



# Wellington Street West Community Design Plan

April 2011



## Preamble

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### What is a Community Design Plan (CDP)?

A Community Design Plan (CDP) is a planning tool that details a comprehensive community vision for physical development over a specified area. It is used as a guide by the community's "city builders": the community residents and businesses, property owners, developers, architects, City Councillors and City staff when contemplating public or private development.

A CDP is an important reference that ensures all of the physical "pieces" that make up a great community, firstly, have somewhere to go, and secondly, they go there in an appropriate and beneficial manner. Most simply put, the CDP examines and guides the future of buildings, spaces and their uses in particular area.

### What are the purposes of a CDP?

There are two basic purposes of a CDP:

1. To translate the City of Ottawa's Official Plan principles and policies to the community-level. A CDP provides the opportunity to view a variety of policies through a "neighbourhood lens". It determines how a range of policies can be applied most relevantly and effectively to address both specific local needs and broader Ottawa city needs in the present and the future. This policy translation is about establishing and conducting the most meaningful, appropriate and beneficial process to create the CDP.
2. To document the results of the above process in an informative and useful reference tool to guide the physical development of private and public lands and undertakings of public works. This is about creating the final product or plan.

### How to use this CDP with other City documents?

The primary product of this CDP is a set of design policies for (1) the general mainstreet and (2) specific, key areas along the mainstreet. They are intended to implement the relevant City of Ottawa Official Plan policies. Similarly, the City of Ottawa Urban Design Guidelines for the Development along Traditional Mainstreets remains an essential tool for development guidance within this CDP area and should be referenced in conjunction with the policies of this CDP. Where there is an apparent discrepancy between the latter document and the CDP, the CDP design policy will take precedence given its intimacy with the local subject matter. The Neighbourhood Plan Hintonburg and Mechanicsville provides a key reference for broader issues affecting the community surrounding this CDP study area.

## How to read this CDP document?

### This CDP document is organized in four parts:

1. "Introduction" presents background information about the purpose, context and process of the CDP.
2. "Context" overviews the key neighbourhood conditions and issues, as well as, regulatory requirements that inform, frame and direct the discussions and recommendations of the CDP
3. "CDP Policies" provides the resulting vision and design policies for the mainstreet and specific areas along it.
4. "Implementation" outlines key mechanisms and directives for putting CDP policy into action.

The four sections can be read in isolation of each other, however, the CDP is written to provide the reader with a comprehensive assessment of the mainstreet area and chronological reading will leave the reader more informed for subsequent sections.

### Status of different parts in the document:

Parts 1, 2, and 4 contain essential information for understanding of the CDP, including its subject, context and process. However, they do not contain any policy in themselves. As a result, Sections 1, 2 and 4 have no legal status under the Planning Act.

Part 3, called "CDP Policies" contains the rationale and policies that provide the basis for the Secondary Plan policy for the Wellington Street West mainstreet area. These are the policies that will need to be considered and conformed with when any development application is proposed for Departmental or Council approval, or for any undertakings of public works by the City of Ottawa.

### Understanding the purpose and function of various images in the document:

This CDP makes extensive use of a variety of images throughout each section of the document. The main subject of the CDP tends to deal with matters that can be highly visual or most easily and immediately understood visually. Images are intended to assist the reader's understanding, particularly in Part 3: CDP Policies. That said, it is important to note that the text forms the most substantive part of the CDP, and it must be read to understand the policy or changes to regulation. No images form part of the Secondary Plan unless explicitly stated.

*Photographic images* are intended to succinctly exhibit an issue or solution by: 1. illustrating the specific issue in the local context that the policy is targeting, or 2. presenting an example of a possible solution to the issue the policy seeks to address.

*Computer-generated images* provide a demonstration of possible architectural designs that satisfy the design policies of this CDP. The images do not represent development proposals for the site shown.

# Introduction

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## 1.1 Scope of Work

This CDP's analyses and recommendations will guide changes over the next 20 years, including the following matters:

- Urban design and zoning considerations
- Land development proposals
- Public open spaces and community linkages
- Streetscape and road corridor improvements
- Civic initiatives, including public art

There are four main reasons a CDP was undertaken in this area. The scope of work is primarily focused to address issues related to these:

1. The City of Ottawa Official Plan directs City staff and the community to determine how best to accommodate change and future growth within the urban boundary. Much of this growth is to occur within areas designated "Traditional Mainstreet", and "Mixed Use Centre". For these areas, the Official Plan directs that a CDP will be undertaken. The length of Wellington Street West is designated a "Traditional Mainstreet". Likewise, just to the north of Wellington, between Holland and Parkdale, the area is designated "Mixed Use Centre".
2. The City of Ottawa Public Works and Services Department needed to undertake a significant infrastructure renewal project along Wellington Street West between Western Avenue (just east of Island Park Drive) and Hilda Avenue (just west of Bayview Road). Where such public works are scheduled, a CDP provides guidance on key elements of planned surface work, such as streetscaping that considers traffic, land, parking, utility and pedestrian and cycling elements.
3. The City of Ottawa initiated a pilot project called the Neighbourhood Planning Initiative (NPI) in the Hintonburg and Mechanicsville communities. The NPI prioritizes a highly collaborative approach for stakeholders involved in the community planning process.
4. Development activity along Wellington Street West in the West Wellington and Hintonburg neighbourhoods heightened community interest regarding the impacts on their neighbourhood's physical character, infrastructure, and traffic, in terms of urban design and zoning issues.

## 1.2 Study Area



This CDP considers three different areas as shown on *Figure 1-1*:

**Focus area**

The CDP analyses and recommendations focus on the “traditional mainstreet”, that is, the properties that front, or abut, onto Wellington Street and the spaces around them. It also includes the area bounded by Wellington Street/Holland Avenue/Parkdale Avenue/Spencer Street.

**Adjacent area**

Properties immediately adjacent to the ‘focus area’ are considered for impacts that could arise as a result of possible mainstreet development; particularly where there are stable residential areas.

**Community context area**

Wellington mainstreet is the supporting backbone of a healthy and established community. An understanding of the broader community is essential for establishing a vision.

## **1.3 Working within NPI**

The Wellington Street West CDP is unique amongst CDPs to date, as it was undertaken at the same time as two other City of Ottawa projects: the Neighbourhood Planning Initiative (NPI) and the Wellington Street Road Reconstruction. The CDP shares several issues of joint interest and responsibility with each of them.

### **1.3.1 Neighbourhood Planning Initiative (NPI)**

The Neighbourhood Planning Initiative (NPI) is a pilot project, initiated by Community and Protective Services Department, that seeks to improve the integration between all City departments in the planning of projects in neighbourhoods seeking to improve their social, economic, and physical infrastructure. NPI supports a comprehensive consultative process that endeavours to support active engagement and to create a close connection between staff and people in the neighbourhood. This allows those closest to the community to identify emerging needs and issues, and to plan actions to address needs proactively.

As a corporate pilot project, the CDP and the Road Reconstruction projects fell under the umbrella of the NPI and adopted its public consultation methodology and schedule for much of their respective workplans.

Past CDPs may have included elements related to a community infrastructure strategy, such as community facilities and schools. As the Neighbourhood Plan focuses on the traditionally ‘softer’ social planning issues, these issues are not within the scope of this CDP, but are addressed in the NPI document, Neighbourhood Plan: Hintonburg and Mechanicsville, adopted by Council on February 24, 2010.



### 1.3.2 Road Reconstruction Project

Over the same time period as this CDP’s process, the City of Ottawa Public Works and Services Department (PWS) undertook the functional and detail design for the reconstruction of street segments covering most of the extent of Wellington Street West CDP. Public works include the introduction, rehabilitation and/or replacement of key surface and sub-surface infrastructure, including sewers, utilities, traffic and transportation related facilities, and streetscaping.

Past CDPs in the City’s urban area have sometimes addressed details of specific streetscaping and other right-of-way (ROW) improvements directly within the CDP document. This allows such matters to be addressed and to be documented in advance of public works undertakings, which often happen years later, as budget permits. However, because road reconstruction implementation was scheduled to occur immediately upon completion, the streetscaping process was jointly-developed with the CDP. As a result, while this CDP does not provide specific detail regarding streetscaping - for example, the types and specifications of lighting, benches, or trees - it does include the fundamental objectives for the public ROW to be achieved during and beyond this infrastructure renewal.

The diagram on the next page illustrates the relationship between the Road Reconstruction Project and the CDP. It should be noted that the three projects under the NPI were all conducted in consultation with the community, primarily with the Continuity Task Force (CTF) who ensured consistency and continuity in the community’s input.

*Figure 1-2: Responsibility and timing on a variety of topics close to the CDP and Road Reconstruction projects*

<b>Within and beyond duration of road project Community Design Plan</b>		<b>Solely within duration of road project Road reconstruction</b>	
<ul style="list-style-type: none"> <li>• Parkdale Park Retail Zoning</li> <li>• Split zone properties</li> <li>• Urban design Analysis/Strategy of key notes</li> <li>• Community and Redevelopment incentives</li> <li>• Zoning Amendment</li> <li>• Urban design guidelines</li> </ul>	<ul style="list-style-type: none"> <li>• Re-establishing rear lanes</li> <li>• Traffic and parking</li> <li>• Somerset Bridge</li> <li>• New road at Parkdale Park</li> <li>• Alternative bike routes</li> <li>• Streetscape</li> <li>• Green</li> <li>• Green roofs</li> <li>• Public</li> </ul>	<ul style="list-style-type: none"> <li>• Reclaiming ROW’s on side streets</li> <li>• Somerset Square design and reconstruction</li> <li>• Integration</li> <li>• Partnership</li> <li>• Pilots</li> <li>• Art</li> </ul>	<ul style="list-style-type: none"> <li>• Road geometry</li> <li>• Transit stops</li> <li>• Street lighting</li> <li>• Street furnishings</li> <li>• Street paving</li> <li>• Tree planting and greening</li> <li>• Underground infrastructure</li> </ul>

## 1.4 Consultation and Collaboration Process

Public consultation has been integral to advancing the development of this CDP. By working together with the NPI and the Road Reconstruction projects, an extensive public consultation process was established that would support each of the three NPI projects. (See Section 1.3 for information on these two projects.)

The project consultation priorities were:

### **Inclusion**

Every effort was made to ensure representation and input from as many people as possible who live, work, or recreate in the Wellington Street West community; including, property owners, residents, business owners, non-governmental organizations (NGOs), developers, the City councillor and City departments.

### **Information exchange and education**

The knowledge and views of all participating in the process (whether on an on-going basis, periodically, or even once) was an education for all participants. From local children to professional planners, this pieced together both well-known facts and subtle details into a comprehensive understanding of community and the focus area.

### **Collaboration and coordination**

Working together with a diverse group allows participants to exchange and filter information back into a way that identifies, clarifies and ultimately provides resolution to the issues.

Since the project's launch in January 2007, a variety of consultation exchanges were undertaken. At the core of these consultations was a team of community representatives, called the Continuity Task Force, or CTF (including community organizations and associations, businesses, and residential property owners) and City staff met on an on-going basis. They devised the appropriate consultation process; discussed and informed each other on key issues; established approaches to resolving them; and developed the recommendations.

Other important public consultation has included: four public open houses, a workshop, internet surveys, three neighbourhood walks, and distribution of three newsletters. A project website was regularly updated with information regarding the progress made.





**Phase 1: 2007/01 > 2007/02, Process definition, Education, & Opportunity**

1. CTF Meeting: Collaborative discussions with community task force to establish timelines, workplans, expectations and basic topics
2. Open House 1 & Workshops: CDP introduced to broad community with displays, and concurrent focus meetings on issue identification

**Phase 2: 2007/03 > 2007/06, Creating the Planning and Design Framework**

1. CTF Meeting: Discussion of workshop findings on Neighbourhood Character and Nodes and developing basic goals and principles
2. CTF Meeting: Discussion of workshop findings on area Urban Design and Zoning and developing fundamental goals and principles
3. CTF Meeting: Discussion of workshop findings on area Open Spaces and Heritage and developing fundamental goals and principles
4. CTF Meeting: Focus group session reviewed Heritage in the study area and options for protection
5. Open House 2: Presentation of Planning and Design Framework, including overall goals and guiding principles

**Phase 3: 2007/09 > 2008/06 Developing Area-specific Visions & Actions for Implementation**

1. CTF Meeting: Joint meeting with Public Works Road Reconstruction to present and get feedback on Streetscape implementation options
2. CTF Meeting: West Wellington Area working session to identify specific vision opportunities constraints, and solutions
3. CTF Meeting: Parkdale Market Area working session to identify specific vision opportunities constraints, and solutions
4. CTF Meeting: McCormick Park Area working session to identify specific vision opportunities constraints, and solutions
5. CTF Meeting: Somerset Square Area working session to identify specific vision opportunities constraints, and solutions
6. CTF Meeting: Focus group discussion to determine best heritage protection strategy for the mainstreet corridor
7. Open House 3: Presentation of the draft CDP vision, implementation issues and recommendations

**Phase 4: 2008/10 > 2011/03 Expansion of the CDP study area Refining CDP & Preparing for Adoption**

1. CTF Meeting: Discussion of rationale for expanding the CDP study area and new area issues
2. CTF Meeting: Mixed Use Centre Area working session to identify specific opportunities constraints, and solutions
3. Parking review: Input from property owners on survey and conclusions regarding shared parking option
4. CTF Review: Circulation of final draft CDP to all stakeholders, members of the community, and posted on-line for feedback
5. Open House 4: Final Presentation of proposed CDP to the community for feedback
6. CTF meeting: Discussion with stakeholders on outstanding issues, their resolution, and revision of recommendations
7. CDP Approval: CDP to Planning Committee for approval, and submission to Council for adoption

## 2.0 Context

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### 2.1 Policy Context

A CDP must work within, address and satisfy a range 'high-level' policies and regulations developed by the Province of Ontario and the City of Ottawa. The following are highlights of the key elements of these policy and regulatory contexts.

#### 2.1.1 Provincial Policy Statements

The Provincial Policy Statement (2005) asserts designated growth areas shall be based on:

- Densities and a mix of land uses that: (1) efficiently use land, resources, infrastructure and public service facilities and avoid the need for their unjustifiable and/or uneconomic expansion; and (2) minimize negative impacts to air quality and climate change and promotes energy efficiency (Section 1.1.3.2)
- Planning authorities shall identify and promote, and establish and implement minimum targets for development (Section 1.1.3.3)
- Appropriate development standards should be promoted which facilitate intensification, redevelopment, compact form while maintaining appropriate levels of health and safety (Section 1.1.3.4)

#### 2.1.2 Official Plan

The City of Ottawa Official Plan (Consolidated 2007) states that relevant strategic directions regarding development must:

- Direct growth to the existing urban area
- Achieve compact mixed-use communities
- Double the use of transit
- Achieve a balance between intensification and compatibility through good design
- Preserve environmental integrity

The 2008 Official Plan review establishes minimum intensification targets for priority areas across the City, as mandated by the Province (Section 1.1.3.5). This CDP will help to guide the City in setting intensification targets for West Wellington Mainstreet.

The following outlines the Official Plan land use designations relevant to this CDP

## **Traditional Mainstreet Designation**

The focus of the CDP is property abutting Wellington Street West and designated “Traditional Mainstreet” (TM) area by the Official Plan. Generally, Traditional Mainstreets were developed prior to 1945; they are typically set in a tightly knit urban fabric, with buildings that are often smallscale, set close to and addressing the street, and on lots with narrow frontages.

They were planned as compact, mixed-use, pedestrian-oriented streets providing good access and movement by foot, cycle, transit and automobile.

Most of Wellington mainstreet reflects the traditional character, however, there are many sites that exemplify qualities of post-1945 mainstreets: larger sites with setback high-rise buildings, or underutilized auto-oriented uses.

The TM designation offers some of most significant opportunities in the city to build or reinforce a lively, concentrated mix of uses and a pedestrian environment with a design-oriented focus on development.

## **Mixed-Use Designation**

Lands between Holland and Parkdale Avenues, north of Wellington Street to Scott Street, are designated “Mixed-Use Centre” (MUC). This CDP considers MUC lands between Wellington and Spencer Streets (See Figure 1-A Study Area). Mixed-use designation apply to lands that have been identified as strategic locations on rapid-transit networks and adjacent to major roads, with good accessibility by walking, cycling and automobile.

They are focal points of activity and diversity through careful attention to design, orientation, and mix of uses.

In brief, MUC designations will:

- encourage a broad variety of transit supportive uses
- optimize land use through compact mixed-use development
- enhance opportunities for walking, cycling and transit
- provide opportunities, when possible, for a variety of activities

### General Urban Area Designation

The surrounding residential neighbourhoods are designated “General Urban Area”, which permits a full range of housing types in combination with conveniently located local employment, service, cultural, leisure and entertainment and institutional uses. Because of the broad nature of this designation, the Zoning By-law details more specific lists of permitted uses and development regulations in order to achieve more appropriate land uses and built forms and overall compatibility.

New development must relate to existing community character, and build upon desirable, established patterns and built form. Residential intensification should help to achieve a balance of many types and tenures to provide a full range of housing and a variety of demographic profiles.

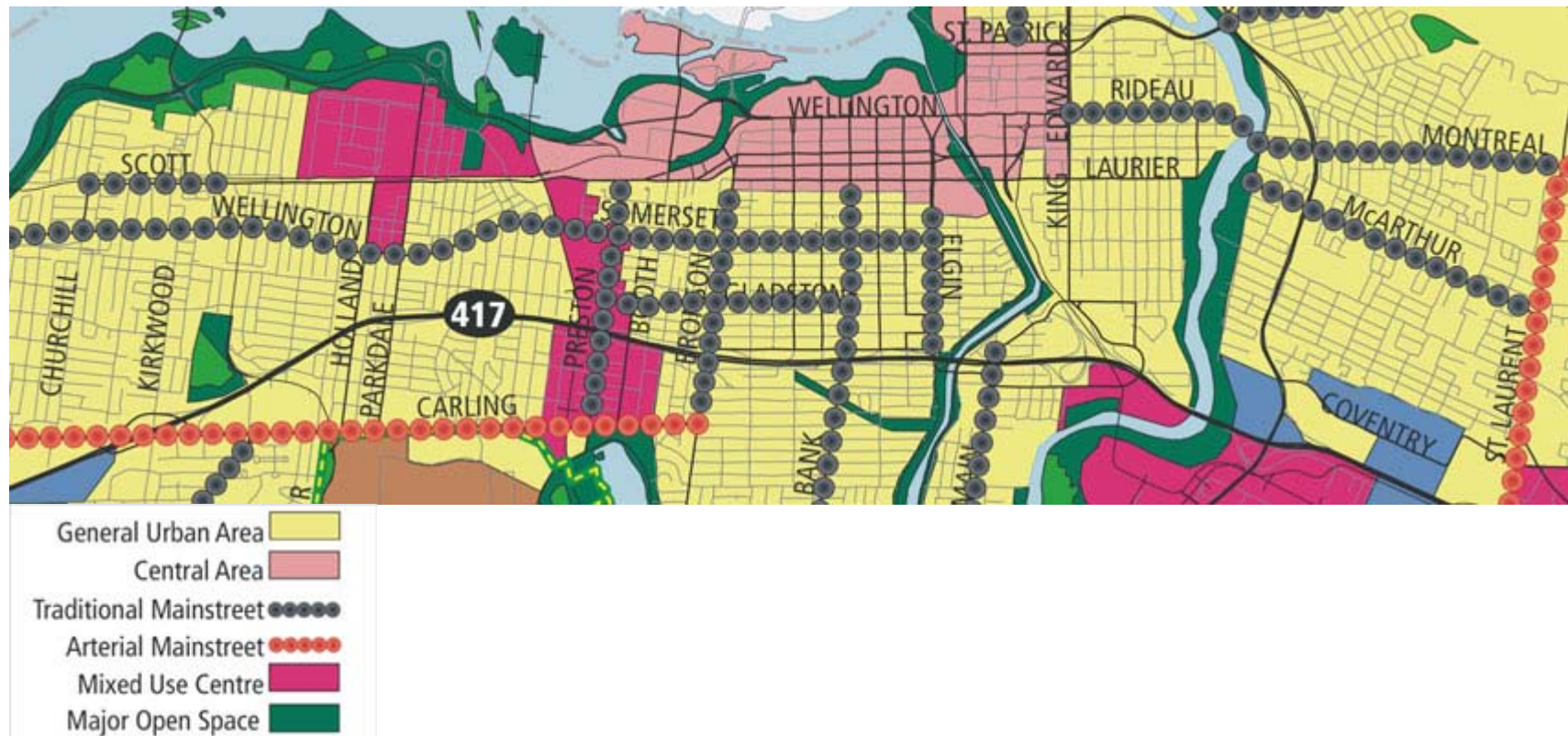


Figure 2-1 Schedule 8 of the Official Plan

### **2.1.3 Comprehensive Zoning By-law**

#### **TM – Traditional Mainstreet Zone**

Most of the CDP study area is zoned “TM - Traditional Mainstreet”. The main purpose of the TM Zone is to:

- Accommodate a broad range of uses, including mixed-use buildings, excluding auto-related uses
- Foster compact, mixed-use, pedestrian-oriented development
- Recognize function of BIAs as primary business / shopping areas
- Impose development standards that ensure good scale and character, and compatible uses
- Redevelop underutilized lands

General Urban Area, Central Area, Traditional Mainstreet, Arterial Mainstreet, Mixed Use Centre, Major Open Space

#### **MC – Mixed Use Centre Zone**

Most land within the Mixed Use Centre designation is zoned MC Zone. The basic purpose of the MC Zone is to:

- accommodate a combination of transit-supportive uses such as offices, secondary and post secondary schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, day care centres, retail uses, entertainment uses, service uses such as restaurants and personal service businesses, and high- and medium density residential uses
- encourage uses in a compact and Snapshots of Wellington Street pedestrian-oriented built form in mixed-use buildings or side by side in separate buildings
- impose development standards that ensure medium to high profile development while minimizing its impact on surrounding residential areas

#### **IL – Light Industrial Zone**

Several properties within the MUC designation are presently zoned IL Zone. The basic purpose of the IL Zone is to:

- permit a wide range of low impact light industrial uses, as well as office and office-type uses in a campus-like industrial park setting
- prohibit uses which are likely to generate noise, fumes, odours, or are hazardous or obnoxious
- provide development standards that would ensure compatibility between uses and would minimize the negative impact of the uses on adjacent non-industrial areas

## Adjacent Area Zoning

Properties adjacent to the TM Zone are typically zoned Residential. The variations of Residential zones include a wide range of dwelling types from single-detached to apartments). Other uses include: General commercial, Institutional or Open space.



*Snapshots of Wellington Street*

## 2.2 Community Context

This section presents key facts about Wellington mainstreet and its surrounding community, with respect to: heritage, demographics, land use, parks and open spaces, transportation and infrastructure.

### 2.2.1 Heritage

#### 2.2.1.1 Wellington Street West History

Richmond Road (later Wellington Street) is one of Ottawa's oldest roads, laid out in 1818. The road has retained its distinctive curve from this era. Initially, the land along it was the site of villas and farmhouses, including Richmond Lodge, (circa 1854), which still exists today. The harnessing of the Chaudiere Falls to run mills prompted development at the east end of the road in the area in the mid-1800s, but Ottawa's slow growth in the 1840s and 1850s meant that little residential growth occurred outside of the actual Lebreton Flats area.



