



## **Gladstone and Loretta Mixed-Use Hub**

Planning Rationale and Urban Design Brief  
Official Plan Amendment & Zoning By-law Amendment  
July 31, 2025



Prepared for CLV Group

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

July 2025

© Fotenn

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

<b>1.0</b>	<b>Introduction</b>	<b>2</b>
1.1	Application Summary	2
1.2	Application History	2
1.3	Application Overview	3
<b>2.0</b>	<b>Site Context and Surrounding Area</b>	<b>5</b>
2.1	Existing Conditions	5
2.2	Surrounding Area	6
<b>3.0</b>	<b>Site Inventory and Analysis</b>	<b>7</b>
3.1	Transit Network	7
3.2	Cycling Routes and Mutli-Use Pathways	7
3.3	Road Network	8
<b>4.0</b>	<b>Proposed Development and Urban Design Brief</b>	<b>10</b>
4.1	Overview	10
4.2	Microclimate Conditions	11
4.3	Massing and Transition	13
4.4	Site Statistics	15
<b>5.0</b>	<b>Policy and Regulatory Context</b>	<b>17</b>
5.1	Provincial Planning Statement	17
5.2	City of Ottawa Official Plan (2022, as amended)	19
5.2.1	Growth Management, Supporting Intensification	19
5.2.2	Housing	20
5.2.3	Downtown Core Transect	21
5.2.4	Hub Designation	22
5.2.5	Urban Design	23
5.3	West Downtown Core Secondary Plan – Corso Italia Station District	26
5.3.1	Character Areas	26
5.4	Urban Design Guidelines for High-rise Buildings	29
5.5	Transit-Oriented Development Guidelines	30
5.6	City of Ottawa Zoning By-law (2008-250)	32
5.6.1	Zoning Compliance Table	33
5.6.2	Proposed Zoning By-law Amendment	34
<b>6.0</b>	<b>Public Consultation Strategy</b>	<b>35</b>
<b>7.0</b>	<b>Conclusions</b>	<b>36</b>

# 1.0

## Introduction

Fotenn Planning + Design has been retained by CLV Group to prepare this Planning Rationale in support of applications for Official Plan Amendment and Zoning By-law Amendment pertaining to the lands municipally known as 951 Gladstone Avenue and 145 Loretta Avenue in the Hintonburg-Mechanicsville neighbourhood of the City of Ottawa.

### 1.1 Application Summary

Official Plan and Zoning By-law Amendments were historically approved to permit a high-rise mixed use development on the subject lands; including three (3) residential apartment towers of 30, 33, and 35 storeys. A Site Plan Control application is in late stages to be approved for Tower A.

The Official Plan and Zoning By-law Amendment presently proposed would serve to increase these towers to buildings heights of 34, 38 and 40 storeys respectively. The additional storeys would take the form of “typical tower floors” and be consistent with the design and height of the floors in the mid-tower rather than the upper floors. A corresponding Site Plan Revision application will be made for Tower A, and subsequent Site Plan Control applications for Towers B and C while be pursued at a later date, at which time the design and technical review of those towers will be completed.

### 1.2 Application History

In November 2018, Fotenn issued a Planning Rationale in support of Official Plan Amendment and Zoning By-law Amendment applications relating to the subject property on behalf of Trinity Development Group. The purpose of these applications was to establish a planning framework for additional height and a mixture of uses on the site to facilitate the transit-oriented development concept.

The applications were approved by Council and the Official Plan Amendment (OPA) re-designated the subject property from “General Urban Area” to “Mixed-Use Centre” under the City of Ottawa’s in-effect Official Plan, which has since been repealed. The OPA also amended the land use designation and policies of the 1996 Preston-Champagne Secondary Plan in anticipation of the City-initiated Corso Italia Station District Community Design Plan and Secondary Plan, which was approved by Council in March 2021.

A Zoning By-law Amendment application was submitted to facilitate the redevelopment of the subject property, rezoning the lands from “General Industrial, Subzone 1, Maximum Height 11 metres (IG1 H(11))” to “Mixed-Use Centre Zone”, permitting the mixed-use, pedestrian-friendly, compact, and transit-oriented development that is envisioned for the areas around transit stations. The Zoning By-law Amendment included a special exception zone and a height schedule to define the permitted building envelope.

Since the 2018 submission, development activities relating to the property have transferred from Trinity Development Group to CLV Group Developments Inc (“CLV”). Fotenn was retained by CLV Group Developments Inc. to assess the suitability of an application for phased Site Plan Control application related to the subject property, which was issued in the form of a Planning Rationale in April 2021.

The design has continued to evolve through the Site Plan Control process, with plans for Tower A now undergoing the permitting process.

In 2022, the City of Ottawa adopted a new Official Plan. This plan included the West Downtown Core Secondary Plan, which consolidated a number of urban secondary plans into a single, coordinated document. This included the Corso Italia Station Secondary Plan. The height permissions secured through the previous OPA and Secondary Plan for the subject property were carried forward as part of this document.

The intent of the present Planning Rationale and the associated Official Plan Amendment and Zoning By-law Amendment applications are to assess the appropriateness of increasing the tower heights on the subject property. Specifically, the towers would be increased from 30, 33, and 35 storeys to 34, 38, and 40 storeys respectively. The zoning schedule would otherwise remain in its current configuration.

Should these applications become approved, a Site Plan Control Revision application would be submitted to establish the towers based on the additional height being sought.

### 1.3 Application Overview

The previous Official Plan and Zoning By-law Amendment applications established a planning framework to support the proposed redevelopment and intensification of the subject property with a mixed-use, transit-oriented development of approximately 930 residential units, over 140,000 square feet of office space, and over 21,000 square feet of retail space within three (3) new residential high-rise buildings at heights of 30-, 33-, and 35-storeys. The Standard Bread Building is to be retained in place and a five (5) storey podium frames Gladstone Avenue and features ground-floor, active uses with direct access from the street.

An Individual Heritage Designation (Part IV under the *Ontario Heritage Act*) was approved to apply to the Standard Bread Building on the subject property. Accordingly, future changes to the site relating to development applications would require the approval of a Heritage Permit.

The proposed development will intensify the lands immediately adjacent to a future rapid transit station while respecting the character of the surrounding neighbourhood and achieving several of the City's broad policy objectives.

The following building height changes are proposed for the development, as discussed in this report and in the plans supporting the applications:

Table 1: Breakdown of Proposed New Tower Heights

Building	Previous Height (storeys / metres)	Proposed Height (storeys / metres)	Change (storeys / metres)	Increased Height Percentage (m)
<b>Tower A (Ph. 1)</b>	30 / 111 m	34 / 115 m	+4 / +4 m	+3.6%
<b>Tower B (Ph. 2)</b>	33 / 125 m	38 / 136 m	+5 / +11 m	+8.8%
<b>Tower C (Ph. 3)</b>	35 / 132 m	40 / 145 m	+5 / +13 m	+9.8%
<b>Cumulative Height</b>	98 / 368 m	112 / 396 m	+14 / + 28 m	+7.6%

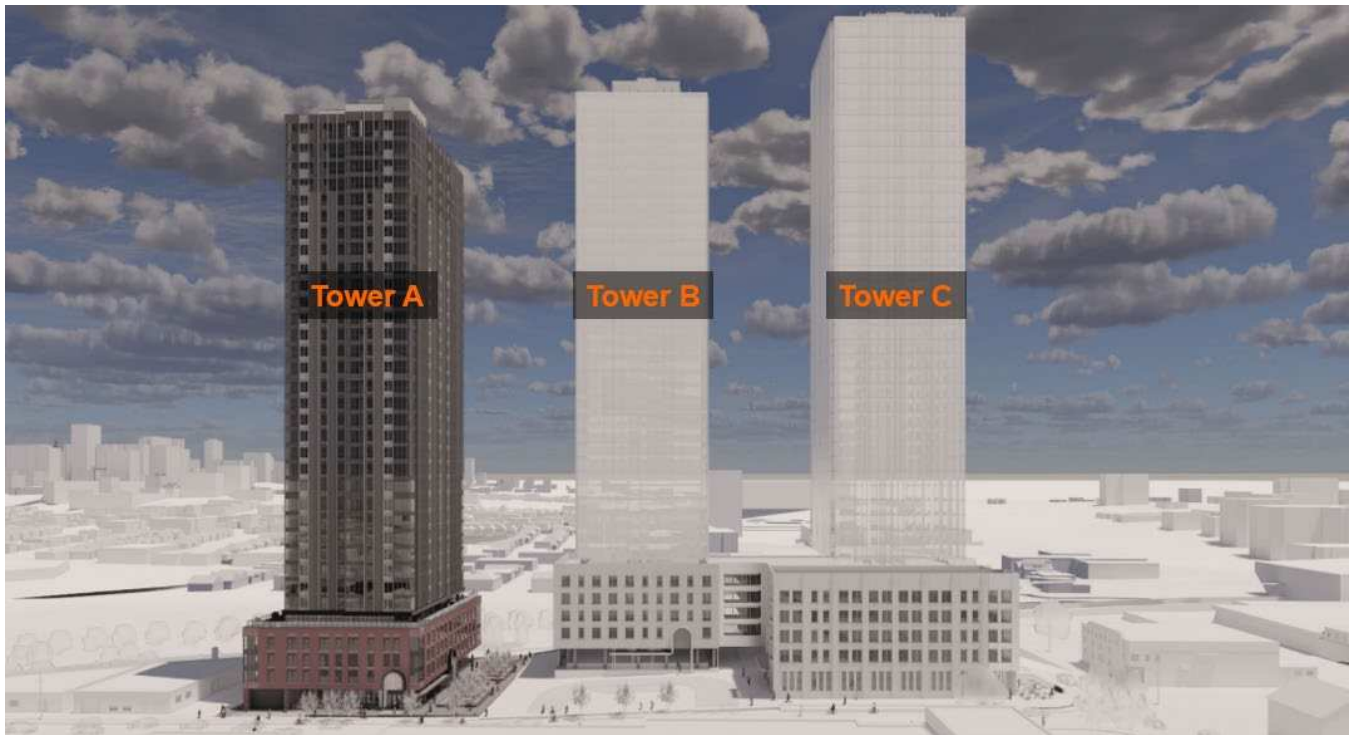


Figure 1: Rendering Showing Proposed Towers (Looking East)

The proposed increased height of the towers requires an Official Plan Amendment to the West Downtown Core Secondary Plan, as well as a Zoning By-law Amendment to Schedule 466, to permit increased maximum building heights as described.



## 2.0 Site Context and Surrounding Area

### 2.1 Existing Conditions

The property at 951 Gladstone Avenue is currently occupied by a retail strip mall and the Standard Bread Building – a 4-storey former bread factory built in 1924, now occupied by various creators, artisans, and artists. The Standard Bread Building was designated under Part IV of the Ontario Heritage Act in January 2020. The adjacent retail strip mall building contains a range of personal service, commercial, and arts uses. Along Loretta Avenue North and on the property at 145 Loretta Avenue N. are a series of one-storey commercial and light-industrial buildings. Together, these lands are considered the “subject property” (Figure 1).

The subject property is an irregularly shaped lot, legally described as Registered Plan 73; Part of Lot 1 and Lots 2 & 3 (West Champagne Avenue) Block C and Lots 1, 2, and 3 (East Loretta Avenue) Block C and Lots 4, 5, 6, 7 & 8 Block C and Part of Block C and Part of Champagne Street (closed, By-law 4863).

The subject property is located on the north side of Gladstone Avenue, occupying the entire block between Loretta Avenue to the west and the Line 2 O-Train (LRT) corridor to the east. The subject site has a total area of approximately 1.0 hectare with approximately 95 metres of frontage along Gladstone Avenue and 151 metres of frontage along Loretta Avenue North.



Figure 2: Site Context

## 2.2 Surrounding Area

The subject property is located west of the City of Ottawa's downtown core and just north of Ontario Highway 417. The subject property is located in an area generally characterized by light industrial, personal service, and commercial uses adjacent to Line 2 (formerly known as the Trillium Line) O-Train corridor. Further west of the industrial uses is the low-rise residential Hintonburg-Mechanicsville neighbourhood which consists of a range of detached and semi-detached dwellings as well as low-rise apartments.

