

January 20th, 2020
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20 CEDAROW COURT – DESIGN BRIEF - WELLINGS OF STITTSVILLE COMMENTS BY CHMIEL ARCHITECTS AND LEVSTEK LANDSCAPE ARCHITECTS

This Urban Design Review Brief was submitted with our application for the September 6th, 2019 informal review with the UDRP committee in support of a Site Plan Application for the lands known as 20 Cedarow Court. The subject lands are located on the north side of Hazeldean Road, and immediately west of Fringewood Drive and 5731 Hazeldean which is the current location of Phase I of the Wellings of Stittsville Retirement Community, and immediately East of Cedarow Court. The site is strategically located off Huntmar Drive which is a major interchange on Highway 417. Hazeldean Road is designated as an Arterial Main Street within the City's Official Plan.

1.0 THE SITE

The subject property is an East-West site located in the Stittsville Ward on the North side of Hazeldean Road between Fringewood Drive and Cedarow Court. The site also fronts to the North on the Poole Creek Ravine, a natural watershed which runs from the South-West towards the North-East across the site. The rectangular shaped lot has approximately 124 meters of frontage on Hazeldean Road, and similarly on the Poole creek ravine to the North. The lot area is approximately 22,124 M² in area, with its greatest lot depth at 199 meters. The subject site is currently vacant and covered by scrub vegetation. The site is current zoned as "AM 9 [474]" – Arterial Main street Zone, Exception 474 .

2.0 COMMUNITY CONTEXT

Arterial Mainstreets, in contrast to Traditional Mainstreets, are identified as those Mainstreets developed after 1945 that generally "present an urban fabric of larger lots, larger buildings, varied setbacks, lower densities and a more automobile- oriented environment." These streets usually do not provide on-street parking. The predominant land use is often single purpose commercial, many with parking lots located between the building and the street. The subject property and its immediate surrounding are designated as General Urban Area in the Official Plan. The City supports intensification in the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area. We believe there is a compatibility of the scale and use of the proposed development as it relates to existing the community character, and as such enhances and builds upon desirable established patterns of built form and open spaces.

The design objectives in developing Arterial Mainstreets are to foster compatible development that will contribute to the recognized or planned character of the streets and as well to promote a comfortable pedestrian environment and create attractive streetscapes. Development is to achieve high-quality built form and establish a strong street edge along Arterial Mainstreets and to over the long term facilitate a gradual transition to more intensive forms of development on Arterial Mainstreets. The goal is also to accommodate a broad range of uses including retail, services, commercial, office, institutional and higher density residential and to enhance connections that link development sites to public transit, roads and pedestrian walkways

We acknowledge the General Urban Area permits uses that will generate traffic, noise or other impacts that have the potential to create conflicts with the surrounding residential community. Such uses are often large and serve or draw from broader areas with our proposal a major Urban contributor to the region, with approximately 400 housing units. Anticipated impacts will be adequately mitigated as the arterial main street

will have sufficient capacity to accommodate the anticipated traffic generated by the development and its approximately 400 parking spaces.

Existing development along Arterial Mainstreets is traditionally low in profile, set back from the street, and separated from other buildings by large areas of asphalt. This type of development has created large gaps in the urban fabric and has generally produced unpleasant walking environments and incomplete streetscapes. Arterial Mainstreets are prime locations that present significant opportunities to: intensify and enhance development in a manner that creates attractive pedestrian environments; contribute to vibrant new neighbourhoods; and create transit-friendly places. The challenge is to facilitate the evolution of these Arterial Mainstreets over time to a more balanced vehicular and pedestrian environment with the streetscape defined and supported by buildings and landscape.

The site context will support and facilitate the immediate area as a cluster of community support-oriented uses, in order to facilitate interaction among residents and contribute to a sense of community. The site will encourage the provision of a variety of small, locally-oriented retail, restaurant and service uses that complement adjacent residential land uses, and of a size and scale consistent with the needs of nearby residential areas. The uses will be compatible and will complement surrounding land uses and will provide direct access for pedestrians and cyclists from adjacent residential areas.

Direct access is provided to an arterial road via a number of outlets with sufficient capacity to accommodate the proposed use and its traffic volumes which can provide a safe and efficient circulation. Main buildings are to be situated so as to occupy the site's street frontage, and in this case Hazeldean Road with the visual impact of outdoor storage or parking on adjacent uses and from the street minimized through appropriate means.

The subject property is centrally located in the Stittsville Ward with easy access to the 417 via Huntmar road, and east or west via Hazeldean Road. The surrounding residential neighbourhoods permit a full range of housing types in combination with conveniently located local employment, service, cultural, leisure, 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.

20 Cedarow Court - North and South

The properties immediately to the north of the subject site contain the Poole Creek Ravine and is zoned O1 and designated as park and open space. The lands provide opportunity to access walking and cycling trails in a natural setting.

