedestrian movement and patio spaces, where opportunity exists.

The proposed development uses architectural features and changes in materials to create a human-scale at street level while responding to the mass and scale of adjacent buildings. The taller building height will identify the site as a gateway to the community and landmark in the area. Finally, the proposed development will widen the pedestrian realm and integrate it into the Rockhurst Parkette to create a more comfortable pedestrian experience.

Section 3.4.4 sets out design policies for the West Wellington subarea which are aimed at implementing the above design vision for the area. The proposed development advances several of these policies, including:

- The proposed development recognizes the importance of the Subject Property as a gateway and responds accordingly through a high-quality building architecture typical of a landmark building [Guidelines A2 and A2b];
- The proposed development seeks greater height in return for public benefits including the renovation of the Rockhurst Road greenspace and integration of the west building face into this parkette through a commercial patio [Guidelines A2d and e];
- The proposed development recognizes the opportunity that the Rockhurst Road greenspace provides and proposes to renovate this park and create a usable community space. The design of this space has been based on comments from community members and groups and is subject to further input from municipal staff [Guideline B2].

WELLINGTON STREET WEST SECONDARY PLAN

The Wellington Street West Secondary Plan builds upon the approved Community Design Plan and guides the long-term design and development of the Wellington mainstreet corridor in general, and four specific subareas within it. The Subject Property is located at the western edge of the planning area in the Secondary Plan in the "West Wellington" subarea (Figure 11).

Section 11.3.1 contains general mainstreet policies for the entire planning area and which are applicable to the Subject Property in terms of built form, the public realm, and parking. The policies reflect those discussed above as part of the Community Design Plan

and emphasize the establishment of a high-quality, greener pedestrian environment based on a human, low-scale character and wide sidewalks. The policies also speak to creating a community gateway feature to reinforce the area as a vibrant activity node for the local and broader Ottawa community. These policies have been addressed in the CDP discussion above.

Policy 11.3.1.1 states that the maximum building heights along the Mainstreet is six (6) storeys; however, height may increase to nine (9) storeys on specific sites identified in the Secondary Plan, pursuant to Section 37 of the *Planning Act*.

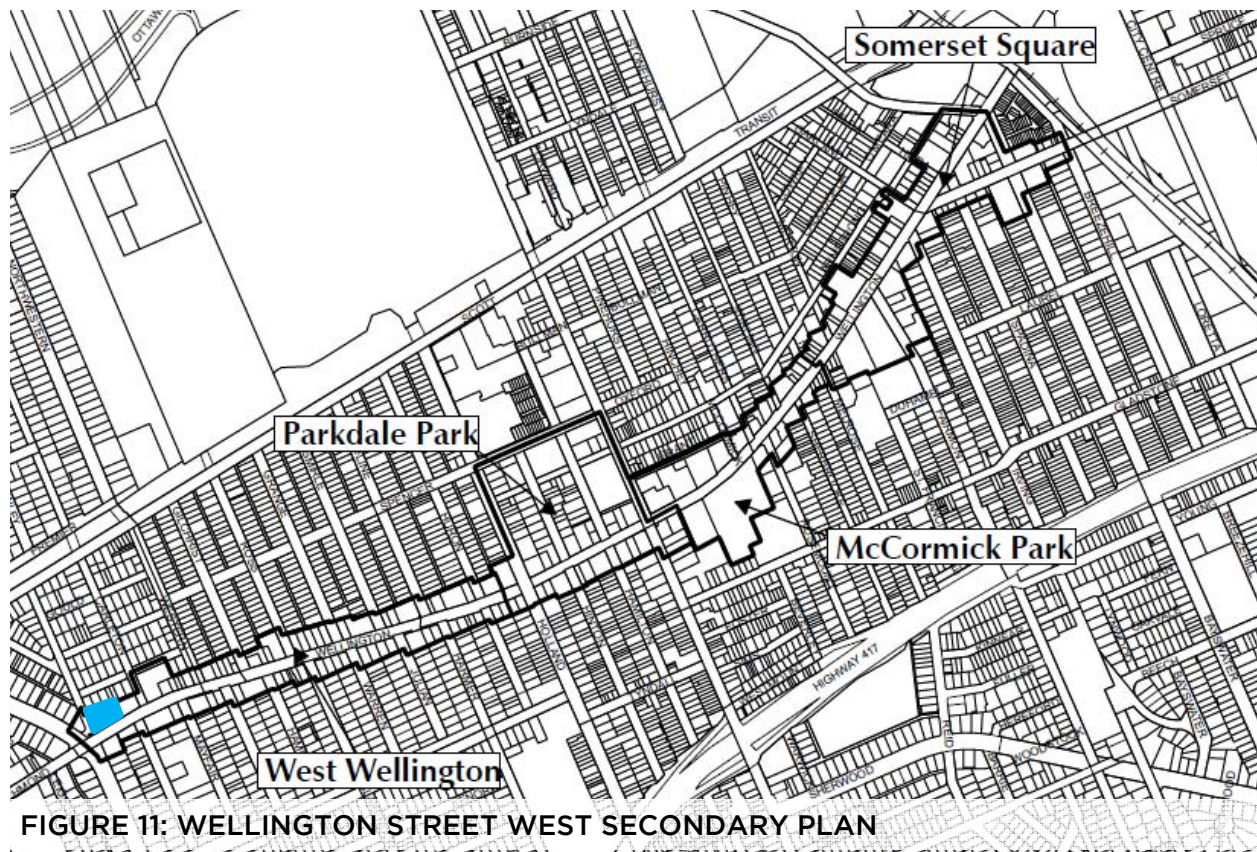


FIGURE 11: WELLINGTON STREET WEST SECONDARY PLAN

Policy 11.3.2.2 deals specifically with 1451 Wellington Street West and states that the City may consider a Zoning By-law Amendment to increase the maximum height pursuant to Section 37 of the *Planning Act* (i.e. to nine (9) storeys) where one or more community benefits identified in the Community Design Plan are secured through agreement with the City and provided at the time of development. Any redevelopment shall require the west facade of a new building to be integrated with a redesigned, City-owned public open space located at the northwest corner of Island Part Drive and Wellington Street, at the base of Rockhurst Road, to provide an animated place for people to meet or rest at the western gateway to the corridor.

The policies of the Secondary Plan anticipate an increase in building height at 1451



Wellington Street West to 9 storeys where a community benefit is secured through agreement with the City and provided at the time of development. The maximum height for the property at 1445 Wellington Street West is 6 storeys.

As mentioned, the properties at 1445 and 1451 Wellington Street West have now been consolidated through ownership. The applicant is requesting a building height increase for the consolidated properties to 12 storeys. During the due diligence phase of the purchase of the property, it was discovered by Mizrahi Developments Inc. that the extent of hydro carbon contamination on the site and adjacent parkette was significantly greater than anticipated. We are advised that it is for this very reason that a number of potential developers have considered but rejected the purchase of the property in the past few years.