Gladstone Avenue is an important east-west arterial road, extending between Parkdale Avenue in the west and Elgin Street in the east. Gladstone provides access through the Hintonburg-Mechanicsville, West Centretown, and Centretown neighbourhoods, acting as a Minor Corridor within the Centretown neighbourhood.

Abutting the railway corridor on the east side is a large vacant parcel, currently under construction by Ottawa Community Housing (OCH) known as "Gladstone Village". The planned buildout will facilitate a mixed-income, master-planned community that provides opportunities for affordable housing within proximity of the recently completed Corso Italia Transit Station. Phase 1 of Gladstone Village is expected to be completed in 2027.

The Corso Italia LRT Station, directly adjacent to the subject site, constructed as part of the Line 2 expansion, was recently completed and is operational. Multi-use pathways (MUPs) on the east and west side of the station contribute to the to the greater pathway network, allowing protected circulation for pedestrians, cyclists, and other appropriate mobility options.

The surrounding land uses can be described as follows:

**North:** North of the subject property are additional light industrial uses and warehouses. These uses generally extend along the west side of the LRT corridor, to Somerset Street in the north. At Somerset Street, two (2) high-rise buildings have been approved for either side of Breezehill Avenue, with the 30-storey high-rise at the northeast corner of Breezehill Avenue and Somerset St. W. being in an advanced stage of construction. Further north is the Tom Brown Arena and the Line 1 LRT (Confederation Line).

**West:** On the west side of Loretta Avenue, and extending across the entirety of the block to Breezehill Avenue is the Canadian Bank Note Company, an Ottawa-based security printing company. The company prints banknotes and other secure documents for governments and agencies around the world. The CBN facility extends between Loretta and Breezehill and between Gladstone and Laurel Street. West of Breezehill Avenue is the low-rise residential community of Hintonburg-Mechanicsville.

**South:** South of the subject property is a further extension of the light industrial uses, including the City of Ottawa's Traffic Operations Centre and storage yard. To the southwest, on the west side of Loretta Avenue are low-rise residential dwellings. Further south is Highway 417, a limited access provincial freeway providing east-west access through the City.

**East:** Immediately east of the subject property is the Line 2 O-Train corridor and the Corso Italia Transit Station. On the east side of the corridor is a large parcel of land under construction for development as a mixed-income, master-planned community known as Gladstone Village. Further east is Preston Street, which is a major north-south road that acts as a Mainstreet Corridor for the neighbourhood, including Little Italy. South of Highway 417, to the southeast are several large office complexes and future development lands. Further east are low and mid-rise residential uses within the West Centretown Neighbourhood.



## 3.0 Site Inventory and Analysis

### 3.1 Transit Network

The subject property is located adjacent to O-Train Line 2, formerly known as the Trillium Line. The subject property is directly adjacent to the recently completed Corso Italia Transit Station. Line 2 is the north-south component to the City's Light Rail Transit (LRT) system. To the north, Line 2 connects the east-west Line 1 (Confederation Line) at Bayview Station and to the south extends to Riverside South and the Ottawa Airport.

Corso Italia Station is part of the recently completed Stage 2 LRT expansion for the City. The Stage 2 project included the extension of the Line 2 to the Ottawa International Airport and Riverside South community in the south, and of the Line 1 to Trim Road in the east and Moodie Drive in the west. All components of Stage 2 were completed, and the O-Train Line 2 was reopened in January 2025 after being closed for upgrades.

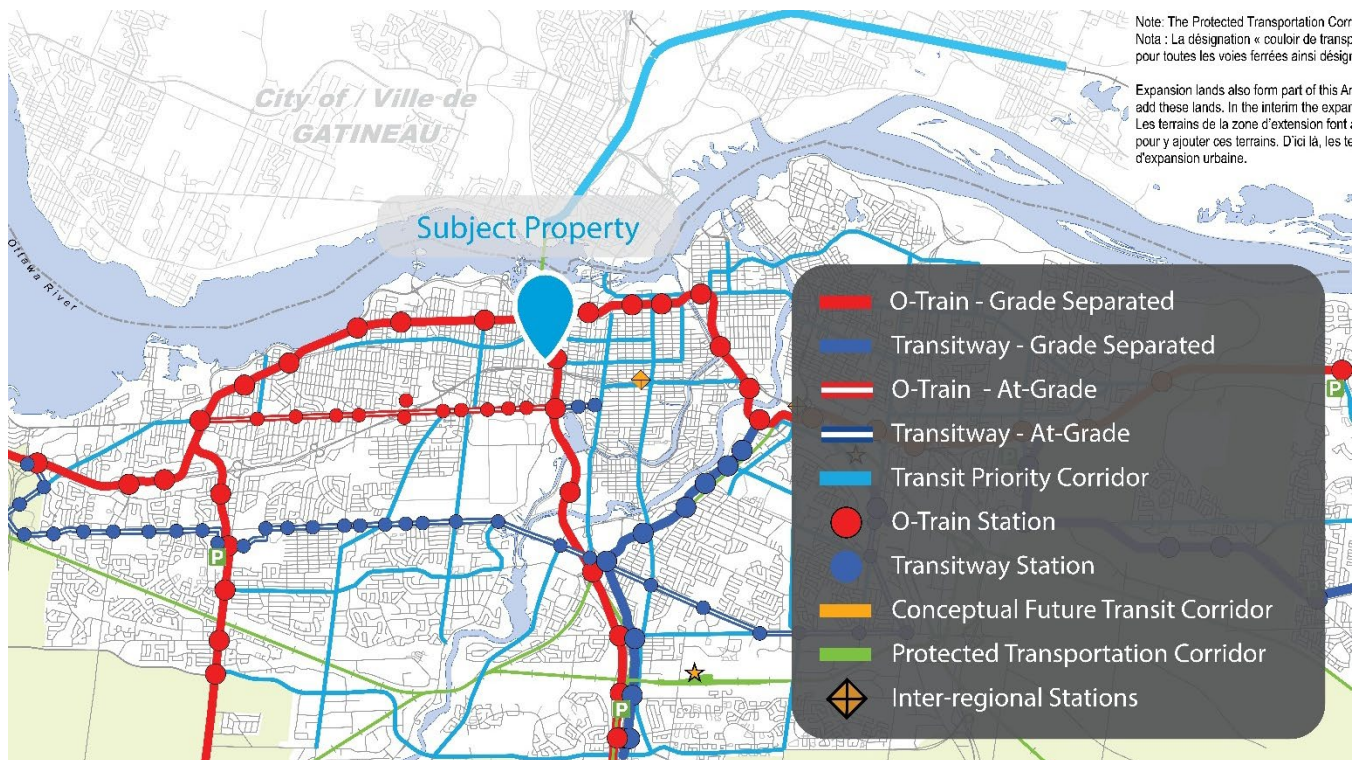


Figure 3: Schedule C2 - Transit Network of the Official Plan

### 3.2 Cycling Routes and Multi-Use Pathways

Many cycling and multi-use pathways are available in close proximity to the subject property. The major pathway in proximity to the subject site is the north-south pathway along the east side of the LRT corridor. This provides many important connections with east-west routes including the Ottawa River Pathway and the pathway along the Rideau Canal and Dow's Lake.

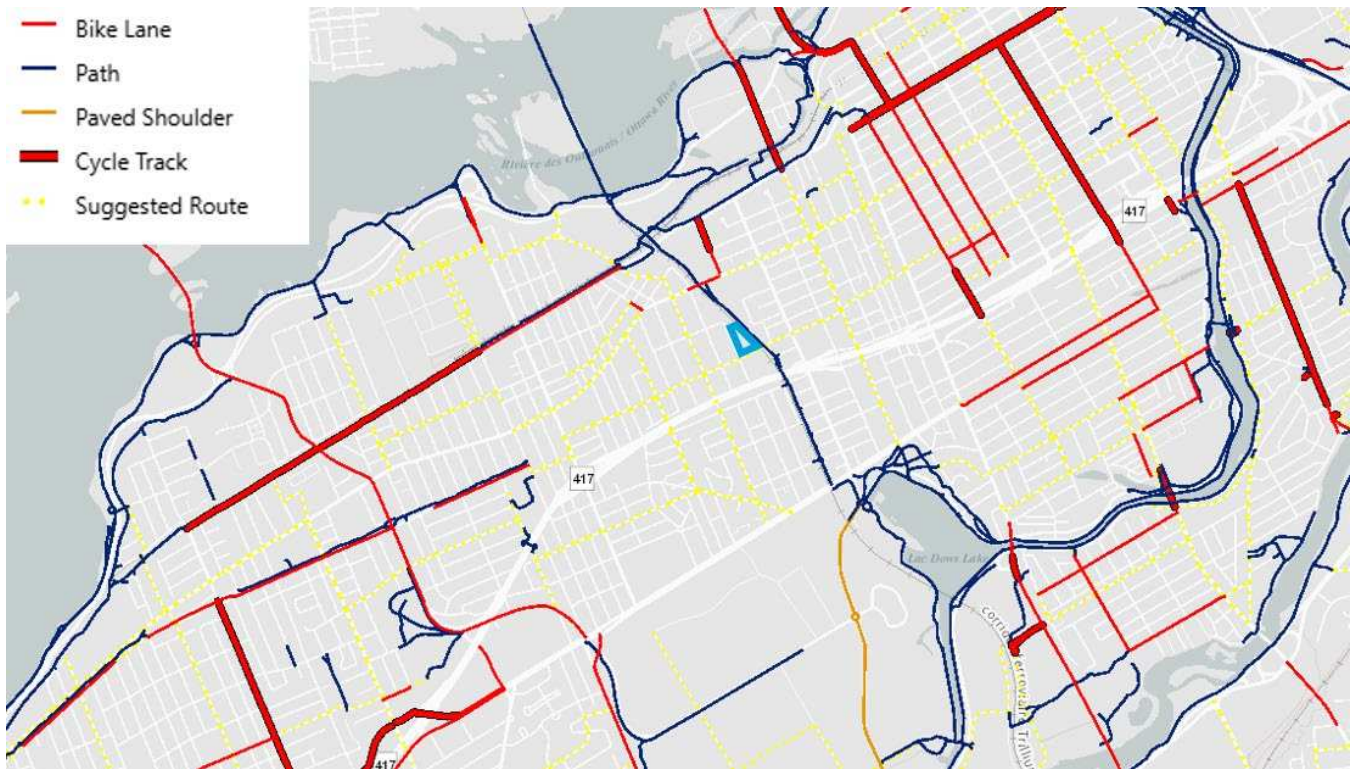


Figure 4: Active Transportation Network of the Official Plan

### 3.3 Road Network

Gladstone Avenue is designated as a Major Collector Road in the City of Ottawa Official Plan. Collector roads connect communities and provide connections between arterial and local roads. Arterial Roads in proximity to the subject site include Preston Street, and Parkdale Avenue while Bayswater Avenue to the west is also designated as a Collector road.

Highway 417 to the south is a Provincial Highway extending across the City from east to west. Access to Highway 417 in proximity to the site is at Rochester Street (westbound only) or Parkdale Avenue (eastbound and westbound).



