



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

Planning Rationale and Design Brief  
Site Plan Control  
April 19, 2021



Prepared for TIP Gladstone LP

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# Introduction

Fotenn Consultants has been retained by CLV Group Developments Inc on behalf of TIP Gladstone LP to assess the appropriateness of the proposed redevelopment of their property at 951 Gladstone Avenue and 145 Loretta Avenue in the Hintonburg-Mechanicsville neighbourhood of the City of Ottawa.

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 proposed concept. These applications are still pending.

The Official Plan Amendment (OPA) application re-designated the subject property from “General Urban Area” to “Mixed-Use Centre” under the City of Ottawa’s Primary Official Plan. 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 proposed Zoning By-law Amendment includes a special exception zone and a height schedule to define the permitted building envelope.

Since the 2018 submission, development activities of the property has transferred from Trinity Development Group to CLV Group Developments Inc (“CLV”). As noted above, Fotenn has been retained by CLV Group Developments Inc. to assess the suitability of an application for Site Plan Control related to the subject site.

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 property at 951 Gladstone Avenue is currently occupied by a retail strip mall and the Standard Bread Building – a former bread factory now home to the “Enriched Bread Artists” artist collective. The Standard Bread Building was designated under Part IV of the Ontario Heritage Act in January 2020. The retail building contains a range of retail, commercial, and arts uses. Along Loretta Avenue and on the property at 145 Loretta Avenue, are a series of one-storey commercial and light-industrial buildings.

## 1.1 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. The Standard Bread Building is retained in place and a five (5) storey podium frames Gladstone Avenue and features ground-floor, active uses with direct access from the street. 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 Site Plan Control application that is the subject of this report is intended to determine site-specific matters including landscape treatment, pedestrian access, and drainage control.

## 2.0 Site Context

### 2.1 Existing Conditions

The subject property is located on the north side of Gladstone Avenue, occupying the entire block between Loretta Avenue to the west and the Trillium Line Light Rail Transit (LRT) corridor to the east. The subject property 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 1: Site Context

The property is currently occupied by a retail plaza, one-storey commercial and light-industrial buildings, the Standard Bread Building, and surface parking areas. The Standard Bread Building was constructed on the site in 1924 and is a three (3) and four (4) storey concrete structure on the east side of the site. The building, originally constructed as a factory for the former Standard Bread Company, is identified as a heritage resource and is listed on the City of Ottawa’s heritage register. In January 2020, it was designated under Part IV of the Ontario Heritage Act.

The retail plaza extends west from the Standard Bread Building towards Loretta Avenue, set back from Gladstone Avenue with a surface parking area abutting the street. The northern portion of the site consists of a one-storey commercial and light-industrial buildings, as well as an additional surface parking area and outdoor storage yard.

## 2.2 Surrounding Area

The subject property is located west of the City of Ottawa's downtown, just north of Highway 417. The subject property is located in an area generally characterized by light industrial and commercial uses adjacent to the Trillium Line O-Train corridor and in proximity to Highway 417 to the south. To the 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 Traditional Mainstreet within the Centretown neighbourhood.

Abutting the railway corridor on the east side is a large vacant parcel, planned for development by Ottawa Community Housing (OCH) as "Gladstone Village". The plan is for a mixed-income, master-planned community that provides opportunities for affordable housing within proximity of the future Gladstone Transit Station. These lands were formerly owned by the Federal Government.

As noted, a future LRT station is planned for Gladstone Avenue, directly adjacent to the subject property. The station, to be known as the Corso Italia Station, is currently under construction as part of the Trillium Line South expansion. The station is located immediately east of the subject property.

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. Further north is the Tom Brown Arena and the Confederation Line LRT.

**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 Trillium Line O-Train corridor and the future site of Corso Italia Station. On the east side of the corridor is a large parcel of vacant land intended 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 which acts as the Traditional Mainstreet 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 the Trillium Line LRT corridor and abuts the location of the future Corso Italia Station. The Trillium Line is the north-south component of the City’s LRT system previously with the nearest stations at Bayview to the north and Carling Avenue to the south. The new Corso Italia Station will add a station at Gladstone Avenue. In the north, the Trillium Line connects to the east-west Confederation Line at Bayview Station and to the south will extend to Riverside South and the Ottawa Airport at the end of Stage 2 construction.

As noted, Corso Italia Station is part of the planned Stage 2 LRT expansion for the City. The Stage 2 project also includes the extension of the Trillium Line to the Ottawa International Airport and Riverside South community in the south, and of the Confederation Line to Trim Road in the east and Moddie Drive in the west. All components of Stage 2 are to be completed by 2023.

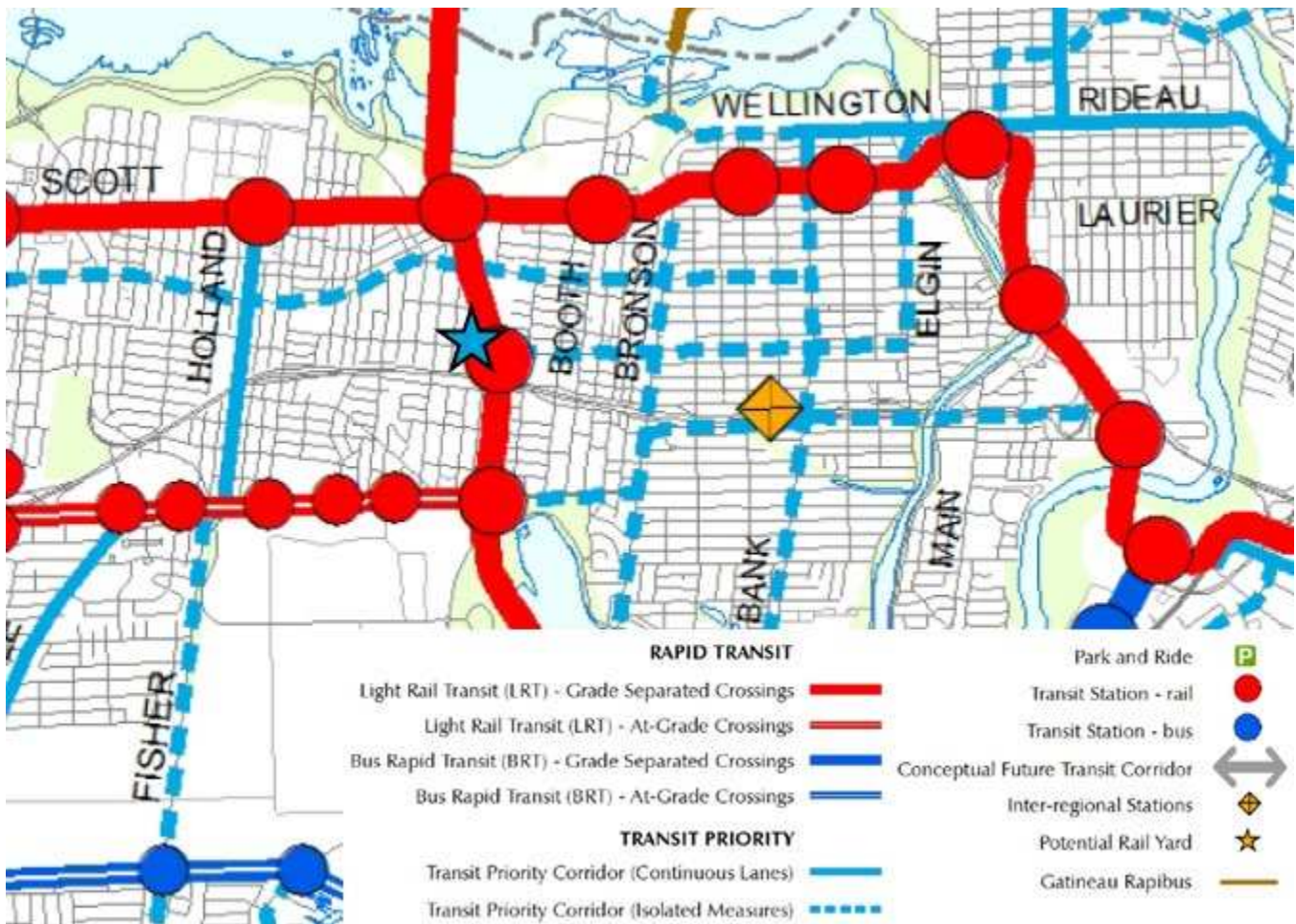


Figure 2: Schedule D - Rapid Transit Network of the Official Plan

### 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 multi—use pathway in proximity to the subject property 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.