Mizrahi Developments Inc. decided to work with the community and the directly impacted neighbours to determine if there was a possibility of increasing the density to make the project financially viable given the cost of clean-up of the contamination. As mentioned, a series of meetings were held with:

- The directly impacted neighbours on Garrison Street;
- Five (5) community associations and their representatives;
- City staff;
- The Ward Councillor;
- The general public through a public meeting; and
- The Wellington West Business Improvement Area.

These meetings were held over a seven (7) month period, commencing in April 2013 with the last meeting with community associations occurring on November 12, 2013.

A variety of design options were explored with community and abutting neighbours to determine if there was an approach that balanced the community and City interests while also accommodating the financial realities of redeveloping this contaminated site. Through these discussions, the twelve (12) storey proposal emerged as the preferred design for the site. While the proposed building height exceeds the planned function for the site as set out in the Secondary Plan, it was determined that a number of the other design features compensated for this increase in height including agreement to:

- Setback the tower along the north facade of the building from 4.8 m to 11.3 m;
- Stepback the tower at the second floor (north-side), seventh floor and eleventh floor;
- Fully enclose all vehicular, loading and service areas within the structure;
- Restrict any use of the south side terrace for communal outdoor activities;
- Provide a landscape screen and planting along the north property line to provide a visual buffer to the residents on Garrison Street;
- Inset balconies to minimize overlook and protect privacy of abutting properties;
- Redesign and, if acceptable to the municipality, build and maintain the abutting parkette for the use and enjoyment of the community.

From the perspective of the Wellington Street West Secondary Plan, it is our opinion that the proposed development captures the policy intent of the Plans, notwithstanding the



increase in building heights. The project provides for:

- A high-quality, human scaled pedestrian environment and a greener, public-friendly streetscape;
- The establishment of community gateway architecture to reinforce the area as a vibrant activity node for the local and broader Ottawa community;
- The west facade of a new building is integrated with a redesigned, City-owned public open space at the northwest corner of Island Park Drive to provide an animated place for people to meet or rest at this western gateway to the corridor;
- Architectural articulation and a pedestrian scaled podium compatible with the existing scale of the built form of this area;
- Integration into the existing building fabric of the street (including the reinstatement of Bella's restaurant on the ground floor) and maintenance of the urban village character;
- Additional sidewalk and plaza space through increased building setbacks at grade for the comfort and safety of pedestrians.

5.4 URBAN DESIGN GUIDELINES FOR DEVELOPMENT ALONG TRADITIONAL MAINSTREETS

The Urban Design Guidelines for Development along Traditional Mainstreets were approved by Ottawa City Council in May 2006. These guidelines apply to all streets throughout the City that are designated "Traditional Mainstreet" (including Wellington Street West) on Schedule B of the Official Plan and provide guidance to assess, promote, and achieve appropriate development for proposed developments on Traditional Mainstreets. The guidelines address seven elements of development including: streetscape, built form, pedestrians and cyclists, vehicles and parking, landscape and environment, signs, and servicing and utilities.

The proposed development supports several of the Traditional Mainstreet guidelines, including:

- The proposed building aligns with the existing built form along Wellington Street West [Guideline 1];
- A minimum two (2) metre concrete sidewalk is provided to match the existing streetscape in the Wellington West area [Guideline 3];
- The proposed building design is rich in architectural detail and respect the rhythm and pattern of the existing or planned, buildings on the street, through the alignment of elements such as windows and front doors [Guideline 8];
- Clear windows and doors are used on the ground floor to make the pedestrian level walls facing the street highly transparent, and locate active, pedestrian-oriented uses at grade [Guideline 11];
- The upper floors are setback back from the street [Guideline 12];
- Residential units of the building are located above the level of vehicular traffic and shared entrances are provided for the residential portion of the building [Guideline



13];

- The proposed development locates mixed-use development by concentrating height and mass at nodes and gateways [Guidelines 14];
- Located on a corner site, the proposed development highlights the corner with special treatment including the a corner entrance and cylindrical architectural feature [Guideline 16];
- Front doors are located to face the mainstreet and be directly accessible from the public sidewalk [Guideline 19];
- Pedestrian walkways are constructed of materials such as concrete or unit pavers that are easily maintained for safety [Guideline 20];
- All utility equipment has been enclosed within the building to screen it from both the traditional mainstreet and the private properties to the rear [Guideline 38];
- Street lighting is supplemented with lighting affixed to the building in order to accentuate and animate buildings and spaces [Guideline 39]; and,
- Provided lighting is appropriate to the street character and mainstreet ground-floor use, with a focus on the pedestrian areas [Guideline 41].

5.5 URBAN DESIGN GUIDELINES FOR HIGH-RISE HOUSING

The City of Ottawa's Urban Design Guidelines for High-Rise Housing were approved by City Council in October 2009 and are intended to encourage and achieve appropriate high-rise development. High-rise buildings are defined by the City of Ottawa as any building that is ten storeys or more. The guidelines address seven elements of high-rise design including: context, built form, pedestrians and the public realm, open space and amenities, environmental considerations, site circulation and parking, and services and utilities.

The proposed development supports several of the guidelines, as described below:

- The building is integrated into the context and addresses compatibility with the existing or planned context through the transitions in building height, and through the design qualities and character [Guideline 1a];
- Maintains a building line along the street that is similar to neighbouring buildings [Guideline 1a];
- Provides direct links to public sidewalks, and streets [Guideline 1a];
- Creates a landmark building that is distinctive in form, is located at a prominent intersection, is designed with quality architecture and constructed with quality materials, details and colours [Guideline 2a];
- The proposed development uses stepping down, and the design and character of the building to create a sense of transition between the high-rise building and the adjacent lower-profile areas [Guideline 4];
- The proposed development identifies and enhances a community gateway and prominent site using design treatments and place-making through the redevelopment of the Rockhurst Parkette [Guideline 7];



- The corner of the proposed building is designed to emphasize the intersection of the two major streets [Guideline 8];
- The proposed building is oriented to minimize shadowing on adjacent sites [Guideline 11];
- The proposed building form responds to the function, site characteristics, context and type and mix of uses [Guideline 12];
- The lower portion of the building has been designed to support human-scaled streetscapes and quality pedestrian environments [Guidelines 13];
- Clear windows and doors are used to make the pedestrian level facade highly transparent and accessible [Guideline 14];
- Retail and restaurant uses have been located along the street facade to enhance the building's relationship with the public realm [Guideline 16];
- The proposed pedestrian entrance is at-grade and is a directly accessible, clear, and prominent link to the sidewalk [Guidelines 17];
- The proposed building features an architecturally detailed facade [Guideline 18];
- The tower has been oriented to avoid balcony-to-balcony interactions [Guideline 22];
- Barrier-free and universal access to the building is provided for pedestrians [Guideline 30];
- Views from the apartments and streets allow for visual surveillance and neighbourliness [Guideline 31];
- The west facade of the proposed building will frame the edge of the open space to create a high-quality public environment within the site and along its street edges [Guideline 35];
- The outdoor patio of the restaurant use will activate, animate and support open space activities [Guideline 37];
- Communal outdoor amenity spaces for residents is provided on a terrace at the second floor which is directly accessible [Guideline 40];
- The required outdoor amenity space for residents is provided as both communal and private areas [Guideline 41];
- The proposed development ensures that the public sidewalk is continuous across the private vehicle access and egress driveway [Guideline 53];
- The vehicle drop-off area is located at the side of the building to be conveniently accessible without blocking the priority of pedestrian access to the building [Guideline 55];
- Parking and service areas are located within the building and underground [Guideline 56];
- Bicycle parking is provided close to building entrances [Guideline 59];
- The building's infrastructure has been integrated into the building design and strategically located away from public areas [Guidelines 61 and 62]; and,
- Utility, garbage and other service areas have been located away from public view