By the 1880s, a small node of buildings had been built east of the junction of Parkdale Avenue and Wellington Street, an area that eventually became the commercial heart of Hintonburg. The Village of Hintonburg was incorporated in 1893 and annexed by the City of Ottawa in 1907. Wellington Street benefited from the construction of more fine buildings in the late 19th and early 20th century, particularly after the arrival of the streetcar in 1896. Around this time, the Hintonburg population was 1700.

The portion of the study area west of Holland remained undeveloped except for a few estate-like properties until the 1920s and its commercial buildings are less distinguished. West of the commercial heart of Hintonburg, Wellington Street near Parkdale Avenue became the site of the former Grace Hospital in 1922. A number of other religious institutions have defined the character of that part of the street since the early 20th century. In the residential areas on either side of the street, the trend in residential development was for the more middle class, red brick houses to be built south of Wellington and the working class, wood clad structures to be built north of Wellington.

This history laid the bones for a diverse, lively street with a wide range of building types (commercial, institutional and religious) dating from the 19th century to the post Second World War era. The surrounding residential streets, with their tight urban lots, small setbacks and mix of housing types at the east end and larger, more gracious houses moving west create vital, richly textured, inner-city neighbourhoods.



*Snapshots of community heritage buildings*

### **2.2.1.2 Mainstreet Character**

Wellington mainstreet complements the urban structure for a traditional community, where live, work and play coincide side-by side with each other. The overall, historic character of the mainstreet is established by the pre-1945, one- to three- storey buildings. Sometimes they are detached buildings, but often they are continuous storefront buildings, with multiple units. Generally built with a 0.0m to 3.0m front yard setback, on lots 10 to 20m in width, they create a continuous low-scale village character. Building roofs are typically: flat, gable, hipped, or gambrel.

This contrasts with the post-1945 part of the mainstreet's history. This period sees taller buildings, nine- to 16-storey buildings (typically residential uses), and auto-oriented uses. Typically, front yard setbacks range between 3.0m to 10.0m and on wide lots ranging from 30m to 60m. Other properties are vacant, or used as accessory use parking. These large pockets of either undesigned and underutilized properties, or towering buildings recessed away from the street, result in an overall mainstreet character that has significant strips of attractive, human-scale built form but also significant gaps of useful or enjoyable public realm.

Recently, underutilized properties have been developed as three to six-storey, mixed-use buildings with setbacks in keeping with the traditional built form and parking underground.

Other elements that characterize the mainstreet are key buildings and open spaces, such as St. Francis of Assisi Church, Hintonburg Community Centre, and the Grace Manor. These have important visual and/or functional identities in the community. Though not easily visible directly from the mainstreet, three neighbourhood parks are just steps away from it: McCormick, Hintonburg, and Parkdale.

Pedestrians and cyclists have numerous routes and connections to and from the mainstreet via adjoining local streets roughly every 60m, and numerous transit connections. This type of resident and visitor behaviour has supported a vibrant street-life for the mainstreet. On-going sidewalk widenings are helping to facilitate this activity. Area traffic and parking is characterized by high and functional levels of use. Parking is serviced by on-street and private surface parking spaces.

(See *CDP Policies*, Sections 3.3 to 3.7, for more detail on area-specific character.)

### **2.2.1.3 Heritage Buildings**

There are two categories of buildings of heritage interest in the Wellington Street study area: those that are designated under Part IV of the Ontario Heritage Act and those that are included on the City of Ottawa Heritage Reference List.

At present, the Magee House at 1119 Wellington Street is the only building in the study area designated under Part IV. Many buildings of heritage interest in Category 1 and 3 are included on the City's Heritage Reference List. The Reference List, however, does not represent a comprehensive inventory of potential heritage resources in the area and the list will likely be augmented in the future.



Figure 2-2: Heritage Buildings within and adjacent to study area. Buildings on the Heritage Reference list in yellow, Buildings designated under Part IV of the Ontario Heritage Act in red.

## 2.2.2 Demographics

A review of select demographic data helps to understand the changes in key variables that influence and, potentially, shape the character of a community. The following highlights some demographic and land use facts about the present state of the broader Wellington West community.

CDP boundaries do not coincide with area census tracts. For this demographic analysis, a larger area had to be considered since census tracts includes lands north of Scott Street. Nevertheless, the information provides valuable information about the broader community context of the CDP study area.

### 2.2.2.1 Today's Population

Today, the population of the broader community within the "Community Context Area" (shown in Figure 1-1 Study Area) is approximately 12 900. The broader census area has a population of 18715 (Census 2006), about 35% more people than the Community Context area. Of the Context area, about 1975 people live within the mainstreet study area. Aspects of this distribution are noted in several ways:

- About 73% of community residents live in the Hintonburg area. Here there is a great diversity of dwelling types. About 9% of this area live in the Parkdale Market Area, an area with greater proportion of mixed-uses including commercial and industrial uses.
- About 27% of community residents live in the West Wellington Village Area, with a large share of single-detached houses.
- Wellington mainstreet presently supports an average of 19% of the broader community.
- In the Hintonburg area, the number of dwelling units is almost evenly split between the areas north and south of mainstreet.
- Hintonburg mainstreet comprises an average of 20% of the Hintonburg area's dwelling units. However, properties on the mainstreet's north side accommodate about 76% of those units due to the number of large institutional uses along the south side.
- Wellington mainstreet comprises about 12% of the West Wellington Village population, with units distributed fairly evenly on both north and south sides.

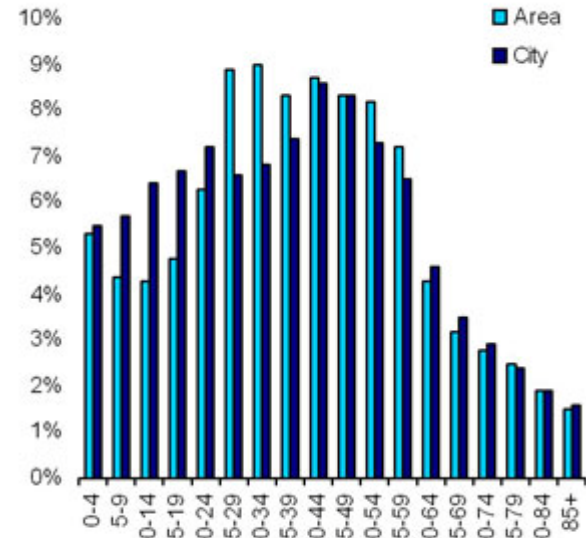


Figure 2-3: Population by age group

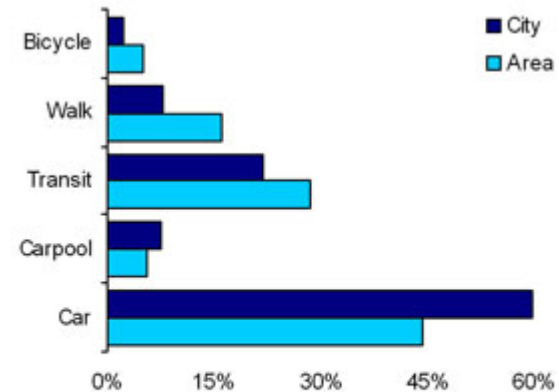


Figure 2-4: How people get to work



### 2.2.2.2 Neighbourhood Facts

The following captures noteworthy trends for a number of demographic variables in the Wellington West community that may influence land use, design and development. A comparison with the broader City of Ottawa is also provided.

- There is a higher share of young adults and seniors with no children
- Average household size shows a decrease (2001 to 2006): Area - 2.03 to 1.97 ; City - 2.52 to 2.5
- Non-car transportation is the majority means of getting to work: Area - 54%, City -32%
- Twice as many people walk and cycle to work than the city average
- There is a lower unemployment rate than the rest of the city: Area - 4.9%, City - 5.8%
- There is a reduction in the share of people in lower income category (under \$10 000) between the area and the city that has occurred and it is now closer to the city average
- The gap is smaller but still present for income groups between \$10 000 to \$29 000.
- The income group for the area from \$70 000 to \$79 000 now has a slightly higher average than city, while in 2001, the area lagged by a noticeable margin
- There are slightly fewer immigrants than the city: Area - 19.5%, City - 21.4%
- There is a slightly smaller percentage of visible minorities within the area's population compared within the city: Area - 15.6%, City - 17.9%
- People without a high school graduation or college education is slightly higher in the area than in the city: Area - 12.2%, 21.7%, City - 10.8%, 24.1%
- However, in the area there is a higher percentage of people with university education, including those with a bachelor's degree or higher: Area - 43.5%, 35.13%, City - 41.1%, 31.9%

### 2.2.3 Land Use

This section summarizes the general characteristics, quantities, distribution and patterns of current land uses in the broader Wellington West community and the mainstreet. The land use context helps us to understand how various uses influence activities around the community and the mainstreet. It also suggests potential areas of redevelopment and key factors when devising built form strategies, so that the positive elements of the community's land use are reinforced and the negative elements can be phased out.

#### 2.2.3.1 Land Area and Composition

The broader Community Context area is 232 hectares (ha), or about 120 blocks averaging 90m by 210m and is divided relatively equally north and south of Wellington Street mainstreet. The

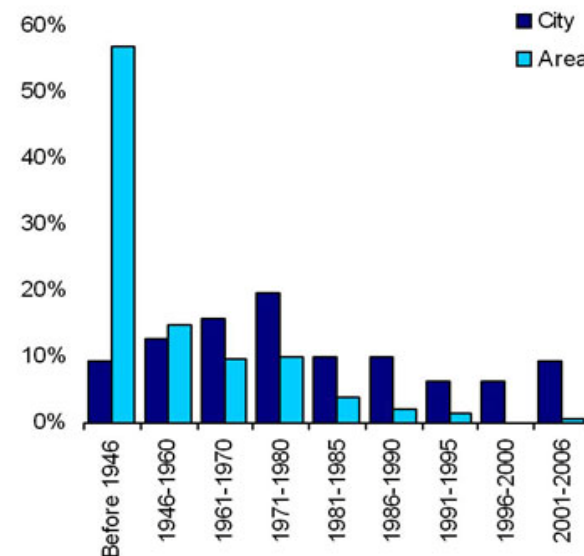


Figure 2-5: Dwellings by period of construction

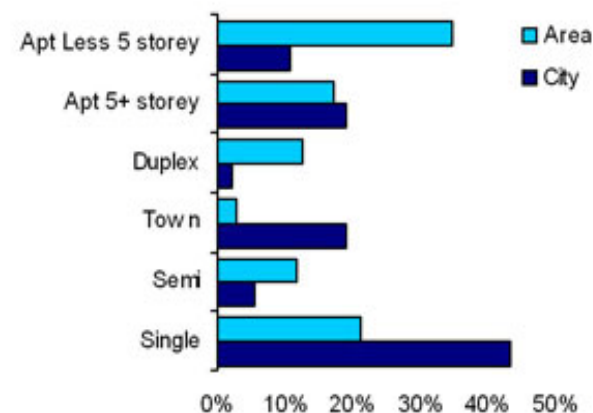


Figure 2-6: House stock by dwelling type

land use composition of these blocks is characterized by a range of land uses, from residential to light industrial. Of this, Wellington mainstreet comprises 24 ha. Table 2-1 provides a breakdown of the proportions of basic land uses compared to the total land area within (1) the broader community context area, and (2) the mainstreet study area.

The dominant land use in the broader community is residential (47%). The majority single-detached homes. However, there are a large number of semi-detached, three- to four- unit apartments and apartment towers, particularly east of Parkdale. Within the residential area, most lots are not vacant or underutilized, according to the policy intent of this land use designation.

Wellington Street West exhibits land uses typical of a traditional mainstreet, with a strong mix of commercial/office (40%) and residential uses (11%). The residential uses tend to be above first-floor retail or in high profile apartment buildings. More recently, residential land use is being located in six storey mixed use buildings.

Proportionately, there is six times more land used for commercial space along the mainstreet than in the broader community. Throughout the mainstreet corridor, there is approximately 35 000m<sup>2</sup> of commercial/retail space. While this signifies a robust commercial environment, it is worth noting that several lots comprising the commercial land area are presently used for auto oriented uses, such as parking, and therefore, represent underutilized land uses. Office and Institutional land uses are similarly five times and three times greater, respectively, along mainstreet, as in the remainder of the community.

By contrast, proportionately there is about five times less residential land area along mainstreet. Of the total land area that is indicated as residential within the community, only 1.1% of that is found within the study area, yet this mainstreet accommodates and supports over 15% of the broader community population. This is largely the result of several high-rise residential buildings along Wellington Street and newer condominiums, with at-grade retail uses. However, small-scale commercial buildings continue to provide some residential units above throughout the corridor.

*Table 2-1: Land use composition in the context study area. (page 24)*

<b>Land Use Type</b>	<b>Community (% of land area)</b>	<b>Mainstreet (% of land area)</b>
Street R.O.W.	32%	32%
Commercial	6%	35%
Residential	47%	11%
Office	2%	5%
Institutional (e.g. hospital, school)	4%	12%
Industrial	3%	2%
Recreation/Open Space	5%	3%



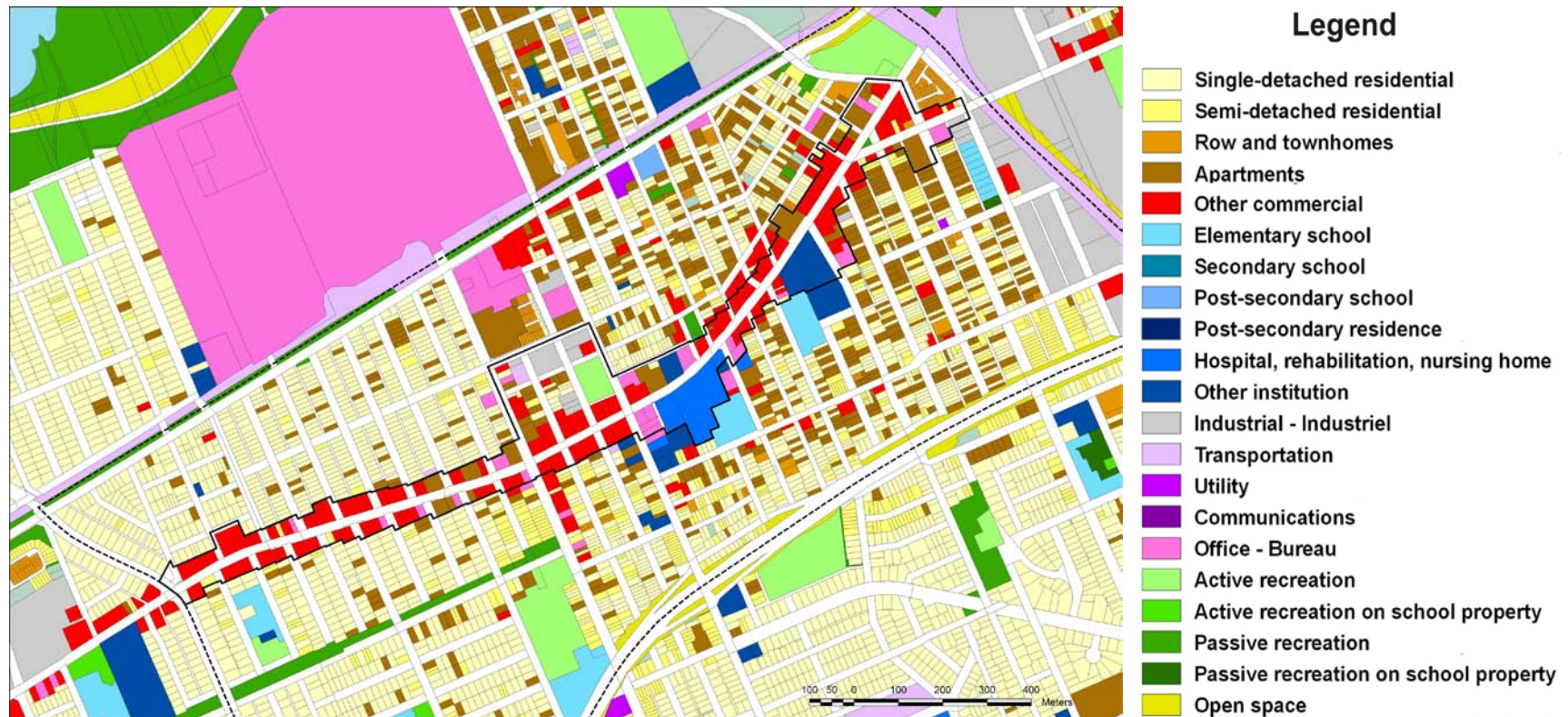


Figure 2-7: Land use composition in the context study area

### 2.2.3.2 Use Distribution and Patterns

Over the broad community context area, a few basic land use patterns emerge. Wellington mainstreet provides the dominant commercial spine spanning the entire study area. The area between Parkdale and Holland Avenues along Scott provides the only other notable commercial concentration over the area.

The second key land use pattern is that north and south of the mainstreet are almost exclusively lots for residential uses. These include a mix of single-detached, semi-detached, row and townhomes and low-rise apartments. There are a number of larger lots along Wellington Street including high-rise residential buildings, but also several large institutional uses, such as a seniors' retirement home, and churches.

The area's institutional uses are almost all on the south side of Wellington between Parkdale and Rosemount Avenues, west of Carruthers Street and north of Gladstone Avenue. This highly concentrated grouping of public facilities is the first exception to the dominant land use pattern of the area

The second exception to the dominant pattern is a patchwork of industrial, office and residential uses to north of Wellington between Parkdale and Holland Avenues in the “Mixed Use Centre”. The uses and larger lot sizes reflect the industrial past of this area.

As land use demand shifts, there has been renovation and adaptive reuse of historic and old industrial structures to accommodate other compatible uses, such as high-tech or arts-based uses. Some large sites are simply redeveloped to accommodate residential uses. Some auto-related uses are also found here, just as they are found sporadically along the mainstreet. These offer infill redevelopment opportunities, but also present the health and environmental challenges typical of ‘brownfield’ sites.

Open space constitutes 2.5% of land use within the mainstreet area, and 5% in the overall broader context. Most of this open space is concentrated at Parkdale Park. There is actually no open space directly fronting onto Wellington mainstreet, with the exception of Somerset Square. However, almost all of the public open spaces are in close proximity to the mainstreet, including Hintonburg Park and McCormick Park.

Street right-of-ways (ROW) follow a basic grid pattern parallel and perpendicular to Wellington mainstreet. Local streets intersect with Wellington and are spaced about every 60m providing regular access points to the main road of public and commercial activity. Wellington and Scott Streets are the only streets running the entire length of the community. Others such as Armstrong and Spencer Streets (on the north side) and Gladstone and Byron Avenues (on the south side) each provide between 800m and 1200m of continuous east-west street and connections to arterial, collector and local streets. Holland and Parkdale Avenues provide key transit and transportation routes, as do Bayview and Island Park Avenues.

The diversity of so many housing options in proximity to commercial, office, institutional, and other employment uses, as well as, open spaces and accessible streets provides a strong framework for a community to live, work and play.

The broader community context area, including the Wellington mainstreet, provides a strong urban framework, for example, land uses and patterns, that provide a diversity of jobs and housing for residents to live, work and play in the same area. This also reduces the need for commuter travel. While most of the broader community context area has been built up, the mainstreet comprises many vacant or underutilized properties, including several former gas-station sites (i.e. brownfields). This provides a strong opportunity in the future to focus development toward such sites, thereby protecting the established residential areas, and continuing to build on the mixed use character of this community.

## **2.2.4 Parks and Open Spaces**

### **2.2.4.1 Location and types of spaces**

There are a number of “Park and Leisure lands” (publicly owned and accessible, active or passive parks) along the Wellington Street West corridor, or within short walking distance to it, including:

- Somerset Square (part of road right-of-way)
- Hintonburg Park
- McCormick Park
- Parkdale Park

Only Somerset Square is sited with direct visibility and access to Wellington mainstreet. The other three parks are all located “behind” the buildings and out of view of the mainstreet. These parks are primarily passive-recreational public open spaces. Each of these are programmed to host numerous special events over the course of a year. Hintonburg Park and Parkdale Park are considered the community’s primary year round parks.

Other publicly-owned parks in proximity to the mainstreet corridor include: Tom Brown Area and the playground at Fisher Park Public School (OCDSB-owned). These provide opportunities for active-recreational activity.

Generous boulevards along Scott Street and Byron Avenue provide open green spaces and shared multi-use pathways to the north and south of the corridor. Substantial, green open space exists in front of Grace Manor and the Bethany House; however, it is privately-owned and not programmed for public use.

In general, the community is adequately served by the number, size and location of the parks. However, it is worth noting that most of the public open space is located east of Holland Avenue.

#### 2.2.4.2 Quantity and quality

As previously noted (Section 2.2.3.2), relative to other land uses, open space does not comprise a large proportion of the total land area in the community. The City of Ottawa Official Plan target is to achieve 4.0 hectares per 1000 people in the population. Such a target is an on-going challenge in a mature, built-up urban area where land is a scarce resource. The community context area achieves about half of that target.

While there is general satisfaction regarding how these spaces serve the community, key areas of park improvement include: lack of signage/awareness; lighting/safety; and linkage/access to those parks.

#### 2.2.5 Infrastructure

The local infrastructure network servicing the CDP area is located primarily on Wellington Street West between Island Park Drive and Bayview Road. Major reconstruction and upgrades to the local watermains, storm and sanitary sewers in this area are currently being undertaken. The section of Wellington Street between Island Park Drive and Parkdale Avenue has been already completed, while the section between Holland Avenue and Breezhill Avenue is scheduled to be completed by the end of 2010.

##### 2.2.5.1 Water

The entire CDP area is located in the 1W pressure zone with the main east-west feedermain located along Scott Street. There are no anticipated capacity, pressure or reliability issues with the proximity of the Lemieux Island Water Treatment Plant, the network of major feeder mains and recent local upgrades within the 1W pressure zone.





By 2010, a 300 mm diameter watermain will be completed along Wellington between Island Park Drive and Parkdale Avenue including upgrades in the intersections. In the area bounded by Holland Avenue, Parkdale Avenue, Scott Street and Wellington Street, the watermain has been rehabilitated over the years except for a small section of Spencer Street between Hinton Avenue North and Holland Avenue that still need to be replaced. There is one block on Hamilton Avenue between Spencer Street and Armstrong Street where the infrastructure has not yet been rehabilitated.

### 2.2.5.2 Sanitary Sewers

The Wellington Street West CDP area was a part of the original combined sewer area that is being converted over time to a partially separated sewer system. The section of Wellington Street between Island Park Drive and Western Street drains to the West Nepean Collector; the area between Western Street and Merton drains to the Cave Creek Collector; and the section east of Merton Street drains to the Mooney's Bay Collector. As part of a previous reconstruction, a new 250 mm sanitary sewer had been constructed (2008) between Island Park Drive and Parkdale Avenue. It is planned to replace the existing combined and partially separated sewers with new sanitary sewers along the remaining section of Wellington Street.

Sections of the new sanitary sewers will remain as partially separated systems because of impracticalities involved in changing internal plumbing in existing buildings. All new buildings will be required to have foundation drains connected to the storm sewers to improve the level of protection against sanitary sewer surcharging.

### 2.2.5.3 Stormwater Management

Most of the Wellington Street storm sewers drain to the West Transitway Twin Box Sewer. The section of the Wellington Street CDP area from Hilda Street and points east outlet to the Mooney's Bay storm sewer. The remaining CDP area between Parkdale, Scott and Holland drains to the Merton storm sewer.

The local existing storm sewers are being replaced as part of the Wellington Street reconstruction, including minor and major stormwater design requirements. It is expected that the redevelopment of some properties along Wellington Street in the CDP area will provide an opportunity to reduce existing peak flows through implementation of on-site stormwater detention measures.