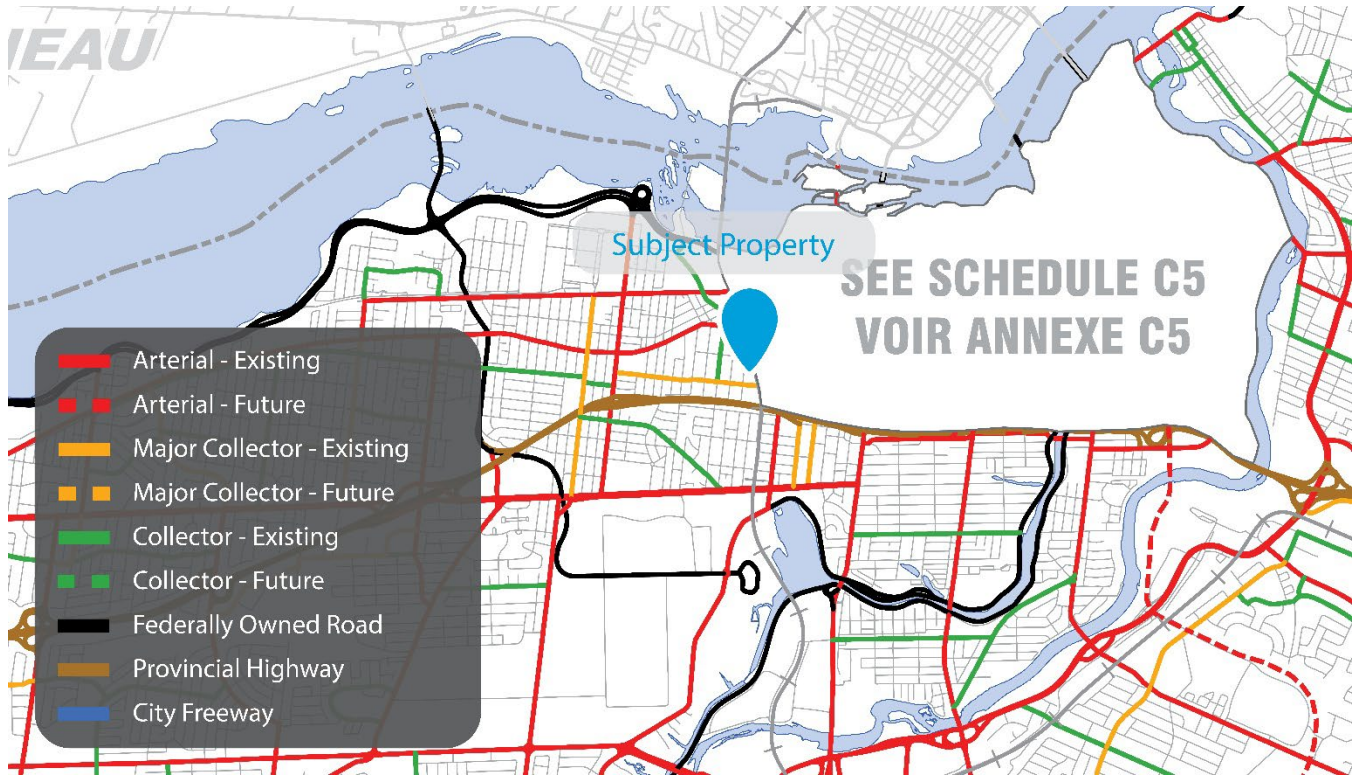


Figure 5: Schedule C4 - Urban Road Network of the Official Plan

## 4.0

# Proposed Development and Urban Design Brief

## 4.1 Overview

The proposed development seeks to facilitate additional tower height beyond what is permitted in the present zoning. The current zoning, as approved in November 2022, was originally implemented to establish a “transit-oriented development” approach to the subject property, with consideration to its proximity to the LRT corridor and the future plans to introduce an adjacent station. The zoning therefore advanced a mixed-use, high density program comprised of Gladstone Avenue-fronting commercial uses and three (3) high-rise residential towers. The proposed zoning also implemented protections for the Standard Bread Building, a heritage building located on the lands.

The design language that underlies the policy and regulatory context for the lands divides them into two key components:

1. The first is along Gladstone Avenue and contains retail, residential, and office components, anchored by the retained and restored Standard Bread Building on the east side, and a five (5) storey podium along the street. Above the retail and office podium would be the tallest of the proposed residential towers.
2. The second component of the project is along Loretta Avenue North, and includes two additional residential towers with a porous circulation network allowing landscaped connections between the property and the multi-use pathway. The character of this area is more residential in nature, with building and unit entrances, and Privately Owned Public Space (‘POPS’) animating the space. Residential Tower B is located centrally on the site, abutting the rail corridor and features a five (5) storey base.

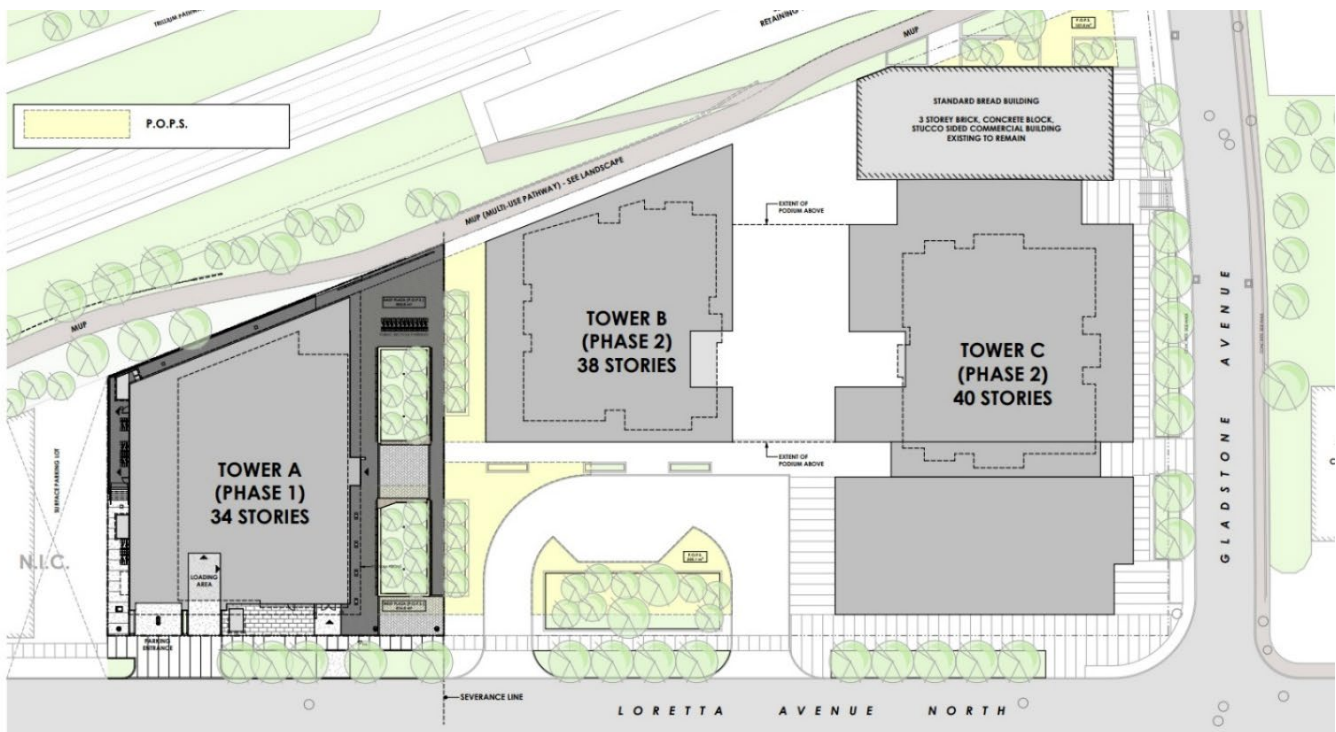


Figure 6: Proposed Site Plan

An internal pedestrian street provides connectivity through the retail and office podium from Gladstone Avenue to the north end of the site and the other residential towers. Retail uses will animate this internal street that will act as an important pedestrian access into the site.

Above the retail and office podium is the tallest of the proposed residential towers at 40 storeys. The tower is set 4.8 metres back above the podium below along Gladstone, and approximately 23 metres from Loretta Avenue North. An enclosed rooftop amenity space is proposed to be integrated with the mechanical penthouse of the building also providing access to exterior amenity space on the rooftop. The mechanical systems on the rooftop are integrated into the building design.

Moving away from Gladstone Avenue, Residential Tower B is located centrally on the site, abutting the rail corridor and features a five (5) storey base. The building would be established with a total height of 38 storeys. Finally, Residential Tower A, is located at the north end of the site and features a four (4) storey podium. Tower A would be established with a total height of 34 storeys.

Amenity is provided throughout the overall development in many private and communal formats including rooftop terraces, internal building areas (i.e. party rooms, etc.) and balconies. Lastly, a Privately Owned Public Space (POPS) is proposed at a scale of 1,018 m<sup>2</sup>.

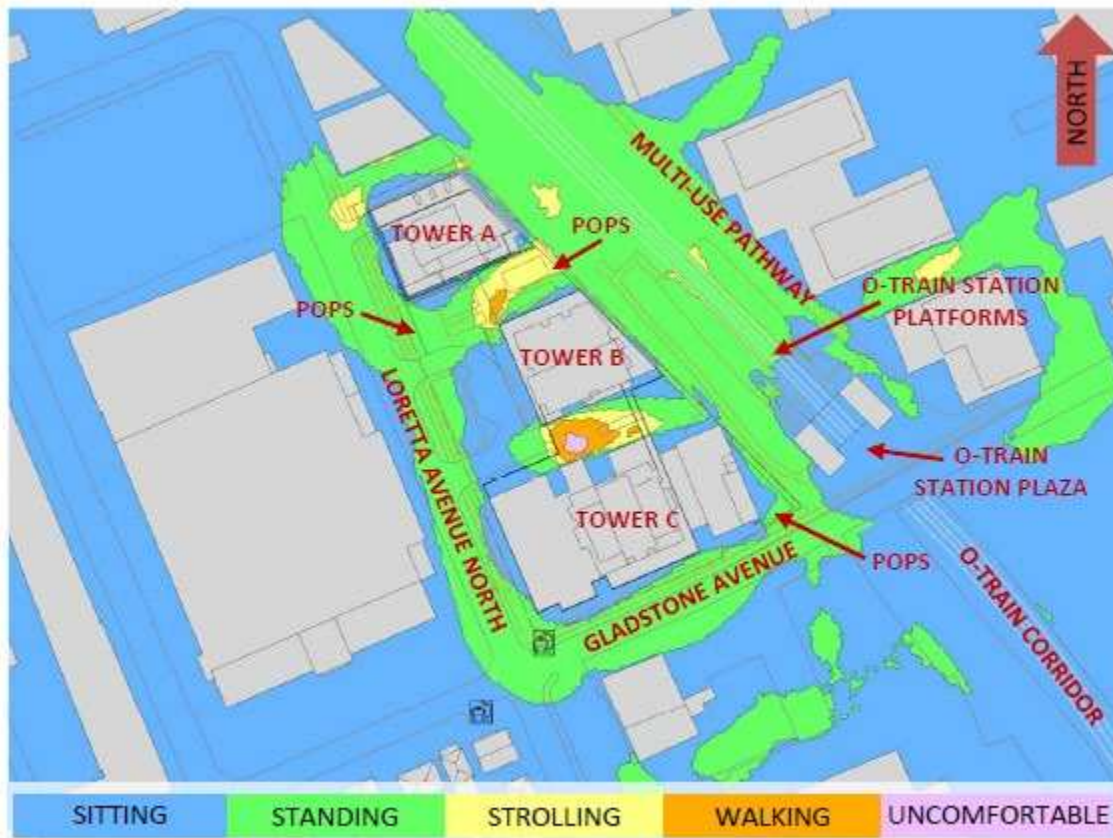
The proposed additional building height would apply to the established tower footprint, and is not intended to expand podium-levels of the building, minimizing the added massing to the building and preserving the ground-level pedestrian experience.

## 4.2 Microclimate Conditions

A Pedestrian Level Wind Study was prepared by Gradient Wind, dated July 30, 2025. The study involves simulation of wind speeds for selected wind directions in a three-dimensional computer model, combined with meteorological data integration, to assess pedestrian wind comfort and safety within and surrounding the subject site.

The conclusions indicate that most grade-level areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for their intended pedestrian uses throughout the year. Conditions over the nearby public sidewalks, most nearby transit stops, the Corso Italia O-Train station plaza and platforms, the multi-use pathways to the east, the nearby existing surface parking lots, the proposed drop-off areas and surface parking, and in the vicinity of the building access points are considered acceptable. Mitigation measures are proposed to improve conditions. Please review the full report, enclosed with this submission, for more information.





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

Figure 7 Excerpt from Pedestrian Level Wind Study showing the Typical Use Period.

A Shadow Study, prepared by Linebox Studio, is included with this submission. As per the Figure below, which references September 21st at noon, the additional shadowing provided by the proposed increases in height are nominal. Although the findings are consistent with the excerpt provided below, please consult the full shadow study document for an understanding of the overall impacts.