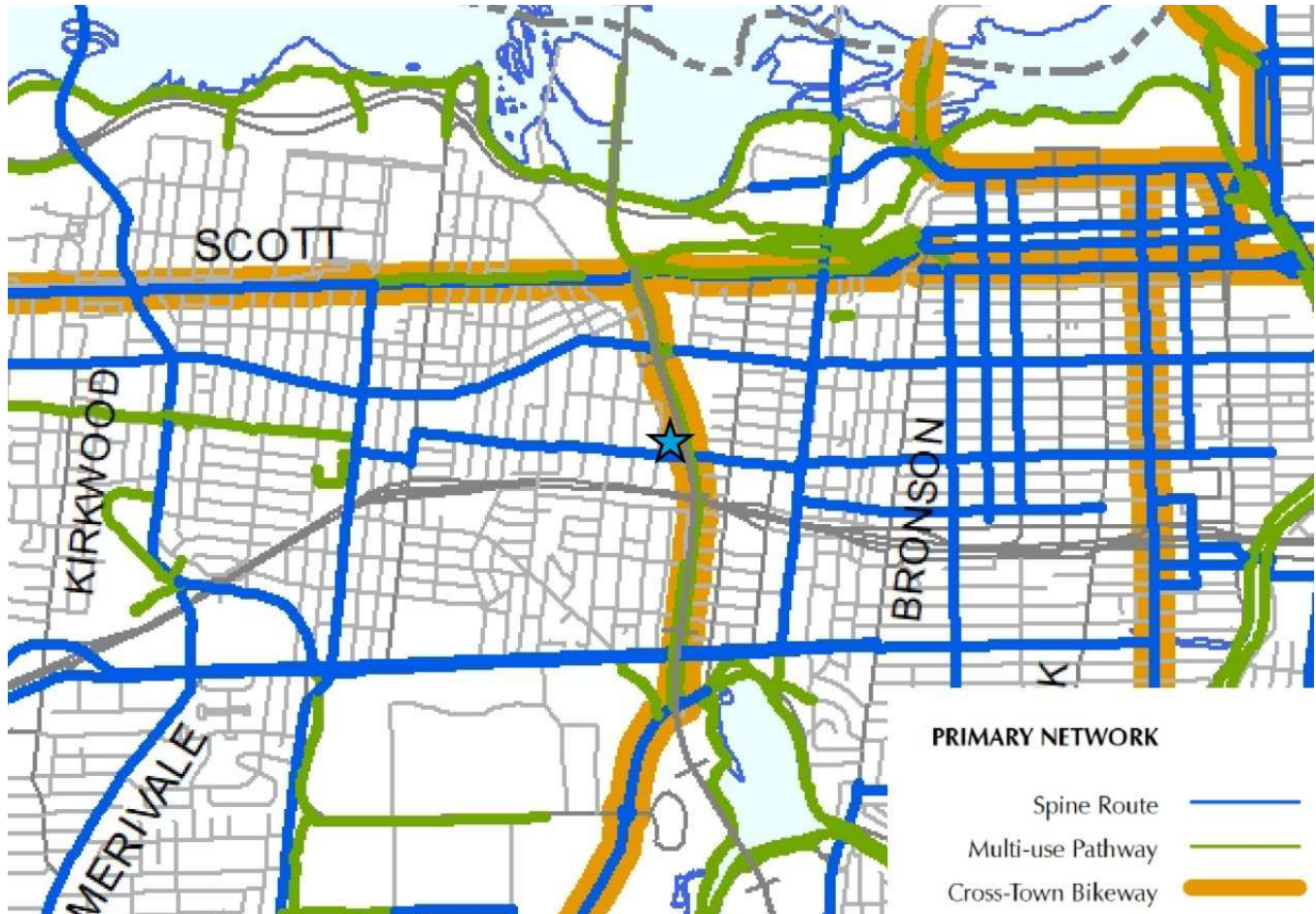


Figure 3: Schedule C - Primary Urban Cycling Network

### 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 distribute traffic between the arterial and local roads. Arterial Roads in proximity to the subject property 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 Limited Access Freeway 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 4: Schedule E - Urban Road Network of the Official Plan

## Proposed Development

The subject property is located directly adjacent to a future transit station and represents a significant opportunity for intensification in proximity to transit. The proposed development proposes a mixed-use redevelopment that is intended to include office, retail, and residential uses in a form that has been designed to mitigate impacts and respect the character of the existing area.

The proposed development consists of two (2) related components. 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. The podium uses a mix of red brick and concrete together on the first four floors before stepping back at the fifth storey. Black panels clad the fifth floor and articulate the lower floors of the podium to create visual interest and to reflect the industrial character of the surrounding area. The scale of the podium provides a comfortable pedestrian environment along Gladstone Avenue, reinforced by at-grade retail units with direct access to the sidewalk. The podium wraps the corner of Gladstone and Loretta and provides a strong presence on the corner of the site.



Figure 5: Aerial View of the Proposed Development (Looking northwest)

An internal pedestrian street provides access 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 35 storeys. The tower is set 4.78 metres back above the podium below along Gladstone, and approximately 20 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.