### 2.2.5.4 Infrastructure Renewal Project

The 2008-2010 Wellington Street West reconstruction from Island Park Drive to Parkdale Avenue will provide required upgrades to local water, wastewater and stormwater infrastructure to accommodate the City's growth strategy for incremental infill and intensification development along the Wellington mainstreet corridor. Likewise, existing trunk sewers and feeder mains are capable of accommodating such development.

## 2.2.6 Transportation Networks

The Wellington mainstreet is situated within a mature, inner-urban area with a well-established transportation network. The below summarizes key components of pedestrian and vehicular transportation in the broader community context.



### 2.2.6.1 Transit

The broader Wellington Community Context area enjoys excellent access to transit service. Tunney's Pasture Transitway Station, located at the northwest corner of the Scott/Holland intersection is the primary transit hub for the community. Sixty-eight (68) bus routes provide service through this Transitway Station throughout the day. Also, the Bayview Transitway station, located adjacent to the northeast of the study area, is the northern terminus of the O-Train corridor, which provides service between Bayview and Greenboro.

Eleven (11) local bus routes provide service on streets through the community. The primary service is Route 2, which provides service along Wellington Street between Bayshore Shopping Centre in the west and Blair Transitway Station in the east, via downtown Ottawa. Route 2 is scheduled to operate at a 10 minute frequency. Other study area streets with bus service include Parkdale Avenue, Holland Avenue, Scott Street, and Gladstone Avenue.

The City's Transportation Master Plan (TMP) identifies Wellington Street and Holland Avenue as Transit Priority Corridors. As a part of the Wellington Street reconstruction, transit priority measures such as bus bulb-outs and additional shelters are being implemented.

Future transit priority measures may include transit priority signals, queue jump lanes and other operational measures giving transit vehicles priority over general traffic within the Corridor. Future rapid transit plans currently being reviewed by the City as a part of the TMP Update envisage conversion of the existing Transitway from a bus rapid transit system to a light rail transit system, extension and enhancement of the existing O-Train service, and the construction of a transit tunnel under the downtown area.



### 2.2.6.2 Pedestrian

Sidewalks are provided along both sides of all roadways within the broader Community Context area with exception of Scott Street (sidewalks are provided along the south side only, with a multi-use pathway located north of the street).

As noted in Section 2.2.3.2 Land Use Distribution and Patterns, the local streets generally follow a basic grid pattern parallel and perpendicular Wellington mainstreet. The pattern provides both pedestrians and bicyclists with numerous routing options depending on the nature of the trip.

### 2.2.6.3 Bicycle

According to the Ottawa Cycling Plan (OCP), Wellington, Holland, Island Park and Scott Street are all considered "Spine or City-wide" cycling routes while Armstrong and Spencer Street classified as "Community" cycling routes. With respect to bicycle lanes, Island Park currently has bicycle lanes in both directions with proposed bicycle lanes for Scott Street and shared use lanes for Wellington, Armstrong and Spencer Street according to the OCP.

### 2.2.6.4 Road

The City of Ottawa Transportation Master Plan (TMP) designates Wellington Street through the study area as an arterial roadway. Other notable road designations in the broader context include:

- Island Park Drive (Federal Parkway providing linkages north to the Ottawa River Parkway and the Province of Quebec, and south to Carling Avenue/Highway 417);
- Holland Avenue (major collector providing linkages between Tunney's Pasture and Carling Avenue);
- Parkdale Avenue (major collector connecting Ottawa River Parkway, Highway 417 and Carling Avenue),
- Bayswater Avenue/Bayview Road (collector roadway connecting Scott, Wellington and Carling Avenue);
- Scott Street (arterial roadway connecting Westboro to Tunney's Pasture and downtown Ottawa, by-passing the Wellington Street Community);
- Byron Avenue/Tyndall Street (collector roadway serving residential development south of Wellington Street); and
- Gladstone Avenue (major collector roadway connecting Parkdale with downtown Ottawa).

### 2.2.6.5 Travel Patterns

An extensive regional Origin-Destination (O-D) survey was conducted in 2005 by the agencies responsible for overseeing transportation planning in the National Capital Region in order to gather data used to understand existing travel patterns and behaviours, and forecast future travel demands. The broader community context area is contained within the "Ottawa West District", which is a 19 km<sup>2</sup> area consisting of approximately 50,000 persons and 23,000 households. The key travel findings for the District are as follows:

- 24,240 person-trips originate or are destined to the Planning District in a typical day;
- 60% (14,544 trips) of travel is contained within the Planning District;
- For those trips to/from the Planning District, the greatest interaction is with immediately adjacent Districts, namely Ottawa Inner Area (downtown) to the east (14%), Merivale to the south (20%) and Bayshore/Cedarview to the west (20%);
- Other significant interaction occurs with Ottawa Centre (7%), Alta Vista (7%), and Kanata/Stittsville (6%)

The O-D survey also provides an indication of existing modal shares for travel to, from and within the Ottawa West District. The key findings for the Planning District are as follows:

- Based on daily (24 hour) travel, modal shares for trips within the Planning District are: 43% auto driver; 11% auto passenger; 7% public transit; 3% bicycle; 35% walk and 1% other;
- Based on daily (24 hour) travel, modal shares for trips to and from the Planning District are: 61% auto driver; 15% auto passenger; 17% public transit; 2% bicycle; 3% walk and 2% other;

These findings reflect the highly urbanized nature of the study area, with its mix of residential, employment, shopping and institutional land uses. The extensive network of transit, cycling and pedestrian links which connect the study area with the rest of the city allows residents of the Wellington Street community to be less auto-dependent than many other neighbourhoods of the City of Ottawa.





## 2.3 Growth Trends and Projection

The projection estimates the likely levels of development for the mainstreet from 2006 to 2031 by estimating the change in the number of dwelling units (du), and therefore, the change in population.

### 2.3.1 Historic and Recent Growth Trends

Growth and development within the broader community, and indeed along Wellington mainstreet, has progressed at a rate similar to other older, inner urban area neighbourhoods. From 1976 to 1986 the population shrank by 2 175, or 12%. It was not until 1996 that the community regained a population slightly over the 1976 level to 18 500. From 1976 to 1986, there was a marginal increase in dwelling units (du).

However, between 1986 and 1991 there was an 18% increase in dwelling units. Years 2001 and 2006 saw this rate of increase taper again. Over the last 40 years to 2006, the total increase in dwelling units in the area was 2 230 du, or a 24% increase. By contrast, over the same 40-year period, there was only a 2% increase in population due to declining household size. Such a negligible increase in population can be expected, as these are typically stable, residential neighbourhoods.

However, from 2000 to 2007, 205 new dwelling units were built along Wellington mainstreet, averaging about 30 units per year. (By contrast from 1990 to 1999, there were only about 20 du built.) Most of this occurred in the West Wellington Village neighbourhood. Renewed retail activity occurred in tandem with this growth.

### 2.3.2 Projections

The future is never certain and variables change, but estimating growth is useful to help us anticipate possible land use impacts and to inform a future vision and to develop the principles, policies, regulations and guidelines that are necessary to achieve it.

#### 2.3.2.1 Assumptions

The following basic assumptions were made when anticipating future built out scenarios along Wellington mainstreet:

- All redevelopment maximizes Zoning regulations (ie. allowable building envelope), as proposed in the CDP
- An average 95sm/unit, as the market average to generically capture cross-section- of one-bedroom, one+den, two-bedroom and two+den size combinations
- Average dwelling household size remains constant
- Average persons per dwelling unit along mainstreet is 2.0.
- Most attractive properties, generally, supported by Council policy for redevelopment, and therefore, likely to redevelop are typically:
  - Mainstreet frontage
  - Vacant, or underutilized
  - Large buildable areas
  - Adjacent to properties with same ownership

Table 2-2: Demographics – planning area and surrounding neighbourhoods

Census Year (Statistics Canada)	Population	Age Group (%): 0-19	Age Group (%): 20-24	Age Group (%): 35-64	Age Group (%): 65+	Dwelling Units
1976	18 320	27	28	33	12	7 120
1981	16 819	23	30	32	15	7 240
1986	16 150	20	31	34	15	7 280
1991	16 790	18	20	30	32	8 085
1996	18 500	21	27	39	13	8 860
2001	18 995	20	25	42	12	9 250
2006	18 715	19	24	45	12	9 350

### 2.3.2.2 Projection Estimates

- The 2108 scenario assumed the eventual complete demolition of all existing buildings
- The 2031 scenario assumed a development rate similar to the recent trends, given the renewed condo market interest in the area, demographic trends, and City growth policies

Table 2-3: Projected population and dwelling units

	2006	2031	2108
<b>Population</b>			
Broader Area	12 100	14 250	18 700
Mainstreet Area	1 775*	4 100	9 000
<b>Dwelling Units</b>			
Broader Area	6 000	6 950	9 200
Mainstreet Area	1 050*	2 000	4 400

\*Based on 1.68 persons/household accounting for the lower figures represented by the Grace Manor retirement home.

### 2.3.2.3 Main Findings

- Projections estimate about 950 units will be developed in the study area from 2006 to 2031, approximately 38 dwelling units per year
- This represents a 10% population increase to the total broader area during that time
- There will be virtually no change to the population in the established, stable residential neighbourhoods surrounding the Wellington Street corridor (outside of the study focus area) due largely to the slow, but continued decline in the household size and to the market demand along the mainstreet
- Wellington Street West mainstreet will absorb the majority of additional units to the broader community. 29% of the broader area's population will reside there. Currently, approximately 15% of people live there.
- Density (net) of the broader area will change from 56 du/ha to 62 du/ha over 25 years
- Retail space will increase about 28%
- Present infrastructure capacity will be able to accommodate these projections for incremental infill and intensification
- Present and future transportation facilities will be able to accommodate these growth projections



### 2.4 Key Community Issues

On-going dialogue with community representatives and the community at-large about their mainstreet and community was vital in the vision and development of the CDP. By doing so, the local 'on the ground' issues, needs and aspirations were identified by the people who live and work there.

Community feedback has ensured that the CDP identifies the issues and their constraints and opportunities, and therefore, it addresses and resolves the key concerns and issues of genuine importance to the community.

The following highlights the key issues from the many comments that we heard.



## What the community told us

- Development around Parkdale market should be mixed-use
- Promote mixed-use development throughout the Wellington corridor
- Pedestrian and cycling routes should move people safely and stimulate activity
- Public parks, like Somerset Square and McCormick Park, need revamping for better safety and linkages from Wellington
- Plan for general maximum of six-storeys
- Greater than 6-storeys should be at key locations with benefits to the community
- The physical heritage of the area needs to be protected
- West Wellington Village is “hot” with condominium development and needs harnessing
- Need more live/work/exhibit space for artists
- Hintonburg is “cool, lower-key” district of Wellington Street
- Future development around Parkdale market should serve, enhance, and strengthen the market
- Parking must be integrated in new commercial and residential buildings
- There are good and bad with our many high-rise residential buildings, but they need to balance with the older mainstreet character
- New mainstreet developments must transition properly to respect surrounding lower-scale residential Areas
- Traffic from mainstreet development should not deteriorate residential life on side streets
- Affordability brings diversity
- Prioritizing safe, enjoyable pedestrian movement stimulates neighbourhood activity
- Consider development incentives for better quality building results
- Presence of public parks needs to be highlighted because open spaces are not used to full extent Prepare for an aging population
- Quality of buildings is important: “design matters”
- No noted community gateway features throughout Wellington Street
- Tree and landscape around parking lots to benefit the pedestrian experience
- Corners of Wellington Street at Parkdale and Holland are very poor environments for the pedestrian
- A real lack of greenery or parks from Parkdale to Island Park

## 3.0 CDP Policies

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### Wellington Street West CDP Vision Statement

Wellington Street West will sustain and evolve in a rapidly changing world. It will uphold and enhance the broad mix of community-supportive land uses, while anticipating and embracing major societal and environmental change. It will strengthen the traditional urban fabric, built forms and spaces through respect and innovation. The varied character areas of the corridor will be unified together and a clear network of people spaces be established. Capturing opportunities at mainstreet gateways and key nodes will protect, encourage and create views and vistas. A renewed streetscape will favour comfort, utility, and beauty for people over cars. Our choice is and accessible, pedestrian and transit friendly community.

### 3.1 Introduction

#### 3.1.1 Purpose

The development of buildings and public spaces is influenced by a variety of factors over time. City of Ottawa policies and regulations are established to provide the guidance and enforcement mechanisms to ensure that broad public visions and objectives are achieved despite varying influences in the mid- to long-term. The CDP design policies are intended to provide a greater level of understanding and detail regarding the specific local context and conditions of Wellington Street West mainstreet. Most importantly, they clarify the community vision and objectives, and they provide the design direction for new development within this corridor.

These design policies are intended to supplement the relevant City of Ottawa Official Plan policies, to which they conform. Similarly, the City of Ottawa Urban Design Guidelines for the Development along Traditional Mainstreets remains an essential tool for development guidance within this CDP area. Where there is an apparent discrepancy between the CDP and the City's Traditional Mainstreet guidelines, the CDP design policy will have higher status given its intimacy with the subject matter.

Goals, guiding principles and design policies follow in Sections 3.2 to 3.7. The following design policies provide direction for the overall Wellington Street West mainstreet. They have been divided into four key areas within the corridor now. These will play important roles in defining the corridor in the future:

- West Wellington Area
- Parkdale Park Area
- McCormick Park Area
- Somerset Square Area

Generally, these four areas represent highly accessible and visible nodes within the Wellington West community, but they are also contain underutilized parcels. Their unique opportunities are captured within the following design policies.

### 3.1.2 Design Policies:

#### 3.1.2.1 Overall Goals and Guiding Principles

The following Section 3.2 exhibits the Design Framework that provides the overall goals and guiding principles that apply to the entire Wellington mainstreet study area. They provide the foundation for the General Mainstreet and Area-Specific design policies found in Section 3.3.

#### 3.1.2.2 General Mainstreet and Area-Specific Design Policies

The Sections 3.3 to 3.7 are divided into two levels of design policy:

1. **General mainstreet scale and character design policies.** These policies are developed to provide design direction or performance standards for urban design and planning issues that are shared throughout the study area.
2. **Area-specific design policies.** These policies are developed to provide design direction or performance standards for urban design and planning issues that require a specific approach given a unique local or site-specific context that could not be address by the general guidance provided in the general mainstreet design policies. Where there is a difference between the General mainstreet policy and the area-specific policy, the latter policy will prevail given its intimacy with the subject matter.

The General Mainstreet corridor and each specific area exhibits its own character, conditions, and issues. Therefore, Section 3.3 to 3.7 focuses on each of these areas in four ways. It provides:

- Design context
- Key challenges
- Area-specific design vision and objectives
- Design Policies

The design context, key challenges, and area-specific design vision and objectives are intended to act as a reference to help evaluate and interpret the following design policies.

#### 3.1.2.3 Two themes in Design Policy: Built Form and Public Space

The policies in Section 3 represent two types of design themes that are essential to achieve the desired development of the mainstreet: built form and public space.

**A. Built form.** These policies provide guidance for the design and development of physical form on private property. They primarily address two issues: scale and character. Scale refers to the size of a building or an architectural feature in relation to its surroundings and the size of a person. Character refers to a unique, identifiable physical quality, including architectural elements and the land uses repeated within a certain area.

**B. Public space.** These policies provide guidance on the location, design and organization of the spatial environment within public realm. They primarily address issues of character, use, pedestrian movement and experience within the streets or lanes (i.e. public right-of-way), parks and open spaces that are free and available for anyone to use.



#### **3.1.2.4 Reading the computer-generated, demonstration models**

**Important note:** As noted in the CDP Preamble, “How to Read this Document – C”, the computer-generated, model images are intended to provide a demonstration of possible architectural designs that satisfy the CDP design policies. The images do not represent proposals for the site shown. Instead, they are only one of number possible of solutions that would be acceptable given they meet many of the CDP’s objectives. The images illustrate design policies for issues such as building massing and public, quasi-public, and private space creation along Wellington Street. White buildings represent existing buildings, while beige buildings represents possible buildings.

#### **3.1.2.5 Importance of CDP-initiated zoning by-law amendments**

Many key issues identified within the CDP are most appropriately resolved through amendment or introduction of regulations in the City of Ottawa Zoning By-law. These zoning amendments are not described in detail in this portion of the CDP. Zoning by-law amendments are described in detail in the Section 4.0, Implementation. However, they are cited after each design policy statement where they may play a companion role to the achievement of that policy.

Therefore, for a complete understanding of the CDP vision and how it will be achieved, it is important to review and understand the zoning bylaw amendments implementing this CDP.

### **3.2 Design Framework**

This section provides the design framework, goals and principles for Wellington mainstreet. Key design elements, when all layered together, define the physical, spatial and land use character of the three main districts that make up Wellington Street West community: West Wellington Village, Parkdale Market, and Hintonburg.

Working with the community, each design layer was analysed and key overall design goals for the area were established. Each goal is followed by a number of fundamental principles. These provide the basis for the design policies of this CDP.

The objective of the design framework is to shape and provide the vision regarding the design and land use of all new and restored, public and private built forms and spaces along Wellington mainstreet.

**Important note:** Figures throughout Section 3.2 are intended to illustrate planning and design concepts, and not to be interpreted as plans or schedules

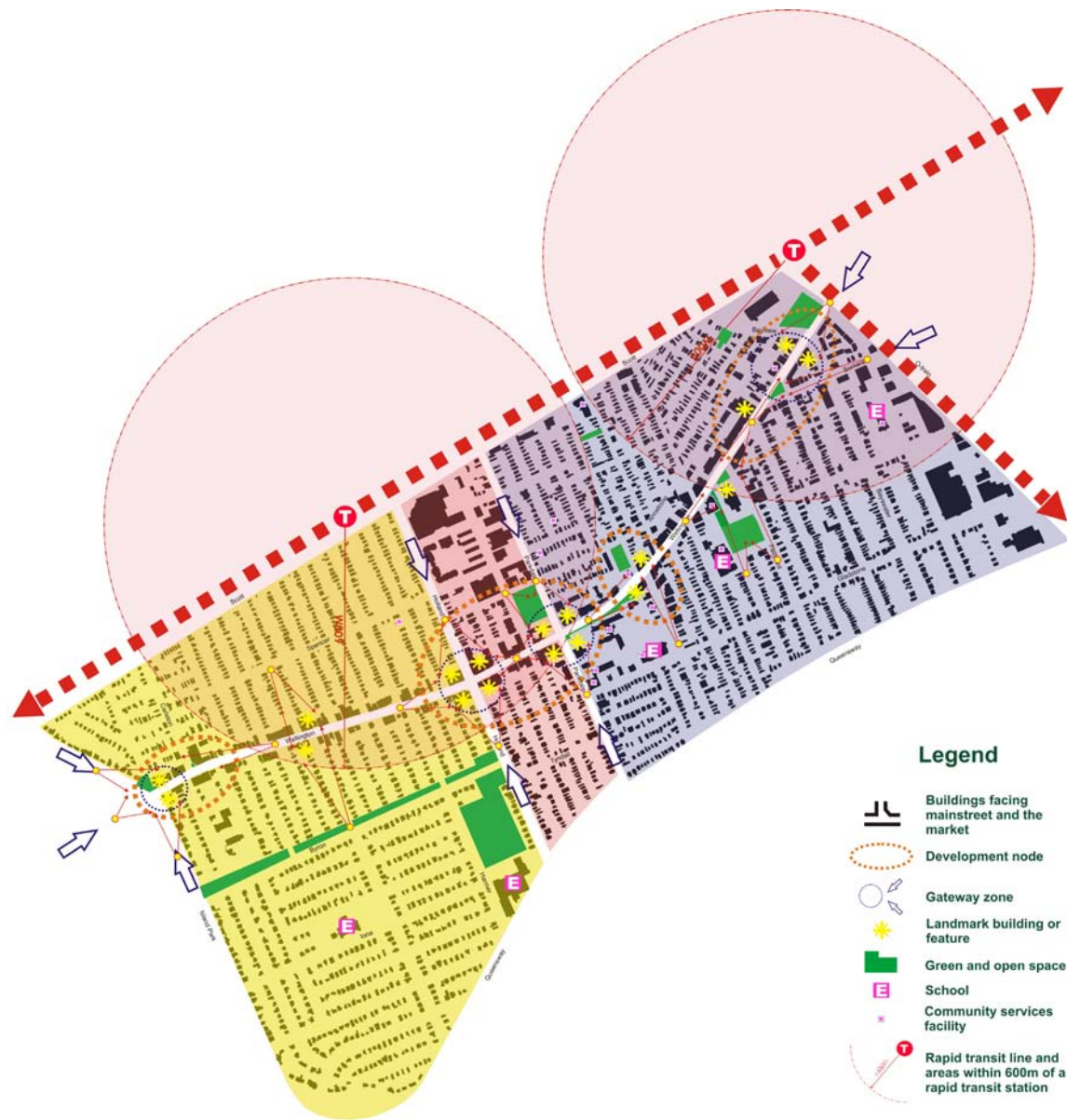


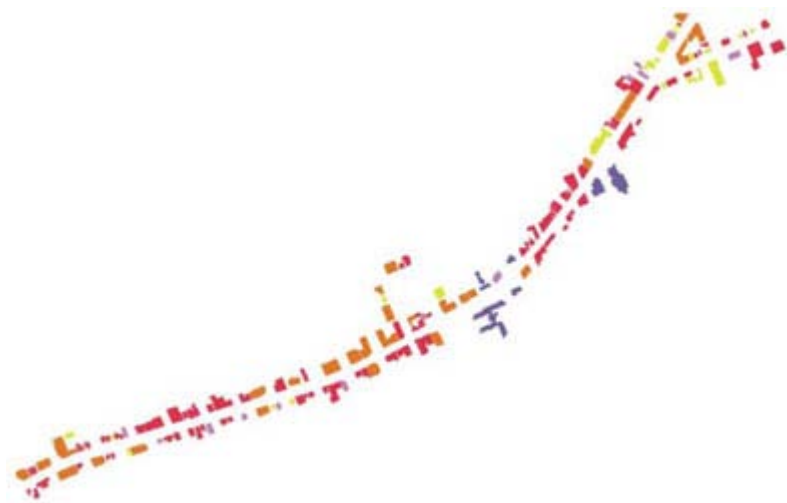
Figure 3-1: Design framework

### 3.2.1 Design Goal #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**

Principles:

- Ensure a broad flexibility for future land uses and their occupants recognizing the importance of sustaining mixed-use opportunities
- Maintain a mix of affordable places to both live and shop
- Ensure the appropriate building height and massing to retain the benefits of the existing low-scale built form when exploring design options for more compact, mixed-use development opportunities



*Figure 3-2: A mix-use building use throughout the mainstreet corridor*



### 3.2.2 Design Goal #2 Establish a clear network of people spaces

Principles:

- Strengthen the usage of the three main neighbourhood parks – Hintonburg, McCormick Park, and Parkdale – through improved integration and access with the mainstreet pedestrian network
- Make a priority of revitalizing existing underutilized community assets, such as Somerset Square, Parkdale Market, and mainstreet public spaces ensuring their functions are clearly defined, improved, and safe
- Ensure public parks are designed to maximize the enjoyable congregation of people, including neighbourhood events such as music and art celebrations, readings, local theatre, and so forth
- Delineate clearly the location of, access to, and information regarding nearby neighbourhood parks to residents and visitors from the mainstreet by:
  - maintaining or improving direct visual access to the parks when possible
  - designing and installing signage, wayfinding or other visual cues that are clear, identifiable and informative
- Define the public and private realms - such as the boundaries of public urban spaces, vacant or underutilized spaces - using themed public amenities, such as public art, benches, lighting, paving techniques, fixtures, banners, low-walls, or landscaping.  
Decorate special places and spaces with unique details and quality materials that enliven the character of the surrounding neighbourhood
- Design public spaces that are easily maintained, including the open spaces, facilities, furniture and infrastructure (like utility boxes)
- Consider the location of utilities within the public rights of way as well as on private property. Cluster or group utilities where possible if it will minimize visual impacts.
- Encourage utility providers to consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts, transit shelters, etc. when determining locations for large utility equipments or cluster sites.
- Provide comfortable, accessible public spaces with adequate shelter from natural elements like sun, wind, rain or snow, where opportunities are available
- Contribute a portion of land where a shared public/private solution may be required for the implementation of a public gathering space, or access to one



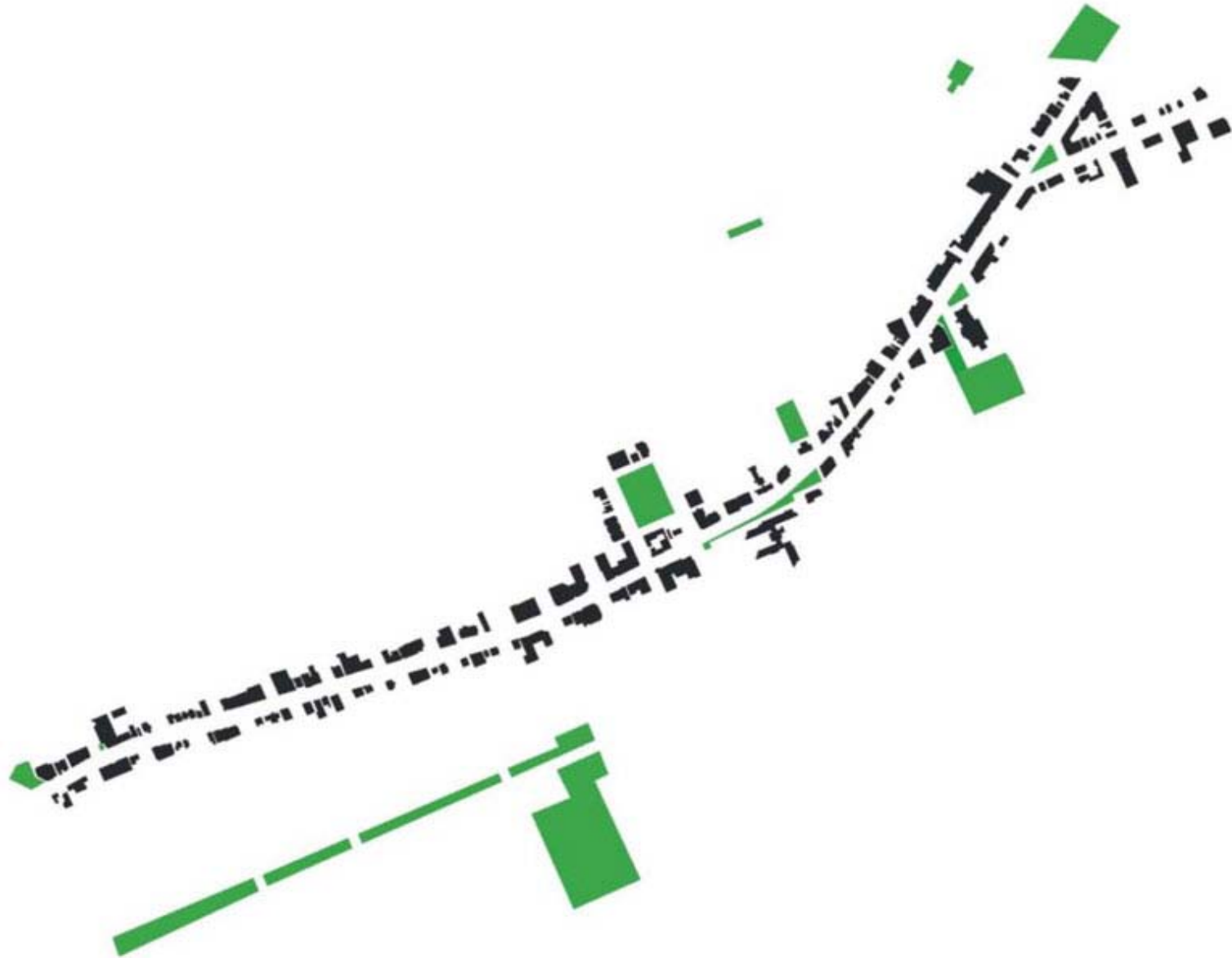


Figure 3-3: Open space distribution near mainstreet



### 3.2.3 Design Goal #3

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

Principles:

- Design buildings and spaces to respond appropriately to both the broader, public Wellington Street West streetscape and to immediately abutting private residential uses
- Complement the surrounding scale, mass, and rhythm with compatible architecture, be it subtle or bold, but with details respectful to established, especially heritage, built forms and lot sizes
- Establish building façade characteristics and lot sizes that aesthetically and functionally respect and reinforce the mainstreet's traditional urban fabric
- Reinforce the mainstreet's traditional urban aesthetic of a continuous street-edge façade by eliminating pedestrian level gaps or setbacks created by vacant, abandoned and underutilized lots (e.g. parking lots)
- Ensure the respectful transition between the more intensive commercial uses, including rear surface parking, and residential uses fronting the mainstreet and the surrounding residential uses
- Pursue sustainable, creative architectural opportunities such as: green roofs, solar panels, drip irrigation, permeable site surfaces, optimized solar gain, and onsite gardens



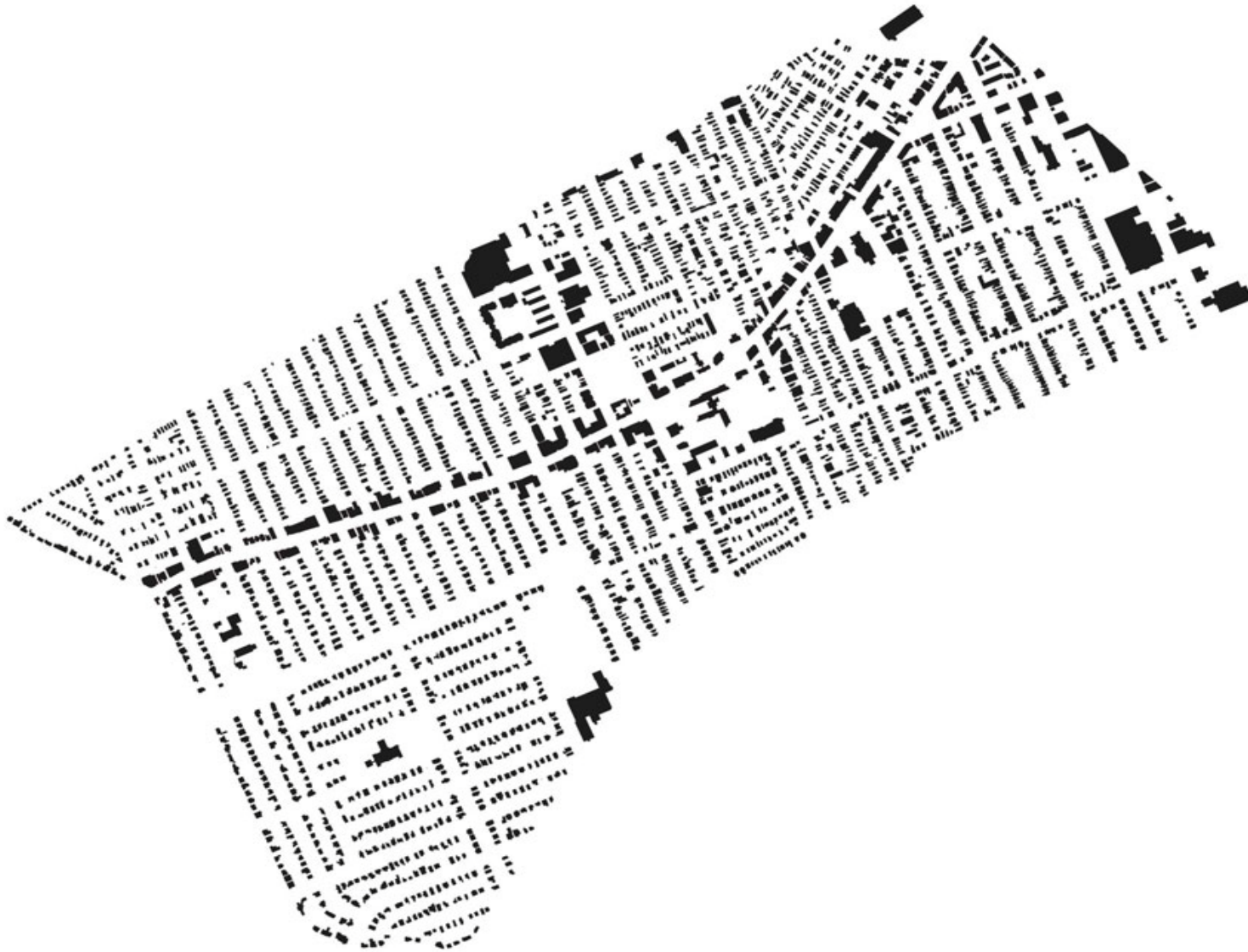


Figure 3-4: Figure-ground image showing building footprint throughout the study area

### 3.2.4 Design Goal #4 Capture the opportunities of mainstreet gateways and nodes

Principles:

- Address the public mainstreet with interesting facades and special architectural design and features that represent, enliven, or strengthen the character of the surrounding community
- Employ appropriate minimum building heights to ensure opportunities for compact, mixed-use development are maximized
- Use development incentives at specifically identified locations to achieve better end results for built form and public spaces

**Important note:** Figures throughout Section 3.2 are intended to illustrate planning and design concepts, and not to be interpreted as plans or schedules.



Figure 3-5: Gateways and nodes at key routes entering the mainstreet corridor.



### 3.2.5 Design Goal #5

#### Protect, create and encourage views and vistas

##### Principles

- Create new neighbourhood focal points, through unique architecture, art and sculptures, and landscape design
- Re-establish the presence and pride of existing buildings on the heritage designated and –reference list
- Enhance and protect views of landmark buildings and trees
- Ensure new development does not obstruct existing views to the mainstreet from adjacent residential or mixed-use areas
- Explore and employ mitigation techniques, where feasible, to reduce negative impacts of existing, uninspiring views for example: “overscale” residential buildings (10 storeys +), blank walls, parking lots, pole-mounted signage, garbage enclosures and utility equipment



Figure 3-6: Views and vistas of interest



### 3.2.6 Design Goal #6

#### Link the varied character areas together as a unified corridor

Principles:

- Preserve and promote architectural design features or details that reflect local history or culture
- Integrate important or unique elements of local history, culture or aspects of the surrounding neighbourhood in the streetscape through public art
- Reinforce the natural environment throughout the mainstreet corridor by maximizing existing and new opportunities to plant trees and other greenery

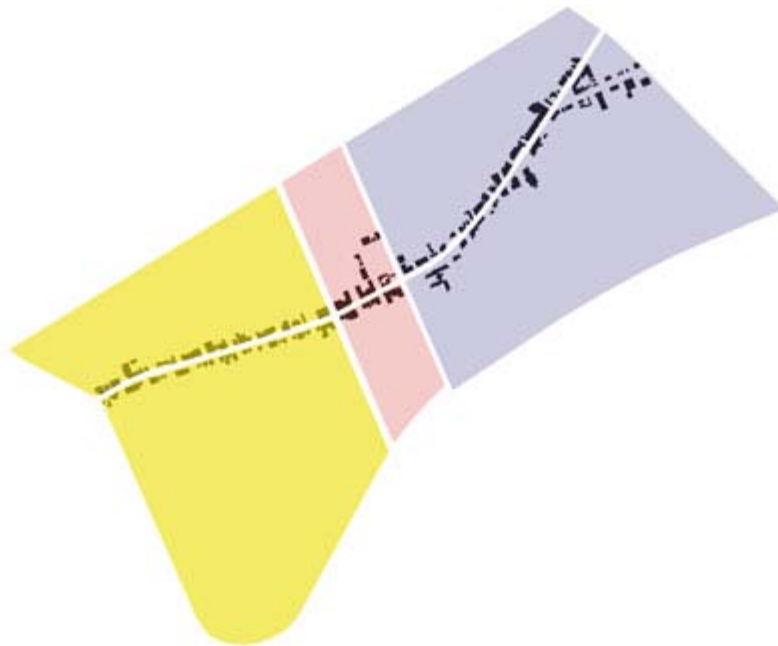


Figure 3-7: Character areas linked by mainstreet corridor and other streets



### **3.2.7 Design Goal #7**

#### **Promote a pedestrian- and transit-friendly environment**

Principles:

- Maximize the continuity of pedestrian flow through minimizing the number of potential conflicts between pedestrians and vehicles
- Design pedestrian routes that are beautiful, comfortable, usable, and easily maintained
- Design for our aging demographic through considering appropriate access points, entrances/exits, visual cues, symbols, signage, and so forth
- Enhance pedestrian urban fabric by exploring publicly-accessible paths through private developments
- Ensure new development will not generate disruptive cut through traffic

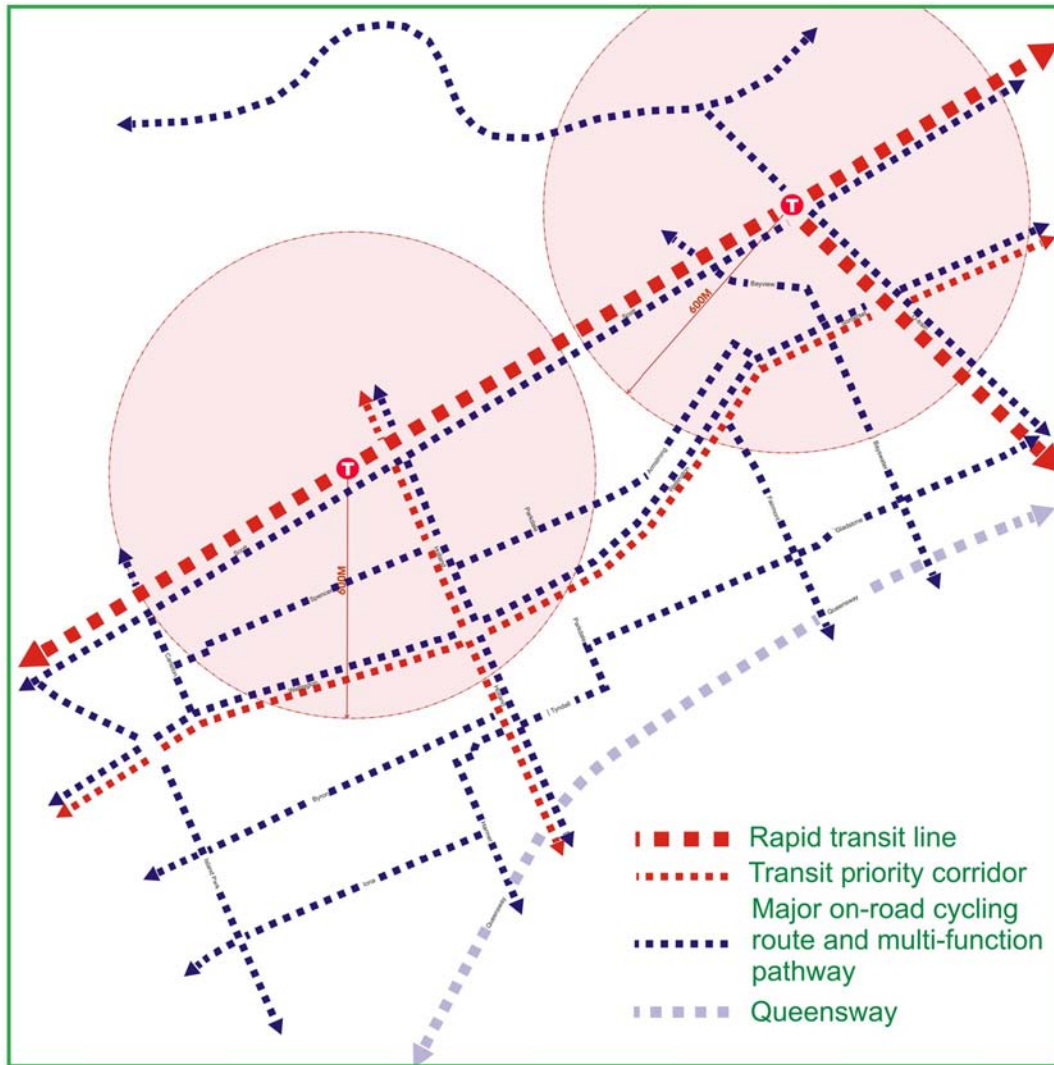


Figure 3-8: Existing and future transit, cycling, and pedestrian network within the context study area

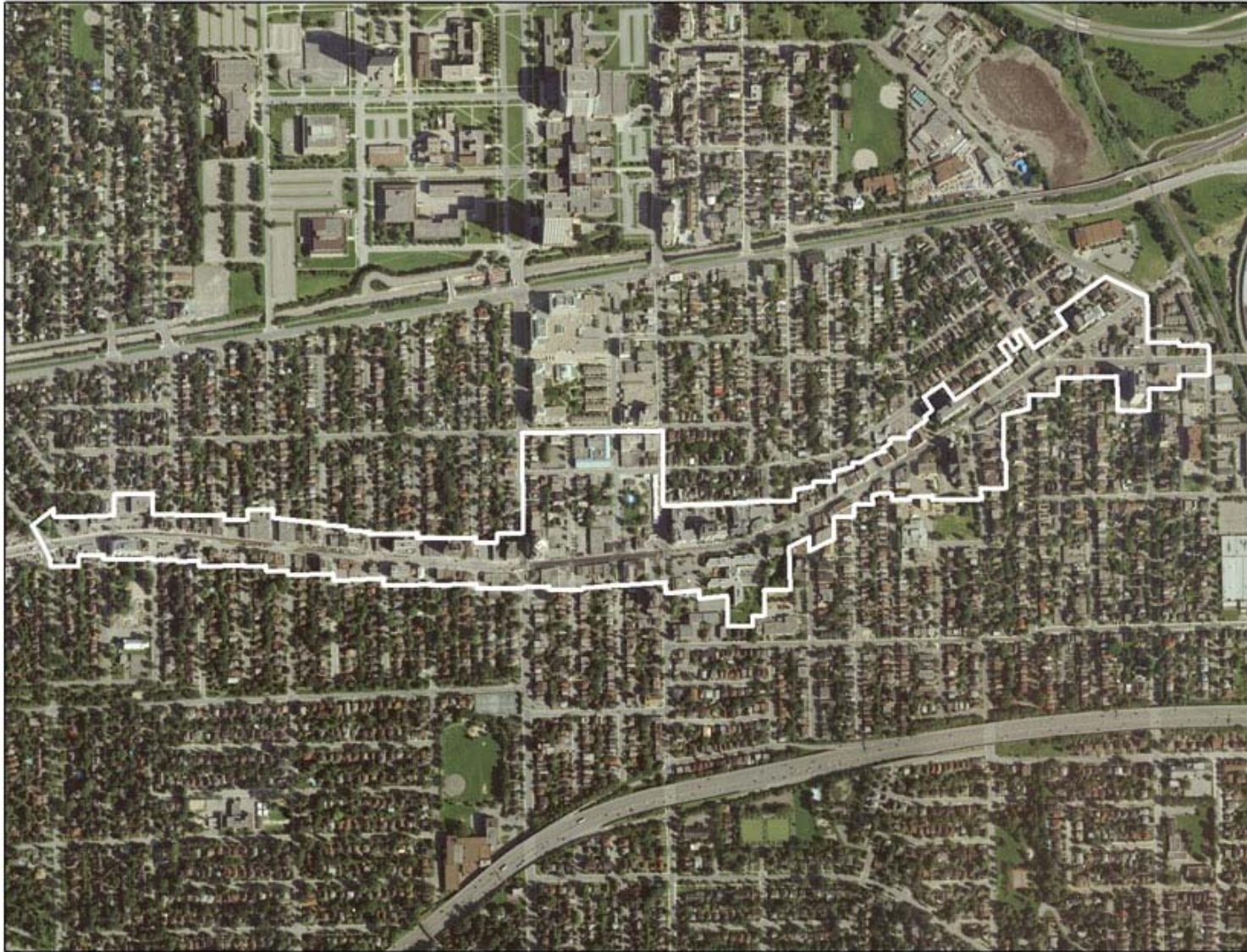
### **3.3 General Mainstreet Design Policy**

#### **3.3.1 Design Context**

The Wellington Street West mainstreet is the live, work and play activity spine for two neighbourhoods within the broader community: Hintonburg and Wellington Village (the former to the east and latter to the west of Holland Avenue). This mainstreet reflects the area's diverse history witnessed by changing conditions and trends for over 170 years (For more detailed information, see Section 2, History, Heritage and Character).

Today, it continues to bustle with local residents and visitors who seek the varied attractions of a vibrant mainstreet, including varied retail and commercial businesses, restaurants, pubs, food, galleries, theatre, fitness studios and so forth.

However, throughout the corridor, the mainstreet is broken by sizable lots with auto-related uses, like repair shops or parking lots. Just off the mainstreet proper, the Parkdale market and public park provide the central hub of the community, focusing on community leisure and events, as well as local and regional commercial activity and a growing artisan community.



*General mainstreet corridor*

While distinct character areas evoke their own unique identities, they also exhibit many qualities and issues that are shared throughout the mainstreet corridor, including:

- A contrast of pedestrian-oriented, mixed-use buildings versus uninspiring auto-related uses or vacant lots
- A contrast of one- to three- storey buildings (typically commercial use) that create a low-scale village character versus 9 to 16 storey buildings (typically residential use). This speaks to the varying development forms and history of the mainstreet.
- Two predominant ways of sitting buildings: (1) continuous, lot line development (for example, storefront buildings, or new mixed-use developments), and (2) detached, recessed development (for example, single-detached homes large apartment buildings, or auto-related uses).
- Street sections with a 1:3 street proportion ratio (building height to building face-to-face separation ratio) through much of the built up parts of the corridor. There are frequent sections where mixed-use residential buildings face each other at a 1:1 ratio. Other areas varying dramatically where 11-storey or greater highrises of face onto 1 to 3 storey buildings.
- Existing development tends to step-back at 2 or 3 storeys when building height is higher than those levels.
- Traditional lot parcel sizes tend to range in width from 6m to 14m. If lots are larger, for example comprised of continuous storefront retail, then the individual store front unit widths tend to be in the lower end of that range.
- Post-war lot parcels tend to have a width of 20m to 40m; building facades tend not be more than 30m in width
- Institutional and large residential towers tend to be greater than 50m in width
- The right of way (ROW) distance from outer curb edge to building face must include street furniture, lighting, trees, various street furniture, utilities and snow storage. Along Wellington mainstreet this distance varies notably depending on the location. It ranges from 2.4m to 6.0m. See area-specific policies for details
- The 2008-2010 Road Reconstruction streetscape renewal prioritizes pedestrian and transit activity, more street trees and landscaping, lighting and furniture, and public art installation
- Off-street parking tends to be sited either to the side or rear of a principal use building on the mainstreet. Onstreet parking is available throughout most of the corridor.
- Wellington retail stores average 165m<sup>2</sup>, the second smallest average store size in Ottawa after the Byward market. (Ottawa's overall average is 218m<sup>2</sup>.)
- Low-scale residential areas and character are immediately adjacent to mainstreet uses.
- A grid street network of local and arterial roads that adjoin the mainstreet at many different points across community
- No public open spaces fronting directly onto the mainstreet

### 3.3.2 Key Challenges

- New development in the community needs to respect the 'village character' and retain the existing human-scale, but also refresh the community character through inspiring physical design.
- Proposed intensive development needs to respect adjacent lower-scale mainstreet buildings.
- The continuity of a vibrant, attractive and enjoyable community mainstreet is broken and pocked by vacant or underutilized auto-related uses throughout the corridor.
- There is a real possibility that proposals seeking exception to the six-storey maximum building height limit will diminish both the village character and the functional and aesthetic pedestrian realm.