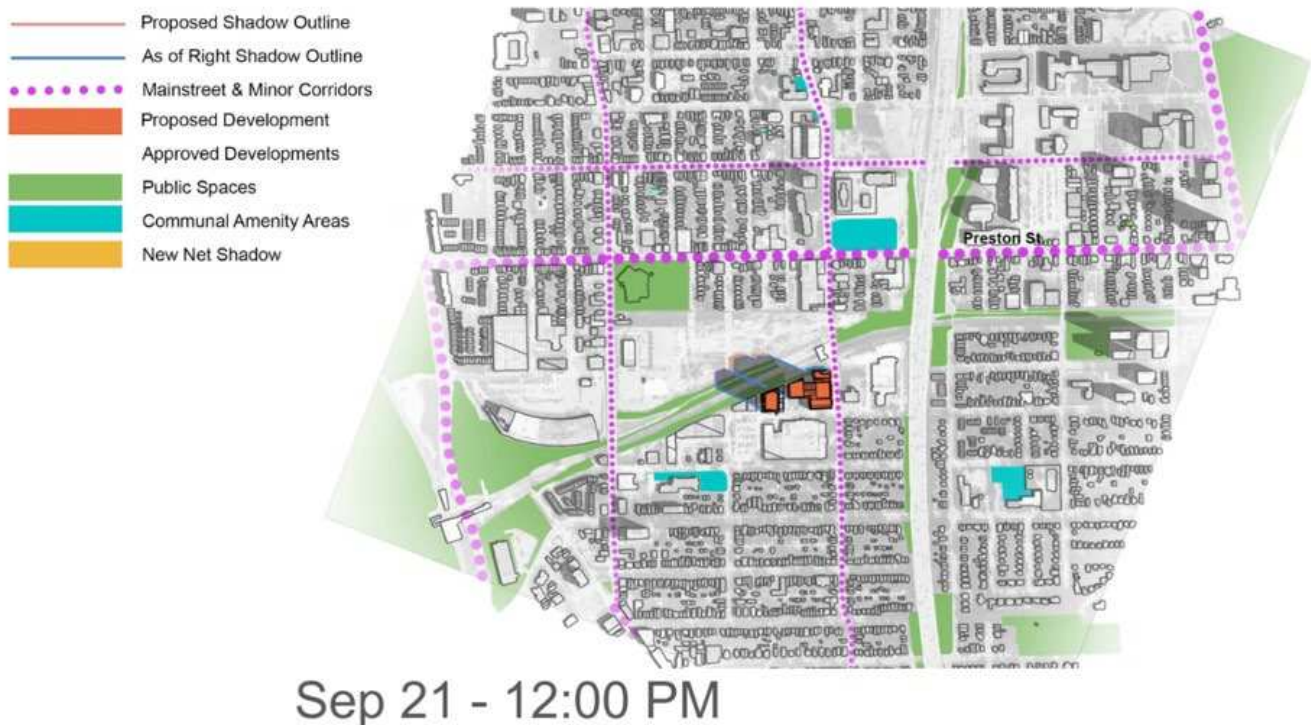


Figure 8: Excerpt from Shadow Study provided by Linebox.

### 4.3 Massing and Transition

The proposed development applies a diversity of tower height that scales forward to the Corso Italia Transit Station. When viewed at a distance, the tower will provide a varied articulation and serve to support wayfinding. With a boundary on the LRT corridor, the proposed development is able to provide a defined edge and perimeter to the Hintonburg community overlooking Little Italy. Given the site's unique triangular configuration, it allows ample on-site transition between towers whereas the adjacent lands to the north would be constrained to allow a tower.

The podiums apply a human scale and define the property edges; an important consideration given that this will be the predominant expression at-grade when the site is experienced. Open space and pedestrian connectivity options throughout the site ensure porosity and break up the overall weight of the development.

The podium of Residential Tower A will include red brick and aluminum panels on the façade. The lower floors of the podium will animate the courtyard space and street level with a mix of amenity and lobby space. The tower cladding incorporates grey aluminum panels that contribute to the prominence of the development as a component of Ottawa's skyline. It is anticipated that Towers B and C will continue the material palette and design language from Tower A. The design features of the podiums of Tower B and C will be finalized at a future phase, and will be subject to review by the City through the corresponding Site Plan Control applications.

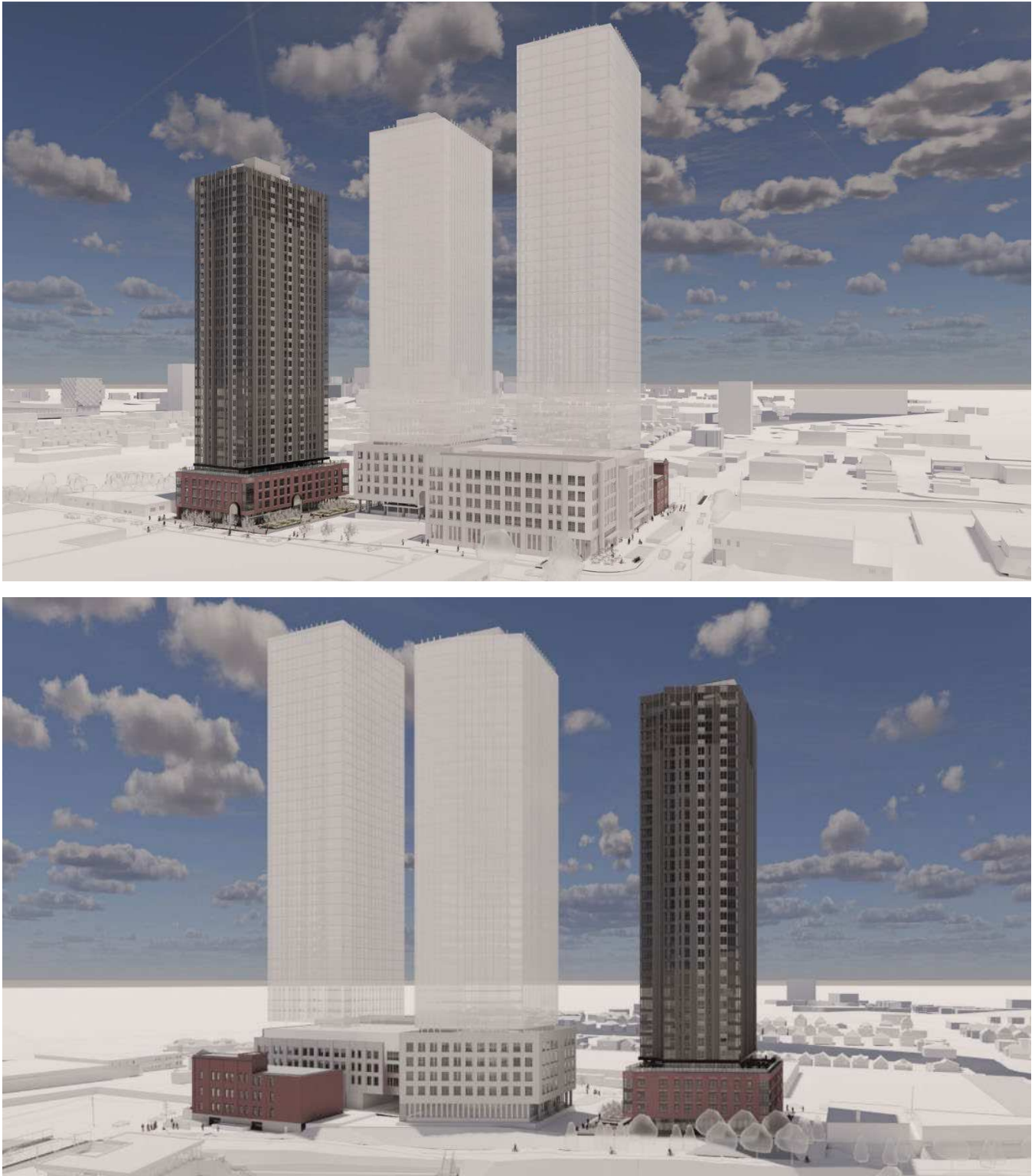


Figure 9: Renders of the Proposed Development. Top: Looking east. Bottom: Looking west.



#### 4.4 Site Statistics

While final unit yields will be verified through the Site Plan Control applications, an estimated 1,052 residential dwellings units are proposed for the three (3) residential buildings, a net increase of 122 dwelling units from the present approval. Phase 1 of the development will comprise of Tower A with a total of 402 dwelling units including a range of bachelor, one-, two-, and three-bedroom units.

A total of 526 underground parking spaces are proposed to serve the full buildout through the establishment of a three (3) storey underground parking garage. Access to the parking garage is proposed from Loretta Avenue. 436 spaces are reserved for tenants, whereas 56 are allocated to the retail and office uses. 30 visitor parking spaces have been proposed in line with the minimum required through the zoning by-law.

A total of 694 bicycle parking spaces are proposed. The majority of the bicycle parking spaces will be provided within the underground garage, with some spaces provided at-grade. Direct at-grade access to the site is proposed from the multi-use pathway along the west side of the O-Train corridor providing a convenient access point for cyclists and pedestrians.



Figure 10: Rendering Indicating Full Buildout

Loading access for the retail and office space is located between Towers B and C. A separate move-in and loading space is also provided in the podium of Tower A at the north end of the site. Vehicles accessing the loading would back into the site from Loretta Avenue and into the interior loading docks.



Figure 11: Location Map.



## 5.0 Policy and Regulatory Context

### 5.1 Provincial Planning Statement

The Provincial Planning Statement (PPS), issued under Section 3 of the *Planning Act* came into effect October 20, 2024, replacing the Provincial Policy Statement that came into effect on May 1, 2020. It provides policy direction on matters of provincial interest related to land use and development. The Planning Act requires that decisions affecting planning matters “be consistent with” policy statements issued under the Act.

The proposed development is consistent with the following policies of the PPS:

#### 2.1 Planning for People and Homes

- / Planning authorities should support the achievement of complete communities by:
  - accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
  - improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
  - improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

**The proposed development accommodates a range of land uses, including retail, office, commercial, and residential on the site where various modes of transportation networks are readily available. The proposed increase in height and density bolster these initiatives by adding a greater array of housing supply which can support the commercial facilities and benefit from the rapid transit network.**

#### 2.2 Housing

- / establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;
- / permitting and facilitating:
  - all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and
  - all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;
- / promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and
- / requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

**The proposed development directs new housing development to a location where appropriate levels of infrastructure and public service facilities are readily available, and its density will make efficient use of**

**the subject site and support nearby transit. The proposed increase in density further advances the efficient use of resources by proposing additional housing supply in an area that can support it.**

### 2.3 *Settlement Areas and Settlement Area Boundary Expansions*

2.3.1.2 Land use patterns within settlement areas should be based on densities and a mix of land uses which:

- / efficiently use land and resources;
- / optimize existing and planned infrastructure and public service facilities;
- / support active transportation;
- / are transit-supportive, as appropriate;
- / are freight-supportive.

**The subject site is within in a built-up settlement area with sufficient servicing and infrastructure. The subject site is in an ideal location with convenient access to existing and improved public transit as well as a variety of nearby amenities and uses. The Multi-Use Pathway to the east of the site provides convenient access to an active transportation network. The proposed development is situated in an existing community with public service facilities and established infrastructure.**

### 2.4 *Strategic Growth Areas*

2.4.1.2 Support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:

- / to accommodate significant population and employment growth;
- / as focal areas for education, commercial, recreational, and cultural uses;
- / to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and
- / to support affordable, accessible, and equitable housing.

**The proposed development is consistent with Policy 2.4.1.2 of the PPS, as it is an intensification of the subject site, located in a strategic growth area of the city where services are readily available, accommodating a mix of uses and possesses convenient access to public transit, nearby amenities and employment opportunities.**

#### 2.4.2 *Major Transit Station Area*

- / Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of:
  - 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit
- / Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by:
  - planning for land uses and built form that supports the achievement of minimum density targets; and
  - supporting the redevelopment of surface parking lots within major transit station areas, including commuter parking lots, to be transit-supportive and promote complete communities

**The proposed development contributes to intensification within a major transit area and exceeds the minimum density target for areas that are served by light rail or bus rapid transit.**

**The proposed development conforms with the direction of the Provincial Planning Statement (2024).**

## 5.2 City of Ottawa Official Plan (2022, as amended)

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

The Official Plan proposes five (5) broad policy directions that are the foundation to becoming the most liveable mid-sized city in North America over the next century. These directions, referred to as "big moves" include the following:

1. Achieve, by the end of the planning period, more growth by intensification than by greenfield development.
2. By 2046, the majority of the trips in the City will be made by sustainable transportation.
3. Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.
4. Embed environmental, climate and health resiliency and energy into the framework of our planning policies.
5. Embed economic development into the framework of our planning policies.