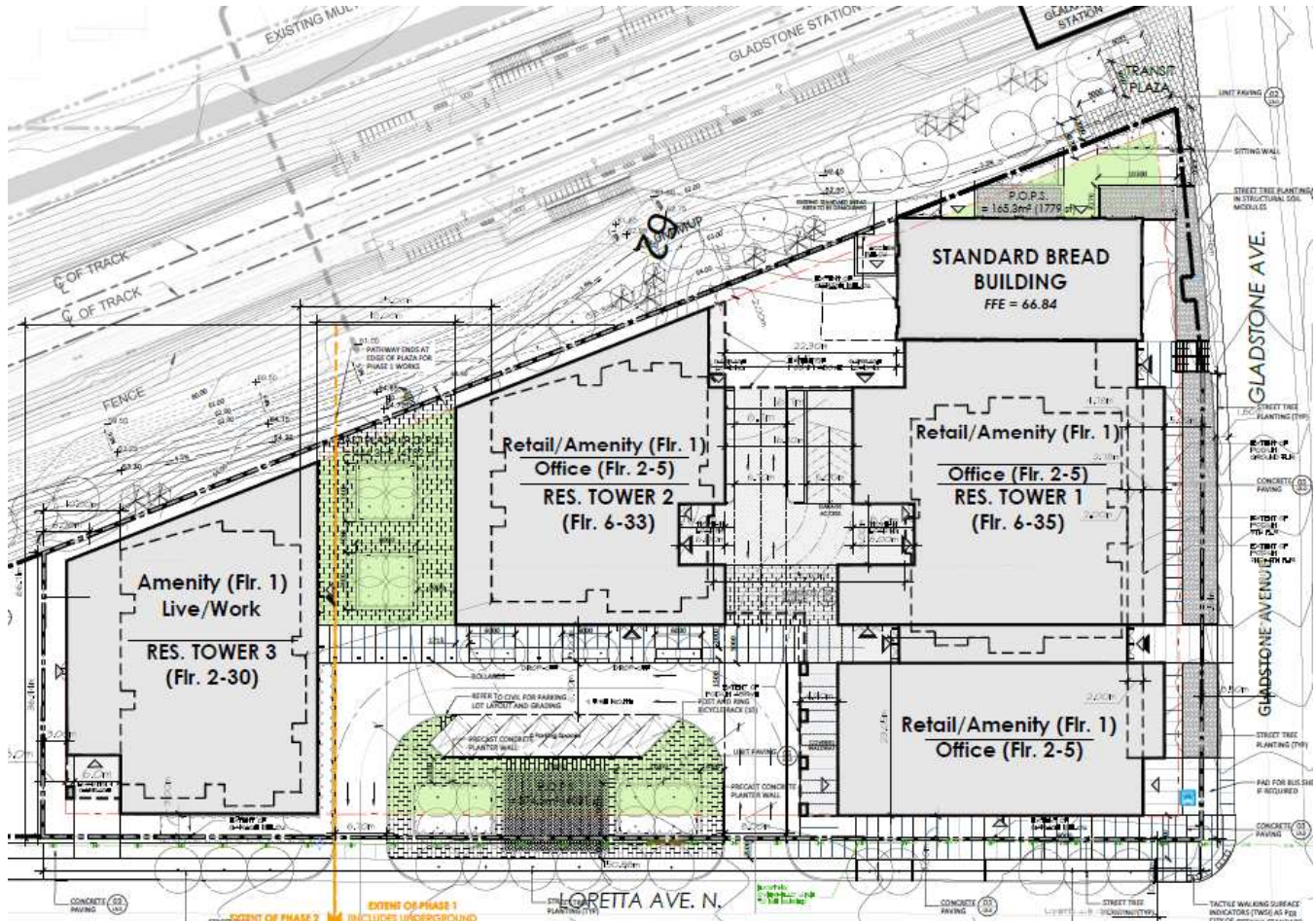


Figure 6: Proposed Site Plan

The second component of the project is along Loretta Avenue North, and includes two additional residential towers focused on a central green space and drop-off court. The character of this area is significantly more residential in nature, with building and unit entrances, and common amenity spaces animating the space. Residential Tower 2 is located centrally on the site, abutting the rail corridor and features a five (5) storey base. The building has a total height of 33 storeys. Finally, Residential Tower 3 is located at the north end of the site and features a four (4) storey podium. Tower 3 has a total height of 30 storeys. Tower 3 also includes a rooftop enclosed amenity area for residents that is integrated with the mechanical penthouse.

The podiums of Towers 2 and 3 continue the material palette from the building along Gladstone with red brick and black metal panels articulating the facade. The lower floors of the podiums of all buildings animate the courtyard space and street level with a mix of amenity and lobby space.

Two Privately Owned Public Spaces (POPS) are proposed on the site. The first is located along Loretta Avenue North and has an area of 375 square metres. The second POPS has an area of 444 square metres and is located between Towers 2 and 3 and has an area of approximately 444 square metres, providing access

between Loretta Avenue North and the multi-use pathway along the west side of the Trillium Line corridor. Both spaces provide tree planting areas and reflect the urban nature of the site.



Figure 7: Internal Courtyard along Loretta Avenue North

The tower cladding incorporates numerous materials that contribute to the prominence of the development as a component of Ottawa's skyline. Coloured aluminum panels of dark grey, white, red, and light grey are utilized to provide variety and interest upon a backdrop of pre-cast concrete panel. Tower 1 is given greater prominence through an increased use of pre-cast concrete and red aluminum panel, whereas Tower 2 and Tower 3 incorporate a balance of black brick veneer and white aluminum panelling to provide variety. The implementation of the brick veneer and white aluminum panelling on Towers 2 and 3 emphasizes different tones for each elevation providing distinct building aesthetics from different vantage points throughout the City.

A total of 846 residential dwelling units are proposed within all three (3) residential buildings including a range of bachelor, one-, two-, and three-bedroom units. Together with the residential, approximately 1,600 square metres of retail space and 16,450 square metres of office space are proposed.

A total of 570 parking spaces are proposed to serve the proposed development including 14 surface parking spaces in the central courtyard and 534 spaces within the two (2) storey underground parking garage. Access to the parking garage is proposed from two locations on Loretta Avenue. Given the proximity to rapid transit service, there are no minimum parking requirements for development on the subject property. A minimum of 30 visitor parking spaces is required.

A total of 502 bicycle parking spaces are provided within the development which includes 80 spaces for retail and office uses. The majority of the bike parking spaces will be provided within the underground garage, with some spaces provided at-grade for retail and office users, and for residential visitors.

The project will be developed in two phases, with the retail component, restoration of Standard Bread Building, and Residential Towers 1 and 2 being built in Phase 1. Tower 3 will be developed as part of Phase 2. The parking garage is anticipated to be constructed entirely within Phase 1.



Figure 8: Proposed access from Future Multi-Use Pathway to Proposed Development

Direct at-grade access is proposed from the future multi-use pathway along the west side of the O-Train corridor providing a convenient access point for cyclists and pedestrians.

Loading access for the retail and office space is located between Towers 1 and 2. A separate move-in and loading space is also provided in the podium of Tower 3 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, at which point they would disappear from view.

Amenity space for the residential units is dispersed throughout the development, including 3,548 square metres of private balconies, and 2,007 square metres of communal amenity space within the building and 1,442 on the rooftops. The landscaped area at-grade, which will also provide amenity for the residents, has a total area of 818 square metres. In total, approximately 7,000 square metres of amenity area is proposed for the residents on the subject property, in addition to the POPS, pathway connections and parks in proximity to the lands.

## 5.0 Design Statement

### 5.1 Context

- / Site is located at Northeast Corner of Gladstone & Loretta intersection. Situated between Preston's Traditional Mainstreet to the East and a low-rise residential Hintonburg neighbourhood to the West.
- / Site is bounded by the O-Train tracks and the future Corso Italia Station to the east, Gladstone Ave. to the south and Loretta Ave. North to the west.
- / Gladstone Ave. is a significant east/west route, while Loretta Ave. N. is a low-traffic side street with an industrial use neighbour across the street.
- / The historical Standard Bread Building overlooking tracks at site's southeast corner.



Figure 9: Proposed Gladstone Street Edge and Retained Standard Bread Building

### 5.2 Design Response

#### 5.2.1 Create a Strong Street Edge along Gladstone

- / Cluster highest density, mass and intensity of use at Gladstone edge.
- / The Standard Bread building will be retained anchoring the site's southeast corner and will inform the detailing and materiality of the adjacent office block.
- / A continuous ground floor retail edge on Gladstone will create animation at street level.

- / Height transitions and setbacks provided along Gladstone between the podium and tower levels.

### **5.2.2 Residential Precinct at North of Site**

- / North of the Gladstone edge, the development will transition into a residential precinct.
- / Buildings organized around a central landscaped courtyard and loop road off Loretta Ave. N.
- / Tower heights step downward from south to north
- / Two north towers are dedicated residential buildings. They are aesthetically distinct from the southern blocks.
- / Animation of roof planes with terrace amenity space.

### **5.2.3 Site Circulation and Connectivity**

- / Development will integrate into the broader redevelopment of the neighbourhood with strategic connections to the future Corso Italia Station and the city's multi-use pathway network.
- / The MUP will run parallel to the site's east edge with a public access point at Gladstone and private residents access from the parking garage
- / Central north/south pedestrian street will connect Gladstone Avenue to the northern residential precinct.

# 6.0 Policy & Regulatory Framework

## 6.1 City of Ottawa Official Plan

The subject property is currently designated “General Urban Area” on Schedule B of the City of Ottawa Official Plan. The General Urban Area designation permits a broad range of uses including all types and densities of housing, employment, retail, service, cultural, leisure, entertainment and institutional uses. The City supports infill development and other intensification within the General Urban Area in a manner that enhances and complements the desirable characteristics and ensures the long-term vitality of existing communities.

Per Section 3.6.2 of the Official Plan, the Mixed-Use Centre designation applies to lands that have been strategically located along the transportation system and that are accessible by transit, walking, cycling and automobile. Mixed-Use Centres are centered on rapid-transit stations and contain one or more arterial roads with all-day, frequent transit service. They offer substantial opportunities for new development or redevelopment and represent a key element of the Official Plan’s strategy to accommodate and direct growth in the city.

In March 2021, City Council approved the Corso Italia Station District Secondary Plan which redesignated the subject lands to Mixed-Use Centre to accommodate the intended intensification and growth around the transit station. This is consistent with the previously submitted Official Plan Amendment for the subject lands.

Mixed Use Centres permit a broad variety of land uses at transit-supportive densities, such as offices, secondary and post-secondary schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, daycare centres, retail uses, entertainment uses, services (such as restaurants), high- and medium-density residential uses and mixed-use development containing combinations of the foregoing.