Hazeldean Road is designated as an Arterial Main street, within the City's Official Plan and is in fact a divided roadway with a median dividing much of the East and West traffic. The closest major intersection will be Huntmar, with access North to the 417 and major retail uses bordering the intersection. To the South of the subject site are community uses such as a fire station, community center, an industrial office park, and a low-rise residential community composed of bungalows and doubles.

20 Cedarow Court - East and West

The properties to the west of the site are primarily low-rise retail uses fronting onto Hazeldean Road mixed in with single family residential neighbourhoods backing onto Hazeldean. This series of older retail sites sit on either side of the Arterial roadway with parking generally located between the roadway and the buildings, creating large gaps in the urban fabric and generally producing the unpleasant walking environments and incomplete streetscapes noted above. Newer retail centers have been developed to the east and west of the site which bring the buildings to the street frontage, leaving large parking areas behind the buildings and additional retail to the rear.

Unfortunately, these newer retail facilities have not addressed the need for a more balanced vehicular and pedestrian environment with the streetscape defined and supported by buildings and landscape as a

majority of the buildings at the street frontage do not have pedestrian friendly environments. The recently developed Keg restaurant has addressed the interface between pedestrians and the car creating a balance which works on both levels.

3.0 CITY OF OTTAWA OFFICIAL PLAN

Ottawa's population is projected to grow by up to 30 per cent by 2031. This represents a significant increase as compared to the rates of growth seen previously in 2006. Approximately 145,000 new homes may be needed in Ottawa by 2031.

In order to meet the demands of its growing population, Ottawa will need to manage its growth in ways that support liveable communities and healthy environments. Growth needs to be directed toward key locations with a mix of housing, shopping, recreation and employment. Further, these locations need to be easily accessible by transit and encourage walking/cycling. By focusing development around transit hubs, or Arterial Mainstreets such as Hazeldean Road, with intensification Ottawa can accommodate a greater number of individuals without contributing to urban sprawl. There are many benefits to densifying and diversifying development in such areas, including accommodating the needs of an aging population by enhancing accessibility to services and community facilities. Future development, whether in new communities or in already established areas that are suited to accommodating growth, will also be compact and efficient from a servicing point of view.

Ottawa can improve its transit and infrastructure by pursuing a mix of land uses and a compact form of development. The city will be able to support high-quality transit service with increased ridership from higher density dense development centered around transit hubs or located in close proximity to arterial main streets. In doing so, Ottawa will also be able to make better use of existing roads and other infrastructure rather than building new facilities.

Developments in this scenario will reduce the consumption of land and other resources outside of the urban boundary. It will be important to manage growth to ensure that Ottawa's communities are consistently livable. This commitment can be realized through a focus on community design and a concern for people and the quality of the spaces they occupy.

Generally, intensification is the most cost-effective pattern for the provision of municipal services, transit and other infrastructure. Densification further supports a cleaner, healthier city, and makes more vibrant, accessible and 'complete' communities. Communities where residents do not need to drive for everyday activities, where jobs, shopping, recreation and social activities lie within walking, rollerblading or cycling distance have far greater potential for reducing their carbon footprint and their net contribution to many of the negative consequences of our modern lifestyle.

The pattern of intensification described by the Official Plan is based upon a series of nodes and corridors. The Hazeldean Road as an Arterial mainstreet serves as one of these corridors performing a dual role; as they carry cross-town commuters and attract shoppers from all over the city, and they act as the primary service corridors, for the many who occupy the numerous neighbourhoods that lie along their path. With intensification they can also contain a high density mix of residential, office, and retail employment uses. The attractiveness of the area for redevelopment is reinforced by its location and accessibility from the surrounding neighbourhoods.

The proposed development meets the general intent and objectives of the Official Plan in the following manner:

The proposed development is mixed use, and vibrant. The proposal further promotes the site as a vital and active place by strengthening residential activity along the streetscape to support retail and helping to foster and develop new opportunities, facilities, and programming. The proposed development will have an active

street front on all street-facing facades, with principal entrances along Hazeldean Road and the internal roadway. Use of contextual materials, glazed storefronts and a mixture of architectural typologies at the ground level will provide an animated and vibrant street level.

The proposal conforms to the design objectives and principles set out in Section 2.5.1 – Compatibility and Urban Design; in terms of built form, open spaces and access to infrastructure. The design of buildings, landscapes and adjacent public spaces should work together to complement or enhance the unique aspects of a community's focus, its landscapes and its culture. The proposed development has a clearly articulated built form with a distinct identity. It will help enhance the sense of community as a key landmark / built form articulating the street frontage. It promotes sustainability by adding high density and mixed uses to existing infrastructure and is well served by existing transit facilities.