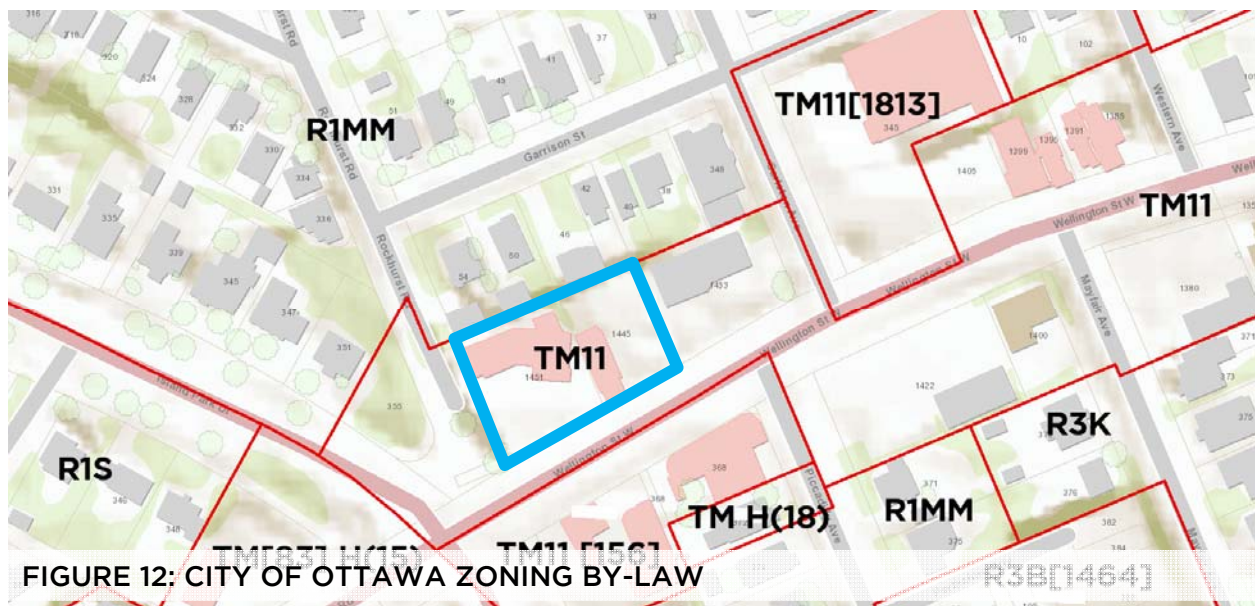
[Guidelines 63,64 and 65].

5.6 CITY OF OTTAWA COMPREHENSIVE ZONING BY-LAW (2008-250)

The Subject Property is zoned “Traditional Mainstreet, Subzone 11 (TM11)” in the City of Ottawa Comprehensive Zoning By-law (Figure 12).

The purpose of the TM zone is to accommodate a broad range of uses including retail, service commercial, office, residential and institutional uses including mixed-use buildings. It is also intended to foster and promote compact, mixed-use, pedestrian-oriented development that provide for access by foot, cycle, transit and automobile.

Subzone 11 of the TM zone permits a maximum front yard setback of three (3) metres, sets maximum building heights of twenty (20) metres and requires a step back of two (2) metres at the fourth storey or after 12 metres in height, and contains provisions regarding shared parking.



The proposed high-rise residential and ground-floor commercial uses are permitted by the current zone provisions and commercial uses are required to occupy a minimum of 50% of the wall at grade facing the main street. A Minor Zoning By-law Amendment is required to amend several of the performance standards within the TM zone. The table below compares the applicable zoning provisions with the standards required by the proposed development:



MECHANISM	TM ZONE	PROPOSED
MINIMUM LOT WIDTH:	No minimum	53.8m
MINIMUM LOT AREA:	No minimum	1,843m ²
MAXIMUM FRONT YARD SETBACK:	3m	1.8m
MAXIMUM SIDE YARD SETBACK:	3m	0.3m
MINIMUM SIDE YARD SETBACK:	N/A	0.3m
MINIMUM REAR YARD SETBACK:	7.5m	0.3m for podium only (Increasing to 4.8 metres for floors 2 to 6; 6.8 metres for the floors 7 to 11; and 8.6 metres for the 12th floor the east side, increasing to 11.3 m for floors 2 to 6, 13.1 m for floors 7 to 11 and 14.9 for the 12 th floor on the west side of site due to irregular nature of lot)
MINIMUM BUILDING HEIGHT:	Within 20m of front lot line: 6.7m	44.3m
MAXIMUM BUILDING HEIGHT:	20m For a building that is over 4 storeys, in height, that part of the building above the 3 rd storey or above 12 metres has a minimum front yard setback of 2 metres. 45 degree angular plane measured at a height of 15 m from a point 7.5 m from the rear lot line projecting upwards towards the front lot line	44.3m That part of the building above the 3 rd storey does not incorporate an additional setback. Remove requirement for 45 degree angular plane.
REQUIRED BUILDING STEP BACK:	At the third storey/12m: Minimum front yard setback of 2 metres	0 m (1.8 m setback incorporated at grade)
MINIMUM WIDTH OF LANDSCAPED AREA:	3m abutting a residential zone	0.3m
DRIVEWAY AISLES:	3m for one way 6m for two-way	6m for two-way



MECHANISM	TM ZONE	PROPOSED
MINIMUM PARKING:	0.5/residential unit: 57 0/0-150m ² + 3 for 150-200m ² + 10/100m ² over 200m ² restaurant: 7 2.5/100m ² over 150m ² retail: 3 0.2/residential unit (over 12): 23 spaces Less 10% for underground 81 TOTAL	147 spaces
BICYCLE PARKING:	0.5/dwelling unit: 57 1/250m ² restaurant/retail: 2 59 TOTAL	59 spaces
MINIMUM REQUIRED LOADING SPACES:	0 spaces	1 space
MINIMUM AMENITY SPACE:	114 x 6m ² = 684m ² 50% communal = 342m ²	1,950m ² total 600m ² communal
OUTDOOR COMMERCIAL PATIO SEPARATION DISTANCE:	30m from a residential zone	2m, with screen wall and cantilevered building overhead

Additional amendments may be identified following staff review, technical circulation and as a result of revisions to the Site Plan.