**The proposed development conforms to the policies of the Mixed-Use Centre land use designation.**

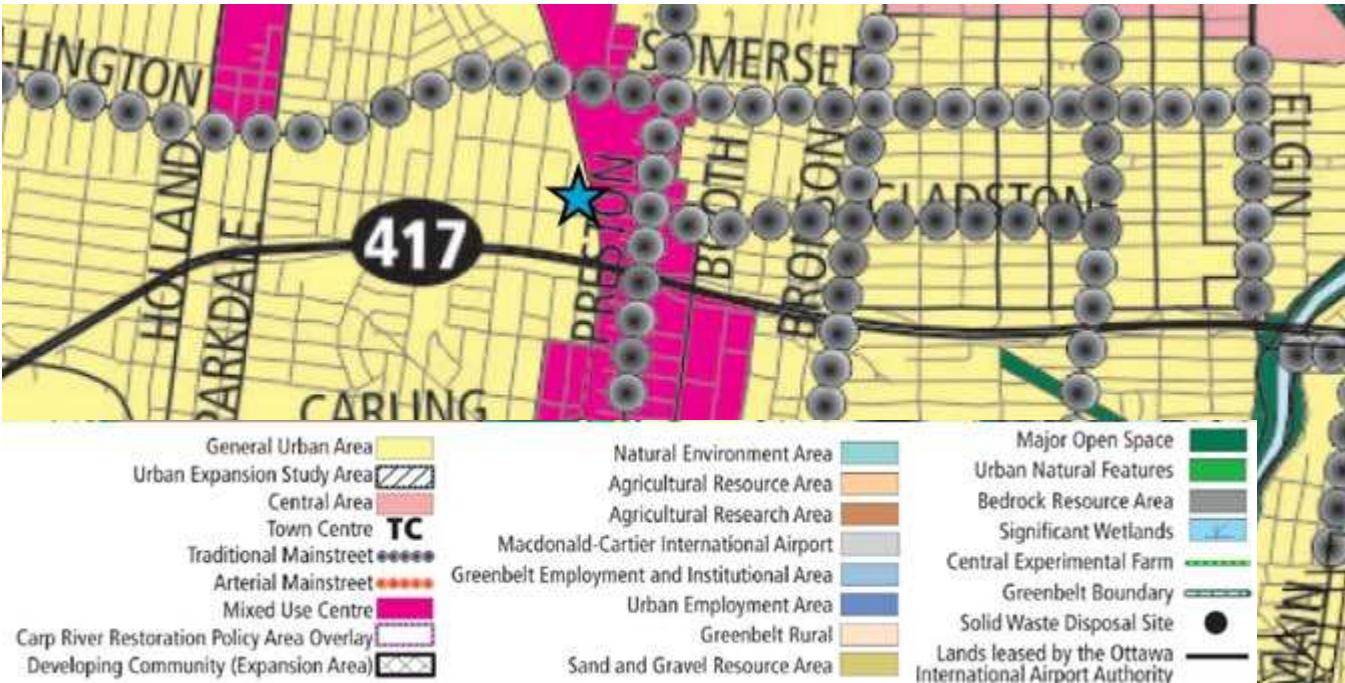


Figure 10: City of Ottawa Schedule B - Urban Policy Plan (Excerpts)



### 6.1.1 Building Liveable Communities

Section 2.5 of the Official Plan states that Ottawa’s communities should be built on the basics of good housing, employment, ample greenspace, and a sense of history and culture, but also focusing on community design and by engaging in collaborative community building – especially in and around Mixed-Use Centres and Mainstreets where there is the greatest potential for growth.

Section 2.5.1 provides guidance as to how to achieve compatibility between form and function when introducing new development into existing areas.

Compatible development means development that, although not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties. It “fits well” within its physical context and “works well” among those functions that surround it.

Section 2.5.1 provides design objectives and associated principles to guide development to achieve a good fit within the existing context. New development is evaluated at five scales: Citywide, neighbourhood, street, subject property, and building.

The following objectives are considered the most applicable to the proposed development:

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| <p><b>To enhance the sense of community by creating and maintaining places with their own distinct identity</b></p>   | <p>The proposed development reflects the character of the surrounding community through the scale and use of materials along Gladstone Avenue and through the integration of the Standard Bread Building. The proposed development will be a distinctive development at the future Corso Italia Station and will contribute to the creation of a unique identity for the surrounding area.</p>   |
| <p><b>To define quality public and private spaces through development</b></p>   | <p>The proposed development animates the Gladstone Avenue street edge with retail uses and patio space that will contribute to a positive public realm. The scale of the building along Gladstone will create a comfortable pedestrian environment on the sidewalk, framing the street and incorporating building stepbacks for the tower above.</p>   |
| <p><b>To create places that are safe, accessible and are easy to get to, and move through</b></p>   | <p>The proposed development will enliven the area around Corso Italia Station and contribute to activity on the street. Pedestrian movements through the site are safe and easy, providing connections to a future pathway along the O-Train corridor, to the public streets, and to the future Corso Italia Station.</p>  |
| <p><b>To ensure that new development respects the character of existing areas</b></p>   | <p>The proposed development has been designed to respect the existing character of the area while intensifying a property adjacent to a future rapid transit station. The architecture of the podium along Gladstone and Loretta punctuates the corner and reflects the warehouse and industrial heritage of the area, tying together well with the retained Standard Bread Building. The proposed buildings provide a transition to the surrounding neighbourhood through stepping down of heights and the separation from the adjacent residential uses.</p> |
| <p><b>To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice</b></p> | <p>The proposed development represents the evolution of the area over time, introducing new residential, retail, and office space to the area. The development will contribute positively to the future evolution of the area with a well-designed, compact, pedestrian-friendly development.</p>  |

|   |   |
|---|---|
| <p><b>To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.</b></p> | <p>The proposed development will support the rapid transit network and will promote cycling and walking as alternative transportation options through connectivity to the station, and to the existing pedestrian and cycling networks.</p> |
|---|---|

**6.1.2 Compatibility**

Compatibility of scale and use are to be carefully understood to mitigate the design impacts of intensification. Similar to Section 2.5.1 of the Official Plan, Section 4.11 outlines a set of criteria that can be used to objectively measure the compatibility of a development proposal. At the scale of neighbourhoods or individual properties, consideration for views, design, massing, and amenity space, among others, are key factors for assessing the relationship between new and existing development. The following table provides an analysis of how the proposed development meets the applicable policies of Section 4.11.

| Policy   | Proposed Development   |
|--|--|
| <p>1. A Design Brief will be required as part of a complete application, except where identified in the Design Brief Terms of Reference. The focus of this Brief will vary depending on the nature of the development. The Brief shall evaluate consistency and demonstrate that the following content is considered and/or incorporated into the development proposal with:</p> <ul style="list-style-type: none"> <li>a. The provisions of this Plan that affect the design of a site or building;</li> <li>b. Design Guideline(s) approved by Council that apply to the area or type of development; and</li> <li>c. The design provisions of a community design plan or secondary plan.</li> </ul> | <p>An integrated design brief is provided by assessing the applicable design guidelines as they relate to proposal throughout this document.</p>   |
| <p><b>Building Design</b></p>  |  |
| <p>5. Design of the parts of the structure adjacent to existing buildings and facing the public realm will achieve compatibility through design of:</p> <ul style="list-style-type: none"> <li>• Setbacks, heights and transition;</li> <li>• Facade and roofline articulation;</li> <li>• Colours and materials;</li> <li>• Architectural elements including windows, doors and projections;</li> <li>• On site grading; and</li> <li>• Elements and details that reference common characteristics of the area.</li> </ul>  | <p>The proposed development uses a range of measures to ensure an appropriate transition to the surrounding community. These include incremental changes in building height, both for in the towers (which reduce in height as the get further from the future transit station) and through the use of podiums to create a human-scale at the street. Ground-oriented units and street-fronting retail units animate the street edge and also contribute to the human-scale of the development. The exterior materials proposed for the podium reflect the surrounding buildings with red brick and concrete and the rehabilitated Standard Bread Building will create a landmark along Gladstone Avenue and along the Trillium Line.</p> <p>The podium height of six (6) storeys is appropriate for the character of the community and helps to ground the high-rise buildings above. Tower 1 is set well back from</p> |