- There is a overall lack of green - trees, shrubs and landscaping - throughout the mainstreet corridor.
- Pedestrian activity levels will increase as the area redevelops over the future. The finite right-of-way allowance for sidewalk space has now been maximized with the recent road and streetscape reconstruction.
- There is often pedestrian-vehicular conflict where the mainstreet and major avenues intersect, such as Holland and Parkdale Avenue.
- Some destination points, such as Scott Street or Preston Street, are difficult or uncomfortable to get to - connectivity should be improved.

### **3.3.3 Design Vision and Objectives**

New developments and/or improvements to existing buildings along the Wellington Street West mainstreet will retain and reinforce the positive elements of its general low-rise, “main street character”. Moreover, they will mitigate the negative elements of its character, namely extremes in scale such as uncontextual, high-rise apartment buildings, and vacant or underutilized lots (often with a one-storey building). The ample opportunities for infill development will be designed to refresh the existing character of the community’s physical form by adhering to the following key built form, public space and land use vision:

- To retain and to respect of the street character that feels low-scale and open, or unimposing.
- To achieve built form and architectural detail that adds to the aesthetic beauty and visual variation of the corridor’s streetscape.
- To provide a pedestrian environment that will bring and keep people on the mainstreet.

Key objectives for the general mainstreet corridor are:

- Recognize that the 6 storey maximum building height is generally the appropriate built form to develop a vibrant, sustainable and attractive mainstreet over the length of the corridor.
- Key gateway locations, as identified within the CDP, may warrant consideration of building height beyond current 6 storey zoning limits, if further public benefit is provided.
- Design a mainstreet building edge, or front facade, with architectural articulation and details to form a strong 2 to 3 storey base
- Ensure that redevelopment opportunities incorporate pedestrian-oriented uses at street level.



### 3.3.4 Design Policies

#### A. Built Form

##### A1 Building setbacks above lower storeys

Front and corner lot facades of mainstreet buildings shall be setback a minimum of 2.0 m above their lower storeys, for example above second or third storeys, to retain the traditional, lower-scale village character of the corridor. With buildings setback at these heights, the sense of a low-scale, building enclosure will continue to be experienced by the pedestrians. A building podium or base height designed with the approximate 1:3 street-to-height ratio reinforces the traditional mainstreet built environment.

See **Zoning Amendment: 1**

##### A2 Ground-floor building setback for better pedestrian realm

Creative façade designs and building footprints should consider setting back at the ground-level of buildings from the mainstreet property line to provide additional pedestrian space. Additional space for pedestrians can only occur through creation of quasi-public space on private property since the right-of-way available for sidewalk widening has been maximized.

The purpose of the setback is to provide more space for people to move, and therefore, the “frontage zone” should:

- Provide a consistent grade with the sidewalk to provide continuity of space with the public sidewalk. Avoid steps, a raised platform, or a sloped surface.
- Provide signs, cues or other warnings to both pedestrians and vehicles at the point where vehicles coming from private property across the sidewalk should yield.
- Join up with ground-floor setbacks on adjacent properties to continue the additional sidewalk space. One poorly designed frontage zone, where a series of adjacent such zones exists, could undermine the efforts of the other spaces.
- Provide unobstructed, barrier-free space for the span of the front façade to provide continuous and free movement; for example, no planters, A-frame signs, furniture, merchandise, fences, etc.



Where the purpose of the space is non-transitory (e.g. sit, rest, or eat) the City of Ottawa Outdoor Patio Design Guidelines should be consulted.

See **Zoning Amendment: 2**

See **General Mainstreet: 3.3.4 A2**

### **A3 Building massing and detail that reinforces village scale and character**

While the built form and character over the length of the Wellington corridor varies, a human-scale village character is consistent throughout it. To maintain this character as redevelopment occurs, massing and façades should recognize and exhibit the defining elements of architectural scale and detail found in the existing adjacent buildings and area.

Building design shall consider:

- Massing, materials and other design details that vertically and horizontally reinforce the character of the surrounding lot sizes, massing and architectural detail. Interval distances of such variables will be determined by taking architectural cues from neighbouring buildings and lots to maintain the architectural elements that distinguish this mainstreet from others in Ottawa.
- A building footprint shall be recessed, staggered or otherwise altered or punctuated at intervals, particularly when a building will have: long, continuous street frontage that is atypical of the surrounding lot and architectural rhythms; homogenous building material; and/or repetitive architectural detail.
- Angled building tops and/or roofs (vs. conventional, large flat roofs common on multi-storey condominiums or apartments) should be considered to create an angle that is perceived as being less high, provides more sunlight and sky exposure, and reflects interesting architectural typology details from the surrounding buildings (for example, gable, hipped, gambrel, or traditional, 2 or 3 storey commercial storefronts with flat roofs)
- The design of structure(s) on the mechanical roof which are integral components of a building's architecture. Their design and development will be considered with equal priority to other important components, such as front façades.





- Some use of asymmetrical architectural treatment on the facades facing a public street, particularly when a frontage is longer than traditional patterns. Strong symmetrical designs tend to be perceived as massive or 'heavy'.

See **General Mainstreet:** A1

**A4 Ensure an appropriate built form transition between Wellington mainstreet and residential areas**

**A4a.** Creative building sitting, massing, and design will take advantage of infill opportunities and meet infill objectives while respecting and reinforcing the low-rise residential character of the residential properties adjacent to Wellington mainstreet, for example, by exploring options for maximized sky exposure, and sunlight access.

See **Zoning Amendment:** 14, 15, 16

**A4b.** Redevelopment of properties on the corner of Wellington Street and a local residential street will maintain a setback that is sufficient in area to introduce landscape design features consistent with the front-yard landscape character of the residential street. For example, the same type of tree or other plant species common to the residential street should be introduced and located at a similar setback and interval along the street.

**A5 Building height exception and public benefit**

If a proposal is made seeking exception to the 6 storey building height maximum (generally recognized in the Zoning By-law as the appropriate maximum building height for the length of the Wellington Street West mainstreet) such new development proposal is expected to meet the following:

**A5a.** Amendment to the general maximum building height to a maximum of 9 storeys, under Section 37 of the Planning Act, will only be considered at identified locations noted within Section 3.3 to 3.7 of this CDP; See 3.4.4, A1; 3.5.4, A1; 3.7.4, A2

**A5b.** A needed and/or desired amenity or public benefit is identified within Section 3.3 to 3.7 and as listed below. However, this list of benefits may be modified through discussions with the local community, including the community association(s), the property owner, the Councillor and City staff:

- a public space, such as a plaza and parkette
- public art
- conservation and adaptive reuse of a heritage resource or funds to research, enhance, restore or conserve heritage resources in the community
- affordable or supportive housing and/or cash contribution for such at another site
- expansion and restoration of the Rosemount Library
- enhanced design of the Parkdale Market
- artist live/work space, artists' studios, performance spaces, and galleries or other facilities that contribute to the QUAD





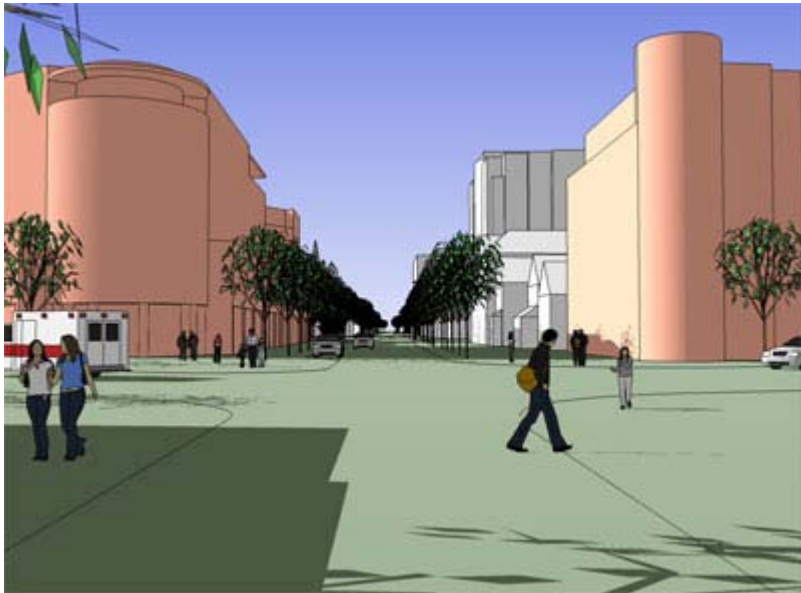
- transportation related items – transit supportive infrastructure, car (or bike)sharing facilities, public bicycle parking
- signage (including information panels) to highlight community history and heritage
- new or upgraded facilities for provision of needed services such as health, senior programming, child-care as identified in the Hintonburg and Mechanicsville Neighbourhood Plan



**A5c.** It is otherwise too difficult to achieve the amenity or public benefit identified for that site without the involvement of the private property and collaboration with the owner(s); for example, a needed plaza space where there is no room available in the public right of way to create such space, or rental affordable housing, where conditions or resources limit viable locations for its implementation

**A5d.** Where a building height exception is proposed, the building separation of opposite facing front facades is encouraged to maintain a 1:1 street-to-height ratio, considered a comfortable sense of enclosure for a mainstreet environment. For additional storeys beyond the 1:1 ratio a setback at an angular plane (for example, a 45° angle) should be used so that additional massing is not prominently visible from the opposite sidewalk (at a perpendicular angle).

See **Implementation:** 4.3



**A6 Heritage protection through register**

Wellington Street West exhibits some buildings and sites of notable heritage value. Such buildings will be placed on a Heritage register to ensure their value will be appropriately assessed and protected. See Appendix 1 for a complete list of buildings to be placed on the Heritage Register.

See **Implementation:** 4.3

See 3.5.4: A9

**A7 Affordable Housing**

The shortage of affordable housing is one of the most compelling problems confronting the City. Section 2.5.2.1 of the Official Plan defines affordable housing as housing, either rental or ownership, for which a low or moderate income household pays no more than 30% of its annual income.

Section 2.5.2.2 encourages the production of affordable housing in all areas of the City to achieve an annual target of (i) 25% of all new rental housing to be affordable to households up to the 30th income percentile and (ii) 25% of all new ownership housing to be affordable to households up to the 40th income percentile. These policies will be applied to all new housing built annually along Wellington Street West to ensure the annual target is being achieved.

See **Implementation:** 4.3

**A8 Utility Provision**

Prior to the approval of development, utility providers shall confirm availability of services to support the proposed development and proponents shall co-ordinate with utility providers to ensure the necessary provision of utility services consistent with the CDP policies.

**B. Public Spaces**

**B1 Pedestrian sidewalk space along the mainstreet**

When alterations to the sidewalk and/or road geometry are being considered to the Wellington pedestrian environment, whether for private redevelopment or a public works project, the pedestrian sidewalk space should have priority.

In an urban environment, a sidewalk of approximately 5.0m - from curb to building face – is generally considered to provide comfortable width for: pedestrian movement (including wheelchairs and baby strollers needing to pass each other); street furniture zone; and a “shy zone” (i.e. the desired clearance people tend to distance themselves from a building, wall or fence), and snow storage. 3.2m provides provides a width at the lower end of generally accepted industry standards for comfortable pedestrian movement.

If such widths cannot be achieved within the public right of way along Wellington Street West, then consideration should be given to setting back the mainstreet facades of a proposed redevelopment to such a distance to result in a more spacious public sidewalk space.



See **General Mainstreet: A2**

**B2 Streetscaping integration along the mainstreet**

The integrated improvement of the streetscape treatment between adjacent public and private properties should be considered when there is a renovation or upgrade contemplated by a private property owner and/or by public works. Improvements could include the addition of trees or other green landscaping, paving, fences, or street furniture, for example. This will develop a higher quality public realm, for example, by improving the aesthetic character of the street, better demarcating ownership edges, increasing green/decreasing pavement, and generating community interest in improving their neighbourhoods.

Such improvements could be implemented permanently or as an interim plan to redevelopment.

**3.4 West Wellington Area**

**3.4.1 Design Context**

The West Wellington Village area, between Island Park and Holland Avenue, is characterized by a mainstreet bustling with local residents and visitors shopping at attractive stretches of varied commercial operations and services, including numerous restaurant and retail options. There is a mixture of different building types, architectural styles and lot sizes with four predominant building types: house-form mixed-use/commercial buildings, traditional low-rise flat-roof mixed use buildings, modernism mid-rise condo/apartment/commercial buildings, and auto-oriented buildings. Amongst these, there are still many relatively large auto-oriented sites. The result is street section exhibiting the traditional, lower-scale village character.









This character area can be further described by the following qualities and conditions:

- A broad range of pedestrian-oriented, mixed-use buildings, but also numerous uninspiring auto-related uses or vacant lots.
- A mix of typically pre-war, single detached buildings and post-war, 1 to 3 storey traditional flat roof storefront buildings. The former tend to be setback from the front property line, while the latter are sited at or near the property line.
- Sidewalks from outer-curb to building face range from 2.5m to 5.0m, averaging around 3.5m.
- Modern, 6 to 8 storey mixed-use buildings mostly built in the 1960's and 1970's, with retail at grade, side-by-side with the lower-scale buildings, east of Grange to Holland creates a varied architectural character. Where two such large buildings face each other across the street, the mainstreet feels framed rather than open.
- New and proposed 6 storey condominium developments near Carleton Street are transforming this open, but generally unremarkable part of the West Wellington, currently dominated by auto-related uses or parking lots.
- Most mainstreet uses on the north side (between Huron and Western Avenue) are serviced by publicly-owned, rear lanes. The side yards of low-scale residential character, typically single-detached homes, immediately abut these rear lanes
- Mainstreet properties on the south side of Wellington, from Island Park to Huron, generally, back onto the side yards of residential uses that continue for one block to Byron Avenue
- A grid street pattern that adjoins the mainstreet consistently throughout the community.
- Typically, the north-south residential streets do not align with each other resulting in many "T" intersections that create natural vista termini of mainstreet buildings, from the residential streets.
- There is a general void of architecturally-notable buildings and identifying features
- There are no public open spaces fronting directly onto the mainstreet, and none in proximity to the mainstreet
- There are no civic or institutional buildings
- A laneway network serving stores and residence linking off of side streets between Western and Huron Avenues.

### **3.4.2 Key Challenges**

- There are no distinctive gateway features that distinguish the community
- There is no public open space on Wellington Street West, or in proximity to it, between Holland Avenue to Island Park Drive.
- West Wellington area has a lack of landscaped green spaces, including along the corners properties linking to side streets where City-owned public rights of way have been paved.
- The built form of condominium development in recent years presents an unknown impact on nearby residential properties and the area's character

### 3.4.3 Design Vision and Objectives

The Area will prioritize a high-quality pedestrian environment based on a human-scale, village character; a greener, public-friendly streetscape; and, establishment of community gateway features to reinforce the area as a vibrant activity node for the local and broader Ottawa community.

- Develop a human-scale 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.
- Establish a new public open space at the only remaining viable opportunity at north-east corner of Wellington and Carleton Streets at 345 Carleton Street (Metro).
- Clarify the purpose and ownership boundaries of rear lanes for mainstreet commercial uses and physically re-establish them to improve operations of the Wellington mainstreet.
- Reclaim the public rights-of-way on local residential side streets as 'public space' to reinforce the residential character.
- Provide widened sidewalks to afford an improved people-oriented, 'Epicurean Row' mainstreet with better pedestrian movement and patio spaces, where opportunity exists.



### 3.4.4 Design Policies

#### A. Built Form

##### A1 Redevelopment of 345 Carleton Avenue.

The property at 345 Carleton Avenue presents significant future redevelopment potential. Its characteristics are atypical to mainstreet: a very large through-lot (around 2700 m<sup>2</sup>, or 0.66 acres); framed by three public streets; and facing low-scale, residential uses on three of its sides. It is presently occupied by a commercial use, a Metro grocery store, with large parking areas fronting onto Wellington Street and Carleton Avenue.

Building massing and façade details shall respond to and enhance the surrounding residential homes on Garrison Street, Carleton Avenue, and the mainstreet through the following:

**A1a.** Break down building massing by introduction of architectural details that ensure new buildings shall respect the low-rise residential character of Garrison Street. For example, an architectural form that steps down to 4 storeys or 12m, maximum building height along Garrison Street, will ensure compatible building scale to existing residential built form and openness and sunlight access for neighbouring properties.

**A1b.** Façade details along Garrison Street shall reflect a low-rise residential character.

**A1c.** Massing along Carleton Street should step back above lower storeys, for example above the 2- or 3-storey height level, to reflect and establish arrival into a low-scale residential neighbourhood.

See **Zoning Amendment:** 3 and 4

**A1d.** Access to loading, servicing and underground parking for residential and commercial uses will occur on Carleton Avenue (not Garrison Street) near the north-west part of the block to minimize possible visual impact on the surrounding residential and mainstreet character, and to minimize possible vehicular conflicts from either Wellington or Garrison Streets.

**A1e.** The mainstreet, or south, elevation will break down the massing at the mid- and upper- storeys to model a building that is compatible with the finer grain lots and building characteristics of this mainstreet area. New development will avoid a single, massive “block” development that is inconsistent with the historic and future built form vision.

**A1f.** An additional building height increase may be considered to a maximum of 9 storeys for providing:

- a larger public open space
- affordable rental and ownership housing

See B1; See **General Mainstreet:** A5



## **A2 Gateway architecture at Island Park Drive**

Properties at 1451 Wellington Street and 369 Island Park Drive are gateways to the West Wellington Village area and the broader Wellington Street West community, as well as Island Park Drive community and route. Distinguishing features of the gateway include:

- Adjacency to the north-south Island Park Drive, designated as scenic entry route, characterized by landscaped 30-50m boulevard lined with large, single-detached houses
- Opposite the east end of Westboro community, a successful, low-scale urban village
- Island Park Drive designated as major recreational pathway and primary cycling route
- Western terminus of 'Epicurean row' comprising many restaurants and boutique shops
- Route to Gatineau via Champlain Bridge and Highway 417

At present, these properties are auto-oriented in design and use. They are frequently seen vista points formative in first and last impressions for this area of the community mainstreet. Future redevelopment of these properties should incorporate their community significance.

**A2a.** Buildings should introduce and exemplify the key built form values of the mainstreet and West Wellington Village, notably:

- Broken down building massing and detail that maintains and complements the urban village character and adjacent residential buildings
- Low, human-scale building bases and façades that capture pedestrian interest and maintain sunlight to the street and sky exposure, i.e. retain 'open feel' of the area.

**A2b.** The buildings should be landmarks that stand out from their background by virtue of their design, not location. Architecturally distinguishing attributes or features should provide a bold or new interpretation of the above built form values to provide a unique distinction regarding the neighbourhood that is being entered. Distinguishing, architectural details should continue on all façades that are visible from the street.

**A2c.** 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.



**A2d.** A quasi-public space should be introduced with a future redevelopment of 1451 Wellington Street. Careful attention should be made to the functionality and aesthetics of the west side of the property and developing the interface and integration with the publicly-owned lands at the base of Rockhurst Avenue.

See: B2

**A2e.** Additional building height increases may be considered to a maximum of 9 storeys for providing:

- public open space; for example, small plaza and greater sidewalk width
- cash contribution for affordable rental housing
- community daycare
- public art and/or extraordinary and innovative architectural feature(s)

## B. Public Spaces

### **B1 Public open space at corner of Wellington & Carleton (345 Carleton Avenue, present Metro grocery store)**

There is no public open space on Wellington mainstreet for the length of the entire Wellington Village neighbourhood (from Island Park Drive to Holland Avenue). The size, location, and underutilized nature of 345 Carleton Avenue make the property a rare opportunity to provide the community much needed space through its future redevelopment. A minimum of 100 m<sup>2</sup> of quasi-public open space shall be designed, developed and maintained at the south-west corner of the 345 Carleton Avenue to provide (See: A1f):

- a place for resting and meeting
- adequate space for all persons to traverse the site
- spatial and visual variation along the traditional mainstreet
- trees and other greenery





**B2 Open space at south end of Rockhurst Avenue**

For like reasons to B1, there is a unique opportunity to provide a modest public open space for performances, temporary exhibitions, or place of relaxation. A parcel adjacent to Island Park is owned by the National Capital Commission (NCC), while the City of Ottawa owns a parcel east and adjacent to that. These should comprise the open space.

See: A2d and **Zoning Amendment: 5**

**B3 Landscape treatment on residential side streets to carry to mainstreet**

On the residential side streets connecting to Wellington Street, the public rights-of-way that are not reserved for street and sidewalk use will be reclaimed for as public landscaped space, with priority on providing trees and greenery for better transition to residential uses. Some of these areas have been wrongly used for parking in the past. These road reservations will not permit parking for any adjacent use, existing or future.

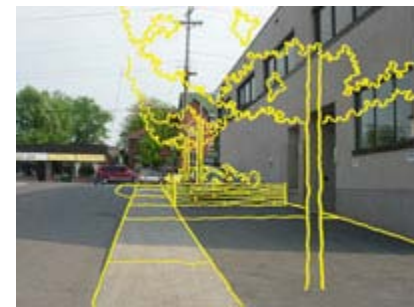
**B4 Rear lanes remain publicly owned and open**

Publicly owned rear lanes, between Western Avenue and Huron Avenue, are a unique public infrastructure at this part of the Wellington Street West mainstreet. They will remain open and will not be sold as they provide important access for:

- private servicing, loading and parking at the rear of mainstreet buildings, for commercial and residential purposes. Such lanes will better accommodate future infill redevelopment along mainstreet by keeping access uses away from the active mainstreet and/or side residential streets
- public utilities, such as telecommunications.
- alternative routes for pedestrians, cyclists, and vehicles which offer greater choice on a day-to-day basis and during unforeseen, temporary road closures of mainstreet, for example, for public works maintenance.

**B5 Public rear lanes to be primary access for parking, servicing and loading**

Where available, the primary access for the parking, servicing and loading needs of owners and building tenants of mainstreet properties that abut publicly-owned rear laneways will be via such lanes to avoid conflicts with the mainstreet uses, pedestrians, operations and visual character. In particular, new infill development will direct such uses to rear lanes. The integrity of this laneway will be preserved and kept free of unauthorized encroachments.





*Parkdale Park Area*

## 3.5 Parkdale Park Area

### 3.5.1 Design Context

The Parkdale Market area, generally bounded by the public streets Holland/Parkdale/Spencer/Wellington is widely regarded as the “heart of the community”. Most of this part of the mainstreet 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. The area is highly travelled by pedestrians because of the variety of nearby destinations: a Parkdale Park, the Parkdale Market, art galleries, Tunney’s Pasture, and a variety of mainstreet businesses, residential apartments or condominiums, and transit stops. However, there are no civic buildings in the area.