**The proposed development and corresponding increase in building height support the "Big Moves" by representing growth by intensification; transit-supportive development; strong urban design; efficient land use; and a mixture of employment generating uses at-grade.**

### 5.2.1 Growth Management, Supporting Intensification

The Official Plan's growth management framework is premised on the ability to provide sufficient development opportunities and an appropriate range of choices, locating and designing growth so as to increase sustainable transportation mode shares and use existing infrastructure efficiently, while reducing greenhouse gas emissions. Most growth will occur within the urban area of the City, with a majority of residential growth to be within the built-up area through intensification. It is anticipated that growth within the built-up portion of the urban area will represent 50% of urban growth through 2046.

The applicable policies of Section 3.2 for the proposed development are outlined as follows:

- / Policy 2 of Section 3.2 – Intensification may occur in a variety of built forms and height categories, from low-rise to high-rise 41+ buildings provided density requirements are met. Unless more specific policies provide alternate direction, minimum densities are intended to establish a minimum starting point for the intensity of development, and maximum building heights are intended to establish a limit to building height.
- / Policy 3 of Section 3.2 – The vast majority of Residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors, and lands within the Neighbourhood designations that are adjacent to them as shown on Schedules B1 through B8. Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services (in addition to accommodating significant residential opportunities) that are accessible to adjacent Neighbourhood designations on a daily and weekly basis.
- / Policy 4 of Section 3.2 – Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable. When reviewing planning applications for intensification, the City

shall ensure that surface water and groundwater resources are protected, particularly where the groundwater resource is used for drinking water.

- / Policy 8 of Section 3.2 – Intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices. Dwelling sizes are categorized into two broad categories, with a range of floorspaces occurring within each category:
  - a) Small-household dwellings are units with up to two bedrooms and are typically within apartment-built forms; and
  - b) Large-household dwellings are units with three or more bedrooms or an equivalent floor area and are typically within ground-oriented built forms.
- / Policy 10 of Section 3.2 – The residential density and proportion of large household dwelling targets as shown on Schedules B1 through B8 are established in Table 3a for Hubs and Mainstreet Corridors and Table 3b for Neighbourhoods and Minor Corridors. Corso Italia is identified for a minimum required density of 160 people and jobs per gross hectare, and 250 dwellings per net hectare.

**The proposed development is consistent with the policies of the Official Plan as they relate to growth management and intensification, as outlined above. The proposed applications will facilitate the intensification of an existing residential neighbourhood in accordance with the previously approved Secondary Plan which guides the strategic planning direction for the redevelopment of the lands. The proposed intensification will consist of new high-rise buildings across the lands and will contribute to the status of the area as a 15-minute neighbourhood by introducing additional, complementary non-residential uses.**

### 5.2.2 Housing

The Official Plan strives to facilitate a diversity of housing options for both private ownership and rental. The City will promote a range of affordable and market-rate housing by providing a toolkit of planning incentives and direct supports that allows for a greater number of units within the permitted built form envelope.

Per policy 4.2.1.1, a diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:

- a) Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;
- b) Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements, and tenure.

**The proposed development would provide for a range of housing options and choices within the development and the broader neighbourhood. The proposed increased height would improve the range and array of housing typologies.**

Section 3.2 of the Official Plan refers to the Official Plan direction to support intensification. The City intends to accommodate 51% of its growth through intensification over the planning horizon of the OP. Applicable policies are as follows:

- 3) The vast majority of Residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them as shown on Schedules B1 through B8. Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services (in addition to accommodating significant residential opportunities) that are accessible to adjacent Neighbourhood designations on a daily and weekly basis.
- /
- 5) Intensification is permitted and encouraged on former industrial or commercial sites, including brownfield sites where feasible in order to collectively achieve intensification and sustainable and resilient design

goals and targets. Former industrial sites do not have the Industrial and Logistics or the Mixed Industrial designations as shown on Schedules B2 through B8, or a corresponding Industrial designation with in a rural secondary plan.

**Residential intensification with supporting commercial uses is being proposed on an underutilized commercial site and is along a concentrated band of employment, commercial, and transportation services.**

### 5.2.3 Downtown Core Transect

The Downtown Core Transect is the historic, geographical, physical, cultural, symbolic and employment hub of the National Capital Region. The neighbourhoods within the Transect have a mature built environment whose urban characteristics of high-density, mixed uses and sustainable transportation orientation are to be maintained and enhanced.

The Official Plan seeks to prioritize active and public transit linkages to and through the Downtown Core, locate the tallest buildings and greatest densities within the Transect and provide additional direction to Hub and Corridor designations

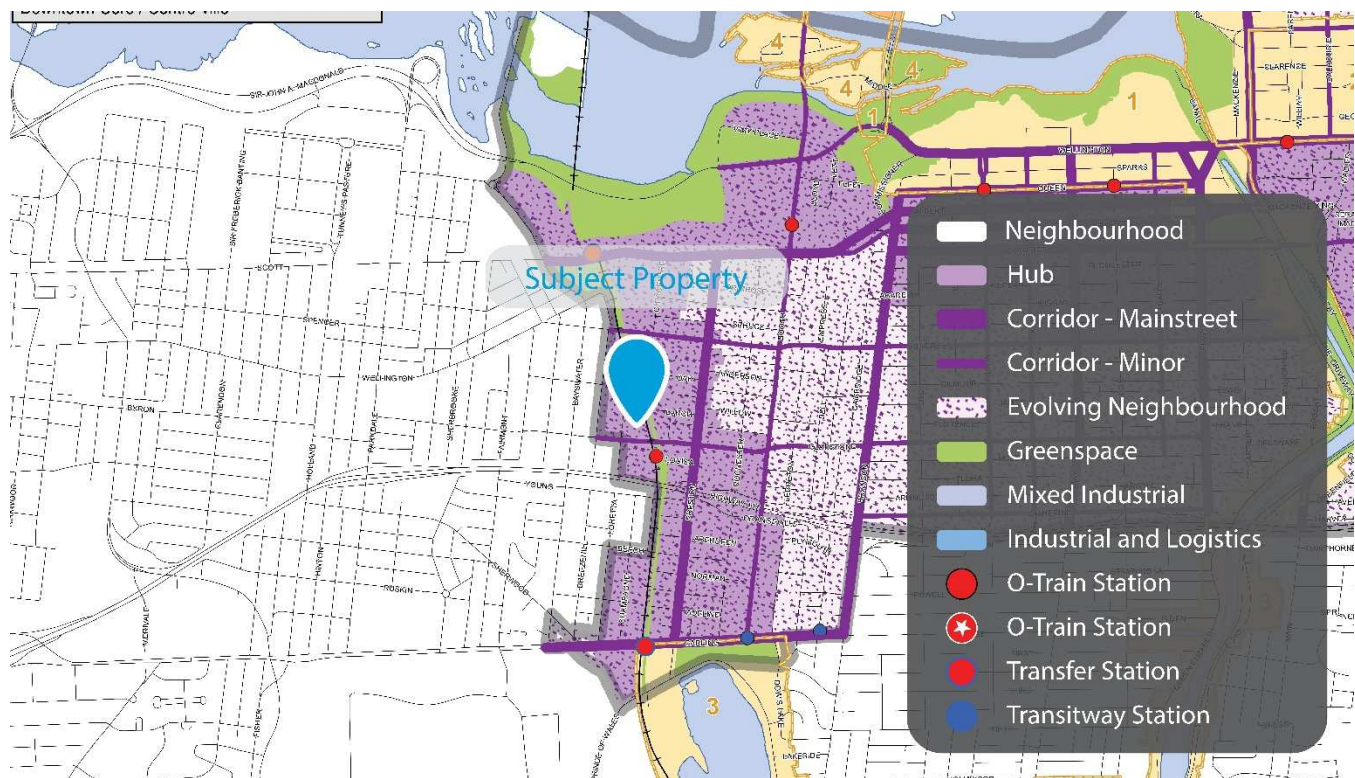


Figure 12: Schedule B1 – Downtown Core Transect

Per Policy 5.1.1, the City seeks to maintain and enhance an urban pattern of built form, site design and mix of uses:

- / All development shall maintain and enhance the urban pattern of built form and site design.
- / The Downtown Core shall continue to develop as healthy 15-minute neighbourhoods within a highly mixed-use environment, where Hubs and a dense network of Corridors provide a full range of services, a high concentration of employment is maintained and increased, and residential densities are sufficient to support the full range of services



- / In the Downtown Core, the Zoning By-law may require mixed uses within individual buildings, such as retail or other services on the ground floor.
- / The Downtown Core is planned for higher-density, urban development forms where either no on-site parking is provided, or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway.

**The proposed development contributes to the existing urban context by introducing a mix of uses including new residential housing options to support the development of 15-minute neighbourhoods by contributing to a sufficient residential density that can support and is in proximity to rapid transit. The subject site is appropriate to be developed with higher densities, while also contributing to the public realm by adding a connection to the Multi Use Path (MUP) and introducing greenspace.**

**The proposed additional building height increases the overall residential density on the site and represents a minor uplift from the previously approved design. When the site is experienced at the pedestrian level, the proposed height increase of roughly 7.6% overall will be minimally discernable in terms of the overall impression and shadowing impact generated by high-rise towers.**

Section 5.1.2 discusses the prioritization of walking, cycling and transit within, and to and from, the Downtown Core.

- / The transportation network for the Downtown Core shall prioritize walking and cycling for short trips, and cycling and transit for longer trips, such that convenience and safety for pedestrians, cyclists and transit users shall take priority over private motor vehicle access and movement in the Downtown Core.
- / Motor vehicle parking in the Downtown Core shall be managed as follows:
  - Motor vehicle parking in the Downtown Core shall not be required in new development, other than visitor parking for large-scale residential development;
  - Where new development includes parking as an accessory use, such parking shall be located underground or, if within the principal building, never at grade along the frontage of any public street;
  - The City shall encourage shared parking and electric charging facilities in larger parking lots and parking garages.

**All residential parking is proposed to be provided within the three (3) level underground parking garage. The proposed development also satisfies the minimum required visitor parking spaces. At grade, four (4) visitor parking stalls are proposed to minimize on-street parking needs in the established neighbourhood for the purpose of short-term stops, package drop-offs, and deliveries. The proximity to the MUP and LRT facilitates modal flexibility for visitors and tenants within the Mixed-Use Hub.**

**The proposed development meets the general intent of the Downtown Core Transect policies.**

#### **5.2.4 Hub Designation**

As per Figure 9, the subject property is designated as “Hub” in the Official Plan. Section 5.1.4 provides direction to the Hubs and Corridors located within the Downtown Core Transect.

- / Maximum and minimum building heights in the Downtown Core where a Hub designation applies, except where a secondary plan permits or restricts otherwise, are as follows:
  - a) Up to 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned O-Train station, between 4 storeys and High-rise inclusive;
  - b) Despite Policy a), greater heights, in accordance with Subsection 5.1.3, Policy 1) may be considered subject to a zoning amendment on:

- i) Lands that contain or are adjacent to, and within 100 metres walking distance of an O-Train station; or
- ii) North of Nepean Street.

/ The Zoning By-law may prohibit buildings with only one type of use in Hubs within the Downtown Core Transect, and developments shall be required to co-locate within the same building complementary functions and uses, including but not limited to residential, office, commercial and institutional.

**The subject property is within 100 metres of the Corso Italia Transit Station. Per the policy direction above, the Official Plan supports High-rise building heights up to 40 storeys, and even beyond, through the mechanism of a Zoning By-law Amendment.**

**A past Official Plan Amendment to the now-repealed Preston-Champagne Secondary Plan established maximum building heights of 30, 33, and 35 storeys for the lands. These heights were subsequently carried forward in the Corso Italia Transit Station Secondary Plan, which was later consolidated into the West Downtown Core Secondary Plan.**

**The West Downtown Core Secondary Plan takes precedence over the policies of the Official Plan, and accordingly, an Official Plan Amendment is necessary to increase the height. The proposed additional height still remains in keeping with the scale anticipated by the base Official Plan in proposing building heights of up to 40 storeys.**

#### **5.2.5 Urban Design**

Urban Design concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

Several of the urban design policies are better addressed through a future Site Plan Control application. Relevant policies have been discussed below.