6.0 DEVELOPMENT APPLICATIONS

6.1 PROPOSED OFFICIAL PLAN AMENDMENT

As demonstrated in the above discussion, the proposed development advances many of the design objectives and conforms to the policies of the Official Plan. The proposed Official Plan Amendment would change the provisions of the Wellington Street West Secondary Plan as follows:

- Increase the permitted height of a building on the Subject Property (1451 and 1445 Wellington Street West) from six (6) storeys (with the potential for nine (9) storeys at 1451 Wellington Street West) to twelve (12) storeys.

As detailed above, the Subject Property is located on a prominent site within a community that is experiencing a renewal resulting in several condominium projects along the mainstreet. Given the location of the Subject Property at the corner of Island Park Drive and Wellington Street West, the proposed building has been designed with high quality architecture and with greater height to act as a gateway into the community and a landmark for residents and visitors to the area.



The Subject Property is significantly contaminated resulting from past uses on the property. As a result, the existing building has been left vacant for many years, with several other proposals for the site never moving forward due to the very high costs to clean up the site. The proposed development balances the need for a certain density with a sensitively designed building that has support in the community including the immediate neighbours.

Prior to filing applications, the owners undertook extensive public consultation with the community beginning in April 2013 which included meetings with community associations (both the Wellington West Community Association and four (4) others), members of the community, and immediate neighbours who live on Rockhurst Road and Garrison Street and stand to be most impacted by the proposed development. Through this collaborative process, the building design has evolved into the form that is proposed.

The Subject Property is located along a Traditional Mainstreet – a target area for intensification within the City of Ottawa Official Plan so long as it is done in a manner that is compatible with the surrounding land uses. The proposed building implements built form transitions as stipulated in the Official Plan to transition to the surrounding neighbourhood including building setbacks and step backs and the use of architectural design (cornice lines, vertical articulations, etc.). These features help to maintain the character and rhythm of the Traditional Mainstreet with a project that intensifies underutilized brownfield sites.

The proposed development also implements design objectives of the Secondary Plan (SP) and Community Design Plan (CDP), particularly with regards to the Rockhurst Road greenspace which is proposed to now include a water feature, sculpture, etc. and will integrate with the proposed outdoor patio on the west façade of the building.

More broadly, the proposed development uses architectural features and changes in building materials to create a human-scale at street level and improves the pedestrian environment along the mainstreet with wider sidewalks and street furniture.

The CDP and Secondary Plan also identify the site's location as a gateway into the Wellington West community and recognize that additional height to nine (9) storeys may be considered on a portion of the site in return for community benefits. The proposed development seeks to increase the height of the building across the consolidated property and provides community benefit in the form of an improved greenspace with community amenities included. This opportunity together with other design commitments discussed in this report, result in our opinion, in a project that will be a net-benefit to the community.

When assigning heights to the Subject Properties, the SP and CDP could not have anticipated the level of contamination that is present on the site. Now that this has been studied, it is evident that in order to develop a financially viable project on the property, greater height than the six and nine storey contemplated is required.

Recognizing this, the Owners have undertaken a comprehensive consultation process with the community over the past 8 months, prior to the submission of any applications, to explain the proposal, get feedback on the proposed designs,



and ultimately development a project and a height that is supported by the community and makes a viable project.

Given that the proposed development meets the primary Official Plan policies and generally meets the Secondary Plan policies with respect to design, location and built form, the increased height are considered appropriate for the site.

6.2 MINOR ZONING BY-LAW AMENDMENT

The proposed minor Zoning By-law Amendment would require the following changes to the current TM11 zoning of the Subject Property:

- Reduce the minimum required rear yard setback from 7.5 metres to 0.3 metres (for the enclosed first floor only. The tower sets back between 4.8 m to 11.3 m on the second floor with additional setbacks introduced above the 6th and 11th floors respectively);
- Remove the requirement for a 45 degree angular plane measured at a height of 15 m from a point 7.5 m from the rear lot line;
- Increase maximum permitted building height from 20 metres to 44.3 metres;
- Relief from the required for a 2 metre building step back at the fourth storey, or at 12 metres in height;
- Reduction of the minimum required landscaped buffer between a mixed-use building and a residential zone from 3 metres to 0.3 metres; and,
- Reduction of the minimum required separation distance for an outdoor commercial patio from a residential zone from 30 metres to 2 metres.

In determining the minor amendments required to the Zoning By-law, several factors regarding the site location, surrounding context, building orientation, and building design were considered. The following provides a rationale for specific changes requested as part of the Zoning By-law Amendment:

YARD REQUIREMENTS

The proposed development requires reductions in the rear yard setback from 7.5 metres to 0.3 metres. As mentioned, the requested setback reduction to 0.3 metres is for the first floor only and is required in order to enclose the entire loading and parking garage within the first floor of the building. The upper floors will have greater setbacks and will step back to reduce impacts on the residences. The enclosure of the ground floor was done at the request of the neighbouring residents to ensure that there are no noise or light impacts on their dwellings from vehicles accessing the Subject Property.

No windows or openings are proposed on the first floor that could otherwise impact on the privacy of the adjacent neighbours. In addition, the top of the podium at the rear of the site is not proposed to be used as an amenity space, and so there will be no impacts on the dwellings to the north.

The tower portion of the building has been aligned parallel to Wellington Street West and as a result the northeast corner of the tower is within the required rear yard setback



(at 4.8 metres). Moving west, the provided rear yard setback of the tower increases to be 11.3 metres at the west end of the tower. At the 7th storey, the building steps back from the north property line to be setback 6.8 metres on the east and 13.3 metres on the west side. Finally, at the twelfth storey, the building steps back again to be set back from the north property line 8.6 metres on the east side and 15.1 metres on the west side. The impacts of this reduced yard at the ground floor have been mitigated through the use of landscaping on the top of the first floor podium screening the outdoor space of the residential uses to the north.

BUILDING HEIGHT

The proposed development seeks to increase the permitted building height on the site from 20 metres (6 storeys) to 44.3 metres (12 storeys). The height has been oriented to Wellington Street West in the proposal to reduce impact on the residential neighbourhood to the north. The tower of the building incorporates step backs as discussed above to minimize the impact on surrounding uses. The twelfth storey will also be clad in a reflective glass that will reduce the visual impact of this storey on the surrounding community.

The proposed development will redevelop an underutilized property within an established neighbourhood and replace it with a mixed-use, compact, pedestrian-friendly development. The additional commercial space and the higher density residential uses are supported by the City's goal for intensification. The Subject Property is located along a mainstreet, an area identified by the City for intensification opportunities, and is a brownfield which would be cleaned up through the redevelopment and benefitting the community at large.

The Subject Property is also located on a highly visible corner that acts as a gateway to the Wellington West Village, but also as a landmark along the scenic route of Island Park Drive. The proposed development has been designed with this function in mind, establishing a sense of arrival or departure from the Wellington West Village. Given the buildings' status as a landmark and gateway, a high quality of architecture, streetscape design, and community benefit have been employed.

Finally, we are advised that the contamination of the Subject Property makes it very difficult to design a project that is financially viable given the extensive clean up that will be required. This clean up necessitates a specific density on the property which is a contributing factor to the need for additional building height permissions.