| Policy   | Proposed Development   |
|--|--|
|  | <p>the podium edge to reinforce the six (6) storey height and all three of the residential towers are set well back from the nearest residential uses.</p>   |
| <p>6. Orient the principal facade and entrances to the street, include windows on elevations adjacent to public spaces, and use architectural elements, massing and landscaping to accentuate entrances.</p>   | <p>The building is designed with a strong visual presence to provide a compelling street frontage onto Gladstone Avenue and gateway into Little Italy. The building frontage is intended to present itself as an extension of the Gladstone Avenue sidewalk itself, creating a seamless pedestrian environment.</p> <p>The proposed glazing provides opportunities for passive illumination and a sense of presence and place from the perspective of the public realm.</p> <p>Landscaping is proposed which is intended to provide shade, colour, and aesthetic variety to the building's frontage.</p> |
| <p>7. The intersections of arterial and collector roads can serve as gateways into communities and can support high levels of pedestrian and vehicular traffic, the greatest density of housing, and other land uses and services, and commercial services and other land uses that are focal points for a community.</p>  | <p>The proposed development possesses an immediate corner presence and can serve as a gateway to Little Italy. The proposed buildings offer a strong presence and sense of place from the bridge.</p> <p>There are no blank walls on any of the building elevations and the use of exterior lighting, diversity in materiality, and the presence of balconies will contribute to animation of the street edge. Tree planting proposed near the POPS softens the presence of the building while providing shade and greenery.</p>   |
| <p>8. To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. If they cannot be internalized these services are to be screened from public view (i.e. trees, landscaping, decorative walls and fences etc.) and are to be acoustically dampened where possible. The location and operation these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.</p> | <p>All "back of house" aspects of the proposed development are not visible from the street frontage. Storage areas and the majority of parking are located below-grade. Proposed landscaping further softens impact of development from the street level.</p> <p>The building vehicle access is designed to provide acceptable sightlines and function subordinately to pedestrian use. They do not cross the primary pedestrian access to the building.</p>   |
| <p>9. Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building.</p>   | <p>The rooftop of the building will incorporate all mechanical equipment not already intended to be located below-grade into the architecture of the towers.</p>   |

| Policy   | Proposed Development  |
|--|---|
| <b>Massing and Scale</b>   |   |
| <p>10. Where a secondary planning process establishes criteria for compatibility of new development or redevelopment in terms of the character of the surrounding area, the City will assess the appropriateness of the development using the criteria for massing and scale established in that Plan. Where there are no established criteria provided in an approved Plan, the City will assess the appropriateness of the proposal relying upon its approved Design Guidelines, as applicable, and the following criteria:</p> <ul style="list-style-type: none"> <li>• <b>Building height, massing and scale permitted by the planned function of adjacent properties as well as the character established by the prevailing pattern of abutting development and development that is across the street;</b></li> <li>• Prevailing patterns of rear and side yard setbacks, building separation and landscaped open spaces and outdoor amenity areas as established by existing zoning where that pattern is different from the existing pattern of development;</li> <li>• The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this section.</li> </ul> | <p>The property is subject to the Corso Italia Station District Secondary Plan. An assessment of the building's compatibility relative to these requirements is provided elsewhere in this report.</p>  |
| <p>11. The City may require a Shadow Analysis and/or Wind Analysis as part of a complete application, except where identified in the Wind/Shadow Terms of Reference. The study(s) will evaluate the potential impacts of the development on the adjacent properties and pedestrian amenity areas. The intent of each Analysis is to demonstrate how these impacts have been minimized or avoided.</p>  | <p>The wind analysis prepared by Gradient Wind determined that wind conditions can be successfully accommodated on-site such that pedestrians are never subject to unacceptable wind thresholds.</p> <p>The shadow analysis prepared by Hobin Architect demonstrates that the shadowing generated by the proposal does not create undue adverse impact on key amenity areas.</p>  |
| <p>12. Transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of Low-Rise development. Proponents for developments that are taller in height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing, that respects the</p>   | <p>The proposed building is of a greater height than those immediately adjacent. The building accommodates this increase in height by separating the siting of the tower floorplates farther from the adjacent development and making use of the space abutting the LRT corridor.</p> <p>The buildings are grounded with 4 and 5-storey podiums which provide massing that complements the low- and mid-rise development in the nearby area. Materials are proposed which emphasize the lower floors as being the defining element to the pedestrian element.</p> |

| Policy  | Proposed Development  |
|---|---|
| <p>surrounding planned context, such as a stepping down or variation in building form has been incorporated into the design.</p>  | <p>As a gateway development, the proposed towers are intended to resemble a landmark within the immediate area from which a transition is achieved to nearby high-rise of a slightly lower height.</p>  |
| <p>13. Building height and massing transitions will be accomplished through a variety of means, including:</p> <ul style="list-style-type: none"> <li>○ Incremental changes in building height (e.g. angular planes or stepping building profile up or down);</li> <li>● Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet);</li> <li>● Building setbacks and step-backs.</li> </ul>   | <p>See section above.</p>   |
| <p><b>High-Rise Buildings</b></p>   |   |
| <p>14. High-Rise Buildings are a form of high-density development that can contribute to intensification, housing and employment opportunities and provide new view, skyline and landmark possibilities. High-Rise buildings should be designed to achieve the objectives of this Plan and avoid or reduce impacts or disruptions associated with:</p> <ol style="list-style-type: none"> <li>a. pedestrian comfort, safety and usability resulting from changes to wind and shadow patterns in outdoor amenities and adjacent public and private spaces surrounding the building;</li> <li>b. public views, including view planes and view-sheds referred to in Policy 3 above</li> <li>c. proximity to heritage districts or buildings,</li> <li>d. reduced privacy for existing building occupants on the same lot or on adjacent lots,</li> </ol> | <p>No significant impacts to pedestrian safety, comfort, and usability are anticipated. As noted above, Gradient Wind produced a Wind Study which ascertains the wind levels can be managed on-site. Hobin’s shadow study demonstrates that shadowing impacts are in line with acceptable thresholds for new development.</p> <p>The property is not identified as within a significant viewplane as per Annex 8A of the Official Plan.</p> <p>As demonstrated by the enclosed heritage study, the proposal successfully incorporates and revitalizes the heritage asset (Standard Bread Building) on-site.</p> <p>The change in privacy to adjacent structures is within the acceptable realm for development within Ottawa’s inner urban area. The amount of overlook is minimized given that the towers are adjacent to an LRT corridor and industrial uses.</p> |
| <p>15. Generally, High-Rise buildings, which consist of three integrated parts, a base, a middle and a top, can achieve many of the urban design objectives and address the impacts described above in the following ways;</p> <ol style="list-style-type: none"> <li>a. The base of a high-rise building should respect the scale, proportion, and character of the surrounding buildings, adjacent streets, parks, and public or private open spaces and animate such spaces.</li> <li>b. The tower, which typically includes a middle and a top, should step back from the base</li> </ol>   | <p>Base podiums of the proposed buildings respect the surrounding buildings through the use of familiar colour tones and material types while contributing to the growth of the neighbourhood context. It is appropriately scaled at 4 and 6-storeys, with an emphasis on the first six storeys through the use of defining material elements.</p> <p>The tower portions have been designed to facilitate separation to existing and future tower development on adjacent properties.</p>   |