Section 4.6 of the Official Plan contemplates an urban design framework to outline the City's urban design program. The subject property is identified as a Tier 2 – National & Regional Design Priority Area (DPA) per Table 5 – Design Priority Areas of the Official Plan, as it is on a Corridor inside the Downtown Core. Tier 2 areas are of national and regional importance to defining Ottawa's image. These areas support moderate pedestrian volumes and are characterized by their regional attractions related to leisure, entertainment, nature or culture.

Policy 4.6.1.5 states that development within DPAs shall consider four season comfort, enjoyment, pedestrian amenities, beauty and interest through the appropriate use of the following elements:

- a) The provision of colour in building materials, coordinated street furniture, fixtures and surface treatments, greening and public art, and other enhanced pedestrian amenities to offset seasonal darkness, promote sustainability and provide visual interest;
- b) Lighting that is context appropriate and in accordance with applicable standards and guidelines; and
- c) Mitigating micro-climate impacts, including in the winter and during extreme heat conditions in the summer, on public and private amenity spaces through such measures as strategic tree planting, shade structures, setbacks, and providing south facing exposure where feasible.

**The entirety of the subject property is presently hardscaped, and the existing buildings apply a standard, black commercial roof. The proposed development will introduce softscaping and porous surfacing materials to the property at-grade, while also incorporating green elements into the terraces and roof amenity areas. These efforts thereby reduce the overall urban heat island contribution of the property.**

Policy 4.6.5.2 states that development along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks.

**The proposed site layout would frame the public realm along Gladstone Avenue with a building that reflects the emerging and desired urban format of development. The setbacks are proportionate and retail entrances face the street.**

Policy 4.6.5.3 encourages designs to minimize the potential for conflict between vehicles and pedestrians and to improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible.

**Ongoing and future Site Plan Control applications will clarify the exact location of servicing and amenities relative to the towers. The intention is for these spaces to be internalized within the building.**

Policy 4.6.6 contains policies related to enabling the sensitive integration of new development into existing neighbourhoods. Policy 4.6.6.2 states that transition between mid and high-rise buildings and adjacent properties designated as neighbourhood will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, setbacks, and generally be guided by the application of an angular plane as may be set out by the Zoning By-law or Council-approved Plans or design guidelines.

**Figure 14 below provides a cross-section which demonstrates the height profile of the proposed buildings, with hatched areas indicating the new storeys. The additional height would allow for new “typical floor” storeys rather than adjust the upper floors, which are taller by design.**

**Figure 14 indicates that the proposed heights fall in line with the transition downward from the nexus of the Corso Italia Rapid Transit Station. The scale of the tower floorplates, which aren’t proposed to increase in size, and 25-metre separation between respective towers ensures that they do not overwhelm the planned context while accommodating for micro-climate issues such as wind and shadowing.**

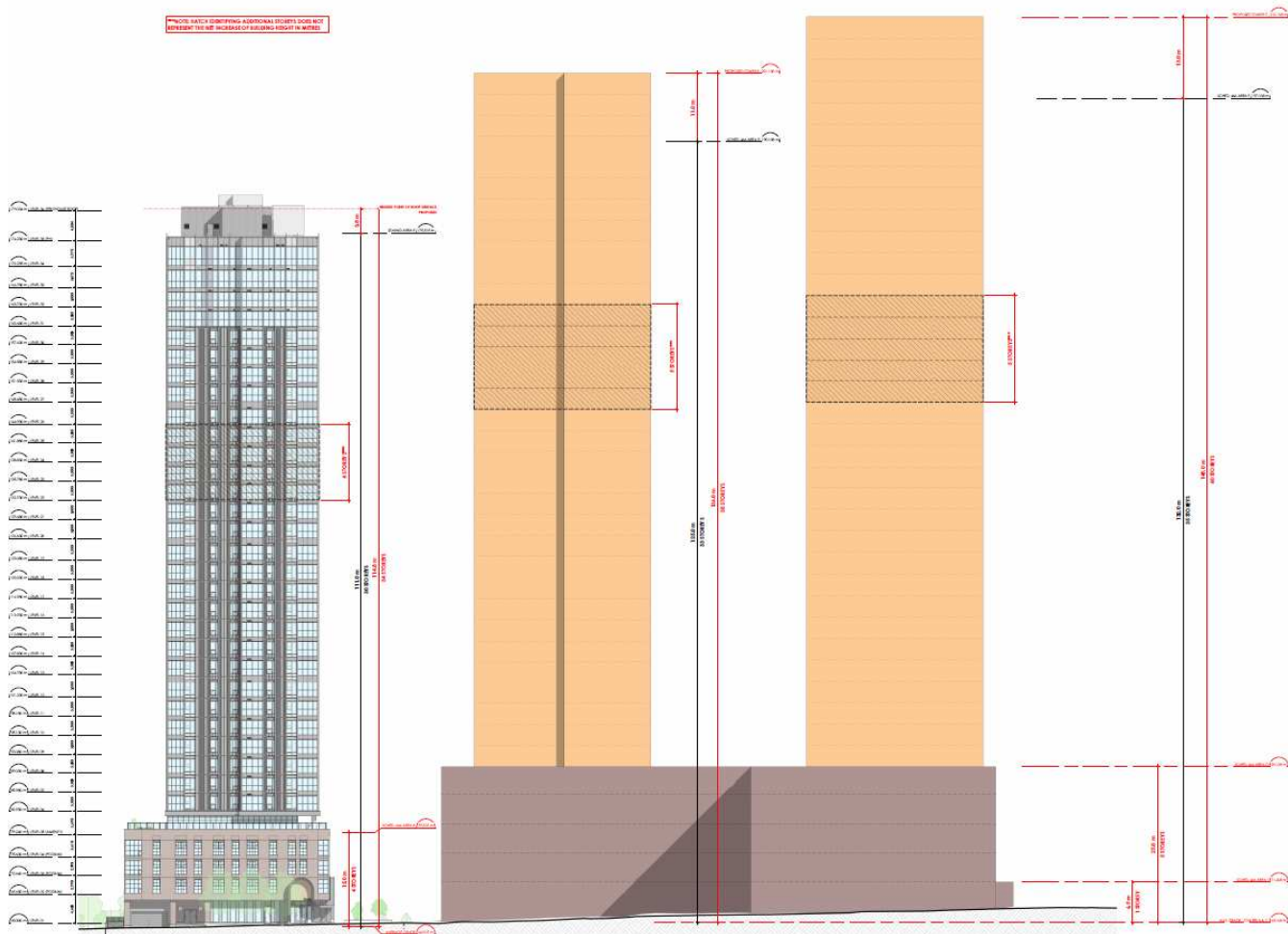


Figure 13: Building Cross-Section with hatching indicating newly proposed floors.

Per policy 4.6.6.3, where two or more high-rise buildings exist within the immediate context, new high-rise buildings should provide for variation in building heights.

**The proposed applications maintain that a variation in building height is desirable. In this instance, the building heights are staggered downward to the north as one moves further away from the LRT station.**

Per 4.6.6.8, high-rise buildings shall be designed to respond to context and transect area policies, and should be composed of a well-defined base, middle and top. Floorplate sizes should generally be limited to 750 square metres for residential buildings and 2,000 square metres for commercial buildings with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.

Per 4.6.6.9, separation distance between high-rise towers should be provided to ensure privacy, light, and sky views for residents. Generally, a separation of 23 metres is preferred, though lesser separation distance may be permitted in accordance with Council approved design guidelines. Where the planned context would allow for high-rise buildings, development proposals should demonstrate and consider this.

**All tower floorplates proposed fall under 750 m<sup>2</sup>. Tower setbacks of 25 metres are maintained between buildings. Tower setbacks to the site boundaries are consistent with those approved under Schedule 466. The eastern boundary benefits from the adjacency of the LRT corridor to provide a buffer, whereas**

**the setbacks of roughly 10 metres to the north and south allow wind and shadowing relief. Tower setbacks to Loretta Avenue North range from 4 metres for Tower A, to 27.8 metres for Tower B, to 23.9 metres for Tower C.**

Section 6.4.3 encourages capital investments in the City's street's, sidewalks, and other public spaces to support healthy lifestyles through development projects.

- / Development and capital projects shall enhance the public realm where appropriate by using methods such as: curb extensions, curbside boulevards that accommodate wider pedestrian walkways, trees, landscaping, and street furniture. These enhancements will make streets safer and more enjoyable by dedicating more space to pedestrians, creating opportunities for relaxation and social interaction, and where necessary, buffering pedestrians from traffic.
- / Privately Owned Publicly Accessible Spaces (POPS) offer a publicly accessible amenities that contributes positively to the public realm. POPS will be designed in accordance with applicable urban design guidelines. To ensure exceptional design, POPS will:
  - Fit into their context, providing a meaningful contribution to existing and planned connections;
  - Be sited strategically to best animate the streetscape, take advantage of views and vistas, highlight elements and provide a comfortable microclimate environment;
  - Respond to the needs of the community with consideration for neighbourhood character and local demographics;
  - Read as publicly-accessible to the passerby and feel comfortable, welcoming and safe for the user;
  - Be designed in a coordinated manner with the associated building(s); and
  - Bring nature into the built environment, where appropriate.

**The POPS and private/public pathway will provide meaningful connections to the Multi-Use Pathway network and Corso Italia Station, encouraging active and public transportation at the neighbourhood scale. The pathway connection between the buildings will allow an illuminated path of travel and “eyes on the street” for the adjacent indoor and outdoor amenity spaces, improving safety for pedestrians and cyclists after dark.**

### 5.3 West Downtown Core Secondary Plan – Corso Italia Station District

The subject property is subject to the West Downtown Core Secondary Plan. Chapter 3 of the West District Downtown Core Secondary Plan refers to the policy direction for the Corso Italia Station District and intends to support its transformation into future south-western edge to the City's future larger downtown.

#### 5.3.1 Character Areas

Section 4.1 provides an overview of the character areas delineated on Schedule L: Corso Italia Station District Character Areas and their built form. The subject property is classified as a “Station Area”.

#### Station Area

The Station Area surrounds the Corso Italia O-Train Station. It will incorporate a wide range of transit-supportive functions and built form, including the tallest buildings and highest densities in the Corso Italia Station District.





Figure 14: West Downtown Secondary Plan - Corso Italia Station District - Schedule L

Given its central location within the established community, the Station Area provides a new opportunity to connect the communities of Little Italy and Hintonburg and to create a district within the City that is built around transit and alternative transportation, minimizing reliance on automobiles. This area will provide the most appropriate opportunities for the highest density buildings in the district.

The general policies of the Station Area district are as follows:

- / High-rise, mixed-use development, with maximum buildings heights detailed in Schedule M: Corso Italia Station District Maximum Building Heights and Tower Location, may be permitted.
- / The remaining podium building height around the perimeter of a high-rise tower should be a height of three to six storeys, as further detailed in Section 4.2 policies for Mid-Rise Buildings.
- / Notwithstanding the Station Area designation, the frontage of Gladstone Avenue shall be developed with the general built form characteristics and uses of a mainstreet, to support the commercial continuity of the Gladstone Main Street Corridor, west of Preston Street. It will be characterized by low-to mid-rise buildings or podiums fronting Gladstone Avenue.
- / The tower component of any high-rise building shall be setback from Gladstone Avenue to support the character of the Main Street Corridor and to minimize shadow and wind onto the public and private realms.