BUILDING STEP BACK

An amendment is requested to the requirement from the 2 metre setback in the building wall above 12 metres (or at the fourth storey) along the front lot line (Wellington Street West). The adjacent building at 1433 Wellington Street West was recently constructed as a six (6) storey building and has no step back. As a result, the proposed building responds to this existing built form with a 1.8 metre step back at the seventh storey (and above) on all sides maintaining the horizontal reference line established by the development to the east.

LANDSCAPED BUFFER WIDTH

The Zoning By-law requires a minimum 3 metre buffer between a property zoned "Traditional Mainstreet (TM)" and a residential zone. This requirement can be reduced to



1 metre where an opaque fence of 1.4 metres or greater is installed. The proposed amendment would reduce the requirement of a landscaped buffer to 0.3 metres in order to accommodate the parking garage ramp and service areas internally on the first floor of the building. The building wall will also be at 0.3 metres and will act as an opaque screen for residents behind. This hard edge created by the wall will be softened through the use of landscaping materials.

OUTDOOR COMMERCIAL PATIO SEPARATION DISTANCE

Section 85 of the Zoning By-law contains specific use provisions for outdoor commercial patios. The provisions prohibit an outdoor patio in any yard abutting a residential zone unless it located a minimum of 30 metres from the residential zone and it is screened and physically separated from the residential zone.

The proposed development includes an outdoor commercial patio which is integrated into the Rockhurst Parkette as envisioned in the Community Design Plan for the area. The patio is located approximately 2 metres from the north property line and the abutting residential zone. To mitigate the impacts of the proposed patio on this residential zone, the patio area has been inset into the building and is shielded on three sides and above by the building. The open side, to the west, will be the only open side of the patio space. It is not anticipated that there will be undue impact of the patio space as proposed on the adjacent residential zone given the mitigation measures that have been incorporated into the patio design.

7.0 CONCLUSIONS

The proposed development has been considered and evaluated against the applicable policy framework. Based on this review, the proposed development is found to:

- Be consistent with the Provincial Policy Statement;
- Maintain the general intent of the City of Ottawa Official Plan;
- Maintain the general intent of the Wellington Street West Secondary Plan and Community Design Plan with respect to design, location and built form considerations;
- Meet the applicable design guidelines; and,
- Maintain the general intent of the Zoning By-law.

The proposed development represents, in our Professional Opinion, good planning and is in the public interest.

Ted Fobert, MCIP RPP
Partner
FOTENN Consultants Inc.

Paul Black, MCIP RPP
Planner
FOTENN Consultants Inc.



APPENDIX A: SUNSHADOW STUDY

Incremental Shadow Study w/ 29m (9st) Building corner and 20m (6st) building As of Right with Bonusing