The Parkdale-Wellington intersection is recognized as the busiest corner in the Wellington Street West community, with bustling sidewalks and roads filled with cars. Once at the historical centre of Hintonburg, where its old City Hall was located, today it is a crossroads that people only pass through given lack of uses, buildings, character, comfort and safety. The Holland-Wellington intersection, by contrast, provides some more efficient uses and establishes a more attractive character, including local landmarks, the GCTC and World of Maps.

Just off the mainstreet, Parkdale Park remains a cherished public asset. Likewise, since 1924, the Parkdale Market continues to be a successful outdoor food market. It draws people locally and from surrounding districts year round. Both animate the area with a variety of events for a range users. However, the area is surrounded by generally, unattractive and underutilized land.

North of the mainstreet area is a mixed use area characterized by low-scale, detached houses, most of which are mixed commercial/residential uses. The northern blocks of this area reflect the community’s industrial heritage. Most properties are either a 1 or 2 storey light industrial, office or other commercial building or parking lots. The most noteworthy building is 7 Hinton Avenue, which captures the past industrial era in its architecture.

This important character area can be further described by the following qualities and conditions:

#### **Wellington between Holland and Parkdale:**

- Built form along Wellington comprises a variety of pedestrian-oriented, 1 to 2 storey continuous storefront buildings that are generally sited to the property line and are in continuous rows or not more than 3.0m from the nearest adjacent buildings
- A street section ratio of over 1:3 creates an open, generally low-scale village character, for most of the mainstreet.
- The mainstreet area east of Parkdale exhibits a greener, and more open front yard space that is atypical of lot line development of the mainstreet. Sidewalks are typically 3.0m and buildings are set back from the street.
- Sidewalks from outer curb to building facade are typically 2.4m to 3.2m between Holland and Parkdale Avenues, including at those intersections, amongst the narrowest along Wellington Street, and considered at the low end necessary for comfort, safety and sense of welcoming to support pedestrian activity.
- Most mainstreet properties on the south side of Wellington, between Huron to Parkdale, back onto the side yards of low-scale residential uses
- Mainstreet properties on the north of Wellington Street between Hamilton and Parkdale are ‘through-lots’ and back onto Parkdale Park
- Between Holland and Hamilton mainstreet properties back onto lowscale houses, with mixed commercial and residential uses

- Holland and Parkdale Avenues are two high-volume transportation routes for pedestrian, cyclists and automobiles bringing thousands of people going (both east-west and north-south) through the Wellington community every day. Holland and Parkdale Avenues have sizable rights of way at about 24.5m and 20.0m, respectively.
- Despite their natural attributes as central community gateways and vista points, five of the eight prominent Wellington corners are either parking lots or substantially underutilized opportunities. The three built-out corners are 6, 10, and 11 storeys and represent a more efficient use land, generate activity in the community, and exhibit attractive character attributes. For example, the “GCTC building” announces the community supports a strong, local arts presence, as well as residential and commercial uses.
- The major institutional use in the area, Salvation Army’s Grace Manor, covers a large area south-east of Parkdale Avenue

#### **Around Parkdale Park and Market:**

- Parkdale Park and Market are two, well-established and very popular local and regional uses. Yet, despite their close proximity to the mainstreet, they have poor visibility and accessibility from there.
- Over half of the properties surrounding the north, west and south edges of the park are either auto-related or vacant and do not complement the park or park activities. The remaining properties on the west side are single-detached residential uses.

#### **Old industrial and mixed use area:**

- Between Spencer and Armstrong Streets, and northeast of these block, the built form sporadically exhibits Hintonburg’s industrial past, while the mix of uses show its on-going evolution: self-storage, office, software design, tavern, residential condominiums and art or artisan-related uses. The latter use is regarded as highly favourable by this community. The QUAD arts district extends over Hintonburg through galleries and theatres.
- The area north and west of the study area takes on a higher density residential character with a mix of apartment buildings and townhouses.
- Holland Avenue’s east side, between Wellington and Spencer, is typically characterized by 2 to 3 storey, single-detached mixed use buildings, similar to the west side of Holland Avenue. However, book ending Wellington and Spencer Streets at Holland Avenue are taller built forms. Just north of Wellington Street is an 11 storey mixed use building and an 8 storey residential apartment. Just north of Spencer Street is a 9 storey residential apartment.
- Parkdale Avenue’s west side is a mix of different built form and uses, ranging from 1 to 8 storeys, while the east side is consistently 2 to 2.5 storey residential homes
- On-street parking is available surrounding the park and within the mixed use area

### **3.5.2 Key Challenges**

- 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.
- This area needs a safe, welcoming, comfortable and functional pedestrian realm and experience for all members of the community and visitors. However, existing development tends to be near the lot-line and there is little opportunity to widen the narrow sidewalks, thereby ‘pinching’ pedestrian space.

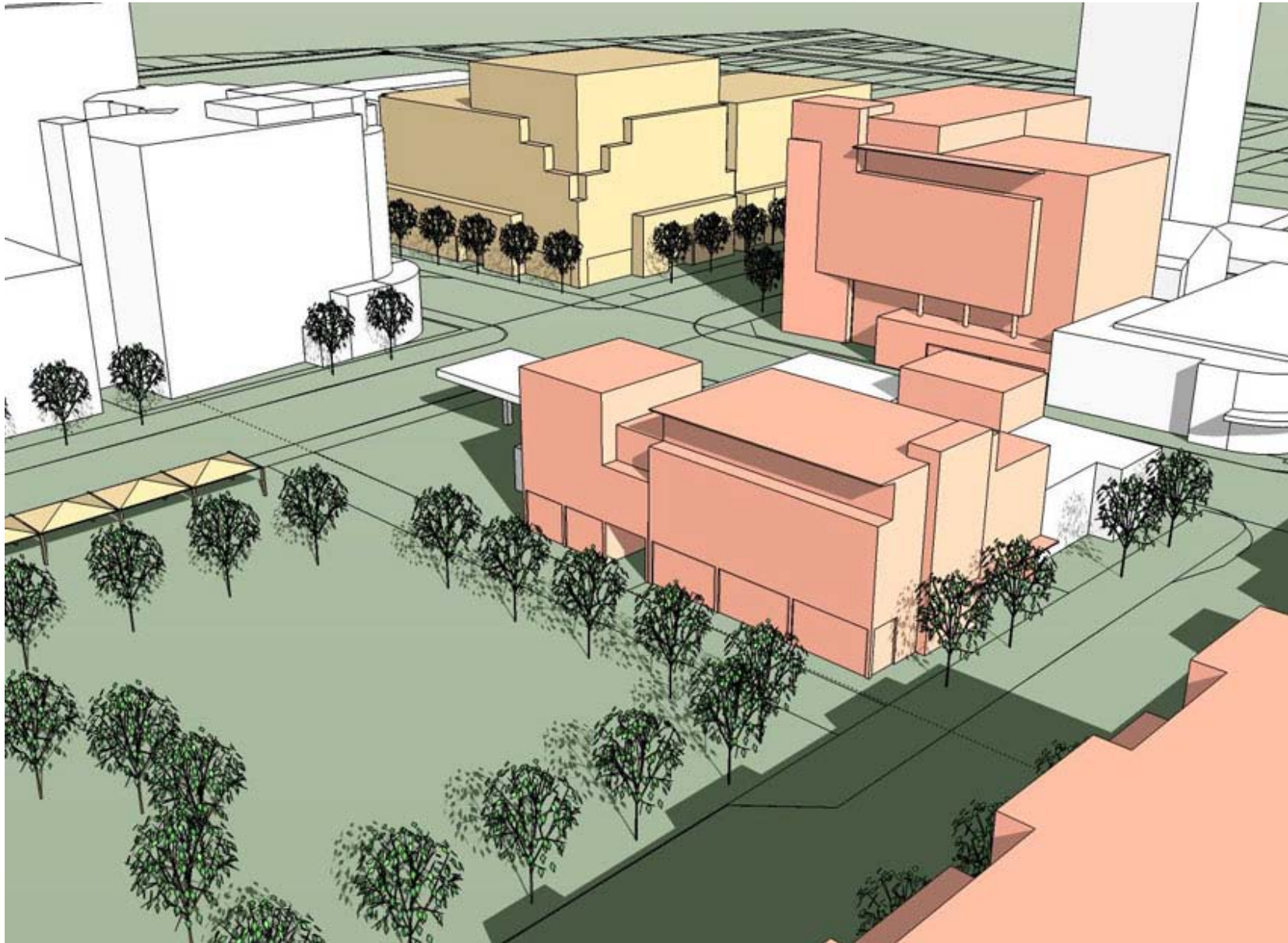
- Parkdale Park remains active, but it is surrounded by properties to the north, west and south that do little to enhance the park and retard its potential to become more attractive and well-used. To advance this area there needs to be a strategy for these properties to develop in a way that complements and supports park uses.
- The public lane on the south edge of the Parkdale Park between Parkdale and Hamilton Avenues is a key piece of public infrastructure, however, it is functioning well below its potential as a catalyst for additional safe, public use and to encourage infill development on the adjacent private lands.
- Keeping a link to the community's industrial heritage, as redevelopment occurs to underutilized lots in the traditional industrial area
- Artisans and related arts uses should be attracted and retained to inspire people of the community.
- The low-scale, mixed residential and commercial character, along Hinton between Wellington and Armstrong, creates a unique pocket of built form and use and this should be respected as the area evolves.

### **3.5.3 Design Vision and Objectives**

The 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.

- Encourage the redevelopment of private properties facing Parkdale Market and create active frontage, on Hamilton Avenue and Armstrong Street
- Capture redevelopment opportunities at active, but underutilized Parkdale and Holland Avenue gateway locations to strengthen the character of the Wellington Street West community.
- In the interim, plant trees or use other landscape treatments to 'soften' the heavy automobile presence at the Parkdale intersection, including at the gas station (390 Parkdale Avenue).
- Ensure new development at the Parkdale and Holland Avenue community gateways are designed to establish priority of the public realm within private development, so animated people-oriented public spaces are created including, for example, wide sidewalks, parkettes, and/or room for patios
- Introduce architectural features and other visual cues that mark arrival at the Parkdale and Holland Avenue gateways to the Wellington Street West community, including its Arts District.
- Introduce design elements along Parkdale and Hamilton Avenue to improve awareness of and pedestrian access to the Parkdale Market and Arts District.
- Clarify the vehicular access of the gas station to establish pedestrian priority and to minimize pedestrian-vehicle and vehicle-vehicle conflicts.
- Create an active frontage on the south side of Parkdale Market and extend street level pedestrian-friendly uses and built form from Wellington to frame the park, when redevelopment occurs.
- Ensure zoning is flexible to encourage artists to live and work in the area
- Protect the unique, industrial building at 7 Hinton by obtaining heritage designation
- Ensure future redevelopment of blocks between Armstrong and Spencer reflect the human-scale of the surrounding mainstreet, the Parkdale Park, and adjacent residential uses.
- Reinforce the fine-grain architectural and pedestrian character of the mixed use centre area along Hinton Avenue, between Wellington and Armstrong Streets.





*Demonstration: view south-east from Parkdale Park to intersection at Parkdale Avenue and Wellington Street*



*Demonstration: Plan view over Parkdale Park Area, including Wellington Street and Mixed Use Area*



### 3.5.4 Design Policies

#### A. Built Form

##### **A1 Establish a permanent presence of activity, people and place at Parkdale and Holland Avenues**

Several properties at the corners of Parkdale and Holland Avenues along Wellington Street represent formative development opportunities for the reestablishment of the Parkdale Park area as a multi-faceted and enduring community core. The key properties include: 1134 and 1186 Wellington Street (presently Grace Manor surface parking lot and Rexall Pharmacy, respectively); 390 and 407 Parkdale Avenue (presently Petro Canada and Canada Post, respectively); 1236 and 1242 Wellington Street (TD Bank, parking lot, Collected Works); 1230 (The Table) and 1226 (Home Hardware).

Within the Wellington West community, these properties (particularly the corner sites) exhibit a unique concentration of underutilized properties with high accessibility and visibility. Other distinguishing features of this central nodal area include:

- Holland and Parkdale Avenue intersections are at the historic and geographic core of Wellington mainstreet in terms of commercial, industrial, recreational and social activity. Today, the mainstreet has a healthy retail environment. This area also exhibits a growing arts scene (both performing and visual). Parkdale Park and Market are the largest such uses in the community maintaining their popularity for decades.
- North-south streets of Parkdale and Holland Avenues are both characterized by small-scale commercial and/or residential uses, and high-rise residential uses.
- Both accommodate key routes in the local and regional transportation networks: Parkdale connects the Ottawa River Parkway and the Highway 417, while Holland Avenue links to the Tunney's Pasture transit station, and future Light Rail Transit station.
- Mixed uses result in a changing dynamic over the day and night, and the vibrant part of the mainstreet, due to differing activities and durations

To build on the historical and geographic strengths of the area, redevelopment of these properties should maximize a permanent presence in the number, duration and diversity of people and activities at the Holland and Parkdale Avenue intersections:

**A1a.** 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.

**A1b.** 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.

**A1c.** 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.



**A1d.** 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.

See **Zoning Amendment: 8**

**A1e.** 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
- community child daycare
- public art and/or extraordinary and innovative architectural feature(s)

See **General Mainstreet: A5; Implementation: 4.3**

### **A2 Gateway architecture at Parkdale and Holland intersections**

The value of the aesthetic quality that new buildings on these properties can bring to the community, particularly given their existing state and that they are frequently seen vista points within the community is significant. They are formative first and last impressions of this area of the community mainstreet, namely, in neighbourhood definition and recognition, in addition to the functions they will serve and benefits they can contribute (noted above in A1).

**A2a.** Buildings should exemplify the key built form values of the mainstreet, as documented in these policies and zoning regulations, notably:

- Creative façade designs and building footprints that set back the ground-level of buildings from the mainstreet property line to provide additional pedestrian space. Additional space for pedestrians can only occur through creation of quasi-public space on private property since the right-of-way available for sidewalk widening has been maximized
- Low, human-scale building façades that capture pedestrian interest and maintain sunlight to the street and sky exposure, i.e. retains the 'open feel' of the area
- Massing, materials and other design detail that vertically and horizontally creates architectural changes that reinforce the character of the surrounding lot sizes, massing and architectural detail. Interval distances should be determined by taking architectural cues from neighbouring buildings and lots to maintain the architectural elements that distinguish this mainstreet area from others in Ottawa.

**A2b.** 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. The buildings should be landmarks that stand out from their background by virtue of their design, not location. Architecturally distinguishing attributes or features should provide a bold and new interpretation of the above built form values to provide a unique distinction to the neighbourhood being entered. Distinguishing, architectural details should continue on all façades that are visible from the public realm, including street and sidewalks.

**A2c.** 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.

**A2d.** Public open spaces, like plazas, are encouraged as places for rest or street performances, and to animate these visible sites.

**A3 Pedestrian priority at the corners and between of Parkdale and Holland Avenues**

This is the narrowest right-of-way width along the length of the mainstreet corridor (18.0m) and sidewalks cannot be widened anymore. The pedestrian experience is particularly poor at the corners of the Wellington-Parkdale intersection. Pedestrian activity will continue to be particularly vibrant in this part of mainstreet given the attraction of Parkdale market and park, and the presence of a variety of uses (retail, restaurants, commercial and offices) and transit routes/stops, and future mixed commercial and residential redevelopment at three of the corners of Parkdale-Wellington.

Building design is strongly encouraged to provide additional quasi-public pedestrian space making the street more comfortable, enjoyable and welcoming. Buildings should not “push” pedestrians into proximity of a busy intersection.

**A3a.** 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.

See **General Mainstreet:** A2

See **Zoning Amendment:** 6 and 7

**A3b.** 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.

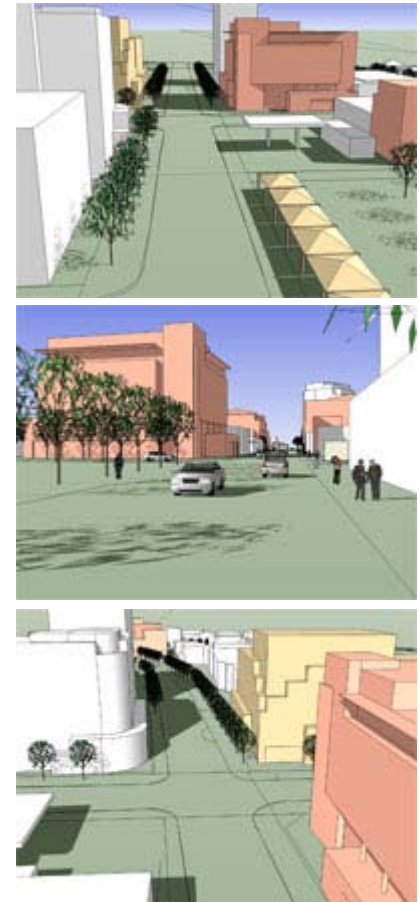
See **Zoning Amendment:** 2

See: A2, B1 and B2

**A4 Building setbacks at Wellington-Parkdale south-east corner (1134 Wellington)**

The south-east corner of Wellington and Parkdale is important in two respects: (1) it is key in defining the north-south gateway to the Wellington Street West community, and (2) it is also adjacent to the distinct McCormick Park character area, a unique mainstreet area described by a wider street section and large, green open spaces. Future redevelopment at 1134 Wellington Street (Grace Manor’s west parking lot) should consider building setbacks at the two public street façades, Wellington Street and Parkdale Avenue. This site also provides the best opportunity for additional public and quasi-public space (on private property) given the potential of the surrounding vacant land and existing public right-of-way.

**A4a.** The building setback on Wellington Street shall align more closely with the front setback of the Grace Manor building to implement policy B1 for public spaces and to introduce and reinforce the open space character of the area between Parkdale and McCormick Park. See 3.6.4: B1





**A4b.** The building facade on Parkdale Avenue near the Wellington Street corner shall setback in coordination with the Wellington Street facade to provide additional space for pedestrian movement or open space, as well as a buffer from the busy automobile traffic on Parkdale Avenue.

See **General Mainstreet: A5; Implementation: 4.3**

**A6 Development facing onto Parkdale Park**

The majority of properties that face onto Parkdale Park are underutilized or vacant. They create gaps in activity and built form along Armstrong Street, Hamilton Avenue and the south edge of Parkdale Park. Future built form and uses facing Parkdale Park should create an active frontage. They should complement and improve park and market experiences, in terms of safety, sense of comfort, and attractiveness. When infill redevelopment occurs, it must provide the following:

**A6a.** Building facades shall create a continuous built edge and must face directly onto Parkdale Park to establish a strong surrounding frame for the park and market, for example:

- Side-by-side building facades should not be more than 3.0m from each other regardless if located on the same or different properties to ensure no large gaps between buildings that may create a void in the block façade.
- Ground floor building setbacks will be a maximum of 3.0m from the property line to encourage pedestrian animation to the street, including provision of: extra patio space or sidewalk space; but not for the display or storage of goods/ merchandise, equipment, etc.

See **Zoning Amendment: 6**

**A6b.** Built form at the rear of buildings shall provide a transition to abutting residential uses on Hinton Avenue. Architecture should ensure:

- Massing is broken down with details that provide an appealing façade that echoes a residential land use character versus a wide, monolithic and bland west facade.
- Massing and design provide adequate sun penetration and sky exposure for adjacent residential areas.

See **Zoning Amendment: 26**

**A7 Building heights in area bounded by Armstrong/Spencer/Holland/Parkdale**

Redevelopment shall have a maximum 8 storey or 27m building height. This will provide a transition in character between the taller built forms from Scott Street to Spencer Street (zoned to range between 10 and 12 storeys) and the traditional mainstreet built form of Wellington street (zoned at a 6 storey maximum building height). It will further ensure appropriate scale, sun and sky exposure to surrounding uses.

See A10 and **Zoning Amendment: 22**



**A8 Building envelopes in Mixed Use Centre area (MUC)**

**A8a.** MUC area bounded by Spencer/Wellington/Holland/Parkdale. Redevelopment on these blocks fronting onto the public streets will have a minimum ground floor setback of 2.0m and minimum building stepback of 2m above the 3rd storey, when building height is over 4 storeys. An attractive, pedestrian-scaled building base, streetscape, and appropriate street-to-height ratio close to 1:1, for example, are important features in the future of this part of the mixed use area.

**A8b.** MUC area bounded by Spencer/Wellington/Holland/Parkdale. Redevelopment in this area will maintain a rear yard setback of 3m for the first three storeys and 7.5 m above the third storey to minimize impacts adjacent properties and ensure a liveable built form environment.

**Zoning Amendment:** 24, 25 and 26

**A9 Heritage designation of 7 Hinton Avenue (old Capital Wire Cloth Building)**

The identified heritage features of 7 Hinton Avenue, as detailed in A10, will be protected and continue to allow area residents and visitors to experience the unique industrial, architectural heritage of the site and area.

**A10 Heritage protection, built form, design, and density transfer at 7 Hinton Avenue and 281 Armstrong Street**

Notwithstanding that a portion of the building at 7 Hinton Avenue (that portion built between 1912 and 1922 and identified in Figure 3-12) shall be designated under Part IV of the Ontario Heritage Act, the entire property bounded by Spencer, Hinton, Armstrong and Hamilton shall retain its right to a developable area equivalent to a building height of eight (8) storeys or 27m.





**Legend:**

*Red: Portion of 7 Hinton Avenue to be designated under Part IV of the Ontario Heritage Act*

*Blue: Area of 7 Hinton Avenue that may accommodate a transfer of density*

*Green: Area of 281 Armstrong Street that may accommodate a transfer of density*

Given that the proposed designation under Part IV of the Ontario Heritage Act will result in a loss of developable area for a portion of 7 Hinton, this undevelopable area may be transferred to the balance of 7 Hinton Avenue and/or to 281 Armstrong Street or a combination of the two (2) sites. The additional density or Floor Space Index (FSI) that shall be allowed to be transferred to the balance of 7 Hinton and/or to 281 Armstrong Street will be an amount equivalent to the lost development potential for that portion of the building at 7 Hinton Avenue that is to be designated under Part IV of the Ontario Heritage Act (identified in Figure 3-12). With this transfer of density, additional building height and FSI shall be permitted at 7 Hinton and/or to 281 Armstrong Street until the FSI rights at 7 Hinton have been fully exercised on either property. Building envelopes shall be as per the setback provisions described in A8 of this CDP. **Zoning Amendment: 23**

The City shall prepare a zoning bylaw for 7 Hinton Avenue and 281 Armstrong Street which implements the aforementioned transfer of height/density.

Any development proposal for the subject properties should:

- Submit a Cultural Heritage Impact Statement to ensure that the historic portion of the building as identified in the Statement of Cultural Heritage Value is protected and adequately maintained in accordance with the Ontario Heritage Act, the Official Plan, and other relevant policies.
- Provide a stratified Reference Plan that specifically details the areas subject to heritage designation, that is, the front walls (facing Armstrong Street and Hamilton Avenue), end walls (facing Hinton Avenue and Spencer Street), and the roofline. This Reference Plan will be registered on title as part of the heritage designation bylaw.
- Provide a high quality, creative design that ensures a sympathetic interface with the architecture of the former Capital Wire Cloth Company Factory at 7 Hinton.
- Recognize that the historic building acts as the visual base for future redevelopment and that new development should have a contemporary character drawn from its own time.
- Interface appropriately with the surrounding context to meet the vision for the area, as described by this CDP

#### **A11 Land use specifications in the Mixed Use Centre designation**

The Mixed Use Centre designated land uses will conform with the Official Plan, and include the following modifications based on the local vision, context and needs specific to this Mixed Use Centre area.