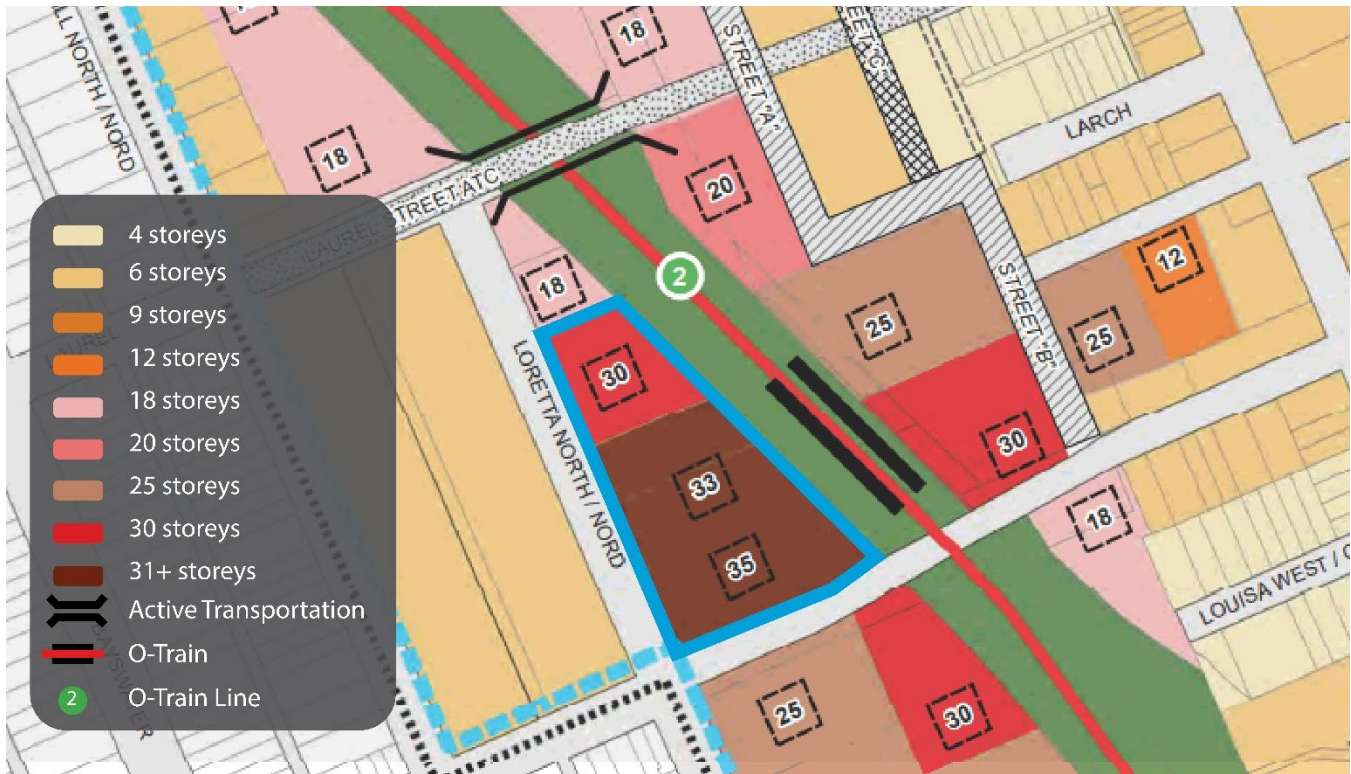


Figure 15: West Downtown Secondary Plan - Corso Italia Station District - Schedule M

Specialized policies are in effect for what is described as the “North-west quadrant”. This includes the subject property. The north-west quadrant of the Station Area will become a diverse area permitting a broad range of residential uses and other mixed uses, including commercial, retail and light industrial uses.

- / Buildings will be sited and designed to create a built form transition from the Station Area character to the future Mixed-Use Block, on the west side of Loretta Avenue North.
- / The high-rise towers at 951 Gladstone Avenue and 145 Loretta Avenue North should maintain a minimum 23 metre separation distance between towers.
- / Future redevelopment around the Standard Bread Company Factory building shall incorporate design elements including, but not limited to building setbacks, stepbacks, massing and public spaces that showcase the cultural heritage of that building and site as designated under Part IV of the Ontario Heritage Act.

**An amendment to the Secondary Plan is proposed to permit building heights of 40-storeys (145 metres), 38-storeys (136 metres), and 34-storeys (120 metres), exceeding the maximum permitted height of 35-, 33- and 30-storeys, respectively, as per Schedule M of the Plan. The proposal is otherwise aligned with the intent of the Station District policies in proposing the highest densities and mixture of uses closest to the rapid transit station.**

**The proposed development reflects the intended character and built form, rehabilitating the Standard Bread Building and integrating it within a five (5) storey podium with ground floor retail and office uses above to uphold the envisioned public realm and animation along Gladstone Avenue.**

**The proposed massing maintains a separation that respects the Standard Bread Building and reflects a human-scale along the street. The proposed high-rise buildings are generally set well back from the**

adjacent streets, and exceed the minimum tower separation in proposing 25 metres, reinforcing this scale and character.

**The proposed development includes residential high-rise buildings on the north end of the site, along Loretta Avenue. The towers provide a generous setback from Loretta Avenue and frame an outdoor greenspace that will be used by residents and the public alike. The proposed site design and massing reflect the surrounding community and incorporate appropriate transition to the surrounding areas.**

#### **Public Realm and Mobility**

Section 5.1 sets out key directions for improvements that will rebalance public realm allocation across the district to ensure high-quality space is abundant to meet the following objectives:

- / Plan and design all new development with a premise of sustainable transportation (foot, bike, transit) having absolute precedence on how streets, paths and other linkages are designed.
- / Break down superblocks or large parcels of land so they are divided up to connect with the existing street grid and will facilitate the establishment of fine-grain pedestrian realm and mobility network.

**The proposal's overall connectivity network and landscaping plan are maintained with this application. The proposal will continue to support a pedestrian-first, porous site design.**

**The proposed development meets the general intent of the Corso Italia Station District policies. The proposed increase in building height by up to an additional 5 storeys aligns with the intent for the Station District to support high-rise towers in proximity to the Corso Italia Station.**

## **5.4 Urban Design Guidelines for High-rise Buildings**

The City of Ottawa's Urban Design Guidelines for High-rise Buildings was approved by City Council on May 23, 2018 and provides recommendations for urban design and guidelines to be used during the review of development proposals. The proposed development meets the following recommendations, among others:

The proposed development achieves the following guidelines:

### **1 - Context**

- / No views or vistas will be affected by this proposal, as the proposal is not located in a downtown district or within the Parliamentary Precinct.
- / The guidelines require distinguishing between landmark and background buildings. The proposed buildings can collectively be considered as landmark buildings given their prominent location along the transit corridor and on a raised grade west of Little Italy.
- / A transition to lower-profile development is facilitated through building separation and orientation.
- / The subject property is significantly above the recommended minimum lot area of 1,150m<sup>2</sup> for a corner lot.
- / The historic building on-site is integrated into the proposal in a way that celebrates the character of the area.

### **2 – Built Form**

- / The proposed towers have been designed with a distinctive base, middle, and top through use of materials including a high amount of glazing.
- / The proposed buildings can be considered towers. They are oriented to frame the street corner at a significant intersection. Consistent with the guidelines, towers are setback from the podium on appropriately sized floorplates which are adequately separated from one another.

- / The base of the proposed buildings are appropriately dimensioned given the width of the existing ROWs.
- / The ground floor of the base podiums have been designed to be animated and highly transparent.
- / The middle sections of the buildings will minimize shadow, and wind impacts while providing an appropriate fenestration pattern and other architectural considerations.
- / The top section of the proposed buildings will integrate the mechanical penthouse into the building while contributing to the City skyline.

### 3- Pedestrian Realm

- / Main pedestrian entrances are linked with a seamless connection to the public sidewalk in several areas.
- / Glazing is provided at the pedestrian and street level.
- / The majority of parking is located underground and accessed away from the public realm.
- / Loading, servicing, and utilities will be screened from view.

**The proposed development satisfies the Urban Design Guidelines for High-Rise Buildings.**

## 5.5 Transit-Oriented Development Guidelines

Transit Oriented Development (TOD) is generally considered to be medium or high-density development within 600 metres walking distance of a rapid transit stop or station. Given that the subject lands are within approximately 100 metres of a planned rapid transit stop, the following guidelines are applicable and have been met by the proposed design, among others:

- / Provides a transit-supportive land use within a 600-metre walking distance of a rapid transit station.
- / Creates a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally, thereby reducing the need to travel. Elements include a variety of different housing types, employment, local services and amenities that are consistent with the policy framework of the Official Plan and the City's Zoning By-law. Locates the proposed building along the front of the street to encourage ease of walking between the building and to public transit.
- / Locates high-density residential uses close to the transit station.
- / Creates transition in scale between higher-intensity development around the transit station and adjacent lower-intensity communities.
- / Creates highly-visible towers through distinctive design features that can be easily identified and located.
- / The proposed primary podium is located in reference to the front property line in a manner that is intended to define the street edge.
- / Pedestrian connections that are convenient, comfortable, safe, easily navigable, continuous and barrier-free and that lead directly to transit are proposed throughout the site.
- / Provides architectural variety on the lower storeys of buildings to provide visual interest to pedestrians.
- / Proposes a reduced number of parking spaces to minimize surface parking and encourage transit use.
- / Locates parking to the rear of the building and not between the public right-of-way and the functional front of the building.



**The proposed development is consistent with the Transit-Oriented Development Urban Design Guidelines.**

## 5.6 City of Ottawa Zoning By-law (2008-250)

The subject site is zoned “Mixed-Use Centre, Exception 2830, Schedule 466 – Holding (MC[2830] S466-h1).” The purpose of the MC – Mixed Use Centre Zone is to ensure that the areas accommodate a combination of transit-supportive uses; allow the permitted uses in a compact and pedestrian-oriented built form in mixed-use buildings or side by side in separate buildings; and impose development standards that ensure medium to high profile development while minimizing its impact on surrounding residential areas.

The subject site is also located in the Mature Neighbourhoods Overlay, though the provisions of Section 140 only apply to the R1 to R4 zones.

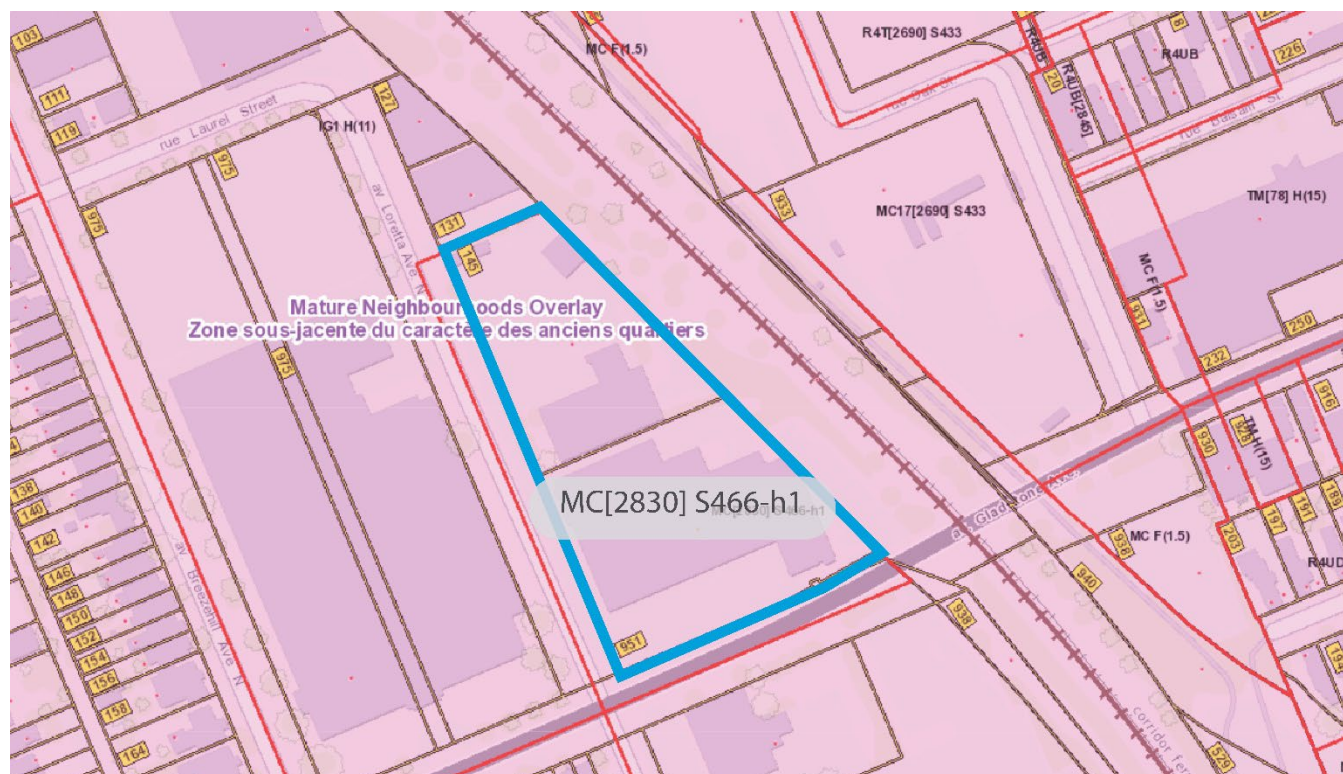


Figure 16: City of Ottawa Zoning By-law 2008-250 (Excerpt)