1451 & 1445 Wellington Street West





Existing shadow and
As of Right shadow
Proposed shadow

North

21 June - 9:18 EDT/DST

1451 Wellington St West
Ottawa Ontario



21 June - 10:18 EDT/DST

Existing shadow and
As of Right shadow
Proposed shadow

North

1451 Wellington St West
Ottawa Ontario



21 June - 11:18 EDT/DST

Existing shadow and
As of Right shadow
Proposed shadow



1451 Wellington St West
Ottawa Ontario



Existing shadow and
As of Right shadow
Proposed shadow

21 June - 12:18 EDT/DST



1451 Wellington St West
Ottawa Ontario



North

21 June - 13:18 EDT/DST

Existing shadow and
As of Right shadow
Proposed shadow

1451 Wellington St West
Ottawa Ontario



21 June - 14:18 EDT/DST

Existing shadow and
As of Right shadow
Proposed shadow



1451 Wellington St West
Ottawa Ontario



21 June - 15:18 EDT/DST



Existing shadow and
As of Right shadow
Proposed shadow

1451 Wellington St West
Ottawa Ontario



21 June - 16:18 EDT/DST

Existing shadow and
As of Right shadow
Proposed shadow



1451 Wellington St West
Ottawa Ontario



21 June - 17:18 EDT/DST



Existing shadow and
As of Right shadow
Proposed shadow

1451 Wellington St West
Ottawa Ontario



21 March - 9:18 EDT



Existing shadow and
As of Right shadow
Proposed shadow

1451 Wellington St West
Ottawa Ontario



Existing shadow and
As of Right shadow
Proposed shadow

North

21 March - 10:18 EDT