**A11a.** The ground-floor space of new infill development, such as retail or restaurant space, should be designed to be adaptable, for example, providing between 170m<sup>2</sup> to 200 m<sup>2</sup> maximum of GFA per unit size. This will ensure smaller size storefronts that are more reflective of the mainstreet building format; one with proven long-term adaptability and active frontages. A 200m<sup>2</sup> maximum of GFA per unit or outlet on the ground floor applies to retail, service-oriented commercial uses, and office uses. Additional office use would be acceptable on any floors above the ground floor. Large format retail spaces are not desirable in this area as they typically create a monotonous design. Note: 7 Hinton is not subject to this policy, given its unique heritage characteristics. **Zoning Amendment: 27**





**A11b.** Land uses will follow those permitted by a Mixed Use Centre designation, with the exception of those prohibited uses listed in the MC12 Subzone. **Zoning Amendment:** 21

**A11c.** Properties within the Mixed Use Centre Zone shall be permitted to share parking spaces on a property that meets the minimum required number of parking spaces for the existing use, but whose actual demand for parking is less than the actual number of spaces that have been created. As a result, these underutilized parking spaces could be available for use by other off-site uses, which will result in a more efficient use of those existing parking lots, while lowering the amount of on-street parking within the area. **Zoning Amendment:** 28

### **A12 Brownfield Redevelopment Strategy**

Since some of this Mixed Use Area was an industrial area many years ago, there are potentially a number of properties with some significant contamination challenges. The City specifically encourages the redevelopment of such properties through the Ottawa Brownfields Community Improvement Plan (BCIP).

The BCIP places the highest priority for brownfield redevelopment in the Central Area, Mixed Use Centres, along Mainstreets and within 600 metres of existing or planned rapid transit stations. Therefore, this block is an excellent candidate to take advantage of the various incentive options the program provides. Other properties within the designated Mixed Use and Traditional Mainstreet areas with potential contamination issues may do the same, if qualified.

The Rehabilitation Grant Program component of the BCIP, for example, can provide funds to a maximum of 50% of eligible cleanup costs through a variety of grant options. More detail about these options is provided on the City's [website](#).

This CDP encourages the use of the City's comprehensive Brownfields Program in conjunction with other development incentive mechanisms, such as Section 37 of the Planning Act, to make desirable redevelopment feasible and a reality. Any forthcoming redevelopment applications for contaminated sites will include consultations with local residents and community associations.

## **B. Public Spaces**

### **B1 Design of people spaces fronting Parkdale Avenue and Wellington Street intersection**

The corners of Wellington-Parkdale need to become safe, welcoming, comfortable and functional pedestrian realms for all members of the local community and visitors. This crossroads is highly travelled by pedestrians because of its variety of nearby destinations.

With greater building setbacks noted in A1 and A2 above, the resulting priority is the thoughtful and creative design of public or quasi-public spaces at all four corners. Basic principles for these spaces include:





- Prioritize adequate and unobstructed pedestrian space for all persons to travel generally unobstructed through the site, including between the mainstreet and any building unit(s)
- Provide a place and/or spaces for meeting and resting with special consideration for gathering spaces for small performances, cultural celebrations and so forth.
- Create visual variation along the traditional mainstreet - Respond to the specific street character of Wellington Street and Parkdale Avenue
- Provide landscape treatment that greens, or softens, the spaces
- Introduce public art as stand alone pieces, or integrated within street furniture or other features the landscape architecture
- Design and place themed signage and way finding to Parkdale Park and Market, Old Hintonburg and Wellington Village. See: A4



### **B2 Improve the public lane at the south edge of Parkdale Park**

The public street at the south edge of Parkdale Park is an underutilized public asset. Its usefulness needs to be defined and its usability improved to create a sense of place within the context of Parkdale Park, the Market and key redevelopment properties to its southside.

A pedestrian-oriented municipal lane needs to be implemented along the park's south edge, including a formalized pedestrian sidewalk, curbs, and lights to:

- provide and stimulate the safe use of this significant but under-utilized public space.
- provide the essential urban infrastructure to support the desired future development of land uses, built form and human activities of the Parkdale Park and Market node, the "heart" of the Wellington Street West community.

At the time of Site Plan Control application, a proponent must provide adequate land and access to provide the essential utility requirements. For example, the proponent may be required to sell a portion of the frontage onto the lane to the City of Ottawa. Utility provisions will all the while ensure that other policies herein requiring active frontage onto Parkdale Park take precedence, and thereby explore all alternatives options as appropriate.

See: A6.

### **B3 Future vision of Parkdale Park**

A community revisioning of Parkdale Park was undertaken as part of the Neighbourhood Planning Initiative process with implementation already undertaken. Highlights include:

- new access from Hamilton Avenue
- access or gateway features
- a multi-use stage/shade structure



- “animated” architecture and renovations of the field house
- new park amenities, such as trees and shrubs, seating and tables, surfacing, play areas and bike racks

In the long-term, the purpose and role of Parkdale Park should be revisited as the context of the Mixed Use Centre area evolves. When there is public interest and sufficient means and resources a design competition could be the appropriate means to achieve the broadest variety of ideas and potential for this important civic asset.

## **3.6 McCormick Park Area**

### **3.6.1 Design Context**

The McCormick Park area, east of Parkdale and west of Sherbrooke/Pinhey, is defined along the east-west axis of Wellington by green open spaces, architectural heritage built form, and a mix of commercial and institutional uses. The north-south axis at Carruthers and Rosemount Streets, with a collection of community facilities, assets and McCormick Park, creates a unique node of public uses. These distinctive qualities meet each other at McCormick Park and Wellington Street.

The role and design of McCormick Park as a quiet, neighbourhood park is perceived by members of the community as being appropriate to serve this community.



*McCormick Park Area*



This character area can be further described by the following urban design qualities and conditions:

- North-east of Parkdale and Wellington is characterized by two residential apartments over 10 storeys, with commercial at grade, while the south-east corner is dominated by a large parking lot
- A unique band of green, open space fronting onto the mainstreet stretches from Parkdale Avenue to McCormick Street along the south side of Wellington Street
- Setback on the green, front yard spaces of both the north and south sides of Wellington are large, 2 storey institutional buildings, including the sprawling Grace Manor seniors home, Bethany Hope Centre, and St. George's Home.
- Buildings on the north side range in setback from about 4.0m to 6.0m; Grace Manor's setback ranges from 7.0 to 20.0m; the north side between Carruthers and Stirling has a narrow curb-to-face sidewalk, about 2.4m to 3.2m.
- McCormick Park is sited behind a nondescript, City-owned early modernist building (which fronts onto mainstreet, and presently accommodates community services).
- The park is framed by low-scale residential uses to the east and underutilized, low-scale commercial uses or parking lots to the north and west. Low-scale residential uses continue just beyond the park to the north, west and east.
- Carruthers and Rosemount Streets provide important north-south pedestrian and transportation routes to important civic buildings and spaces: Connaught Public School, Rosemount Public Library, the Seniors Support Centre, and McCormick Park.
- Immediately east of McCormick Park is the largest cluster of heritage, mixed-use buildings along Wellington mainstreet, reflecting the historical Hintonburg commercial core, including the heritage designated, Magee House.
- Buildings tend to be 2 storey commercial storefront
- Buildings tend to be sited either as part of continuous rows or if detached, not more than 3.0m from the nearest adjacent buildings
- There are some key opportunities for vista points as Wellington Street bows slightly in this area and Carruthers is a long straight avenue that creates a "T" intersection at Wellington Street.
- Typically, the north-south residential streets do not align with each other. These also create natural vista points from the residential streets.
- On-street parking is presently available surrounding the park except on Armstrong

### 3.6.2 Key Challenges

- New opportunities for vistas and landmark buildings should be identified
- Heritage buildings located to the east of McCormick Park that are currently not designated under the Ontario Heritage Act need to be recognized and protected
- Pedestrian movement and safety along the axis of Rosemount/Carruthers should be improved
- The green open spaces between Grace Manor and McCormick Park provide a unique character and need to be enhanced
- Redevelopment on private properties surrounding McCormick Park should play a role in improving the quality of the park space by enhancing its safety and attractiveness
- The building at 1137 Wellington Street (presently Ottawa West Community Support Services) plays an ambiguous role in relation to the park and its physical condition and future viability is not known.
- New site rehabilitation, redesign or redevelopment within McCormick Park, in particular the building at 1137 Wellington Street, should improve public safety and encourage use for the broadest range of people

- In the long-term, the possibility of enlarging McCormick Park to include the lands currently owned by the City of Ottawa (and presently occupied by Ottawa West Community Support Services) at 1137 Wellington Street may be a valuable possibility. There is a unique opportunity for McCormick Park to redefine this character area, as a larger open space and community landmark. If the aging building at 1137 Wellington Street is deemed to be functionally and economically unviable for the long-term, it could be recommended for removal. If it was removed, the park could be opened up and expanded by up to 30% of its present size. Acquisition of green open space in a mature, stable urban environment is very rare, and such consideration is very important as society depends increasingly on local amenities and our inner urban areas attract more population

### 3.6.3 Design Vision and Objectives

The Area will continue to be the “greenest” part of Wellington and a community services node. It is anchored by the neighbourhood-oriented McCormick Park, the spacious front yard of Grace Manor, The Bethany Hope Centre and St. George’s Home, and a unique grouping of Hintonburg heritage buildings, and a variety of public facilities.

- Protect the existing green space in front of the Grace Manor, Bethany Home and St. George’s Home
- Respect and enhance views to heritage-referenced, such as Bethany Home and St. George’s Home (Holy Rosary Parish and Church).
- Make the front yard of the Grace Manor a public or quasi-public gathering place that affords better use and theming opportunities; for example, part of an arts walk, heritage walk, music garden, and so forth.
- Formalize the quasi-public pathway between St. George’s Home (1153 Wellington) and Castle Towers (1157 Wellington) and explore coordination with adjacent uses and other community programming.
- Improve the quasi-public space and façade of retail stores where space exists, by exploring better seating, shelter, and trees; for example, at Castle Towers (1157 Wellington)
- Ensure a well-designed transition between mainstreet character and functions and the surrounding residential neighbourhood.
- Protect the designated and heritage referenced buildings concentrated at the Carruthers/Wellington intersection
- Assess the functional, and possible heritage, value of the City-owned building located at the southern part of McCormick Park
- Build on the concentration of public assets, like community facilities, at Wellington/Rosemount/Carruthers
- Encourage infill development on the parking lot at the corner of Rosemount Avenue and Wellington Street
- As an interim plan to redevelopment, ensure well-demarcated and attractive edges to define the visual and functional purpose of the quasi-public space at the parking lot at Rosemount and Wellington.
- Introduce signage, way-finding, signage continuity, and landscape treatments to improve awareness and accessibility to McCormick Park and the Rosemount Public Library.
- De-clutter and re-design the quasi-public space in front of the Seniors Support Centre to make it open, attractive and more useful.
- Improve the visually and functionally awkward operation and safety of the traffic intersection at Carruthers, Wellington, and Rosemount.





### 3.6.4 Design Policies

#### A. Built Form

##### A1 Redevelopment along Wellington near corner of Rosemont (1134 Wellington St.)

The vacant and underutilized corner of Rosemont Avenue and Wellington Street represents an important redevelopment opportunity and should create a landmark building given: (1) its location at a T-junction clustered with several buildings of heritage value and (2) its high visibility on Wellington Street due to the road geometry. Urban and architectural design of new building(s) should respect and celebrate the architectural heritage and context.

**A1a.** A new building(s) should reinforce the key built form values of the mainstreet and particularly this concentration of local architectural and built form heritage:

- Building massing should be cognizant and respectful of adjacent mainstreet buildings and reinforce the human-scale
- Building elements should be cognizant and respective of adjacent mainstreet building details, for example, doors, windows, cornices and other features which contribute to the overall design of a building and the streetscape character.

See **Zoning Amendment:** 11 and 20

**A1b.** Landmark architecture and/or features should take advantage of the strong vista terminus of the site for:

3. eastward view from Parkdale Avenue along Wellington Street
4. southward view along the Carruthers Avenue.
5. westward view along Wellington Street

Architectural attributes or features should provide a bold or new interpretation of the above built form values (noted in A1a) to create an innovative, new building to strengthen the existing built form heritage while creating a new community landmark.

See **General Mainstreet Policy:** A3 and A5

##### A2 Development facing McCormick Park

McCormick Park is currently framed by either vacant or underutilized lots or lots with buildings that do not face McCormick park. Residential homes along Carruthers Avenue are the exception. New development around McCormick Park should provide a continuous face onto the park, with building elements such as porches, windows, balconies, doors that open directly to the outside from first floor, or other architectural details, that reflect low-scale residential neighbourhood and promote a better sense of safety for park users (“eyes on the street”) and sense of enclosure which creates of place. There will be no blank walls facing the park.

Buildings should be sited close to the property line as setting the building back undermines the important interface with the park.



**A3 Redevelopment along Grant Street (1157, 1153 and 1145 Wellington Street, north edge)**

The properties at 1157, 1153 and 1145 Wellington Street are large mainstreet, “throughlots”. They are framed by Wellington and Grant Streets to the north and south sides and a large mixed-use residential apartment on the west. They are presently occupied by a high-rise apartment building, with retail-grade fronting Wellington Street, a church-related use, and a commercial use. Large underutilized, parking areas front onto Grant Street, a low-scale residential street. These represent potential sites for infill redevelopment in the future.

New infill development shall re-establish massing and façade details that reflect and reinforce the existing human-scale character of the local residential Grant street.

See **Zoning Amendments**: No. 9 and 10

**B. Public Spaces**

**B1 Prioritize designed green spaces for Wellington Street between Parkdale and McCormick Park**

A concentration of institutional buildings with deep front yard setbacks on atypically large lots between Parkdale and McCormick Park has created the only section along Wellington Street with large areas of lawn, mature trees and other landscaping. This also creates an unusual break in the retail continuity of the traditional mainstreet, but it provides a rare opportunity to highlight this unique green environment on Wellington Street.

**B1a.** The existing building setbacks shall be maintained to protect the front yard open spaces in front of the Grace Manor and Bethany Hope Centre (1134 and 1140 Wellington Street, respectively) and St. George’s Home (1153 Wellington Street)

**B1b.** Enhancing the aesthetic and functional quality of front yard open spaces shall be the priority of any redesign of and/or alteration to the existing spaces in front the addresses noted in B1a, including landmark features, such as large tree(s) or public art.

**B1c.** Landscape redesign and maintenance shall provide good viewing opportunities to the buildings on site. Trees and shrubs should frame or accentuate buildings, and not to obscure them from view.

**B1d.** The public enjoyment of these green spaces, particularly at 1134 and 1140 Wellington Street, will be maximized by improving their utility and accessibility. This improvement may be through programming the land for public use, for example, with an urban parkette, public walk, pedestrian lighting or benches, or more textured landscape. Design should consider a future link-in with McCormick Park. This will be achieved through collaboration of property owners, the community and the City of Ottawa and/or through land acquisition by the City. Public use(s) must integrate and must not conflict with the programming and security



requirements of the Grace Manor. The retention and improvement of the green space may be considered a community benefit, under Section 37 of the Planning Act.

**B1e.** The formalization of the quasi-public pathway to the west of St. George's Home will be considered, for example, as part of a community 'arts walk'. Priority will be on coordination with adjacent land uses and other community programming, in addition to the design of an attractive, usable and safe public space. (See B2 or B3 for design considerations.)

**B2 Redesign of building and spaces around 1137 Wellington (presently Ottawa West Community Support)**

McCormick Park is a highly valued neighbourhood pocket park. The sitting and design of the building at 1137 Wellington (presently the Ottawa West Community Support Centre) plays a key role in how the park is defined and used. At present, the building's design and use is detached from and does not relate to the park. It divides the park from the Wellington Street and acts as both a visual and sound barrier. However, the ad hoc design also undermines the park's full potential as a vital, safe, and quiet neighbourhood park that is usable and accessible by a broad range of users. The sitting and design of 1137 Wellington shall enhance this important public asset. Maintenance and redevelopment of the site and adjacent public rights-of-way will advance the following:

**B2a.** Redesign of the City-owned building and site at 1137 Wellington Street so that they clearly respond to the differing functional and aesthetic needs of both Wellington mainstreet and McCormick Park. The building facades and surrounding spaces should clearly demarcate their functional role to people, for example, territorial cues to identify public and private spaces and their intended use.

**B2b.** Clearly define a usable green public open space area in the front yard space (fronting Wellington Street). Landscape design should clarify what areas are intended for public or private use, for example, clarifying ownership and responsibility. The appropriate placement of the Transit stop, garbage receptacles and newspaper boxes are a priority in making this space both functional and attractive.

**B2c.** Introduce way finding elements to improve awareness and accessibility to McCormick Park and the Rosemount Public Library, including: orientation, routing, and destination recognition. This should include streetscape/landscape design treatments such as special paving and trees/plant that are selected, sited and maintained to enable high visibility to and from the park on a year-round basis with minimal maintenance.

**B2d.** Introduce public art or themed signage to recognize the heritage Hintonburg neighbourhood or the broader Wellington community.

**B2e.** Improve the operation and safety of the traffic intersection at Carruthers, Wellington, and Rosemount which is visually and functionally awkward. This includes clarifying and improving right-of-way movement signals, signal timing and sidewalk and road geometry for pedestrians and vehicles.





See **Implementation:** 4.3

### **B3 Potential for McCormick Park Enlargement**

In the long term, if there is will in the community and the City of Ottawa, the City should work with the community to explore the opportunity to increase the park size substantially through the removal the building 1137 Wellington Street and relocating the services it provides within the community, as needed; thereby, allowing expansion of the park to Wellington Street. Key objectives for pursuing the enlargement of McCormick Park, include:

- Provision of approximately 30% more park area added for community use. Finding and acquiring green spaces for public use is very difficult in a mature, urban area
- A more visible, accessible, and safer neighbourhood park to encourage a more inclusive and broader demographic of users
- Opportunity to redefine this area's unique concentrations of public assets and facilities with the creation of a landmark community park
- The new improvements to the park may provide a catalyst for enhancing or redeveloping the underutilized properties that surround it

See **Implementation:** 4.3



## **3.7 Somerset Square Area**

### **3.7.1 Description**

The Somerset Square area, from Sherbrooke/Pinhey Avenues to Breezehill Avenue, is characterized by blocks of traditional mainstreet built form contrasted with empty lots, car-filled auto uses or highrise residential towers. The mainstreet provides a range of uses and choice for live, work and play.

Somerset Square is a triangular piece of public right of way bounded by three public streets. It is the first public space greeting westbound visitors to the broader Wellington Street West community and anchors the eastern part of the neighbourhood. While it is owned by the City of Ottawa, it has been largely adopted and jointly cared for by the community since its creation in the 1980s as part of the NIP program. It is a unique resting and gathering place for the community – the only one located directly on the mainstreet.



Somerset Square Area



This neighbourhood character area can be described by the following urban design qualities and conditions:

- Continuous, 2 to 3 storey storefront buildings, with residential units above, built up to the property line
- Buildings tend to be sited either as part of continuous rows, or if detached, not more than 3.0m from the nearest adjacent buildings
- Vacant or underutilized auto-oriented lots with 1 to 1.5 storey buildings are setback creating pocks in the streetscape, contrasting traditional mainstreet fabric.
- A number of highrise residential apartments with heights ranging from are 10- to 16-storeys exist in the area.
- The street proportion ranges between 1:3 to 1:1.5 creating a generally lowerscale village character.
- Sidewalks exhibit some of the widest areas along the mainstreet, for example, from Merton to Fairmont sidewalks are from 3.8m to 6.2m (vs. typical widths elsewhere of 3.0m to 5.0m). Notably the north side of Wellington Street between Spadina and Bayswater, sidewalks will be 3.5m to 7.0m in width; however, on the south side the width is 2.8m
- Somerset Square open space is framed by generally continuous building facades on two sides: Somerset Street and Wellington Street. This continuity, however, is broken along Spadina Street by low, setback auto uses.
- Blocks on the north side of mainstreet from Merton to Garland, are developed around their perimeter leaving open spaces at the core of the block from 11m to 22m in length. Of the existing mainstreet buildings, their building depths range from 20m to 30m.
- Buildings running along Armstrong are typically not more than 22m in depth from the front property line
- Five through-lots are present which are not consistent with the traditional property pattern: 979, 987, 999, 1041, and 1049 Wellington Street
- Predominantly low-scale residential character and uses are immediately adjacent to mainstreet properties and to the north across Armstrong Street
- Properties on the south side of mainstreet, from Sherbourne to Bayswater, generally back onto the side yards of an area of low-scale residential uses
- A pervasive street network of local and regional roads adjoin the mainstreet at many different points throughout the community
- The local, north-south residential streets do not align with each other and intersect with Wellington at odd, acute angles
- St. Francis of Assisi Catholic Church is an important historical building and the only landmark of City-wide significance along the Wellington Street West corridor by virtue of its architectural details, scale, and height (approximately 45m)
- Hintonburg Community Centre is the most important community facility on the mainstreet, and primarily provides recreational services.

### **3.7.2 Key Challenges**

- The number of underutilized and vacant properties, such as auto-related uses, present significant gaps in the continuity of the area's character and uses, but also important opportunities for establishing a renewed character
- There are on-going concerns about safety in Somerset Square
- Providing the necessary conditions to attract to certain missing retail services that would benefit area residents has been elusive, such as a retail food store.
- The protection of two existing green spaces along Wellington Street, Somerset Square and St. Francis of Assisi
- The design of Somerset Square is undistinctive, cluttered and unwelcoming for a 'gateway' location
- Large-scale mainstreet redevelopment, particularly on through-lots, has the potential of destroying the established urban fabric and may not be compatible with the built form and use of adjacent established or new residential areas

### 3.7.3 Design Vision and Objectives

Somerset Square area should be established and distinguished as a permanent hub of community activity, particularly given the presence of an existing public open space, its eastern gateway location, its proximity to a future light rail transit station, and the opportunity for redevelopment on several underutilized properties. New development should provide animated and activity-generating land uses and buildings and spaces that can accommodate these uses.

- Re-establish continuous street frontage with street-level retail and commercial uses in new infill development
- Ensure a well-designed urban grain that will reinforce the distinct forms, character and uses of both mainstreet properties and the established, surrounding residential neighbourhood, when future redevelopment occurs.
- Ensure transit-oriented redevelopment is consistent with the historical scale and character of Hintonburg
- Ensure Somerset Square is adequately protected in perpetuity as a public park for the community
- Ensure a flexibility of uses within Somerset Square to serve the variety of possible programming needs of this diverse urban neighbourhood at this gateway location.
- Design a unique community space at Somerset Square with distinctive visual elements that announce arrival in the community, particularly approaching from Somerset Bridge.
- Ensure openness and high visibility into and out of Somerset Square from all surrounding angles to provide 24-hour awareness of activity and safety.
- Establish strong pedestrian-friendly linkages to, from and within Somerset Square across abutting streets.
- Redesign automobile movement and parking patterns to improve pedestrian access and safety to the Square, while maintaining the important needs of the surrounding uses.
- Maintain and enhance the quasi-public open space in front of the St. Francis of Assisi Church
- In the interim, clarify the public and private realms and their uses at the front (south) and side (west) yards at 1041 Wellington Street
- Improve the continuity and integration of the Hintonburg Community Centre into the mainstreet streetscape.
- Clarify the destination and safety of the pathway on the east side of the Hintonburg Community Centre with improved signage, way finding and landscape treatments.
- Create well-demarcated and attractive edges to define the blurred public and private realms of vacant lots and unclear private spaces
- Introduce trees or other greenery on the public street, where opportunities exist, such as existing sidewalk rights of way, or new sidewalk bulb-outs.