| Policy  | Proposed Development   |
|---|--|
| <p>where possible. The tower design can reduce the building impacts identified above by incorporating an appropriate separation from existing or future adjacent towers located on the same lot or on an adjacent lot. The responsibility for providing an appropriate tower separation shall generally be shared between owners of abutting properties where high-rise buildings are permitted. A separation distance of 23m has been the City's general guidance but actual separation requirements may vary in different parts of the City depending on the context.</p> <p>c. Floor plates may also vary depending on the uses and the context. Generally, towers with a larger floor plates may require a greater separation from adjacent towers.</p> | <p>Floorplates of approximately 820 square metres are proposed. This floorplate size achieves a slender form that can maintain separation from adjacent existing and future tower development while remaining viable from a constructability standpoint.</p> |
| <p>16. Secondary Plans may provide area-specific directions for the design of high-rise buildings.</p>  | <p>Please see discussion of the applicable Secondary Plan below.</p>   |
| <p>17. The Zoning By-law will establish performance measures such as minimum tower separation distances and yard setbacks and may require minimum lot sizes for High-Rise buildings. Proposals for a high-rise building that include performance measures that deviate from the Zoning By-law shall demonstrate that the impacts identified in policy 14 can be satisfactorily avoided or reduced.</p>  | <p>A Zoning By-law Amendment has been submitted for this site. Policy 14 is addressed above.</p>   |
| <p>18. The Urban Design Guidelines for High-Rise Buildings may establish general principles for the design of high-rise buildings, including the design of the base and guidance for tower separation distances.</p>  | <p>The Urban Design Guidelines for High-rise Buildings are discussed below.</p>  |
| <p><b>Outdoor Amenity Areas</b></p>   |  |
| <p>19. Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s). Design measures include the use of transitions or terracing and the use of screening, lighting, landscaping, or other design measures that achieve the same objective.</p>   | <p>There are no risks to private amenity areas of adjacent residential units associated with this proposal. The building separation is sufficient to mitigate these impacts.</p>   |
| <p>20. Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the</p>   | <p>Adequate amenity area is proposed in both private and communal configurations. The communal amenity area has been provided to offer tenants recreation opportunities. In addition to interior amenity spaces</p>  |

| Policy   | Proposed Development  |
|--|---|
| <p>Zoning By-law, and are appropriate to the size, location and type of development. These areas may include private amenity areas and communal amenity spaces such as: balconies or terraces, rooftop patios, and communal outdoor at-grade spaces (e.g. plazas, courtyards, squares, yards). The specific requirements for the private amenity areas and the communal amenity spaces shall be determined by the City and implemented through the Zoning By-law and site plan agreement.</p>  | <p>provided throughout the buildings, communal amenity is also provided at the rooftop (both enclosed and outdoor) for residents. Two (2) POPS are also provided which facilitates further opportunity for amenity for residents of the development and others in the area.</p> <p>It is further noted that the proposed development is within immediate walking distance to multiple planned and existing park sites.</p> <p>The proposed private balconies are also of a suitable size to be functional without overwhelming the adjacent public and private realm.</p>   |
| Design Priority Areas  |   |
| <p>22. The portion of the building(s) which are adjacent to the public realm will be held to the highest building design standards by incorporating specific building design features:</p> <ol style="list-style-type: none"> <li>a. Design the building(s) first storey to be taller in height to retain flexibility or opportunity for ground floor uses in the future;</li> <li>b. Locate front building façades parallel to the street; however, consideration may be given to allow for interruptions of continuous building facades at strategic locations to provide pocket parks, plazas or other open spaces that provide a supportive function to the street activity or enable views and vistas;</li> <li>c. Transparent windows at grade to give views into the building to observe the function of the building and out of the building to enhance natural surveillance;</li> <li>d. Using architectural treatments (e.g. projections from continuous building lines, awnings, canopies, alcoves and bays) to soften the interface between buildings and the public realm;</li> <li>e. Sufficient lighting sources for public uses after dark and to accentuate and animate buildings, natural features, public monuments and public spaces;</li> <li>f. Utilize façade treatments to accentuate the transition between floors and interior spaces to provide visual interest and relief; and</li> <li>g. Signage that contributes to the character of the surrounding area and architectural design of the building through appropriate</li> </ol> | <p>The ground floor of the building is proposed to be taller in height than the remainder of the building, and the substantial glazing can facilitate a variety of potential uses over time.</p> <p>The front facade is parallel to the street and makes use of a continuous façade to the greatest extent feasible.</p> <p>Transparent windows are proposed for the entire extent of the building ground floor where feasible.</p> <p>An awning feature is proposed to overhang the glazed portion of the ground floor to create shelter from the elements in addition to articulation. Setbacks and stepbacks within the building facade articulate the podium into proportions that create a sense of rhythm and symmetry.</p> <p>Ambient and functional lighting is proposed for this project. Passive lighting sources are available through transparent glazing, Apartment use by tenants, etc. Functional lighting will be provided where applicable to ensure safety and visibility in the POPS and other areas the public may make use of.</p> <p>As a gateway structure, the intent is that the building will accentuate its presence through the use of exterior lighting. As noted above, lighting will be sufficient for public safety.</p> <p>The building is separated into a score of distinctive treatments both vertically and horizontally. The materials in the podium refer more broadly to those used in the vernacular of the surrounding area whereas the middle and top materiality are more modern in</p> |

| Policy  | Proposed Development   |
|---|--|
| architectural design elements, materials, and colour.   | nature and distinguish its important role in the immediate area's skyline.   |
| <p>23. The portion of the development which impacts the public realm will be held to the highest site design standards and should incorporate enhanced public realm improvements, such as:</p> <ol style="list-style-type: none"> <li>weather protection elements, (e.g. colonnades, and awnings);</li> <li>shade trees, median planting and treatments and other landscaping;</li> <li>wider sidewalks and enhanced pedestrian surfaces;</li> <li>coordinated furnishings and utilities, transit stops, and decorative lighting; and</li> <li>memorials and public art commissioned for the location.</li> </ol> | <p>The building has a strong relationship with the public realm. The ground floor provides weather protection in the form of an awning over the ground floor façade.</p> <p>Generous landscaping is proposed through trees and planters which gradually transition to the building frontage.</p> <p>The sidewalk is directly embedded into the building access. The intent is that the public realm appears to continue to the front building wall with no interruption.</p> |
| <p>24. The massing and scale of development will define and enclose public and private spaces (e.g. streets, parks, courtyards, squares) using buildings, structures and landscaping; and relate to the scale and importance of the space they define (e.g. street width to height ratios).</p>   | <p>The development is designed to provide a sense of enclosure and the element of an "urban room" to the proposed POPS. The podium siting is strategic in delineating the POPS and the street edge. The tower portion is located such that it provides a visual gateway to the neighbourhood from afar but does not overwhelm when in close proximity.</p>   |

**The proposed development conforms to the policy direction of Section 4.11. The proposed development will positively contribute to the surrounding neighbourhood through streetscape improvements and a high-quality design. The development has been designed in a manner that will minimize impacts to surrounding properties while establishing an attractive gateway feature.**

**The proposed development will make a positive contribution to the evolving skyline of Little Italy and the Trillium Line O-Train corridor. The conceptual building designs use architectural elements to make a positive contribution to the skyline. The subject property is not within any protected view corridors.**

### 6.1.3 Cultural Heritage Buildings and Areas

Section 4.6.1 of the Official Plan provides direction for the accommodation of designated heritage structures as they relate to development. The Standard Bread Building is designated under Part IV of the Ontario Heritage Act. The corresponding policies are considered:

Policy 1 states that where a structure designated under Part IV of the *Ontario Heritage Act* is to be altered, added to, partially demolished, demolished or relocated, the approval of City Council, after consultation with its municipal heritage committee, currently known as the Ottawa Built Heritage Advisory Committee (OBHAC), is required. If the alteration, addition, partial demolition, demolition or relocation has the potential to adversely affect the designated resource, the City will require that a cultural heritage impact statement be conducted by a qualified professional with expertise in cultural heritage resources to do the following:

1. Describe the positive and adverse impacts on the heritage resource that may reasonably be expected to result from the proposed development;
2. Describe the actions that may reasonably be required to prevent, minimize or mitigate the adverse impacts in accordance with the policies below;
3. Demonstrate that the proposal will not adversely impact the defined cultural heritage value or the heritage attributes of the property.



**A Phase II Cultural Heritage Impact Statement was prepared by Commonwealth Heritage and is enclosed with this submission. It describes the impacts on the Standard Bread Building, the mitigation measures proposed, and demonstrates that the heritage value is maintained through this proposal.**

## 6.2 New Ottawa Official Plan (Anticipated 2021-2046)

The City of Ottawa is currently undertaking the preparation of a new Official Plan, to apply to a 25-year planning horizon from 2021 to 2046. The City has released key preliminary policy directions, which are oriented around the “Five Big Moves” that include:

- / Growth Management;
- / Mobility;
- / Urban and Community Design;
- / Climate, Energy and Public Health; and
- / Economic Development.