1451 Wellington St West
Ottawa Ontario



21 March - 11:18 EDT



Existing shadow and
As of Right shadow
Proposed shadow

1451 Wellington St West
Ottawa Ontario



21 March - 12:18 EDT



Existing shadow and
As of Right shadow
Proposed shadow

1451 Wellington St West
Ottawa Ontario



21 March - 13:18 EDT



Existing shadow and
As of Right shadow
Proposed shadow

1451 Wellington St West
Ottawa Ontario



21 March - 14:18 EDT



Existing shadow and
As of Right shadow
Proposed shadow

1451 Wellington St West
Ottawa Ontario



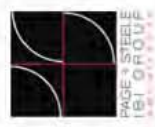


North

21 March - 15:18 EDT

Existing shadow and
As of Right shadow
Proposed shadow

1451 Wellington St West
Ottawa Ontario



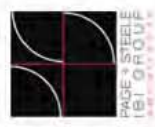


21 March - 16:18 EDT



Existing shadow and
As of Right shadow
Proposed shadow

1451 Wellington St West
Ottawa Ontario





21 March - 17:18 EDT



Existing shadow and
As of Right shadow
Proposed shadow

1451 Wellington St West
Ottawa Ontario



APPENDIX B: BUILDING ELEVATIONS

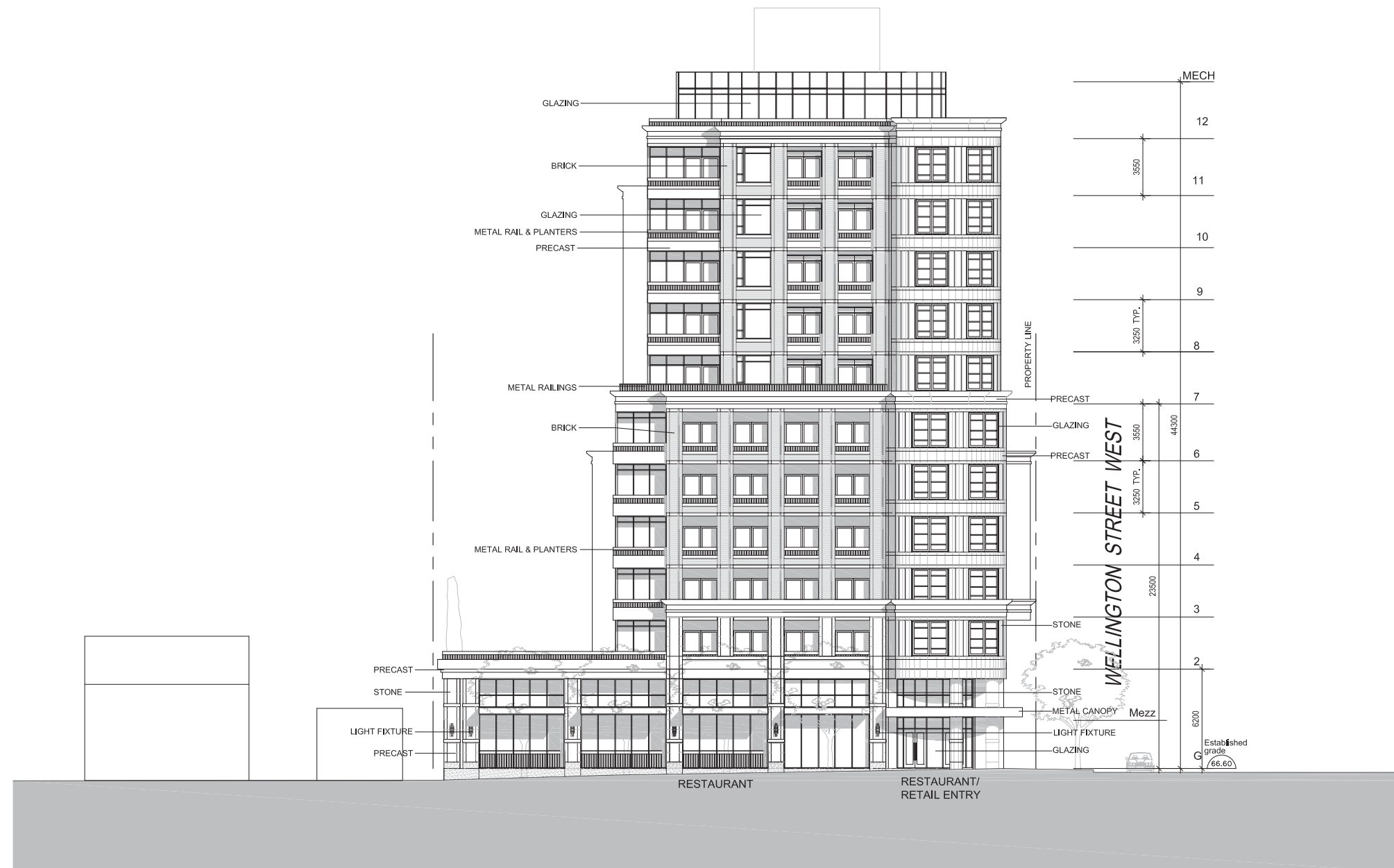


**1451 WELLINGTON AVE,
OTTAWA, ONTARIO**
SOUTH ELEVATION
ISSUED FOR REZONING/SITEPLAN APPROVAL NOV 01- 2013

PROJECT NO. 31643
SCALE 1:250



12

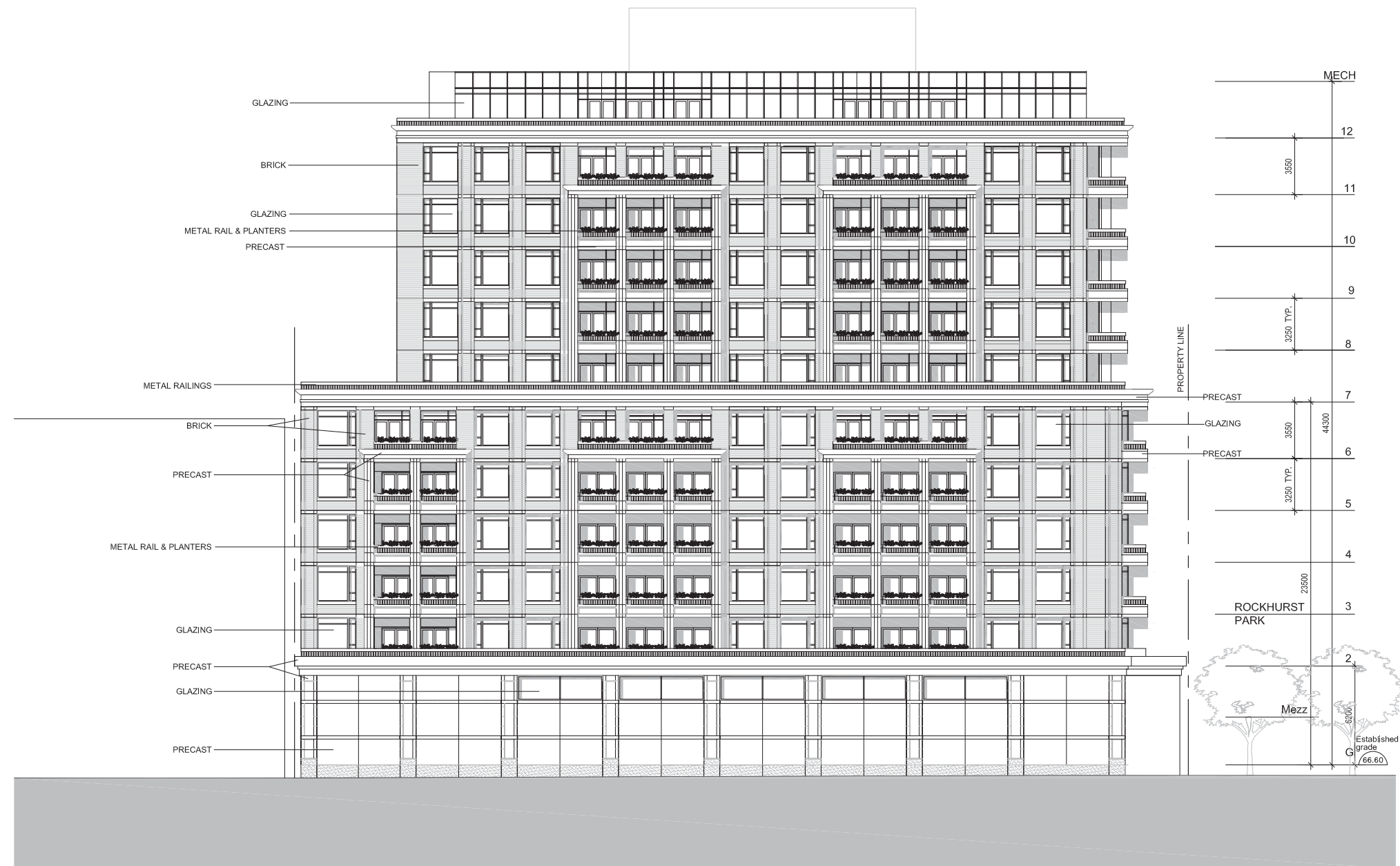


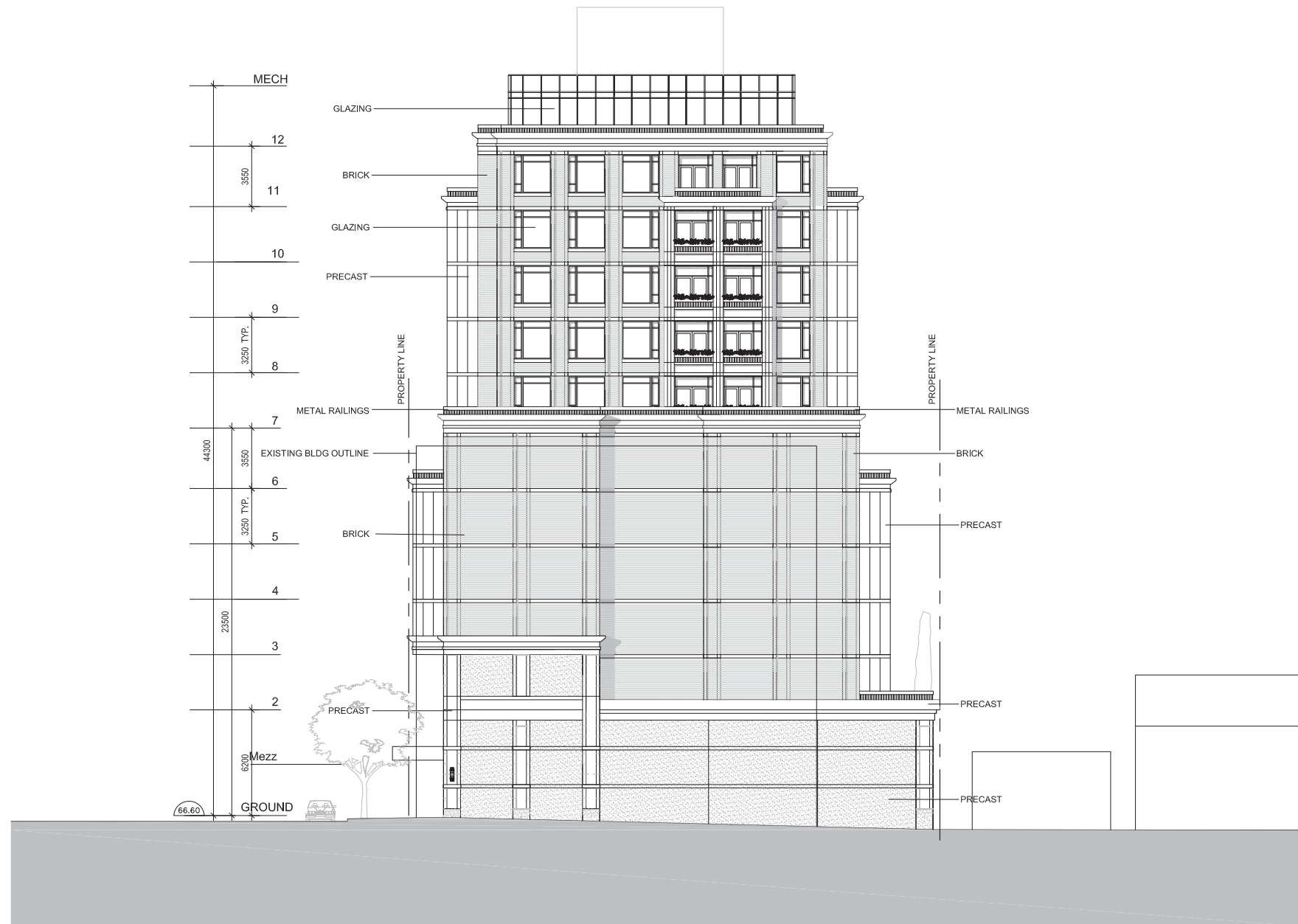
1451 WELLINGTON AVE,
OTTAWA, ONTARIO
WEST ELEVATION
ISSUED FOR REZONING/SITEPLAN APPROVAL NOV 01- 2013