### 3.7.4 Design policies

#### A. Built Form

##### **A1 Creation of a strong built frame around Somerset Square**

New infill redevelopment on properties facing onto Somerset Square, Wellington Street (between Garland and Bayswater) and Somerset Street (between Spadina and Breezhill Avenues) must provide:

- Pedestrian-oriented retail or commercial uses at street level to ensure consistent activity and “eyes” on Somerset Square for the duration of the day. Upper-storeys are encouraged to be residential uses to further ensure on-going activity and surveillance within and around Somerset Square.
- A continuous built edge to establish a strong urban frame:
  - that eliminates the undesirable gaps between buildings and re-establishes the traditional sitting of buildings across the property width
  - that reinforces the traditional building front facade on, or very close to, the mainstreet property line.

See **Mainstreet Corridor Built Form**: A1, A2, A3 and A4.

##### **A2 Gateway east of Somerset Square**

The block east of Somerset Square, bounded by Spadina/Somerset/Bayswater/Wellington public streets, should be a defining location in the community. To the east, the block defines the edge and entry into the community, to the west it faces Somerset Square. The attributes of these parcels exhibit a unique concentration of highly accessible, visible and underutilized properties within the Wellington West community.

Other distinguishing features of this central nodal area include:

- Proximity to multiple transportation routes and facilities, including Scott Street, Somerset Street (to Little Italy and Chinatown), existing Bayview Station and future Light Rail Transit station, future multi-functional and recreational pathways; possible pedestrian bridge and Dalhousie community.
- Characterized by low-scale mainstreet character around Somerset Square, but tall residential buildings are established in close proximity just off of the square.
- Underutilized sites at identified landmark locations
- Large public open space at Tom Brown Arena

The value of the aesthetic and land use quality that new development on these properties can bring to the community is significant. They are at an important neighbourhood crossroad and future hub for the community, and provide an opportunity to explore the eclecticism of the area and develop true community landmarks. Future development will establish the area as an activity node that supports and promotes transit- and neighbourhood- oriented land uses and architectural design.

The key properties include: 1 Spadina Avenue; 10 and 24 Bayswater Avenue; 930 Wellington Street; 1073, 1079, 1085, 1089 Somerset Street. 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, small plaza and greater sidewalk width
- cash contribution for affordable rental and ownership housing
- community daycare
- public art and/or extraordinary and innovative architectural feature(s)

See **General Mainstreet: A5; Implementation: 4.3**

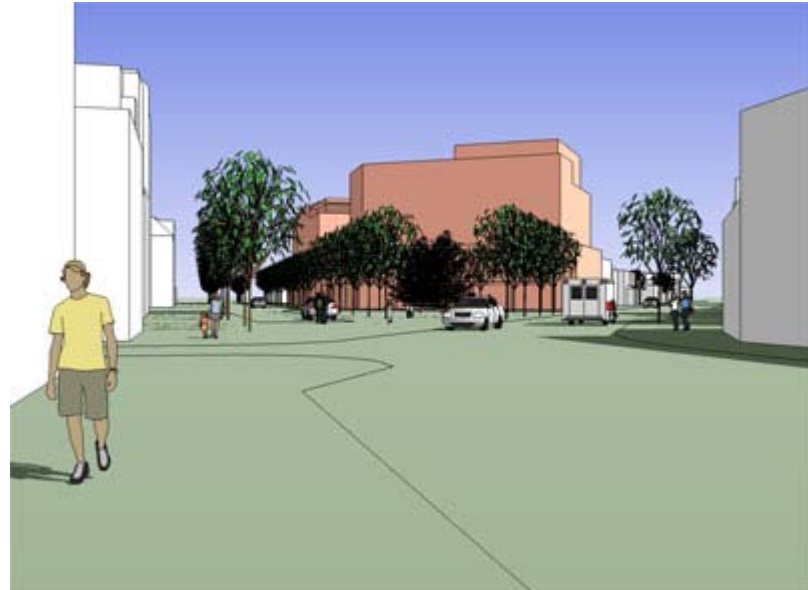
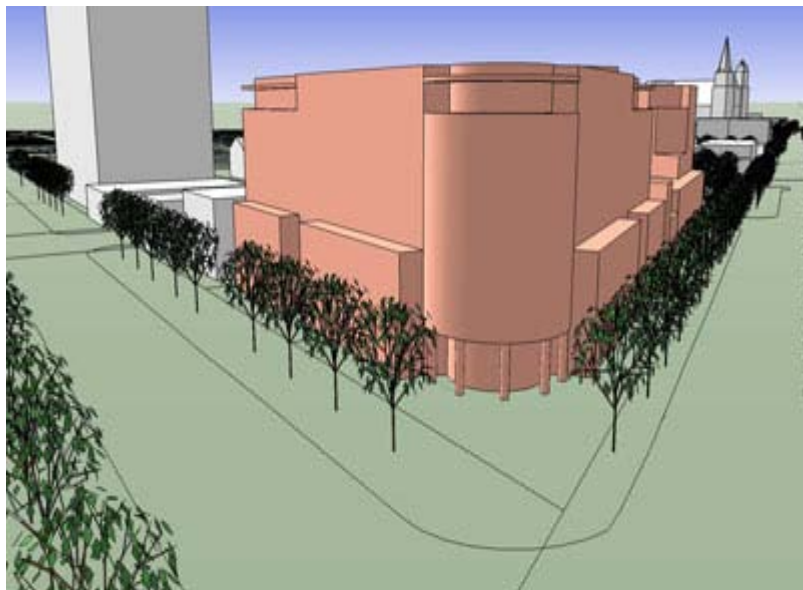
**A2a.** The buildings at the corners of Bayiew/Bayswater-Wellington and Bayswater-Somerset should exhibit gateway architecture which stands out from their background by virtue of their design, not simply by location. Architecturally distinguishing attributes or features should provide a bold and new interpretation of the above built form values to provide a unique distinction to the neighbourhood being entered. Distinguishing, architectural details should continue on all façades that are visible from the public realm, including the sidewalk and the street.

**A2b.** Buildings shall exemplify the key built form values of the mainstreet, as documented in these policies and zoning regulations, notably:

- Creative façade designs and building footprints that set back the ground-level of buildings from the mainstreet property line to provide additional pedestrian space. Additional space for pedestrians can only occur through creation of quasi-public space on private property since the right-of-way available for sidewalk widening has been maximized.
- Traditional, human-scale built form, i.e. building façades particularly facing Somerset Square, that capture pedestrian interest and maintain sunlight and sky exposure to the street and Somerset Square
- Massing, materials and other design details that vertically and horizontally create architectural changes that reinforce the character of the surrounding lot sizes, massing and architectural detail. Such architectural details will be determined by taking cues from neighbouring buildings and lots to maintain the architectural elements that distinguish this mainstreet area from others in Ottawa.

**A2c.** Presentation of a neighbourhood 'brand', theme, characteristic, or other message regarding the Hintonburg 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.

**A2d.** Establish a spacious and high quality pedestrian route and environment along roads leading to Somerset Square from the east and on the east side of Spadina Avenue between Wellington and Somerset Streets. Design buildings that prioritize pedestrian-oriented architectural form, details and ground floor spaces. Such people spaces are encouraged for street performances, temporary exhibitions, patios or simply places to relax. This will help to animate these very visible gateway areas.





**A3 Reinforcing and enhancing the established block fabric of Bayswater/Merton/Wellington/Armstrong**

New infill developments on the “through lots” between Wellington and Armstrong Streets, and Bayswater and Merton Avenue, will re-establish the traditional urban grain of buildings and respect the residential uses and built from north and south sides of Armstrong Street. These blocks are traditionally characterized by an open space retained in the centre of the block and buildings around their perimeter.

**A3a.** On Wellington Street, buildings will be built close to, or on, the front property line. Further, the maximum building depth must provide enough rear yard to establish a functionally useful space and to reinforce the inner block open space character.

**A3b.** On Armstrong Street, buildings will be consistent with the low-scale residential uses and built form, with no parking lot fronting onto Armstrong Street. Large, single, through-lot buildings or structures do not provide the type of urban form or grain to appropriately address the commercial vs. residential buildings that must coexist within close proximity to each other along Wellington Street and Armstrong Street.

**A3c.** A mid-block pedestrian connection should be considered at 999 Wellington Street. This would break up the block to be more consistent with typical block sizes along the corridor and improve pedestrian connectivity from the residential uses to the mainstreet.

See **Zoning Amendment:** 17, 18, 19

**B. Public Spaces**

**B1 Green open space at St. Francis of Assisi Church**

The existing open space at St. Francis of Assisi Church is a rare and valuable opportunity to secure a sizable space that is publicly visible, accessible, and usable along the Wellington mainstreet. Protection of this area for such purposes will reinforce the network of people spaces needed within proximity to each other to create a high quality mainstreet. The existing building setbacks shall be maintained to protect the front yard open spaces and designed primarily to provide:

- a place for resting and meeting (for both residents and visitors)
- adequate room for the mobility of all persons to travel through the site
- trees and other greenery



**B2 Somerset Square protected as public open space**

Somerset Square is a City-owned triangular parcel within the public right-of-way. For the community, Somerset Square is known as a public space for passive relaxation and special gatherings or events. Given that it is a valued and needed open space and that needs for such space will increase as the community grows, this area will be retained in perpetuity by the City for the purposes of a public square and it shall not be considered for any other land use or land disposition.

See **Zoning Amendment:** 30

**B3 Future vision of Somerset Square**

In the long-term the purpose and role of Somerset Square should be revisited as surrounding underutilized properties redevelop. When there is public interest and sufficient means and resources a design competition could be the appropriate means to encourage the broadest variety of ideas for this important community space.

**B4 Public space and path at Hintonburg Community Centre (HCC)**

The public space in front of the HCC and the path leading from the mainstreet to Hintonburg Park should be designed to ensure a comfortable and attractive pedestrian environment. This should include, for example, the addition of trees, street furniture, signage and way finding and unique details, such as small installations of public art. These improvements must ensure continued accessibility for the patrons of the HCC.

See **Implementation:** 4.3



## 4.0 Implementation

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### 4.1 Overview

The Wellington Street West CDP, once approved by City Council, will be Council's policy for the planning area and is intended to guide City staff, the community and developers in evaluating applications to amend the Official Plan and the Zoning By-law, Committee of Adjustment and site plan control applications, as well as the undertaking of public works. Development applications that propose major increases in the level of intensification or major changes to the land use and design provisions contained in Sections 3.3 to 3.7 shall require an amendment to this CDP.

The PAC position is that the CDP should be added to the Official Plan as a Secondary Plan.

### 4.2 Amending the CDP

With Council adoption of the Official Plan Amendment (OPA), CDP policies become part of the City of Ottawa's Official Plan, as a Secondary Plan. Any change to the policies of the Secondary Plan will require an OPA. The OPA will be conducted through the Development Review Branch, and include application review, public consultation, review at Planning Committee and a final decision by City Council.

### 4.3 Implementation Actions

The following section outlines the actions and mechanisms that will be used to implement the strategic directions of the policies found in the Wellington Street West CDP.

- An Official Plan Amendment (OPA) will be made as a Secondary Plan to the City of Ottawa Official Plan to implement key CDP policies outlined in Section 3.3 to 3.7. This will accompany the staff report recommending approval of the CDP to Planning Committee and City Council.
- Zoning amendments will be made to specific lands to achieve land use and design objectives. The proposed zoning changes to implement the CDP are briefly summarized in Appendix 1 and will accompany the staff report to Planning Committee and City Council
- Increased building heights for public benefits, including but not limited to affordable housing, will be implemented using Section 37 of the Planning Act. Details regarding this exchange will be determined at the time of a proposal.
- Properties listed in Appendix 2 will be presented to the Ottawa Built Heritage Advisory Committee (OBHAC) and City Council to be added to the Heritage Register to ensure the appropriate heritage protection will occur.
- A review be considered to look into using a Community Improvement Plan (CIP) as a possible tool to foster developments as envisioned by the CDP.

For implementation in key or specific areas, the following actions are to be undertaken by Planning and Growth Management Department and/or other City Branches:

<b>Design Policy at Key Area</b>	<b>Action or mechanism</b>
3.4.4 B1 Provision of public open space at 345 Carleton Avenue	At the time of developing and approving Site Plan Control condition for 345 Carleton Avenue, a minimum of 100m <sup>2</sup> of public open space will be designed and developed at the south-west corner of the subject site and provided through parkland dedication to the satisfaction of the Director of Planning and Growth Management Department.
3.4.4 B2 Creation of public open space at south end of Rockhurst Avenue	At the time of Site Plan Control application for 1451 Wellington Street, discussion should initiated between the City of Ottawa and the National Capital Commission (NCC) on how to coordinate the creation the design and maintenance of a public open space at the south end of Rockhurst Avenue.
3.5.4 A4 Provision of public open space at Wellington-Parkdale	At the time of developing and approving Site Plan Control conditions at 1134 Wellington Street (corner parking lot of Grace manor), a quasi-public open space will be provided, designed and developed at the south-east corner of Wellington-Parkdale of the subject site to the satisfaction of the Director of Planning and Growth Management Department.
3.5.4 A9 Designate 7 Hinton as a Heritage property	7 Hinton be recommended to be recognized with heritage designation under Part IV of the Heritage Act to Ottawa Built Heritage Advisory Committee (OBHAC) and City Council following the adoption of this CDP.
3.5.4 B2 Improve public road at south end of Parkdale Park	At the time of Site Plan Control application, the proponent must provide adequate land and access to provide the essential utility requirements to the satisfaction of the Director of Planning and Growth Management and Real Estate and Property Management. The proponent may be required to sell portion of frontage onto the lane to the City of Ottawa.
3.5.4 B1a, b Protecting and prioritizing green space character between Rosemount and ParkdaleAvneues	At the time of developing and approving Site Plan Control condition at 1140 Wellington Street (existing Bethany Hope Centre), a quasi-public open space will be provided, designed and developed in the front yard of the subject site to the satisfaction of the Director of Planning and Growth Management Department
3.5.4 B2a Redesign of 1137 Wellington Street building and site	Planning and Growth Management Department will conduct a heritage assessment of 1137 Wellington Street prior to any building renovation, alteration or demolition to ensure that any possible components that may be of heritage value are protected.



<b>Design Policy at Key Area</b>	<b>Action or mechanism</b>
<p>3.5.4 B3 Potential for McCormick Park Enlargement</p>	<p>Planning and Growth Management to pursue the review of the long-term viability of 1137 Wellington Street (the present Ottawa West Community Support Services) with the affected City departments, including Community and Social Services (City Operations), Infrastructure Services (Infrastructure Services and Community Sustainability) and Real Estate Partnership and Development Office (City Manager's Office)</p>
<p>3.7.4 B1: Prioritizing green space character – St. Francis D'Assissi Church</p>	<p>At the time of developing and approving Site Plan Control conditions at 1066 Wellington Street, a quasi-public open space will be provided, designed and developed in the front yard of the subject site to the satisfaction of the Director of Planning and Growth Management Department.</p>
<p>3.7.4 B4 Making front yard of Hintonburg Community Centre more functional and pedestrian friendly</p>	<p>Further to the Infrastructure Services Department's implementation of the Wellington Street Road Reconstruction project, any subsequent improvements at the HCC should improve the way finding and connectivity to Hintonburg Park, through landscape treatments, signage and lighting.</p>

## Appendices

### Appendix 1 – Description of Zoning By-law Amendments

#### 3.3 General Mainstreet

Design Policy	Action or mechanism
3.3.4 A1, A3 Built form	Zoning by-law amendment No.1 will carry over the provisions of former City of Ottawa zoning regulation CN3[513] requiring the mainstreet facade to be a 2.0m building setback from the front lot line above 3 storeys, rather than the 4 storeys, as required by the present Traditional Mainstreet (TM) Zone, within the study area.
3.3.4 A2 Mainstreet building setbacks	Zoning by-law amendment No.2 will amend the TM Zone to permit a 3.0m maximum building setback from the front lot line, from the present 2.0m, within the study area.
3.3.4 A4 Mainstreet building setbacks	Zoning by-law amendment No.14 and 15, at 1092, 1098, 1106 and 1108 Somerset Street, will require a reduced minimum 1.2m rear yard setback, from a 7.5m setback, and a maximum of 4 storeys, or 15m. This will result in built form that is shorter than 6 storey building height maximum, but it allows the building to be deeper for more compatible, functional, and attractive additions or redevelopments. Zoning by-law amendment No.16, at 1047, 1049, 1053, and 1055 Somerset Street and 29 Bayswater Avenue, will require a reduced minimum rear yard setback equal to 25% of the lot depth

#### 3.4 West Wellington Area

Design Policy	Action or mechanism
3.4.4 A1a, b, c Redevelopment along Garrison Street	Zoning by-law amendment No.3 will require a minimum yard setback of 3.0m, but not more than 5.5m from the lot line adjacent to Garrison Street on the south side. Zoning by-law amendment No.4 will require a building setback along the south side of Garrison Street so that above 3 storeys, or a 11.0m maximum, no part of the building projects beyond a 45 degree angular plane measured from the top of the 3 <sup>rd</sup> storey.
3.4.4 B2 Creation of public open space at south end of Rockhurst Avenue	Zoning by-law amendment No.5 will change this property from TM Zone to L1 Zone

### 3.5. Parkdale Park Area

Design Policy	Action or mechanism
3.5.4 A1d Ensure efficient use of land at key sites	Zoning by-law amendment No.8 will amend the TM Zone to require a minimum building height of 4 storeys or 15.0m.
3.5.4 A2 More pedestrian space through building setbacks	Zoning by-law amendment No.7 will amend the TM Zone to require a minimum building setback of 3.0m from the front lot line, from a maximum setback of 2.0m
3.5.4 A6a Building setbacks along public right-of way at south end of Parkdale Park	Zoning by-law amendment No.6 will require a minimum 2.0m setback and a maximum 3.0m setback of the building facade at the north property lines of lots abutting the public right-of-way at the south end of Parkdale Park.
3.5.4 A6b Rear yard setbacks at sites bounded by Holland and Parkdale Avenues and Spencer and Wellington Street	Zoning by-law amendment No.26 will require a minimum rear yard setback: 3m, for storeys 1 to 3, and 7.5m, for storeys 4 and greater.
3.5.4 A7 Building heights in blocks bounded by Spencer/Armstrong/Holland/Hamilton	Zoning by-law amendment No.22 will amend the IL8 Zone, in blocks bounded by Spencer/Armstrong/Holland/Hamilton, to permit a maximum building height of 8 storeys or 27.0m.
3.5.4 A8 Building envelopes within Mixed Use Centre	Zoning by-law amendment No.24 and 25 will amend the MC, MC 12 and IL8 Zones to a new MC16 Zone to require a minimum 2.0m ground floor setback and building step backs above the 3rd and 6th storey, when a building is over 4 storeys.
3.5.4 A10 Heritage protection, design and density transfer at 7 Hinton and 281 Armstrong	Zoning by-law amendment No.23 will create maximum FSI in Areas A and B on Schedule xxx (where A is the non-heritage portion of 7 Hinton Avenue and B is 281 Armstrong) where if in one area on Schedule XXX the maximum floor area permitted by the FSI is not developed, the difference may be transferred to the other Area, permitting additional building height at 7 Hinton Avenue and/or 281 Armstrong Street until the FSI of 7 Hinton has been fully exercised on either property.
3.5.4 A11a Additional floor area permitted for retail spaces	Zoning by-law amendment No.27 will amend all MC12 and IL8 Zones to permit retail, service-oriented commercial uses and office uses to a maximum of 200m <sup>2</sup> gross per outlet or unit, where additional space for office use would be permitted on any floors above the ground floor.
3.5.4 A11b Additional uses permitted in mixed use area	Zoning by-law amendment No.21 will permit lands uses permitted by new MC16 Subzone, retaining exception provisions, unless otherwise noted by proposing zoning changes.
3.5.4 A11c Shared Parking in the MUC area	Zoning by-law amendment No.28 will amend the MC, MC12 and IL8 Zones to permit properties within the Mixed Use Centre Zone to share parking spaces on a property that meets the minimum required number of parking spaces for the existing use, but whose actual demand for parking is less than the actual number of spaces that have been created.

### 3.6 McCormick Park Area

Design Policy	Action or mechanism
3.5.4 A1a Redevelopment to reinforce Wellington mainstreet built form values	Zoning by-law amendment No.11 will amend the Traditional Mainstreet (TM) Zone to require a minimum 7.5 rear yard at 1134 Wellington Street and Rosemount Street (present Grace Manor). Zoning by-law amendment No.20 will amend the Institutional (I2) Zone to remove the FSI requirement and to require a maximum building height of 20.0m, or 6 storeys, as 1134 Wellington Street (present Grace Manor).
3.5.4 A2 Redevelopment along Grant Street	Zoning by-law amendment No.9 will require a minimum yard setback of 3.0m, but not more than 5.5m from the lot line adjacent to Grant Street on the south side. Zoning by-law amendment No.10 will require a building setback along the south side of Grant Street so that above 3 storeys, or a 11.0m maximum, no part of the building projects beyond a 45 degree angular plane measured from the top of the 3rd storey.

### 3.7 Somerset Square Area

Design Policy	Action or mechanism
3.7.4 A2 Gateway with pedestrian priority at Somerset Square	Zoning by-law amendment No.12 to require a minimum 3.0 side yard setback along Bayswater Avenue. Zoning by-law amendment No.13 to require a minimum 3.0 rear yard setback along Wellington Street.
3.7.4. A3 Reinforcing the established block fabric	Zoning by-law amendment No.17 to require that no properties where there is a 'through-lot' from Wellington to Armstrong Street will have a building with a depth greater than 22.5m measured from the front yard property line along Wellington Street, between Garland and Merton Streets.
3.7.4 Redevelopment along Armstrong Street	Zoning by-law amendment No.18 will require a minimum yard setback of 3.0m, but not more than 5.5m from the lot line adjacent to Armstrong Street on the south side. Zoning by-law amendment No.19 will require a building setback along the south side of Armstrong Street so that above 3 storeys, or a 11.0m maximum, no part of the building projects beyond a 45 degree angular plane measured from the top of the 3 <sup>rd</sup> storey.
3.7.4 B2 Prioritizing green space character – Somerset Square	Zoning by-law amendment No.30 to amend Leisure 1 (L1) Zone to permit only park or community garden; and delete the following otherwise possible uses: community centre, day care, emergency services, library, municipal service centre, recreation and athletic facility, and sports arena.



## Appendix 2 – Properties to be added to Heritage Register

The properties presently included on the City of Ottawa’s Heritage Reference List within the CDP study area **and** be added to the City of Ottawa’s Heritage Register are as follows:

1112 Wellington Street	1121 Wellington Street	81 Hinton Avenue
1008 Wellington Street	1133 Wellington Street	89 Hinton Avenue
1017 Wellington Street	1134 Wellington Street (east	92 Hinton Avenue
1019 Wellington Street	of Grace Manor)	96 Hinton Avenue
7 Fairmont Avenue	1137 Wellington Street	65 Holland Avenue
11 Fairmont Avenue	1140 Wellington Street	71 Holland Avenue
1062 Wellington Street	1153 Wellington Street	77 Holland Avenue
1084 Wellington Street	1196 Wellington Street	1047-1049 Somerset Street
1085 Wellington Street	1235 Wellington Street	1055-1057 Somerset Street
1103, 1105, 1107 Wellington Street	1375 Wellington Street	1098 Somerset Street
1111/1114 Wellington Street	7 Hinton Avenue	

The single property with a building of Heritage designation under Part IV of the Ontario Heritage Act within the CDP study area is 1119 Wellington Street.