Preliminary policy directions applicable to the proposed development include:

- / Achieve an intensification target of 60% by 2046;
- / Orient land use designations around nodes, corridors, and neighbourhoods;
- / Evolve to denser, walkable, 15-minute neighbourhoods;
- / A renewed emphasis on building form; and
- / Establishing minimum densities for new developments in proximity to important rapid transit stations.

**In summary, the new proposed Official Plan policies trend toward a greater focus on transit-oriented development, intensification, and urban design. The proposed development is consistent with these directions.**

## 6.3 Preston-Champagne Secondary Plan

The subject property was historically located within the Preston-Champagne Secondary Plan study area. The former City of Ottawa adopted the Preston-Champagne Secondary Plan in 1996. A new Community Design Plan and Secondary Planning process were initiated by the City of Ottawa which resulted in the adoption of the Corso Italia Station District Plan in March 2021 (discussed below).

**As part of the recent Official Plan Amendment (OPA) for the site, it was proposed to add a new land use designation to the Secondary Plan called “Mixed-Use, High Profile” which would permit high-rise, mixed-use development on the subject property. This intent of the previously submitted OPA was generally incorporated into the Corso Italia Station District Secondary Plan.**

## 6.4 Corso Italia Station District Secondary Plan

The Corso Italia Station District Secondary Plan is intended to translate the directions of the new CDP into prescriptive policies.

The property at 951 Gladstone Avenue is located within “Area 2 – North-west Quadrant” of the Secondary Plan. Gladstone Avenue is intended to become the primary west-east commercial corridor within the Corso Italia Station District and is slated to have a built form predominantly reflective of a traditional mainstreet. A maximum of 6 storeys of height are permitted along Gladstone Avenue.

Built form guidelines provide detailed directions for the specific character, vision, land use and design of Area 2:

- / Only low to medium rise, human scale, mixed use buildings up to a height of 6 storeys will be permitted on Gladstone Avenue, similar to a Traditional Mainstreet function and character.

- / The Standard Bread Company Factory should be designated under Part IV of the Ontario Heritage Act, as an important part of the area’s industrial past and a local landmark.
- / Future redevelopment of the Standard Bread Company Factory shall incorporate new building setbacks, massing and building setbacks that showcase that building.

The proposed development reflects the intended character and built form for Gladstone Avenue, rehabilitating the Standard Bread Building and integrating it within a six (6) storey podium with ground floor retail and office uses above, consistent with a Traditional Mainstreet character.

The Standard Bread Building was designated under Part IV of the Ontario Heritage Act in January 2020 and is subject to the restrictions provided therein. It will be renovated and retained as part of the proposal.

The proposed massing respects the Standard Bread Building and reflects a human-scale along the street. The proposed high-rise building is set well back from the adjacent streets to reinforce this scale and character.

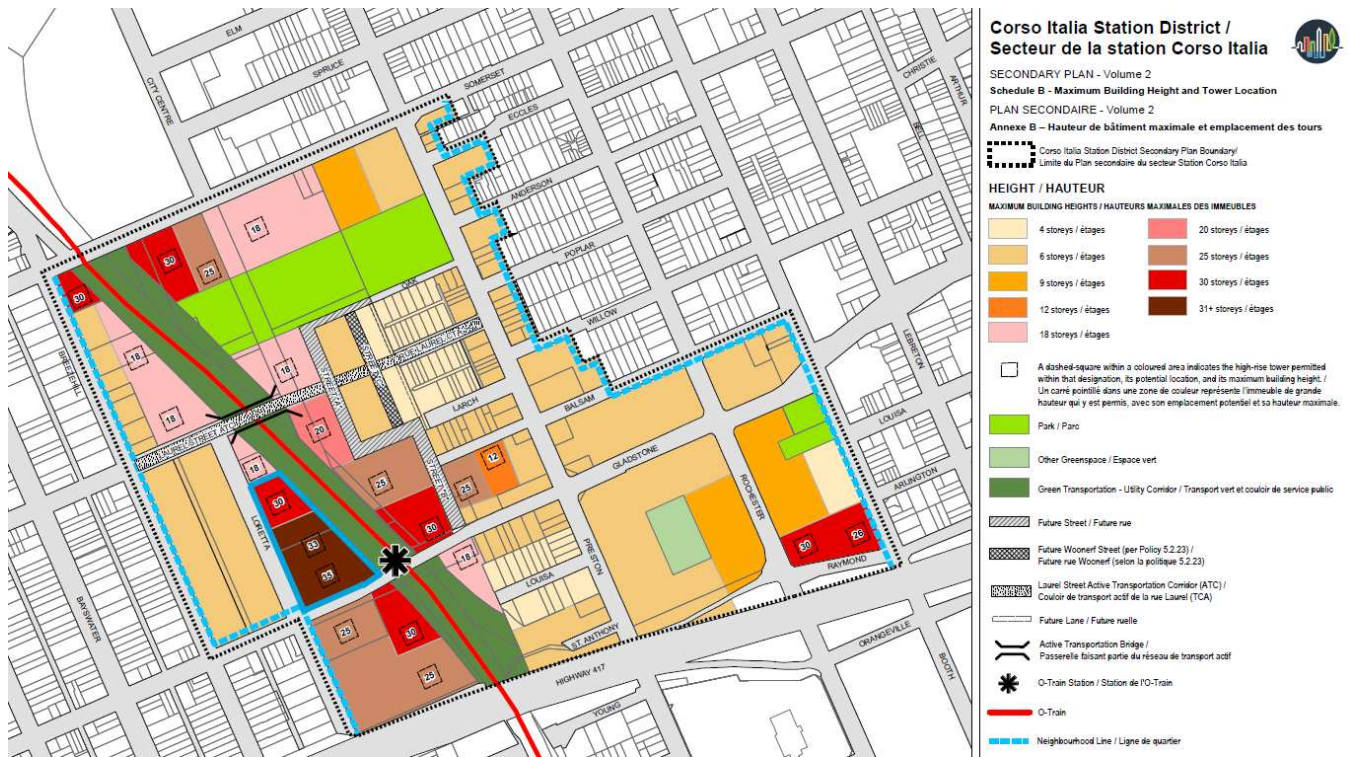


Figure 11: Corso Italia Station District Secondary Plan - Schedule B - Maximum Building Height and Tower Location

These built form guidelines provide detailed directions for the specific character, vision, land use and design of Area 2:

- / Three (3) high-rise towers shall be permitted within the area.
- / The remaining uses shall be low to mid-rise buildings. Residential and live-work uses, such as stacked townhouses or loft units, are encouraged, thereby ensuring a broad mix of housing options and tenure that could support an artist demographic and occupation; and
- / Site design, massing and building details shall respond to the light industrial use and built form of the Canada Bank Note Company on the west side of Loretta Avenue, particularly as it relates to environmental mitigation measures.

Public space considerations in Area 2 include a multi-use pathway along the west side of the LRT corridor, and a public mid-block pedestrian and cycling connection.

**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. The development has also taken the potential for noise and vibration into consideration and necessary mitigation measures will be implemented to mitigate impacts.**

Section 4.2.4 of the Secondary Plan also provides the following applicable built form policies for Skyscrapers (31+ storeys):

- / Development proposals will be subject to a thorough view impact analysis from various vantage points defined in Annex 8A of the Official Plan and no building, part of the building, or building roof structure shall have any impact on the visual integrity and symbolic primacy of the Parliament Buildings and other national symbols.
- / Tower portions of skyscrapers, as defined as 31 or more storeys in height, will have a minimum separation distance of 25 metres between any tower portion of a high-rise or skyscraper building. Reductions in this separation distance may only be considered if the development demonstrates compliance with policy 4.11.14a of Volume 1 of the Official Plan.
- / Development shall display design excellence and pursue distinction and variation in many aspects of design, in particular, the sculpting and articulation of the shape, the massing, and the top of the building in order to create a unique silhouette and skyline that can represent the identity of the Corso Italia Station District and the image of west downtown.
- / Development will be subject to a specialized design review process to ensure exceptional urban design and architecture quality, and coordination in the formation of an urban skyline through variations of height and design.