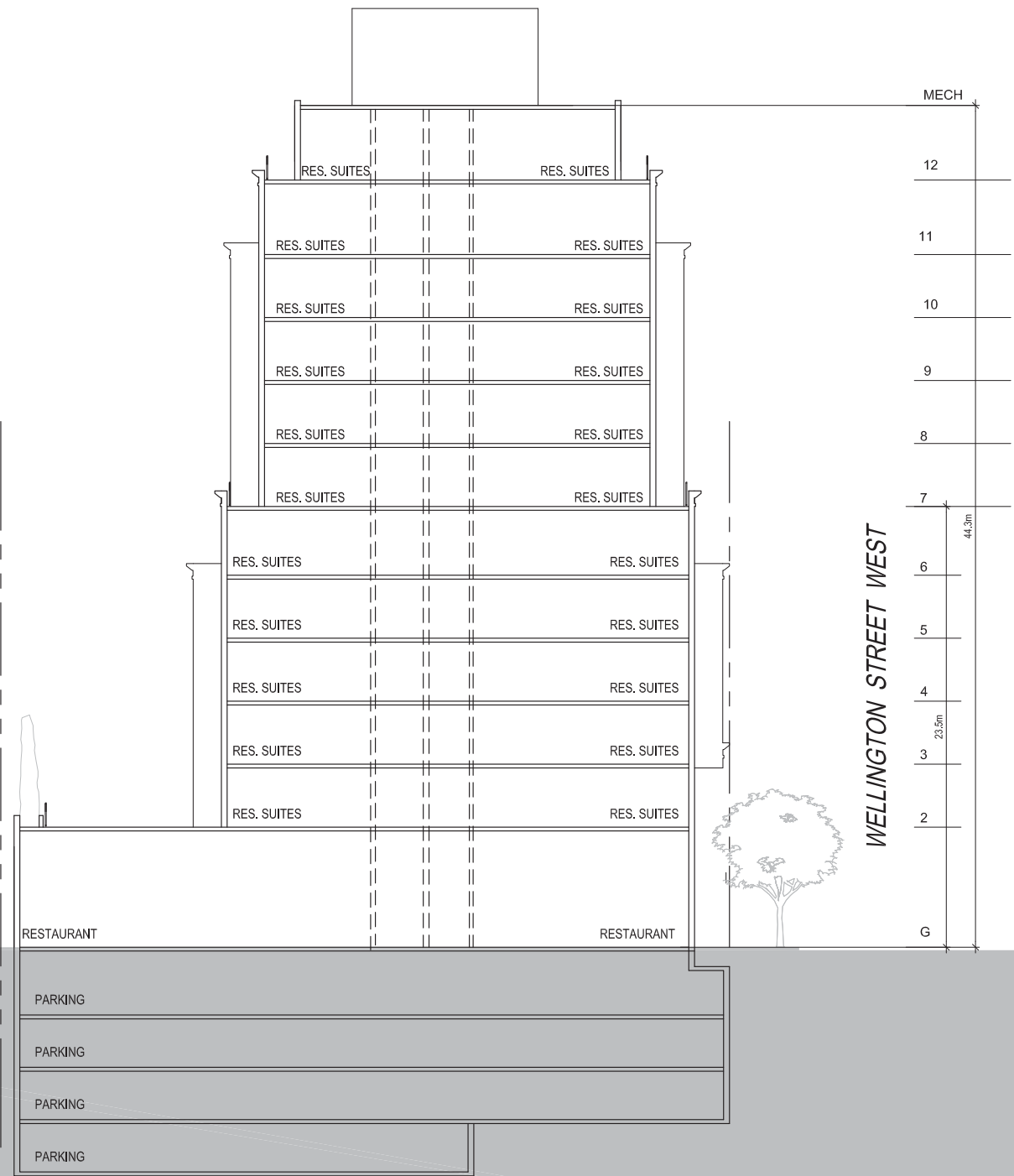
PROJECT NO. 31643
SCALE 1:250



13







1451 WELLINGTON AVE,
OTTAWA, ONTARIO
SECTION

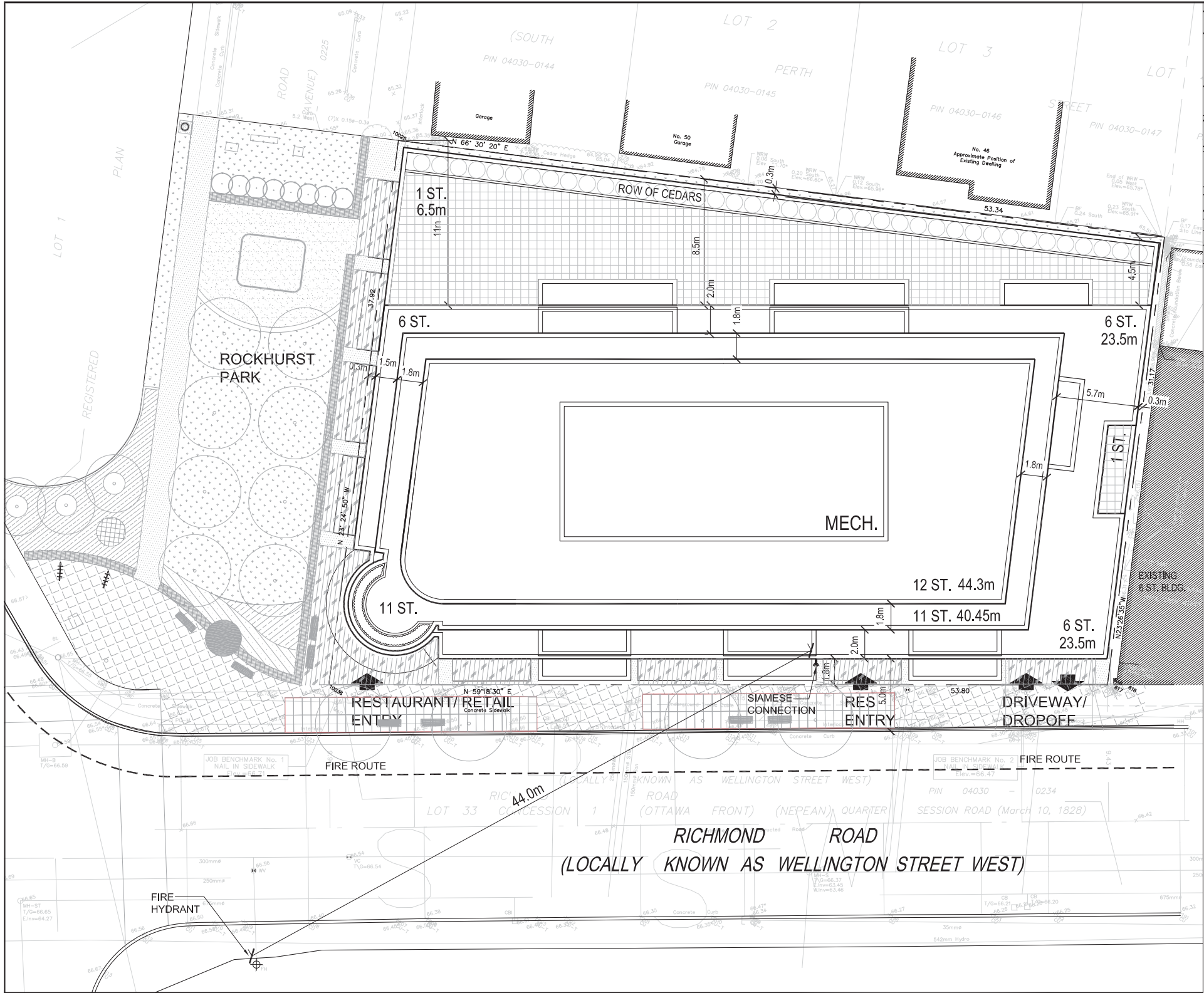
ISSUED FOR REZONING/SITEPLAN APPROVAL NOV 01- 2013

PROJECT NO. 31643
SCALE 1:250





APPENDIX C: PROPOSED SITE PLAN



CONTEXT PLAN

SUBJECT SITE

SITE STATISTICS

Proposed Use: Residential Building with Retail/Restaurant Use at Grade

Site Area: 1,843 sm (4.55 acre)

Proposed GFA : 11,675 sm*

Residential: 11,180 sm

Non-Residential: 495 sm

FSI: 6.3

Proposed Residential Units: 114

1B - 70, 2B - 44 (Subject to Market)

Indoor/ Outdoor Amenity Required: 114 units x 6sm/unit = 684 sm

Indoor/ Outdoor Amenity Provided: 1950 sm

Total Parking Required: 90 Spaces

114 Units @0.5 spaces/unit = 57 resident

Residential Visitor Parking Required(@0.2 spaces/unit): 23

2 Accessible Spaces

7 spaces for 240sm of Restaurant

3 spaces for 255sm of Retail

Total Parking Provided: 147 Spaces

114 residential,

23 residential visitor,

2 accessible spaces

7 restaurant spaces, 3 retail spaces

provided within 3.5 levels of underground parking

Proposed Height: As Shown*

* Excludes Parapets & Mech.

Bike Parking Spaces Required: 59

114 units @0.5 Bike Parking Spaces/unit = 57 spaces

1 per 250sm Retail/Restaurant = 2 spaces

Bike Spaces Provided: 59

Setbacks:

North: 0.3 m

South:1.8 m

East: 0.3 m

West: 0.3 m

SURVEY INFORMATION:
BOUNDARY AND TOPOGRAPHIC SURVEY OF
ALL OF LOT 1, 2, 3 AND PART OF LOT 4
NORTH RICHMOND ROAD
REGISTERED PLAN 145
CITY OF OTTAWA
PREPARED BY ANNIS, O'SULLIVAN, VOLLEBEKK LTD.
APRIL 12, 2013

- NOTES:
- 1. FOR LANDSCAPE INFORMATION - REFER TO DRAWINGS PREPARED BY FOTENN DESIGN
 - 2. FOR GRADING AND SERVICING INFORMATION - REFER TO DRAWINGS PREPARED BY DSEL ENGINEERING
 - 3. FOR AUTOTURNS - REFER TO DRAWINGS PREPARED BY DELCAN
 - 4. FOR INTAKE & EXHAUST VENTS - REFER TO GROUND FLOOR PLAN
 - 5. THE BUILDING WILL BE SPRINKLERED
 - 6. THE TYPE G LOADING SPACE WILL BE CONSTRUCTED OF AL LEAST 200mm REINFORCED CONCRETE.