The site is subject to Exception 2830 and Schedule 466, which both derive from the past Zoning By-law Amendment to establish the Mixed-Use Hub. Exception 2830 contains site-specific provisions including:

- / The lands zoned MC[2830] S466 -h1 are considered one lot for zoning purposes.
- / Maximum permitted building height, minimum stepbacks and minimum required setbacks are as shown on Schedule 466.
- / S.65 (Permitted Projections above the Height Limit) applies despite S466
- / Section 85(3) does not apply

The exception also includes Holding Symbol conditions which refer to the required execution of the Section 37 negotiations that took place with the original approvals, and requires demonstration of the following:

- a. A relocation strategy for the existing artist tenants has been submitted;

- b. Confirmation of a secured affordable unit rent (artist tenants) within the Standard Bread Building for a period of 15 years with an approximate rent at 40% below market.
- c. \$1,000,000 contribution, indexed upwardly from the date of Site Plan approval towards Ward 15 affordable housing.
- d. \$1,000,000 contribution, indexed upwardly from the date of Site Plan approval, towards the construction of the Laurel Street pedestrian bridge.
- e. Construction of, or a cash payment contribution towards, a multi-use pathway along the east side of site north of Gladstone Avenue to the northern extent of the property limits.
- f. Provisions for a public access easement on area intended to serve as privately-owned public space.
- g. A phasing plan should the project be developed in phases and providing for elements to be provided with each phase of development.

Advancement of these objectives is a requirement to proceed with Site Plan approval for the development.

### 5.6.1 Zoning Compliance Table

The table below provides a summary of the applicable zoning provisions as detailed in Zoning By-law 2008-250 and how the proposed development meets or requires relief from certain provisions.

Table 2: Zoning Compliance Table

MC[2830] S466-h1 Provisions	Requirement	Proposed
<b>Minimum Lot Area</b>	No Minimum	<b>Complies</b>
<b>Minimum Lot Width</b>	No Minimum	<b>Complies</b>
<b>Minimum Front Yard Setback</b> Per Schedule 466	5 m	<b>5 m</b>
<b>Minimum Corner Side Yard Setback</b> Per Schedule 466	3 m	<b>3 m</b>
<b>Minimum Interior Yard Setback</b> Per Schedule 466	2 m	<b>2 m</b>
<b>Minimum Rear Yard Setback</b> Per Schedule 466	3 m	<b>3 m</b>
<b>Maximum Floor Space Index</b>	No maximum, or as shown on zoning map	<b>N/A</b>
<b>Minimum Building Height</b>	6.7 m	<b>Complies</b>
<b>Maximum Building Height</b> Per Schedule 466	Tower A: 111 m Tower B: 125 m Tower C: 132 m	<b>Tower A: 115 m Tower B: 136 m Tower C: 145 m</b>
<b>Minimum Width of Landscaped Area</b>	No minimum, except that where a yard is provided and not used for required driveways, aisles, parking, loading spaces or outdoor commercial patio, the whole yard must be landscaped	<b>Complies</b>
<b>Minimum Tower Separation Distance</b>	23 m	<b>Complies</b>
<b>Minimum Required Amenity Area</b>	6m <sup>2</sup> per dwelling unit = 6,312 m <sup>2</sup>	<b>6,312 m<sup>2</sup></b>

<b>Required Amenity Breakdown</b>	50% (3,156 m <sup>2</sup> )	<b>3,962 m<sup>2</sup></b>
<b>Residential Parking</b>	1.75/unit max = 1,841	<b>436</b>
<b>Office Parking</b>	2.2 max per 100m <sup>2</sup>	<b>46</b>
<b>Retail Parking</b>	3.6 max per 100m <sup>2</sup>	<b>14</b>
<b>Visitor Parking</b>	0.1/unit up to max 30	<b>30</b>
<b>Bicycle Parking</b>	Res: 0.5/unit = 526 Office/Retail 1/250m <sup>2</sup> = 80 Total: 606	<b>694</b>

### 5.6.2 Proposed Zoning By-law Amendment

A Zoning By-law Amendment is required to increase the permitted maximum building height per Schedule 466 in Areas E, F, G. It is therefore proposed that Schedule 466 be amended to meet the specifications of the updated site plan to recognize Tower A's maximum height of 34 storeys, Tower B's maximum height of 38 storeys, and Tower C's maximum height of 40 storeys.

### Draft Revised Schedule

A maximum tower building height of 34 storeys (120 metres), 38 storeys (136 metres) and 40 storeys (145 metres) are proposed, whereas 30 storeys (111 metres) 33 storeys (125 metres) and 35 storeys (132 metres) are presently permitted respectively per Schedule 466. The Zoning By-law Amendment would result in the revision of Area E, Area F, and Area G of Schedule 466 as per the below.

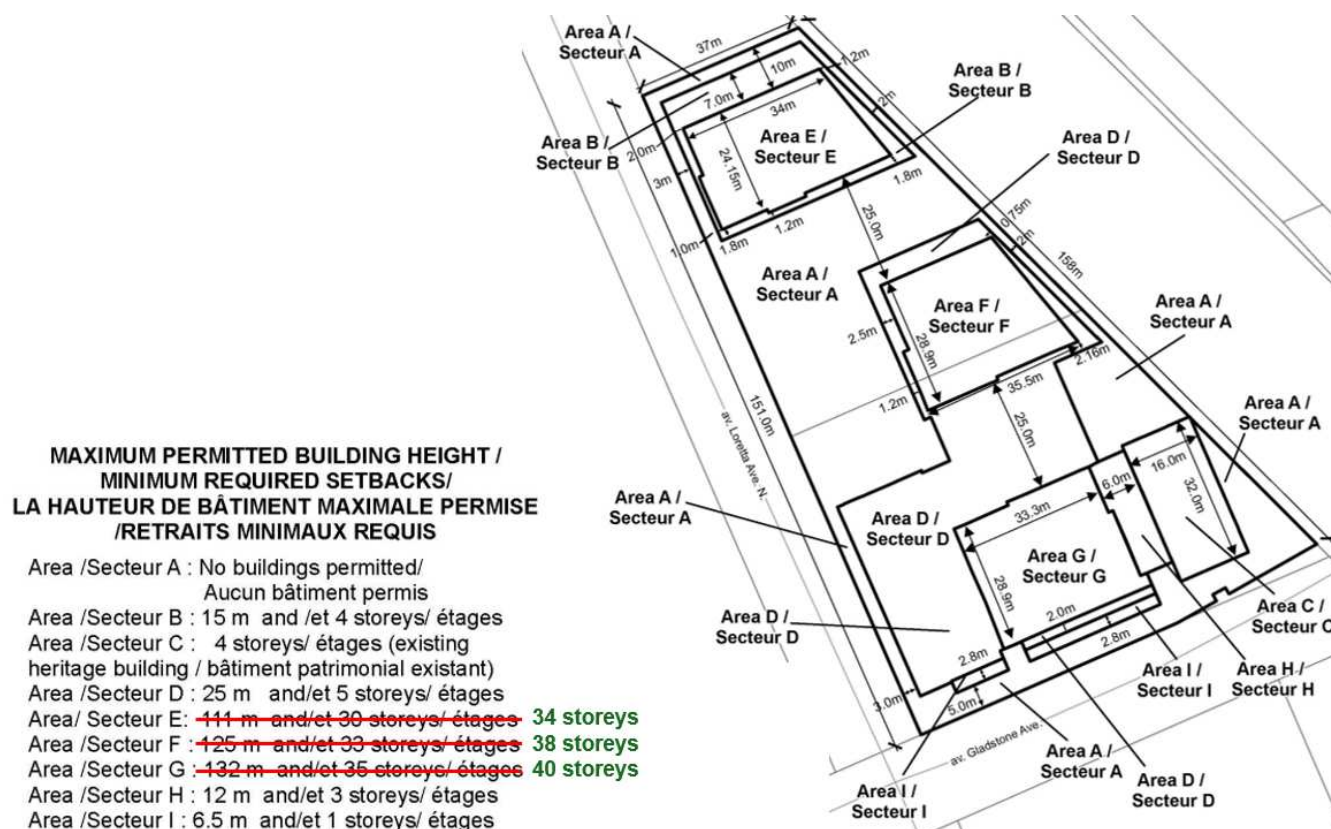


Figure 17: Schedule 466 with the proposed amendments indicated.



## Public Consultation Strategy

In partnership with CLV Group and the City of Ottawa's Business and Technical Support Services (BTSS), the project team will discuss the best mechanism to conduct public engagement for the proposed Official Plan Amendment and Zoning By-law Amendment applications. All public consultation will comply with the *Planning Act* requirements, including circulation of notices and the Statutory Public Meeting.

The following public engagement activities will be undertaken:

- / Notification of Ward Councillor, Councillor Jeff Leiper
- / Community "Heads Up" to local registered Community Associations
  - Will be completed by the City of Ottawa pursuant to the *Planning Act* and the City of Ottawa's Public Notification Policy.
- / Community Information Session
  - If requested by the Ward Councillor, a community information session will be held to discuss the proposed development.
- / Planning and Housing Committee Advertisement and Notice of the Public Meeting
  - Notification for the statutory public meeting will be undertaken by the City of Ottawa.
- / Statutory Public Meeting for the Zoning By-law Amendment Application at Planning and Housing Committee
  - The statutory public meeting will take place at the City of Ottawa Planning and Housing Committee.

## Conclusions

In considering the proposed development and applicable policy framework, it is our professional planning opinion that the proposed Official Plan and Zoning By-law Amendment Applications represent good planning and are in the public interest for the following reasons:

- / The proposed development is consistent with the Provincial Planning Statement, proposing intensification of a property with a range of land uses where infrastructure and public services are readily available, with strong connection to active transportation and rapid transit, providing densities that will make efficient use of the property;
- / The proposed development conforms to the applicable City of Ottawa Official Plan policies, including the land use policies for the Hub Designation. The proposed building heights of up to 40 storeys are anticipated by the Hub designation, with the policy discrepancy taking place at the Secondary Plan level.
- / The proposed development generally conforms to the West Downtown Core Secondary Plan policies regarding the proposed character and built form, as well as the direction for the Station District planning area. The proposed development is a transit-oriented, pedestrian-friendly development with a range of land uses in a compact form that will support the transit system, as well as walking and cycling as transportation option. The proposed amendments maintain the Station District policies by providing high densities in proximity to the Corso Italia Station District.
- / The proposed development conforms to urban design objectives and compatibility criteria established in Section 4.6 of the Official Plan;
- / The City of Ottawa's Urban Design Guidelines for High-Rise Buildings and Transit-Oriented Development Guidelines objectives are met by taking advantage of an underutilized site, proposing high density development adjacent to the Corso Italia Transit Station, and,
- / The proposed development complies with the general intent of the Zoning By-law, subject to the proposed site-specific Zoning By-law Amendment addressing site-specific provisions regarding building height.

Overall, the proposed development advances several key policy objectives at the Provincial and Municipal levels including: the efficient use of serviced lands within the existing urban boundary, encouraging growth within the urban boundary, intensification adjacent to a rapid transit station, and contributing to the range and availability of housing for all ages and incomes.

Based on the above analysis, it is our opinion that the proposed development represents good planning and is therefore in the public interest.



Ashleigh-Ann Moyo  
Planner



Scott Alain, MCIP RPP  
Senior Planner