4.0 BRIEF OF PROPOSED DEVELOPMENT

The property owner proposes to build a mixed-use development comprised of a six story building fronting Hazeldean Road (Phases II and III), and a 6 story portion fronting onto the Poole Creek watershed and ravine (future Phase IV). The subject site is 22,124 M² in area and is in the Stittsville Neighbourhood located along the major retail infrastructure of Hazeldean Road. The project will include one floor of underground parking, accessed by two ramps containing some 440 residential, commercial and visitor parking spaces, as well as 59 visitor and commercial at grade spaces to be constructed in two or three phases (total of 499 with 419 required). The proposed breakdown is 246 residential spaces, 129 commercial, and 124 visitor spaces in total.

For the buildings above grade Phases II & III will be a six storey structure with a mixed-use ground floor composed of retail and residential units, with five floors above of studio, 1 bed and 2 bed apartment units and a green roof top patio area. The Hazeldean Frontage will also be subdivided into two residential blocks to allow the mass of the building to be scaled down, becoming more friendly to the street frontage.

The retail units at grade will be comprised of a rentable area of approximately 2,000 M² with access from Hazeldean Road and from the courtyard behind. There will be a total of 228 residential units in phases II and III, comprised of 12 studio apartments, 166 1 Bed and 1 bed plus den units and 50 2 bed units. The Phase IV structure will contain 204 residential units, on 6 floors comprised of 29 studio apartments, 143 1 Bed and 1 plus den units and 32 2 bed units. All phases will contain amenity areas within each building as well as rooftop garden areas.

The site accommodates approximately 62 at grade parking spaces for the retail uses and for some of the visitors to the residential units. Also at grade level is a courtyard amenity area to serve both proposed buildings. The courtyard will allow for passive recreation, as well as structured events for the residents of the complex and for visitors to the site. The courtyard will be extensively landscaped to provide a semi enclosed area for concerts, and other structured recreational events.

The ground floor of the proposed Phases II & III building will have two principal entrances for the apartment building as well as eight individual entries for the ground floor retail units fronting Hazeldean Road. The majority of the retail storefronts will also have access to the units from the rear courtyard and parking area. The ground floor retail/commercial units included a feature restaurant as well as a dental or medical suite. We have also included two pedestrian breezeways to link Hazeldean road and the courtyard.

We are also proposing to animate the street frontage along Hazeldean road and incorporate outdoor patio areas at the retail units along the road frontage. This would animate the site and provide a landscaped area for those utilizing the linear street frontage for pedestrian circulation and act as a main street urban corridor.

There is an approximate three-meter building setback from Hazeldean road, and a 4.5 meter minimum side yard setback from the interior side yards along Fringewood Drive and Cedarow Court, and a 6800mm setback at the Poole creek watershed proposed.

The second through fourth floors are typical residential floors that make up the podium of the building. Portions of the building projecting into the street frontage allows the fifth and sixth floors fronting Hazeldean and the courtyard being set back an additional 2 metres from the street to provide visual relief. This set back also allows the design of the building from floors 2 to 4 to be set up as a series of townhouse typologies. These design moves give the building façade breathability and to provide a low-rise residential look and feel to the architecture.

For Phase IV of this development the ground through sixth floors are typical residential floors that make up the building. Portions of the building project into the street frontage which allows the fifth and sixth floors fronting the street / courtyard to be visually set back an additional 2 metres to provide visual relief. This set back also allows the design of the building from floors 2 -4 to be set up as a series of townhouse typologies. These design moves give the building façade breathability and to provide a low- rise residential look and feel to the architecture.

In total, the proposed development contains 432 residential apartment units in studio, one, one plus den, and two-bedroom configurations, eight ground floor retail units, 499 vehicle parking stalls & 80 bicycle parking stalls. In terms of vertical circulation, the buildings are serviced by nine stairwells and nine elevators. Two stairwells terminate at the fifth floors terrace fronting onto Hazeldean Road. Also it is intended the buildings be linked below grade via the parking garage of Phases II and III via a physical link to be constructed to the original Wellings development located immediately to the east of the site

The Hazeldean Road corridor has emerged a significant re-urbanization area in Ottawa. It serves as the local shopping area and can evolve into a meeting place for the diverse group of surrounding neighbourhoods. The principles of the building design acknowledge and embrace the significance of the street as a focus and a place for further intensification.

We have introduced an urban courtyard in the interior of the site which is envisioned as a node of pedestrian community activity, Through the use of an expressive architectural form, the proposed development seeks to become a community node. Its distinct architectural typology will encourage and welcome pedestrian interaction, promoting a vibrant streetscape. In our design program we have addressed the public street with detailed facades and features that represent, enliven, or strengthen the character of the streetscape.

Yours truly,

CHMIEL ARCHITECTS INCORPORATED

A handwritten signature in black ink, appearing to read 'Richard Chmiel', with a horizontal line underneath.

Richard Chmiel, OAA, MRAIC, AIA.