Section 4.2.5 provides additional direction for building transition:

- / Building heights will be tallest adjacent to the Gladstone Avenue O-Train Station, and along the Queensway in limited cases, and shall reduce in height toward the surrounding established neighbourhoods.
- / Design of development on properties within the Station area designation and abutting the Mixed-Use Neighbourhood designation shall be compatible to the height, massing, scale, and architectural rhythm of the established low-rise residential buildings to the east and west.

**The proposed development conforms to the built form policies of the Secondary Plan.**

## 6.5 Transit-Oriented Development Guidelines

In September 2007, City Council approved design guidelines to address Transit-Oriented Development. The guidelines apply to all development throughout the City that is within 600 metres walking distance of a rapid transit stop or station and provide guidance for the proper development of these strategically located properties. The guidelines address six elements of urban design including: land use, layout, built form, pedestrians and cyclists, vehicles and parking, and streetscape and environment.

The proposed development meets the following applicable design guidelines:

- / 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 a high-density residential use close to the transit station.
- / Creates transition in scale between higher-intensity development around the transit station and adjacent lower-intensity communities.
- / Creates a highly-visible building through distinctive design features that can be easily identified and located.
- / The proposed building is located in reference to the front property line in a manner that is intended to define the street edge.
- / Design pedestrian connections that are convenient, comfortable, safe, easily navigable, continuous and barrier-free and that lead directly to transit.
- / 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.**

## 6.6 Urban Design Guidelines for High-Rise Buildings

The Urban Design Guidelines for High-Rise Buildings were approved by Ottawa City Council in May 2018. These guidelines seek to highlight ways to:

- / Promote high-rise buildings that contribute to views and vistas and enhance the character and the image of the city;
- / Address compatibility and the relationship between high-rise buildings and their existing and planned context;
- / Create human-scaled, pedestrian-friendly streets, and attractive public spaces that contribute to liveable, safe and healthy communities;
- / Coordinate and integrate parking, services, utilities, and public transit into the design of the building and the site; and,
- / Promote development that responds to the physical environment and microclimate through design

The newly adopted guidelines are to be used during the review of development proposals to promote and achieve appropriate high-rise development. While these guidelines are aimed at residential development, they are a useful reference when considering high-rise commercial development as well. These are general guidelines, and not all will apply equally in all circumstances. Each context will inform the application of, and the emphasis on, various guidelines. Specific site context and conditions will be considered in conjunction with these guidelines.

The guidelines are general, and are not to be used as a checklist for evaluating a proposal. In cases where specific policies are provided in a Secondary Plan or TOD plan, the area-specific policies have precedence. These guidelines have been developed to improve and enhance compatibility, transition, and livability, as well as to manage the relationship between high-rise buildings and nearby, buildings, streets, parks, and open spaces.

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 building can be considered as a landmark building given its prominent location, its role as part of views and vistas, and its contribution to the characteristics of the neighbourhood and the City more broadly.
- / 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 building has been designed with a distinctive base, middle, and top through use of materials including a high amount of glazing.
- / The proposed building is considered a tower building. It is 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 building is appropriately dimensioned given the width of the existing ROWs.
- / The ground floor of the base has been designed to be animated and highly transparent.
- / The middle section will minimize shadow and wind impacts while providing an appropriate fenestration pattern and other architectural considerations.
- / The top section of the proposed building 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 meets the Urban Design Guidelines for High-Rise Buildings.**

### 6.7 Comprehensive Zoning By-law (2008-250)

The subject property is currently zoned “General Industrial, Subzone 1, Maximum Height 11 metres (IG1 H(11))” in the City of Ottawa’s Comprehensive Zoning By-law 2008-250. The purpose of the General Industrial zone is to permit industrial uses of a low or moderate impact.



Figure 12: City of Ottawa Zoning By-law 2008-250 (Excerpt)

While this zoning reflects the historic use of the lands, a Zoning By-law Amendment was submitted to amend the zoning of the subject property to the “Mixed-Use Centre” zone, consistent with the proposed Official Plan Amendment, and subsequent Corso Italia Station District Secondary Plan redesignations. The proposed development has been evaluated against the proposed MC zoning which includes a site-specific schedule and exception. Any instance of non-compliance will be resolved through the ZBLA application.

The MC zone is intended to accommodate a combination of transit-supportive uses such as offices, hotels, hospitals, institutional buildings, retail and entertainment uses, restaurants, and high and medium density residential uses. The uses are permitted in a compact, pedestrian-oriented built form in mixed-use building or side-by-side in separate buildings.

| Mixed-Use Centre Zone              | Requirement  | Proposed |
|------------------------------------|--|----------|
| Minimum Lot Width (m)              | No minimum   | Complies |
| Minimum Lot Area (m <sup>2</sup> ) | No minimum   | Complies |
| Minimum Front Yard Setback (m)     | Other cases: No minimum  | 5m       |
| Minimum Rear Yard Setback (m)      | Where abutting the rapid transit corridor: 2m<br>Other cases: No minimum | 3m       |
| Interior Side Yard Setback (m)     | Where abutting the rapid transit corridor: 2m                            | 2m       |
| Corner Side Yard Setback (m)       | Other cases: No minimum  | 3m       |

| Mixed-Use Centre Zone   |                | Requirement  | Proposed   |
|---|----------------|--|--|
| Minimum Building Height (m)   |                | 6.7m   | Complies   |
| Maximum Building Height (m)   |                | In all other cases: No maximum, or as shown on zoning map  | Complies   |
| Maximum Floor Space Index   |                | No maximum, or as shown on zoning map  | N/A  |
| Minimum Width of Landscaped Area  |                | 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 | Complies   |
| Minimum Tower Separation Distance   |                | 23 metres  | Complies   |
| <b>Parking Requirements</b><br>Area Z of Schedule 1A<br>0 spaces/unit (resident)<br>0.1 spaces/unit, less first 12 units (visitor), but no more than 30 |                | Resident: 0<br>Visitor: 30   | Surface: 8<br>P1: 274<br>P2: 282<br>Total: 564   |
| Vehicle Space Dimensions  |                | - Must be 2.6m-3.1m by 5.2m<br>- Up to 40% of required parking aside from visitors spaces may be 2.4m x 4.6m   | Complies   |
| <b>Bicycle Parking</b><br>Res: 0.5/unit<br>Office, Retail, Studio:<br>1 space per 250m <sup>2</sup> GFA   |                | <u>0.5 x 846 units = 423 bicycles</u><br><br><u>79 bicycles</u><br>Total Bicycle Spaces: 467   | 502 spaces proposed  |
| Bicycle Space Dimensions  |                | Horizontal: 0.6m by 1.8m<br>Vertical: 0.5m by 1.5m (max 50% of required spaces)  | Complies   |
| <b>Drive Aisle Width (Double Traffic Lane)</b>  | Parking Lot    | Minimum: 6.7m  | Complies   |
|   | Parking Garage | Minimum: 6m<br>Maximum: 6.7m   | Complies   |
| <b>Amenity Space Requirements</b><br>Total: 6m <sup>2</sup> per unit<br>Communal: 50% of total required   |                | Total: 5,076 m <sup>2</sup><br>Communal: 2,538 m <sup>2</sup>  | Rooftop Terrace: 1,441.9m <sup>2</sup><br>Indoor Communal Amenity: 2,006.8m <sup>2</sup><br>Balconies: 3,548.2m <sup>2</sup> |

**The proposed development is supported by the recently submitted Zoning By-law Amendment and adheres to the provisions provided therein.**

## 7.0 Conclusions

In considering the proposed development and applicable policy framework, it is our professional opinion that the proposed development represents good planning and is in the public interest for the following reasons:

### **Conforms to the Intent of the City of Ottawa Official Plan**

Previous development applications included an amendment to the Official Plan to re-designate the subject property from “General Urban Area” to “Mixed-Use Centre”. These amendments were consistent with the policy direction in the draft Corso Italia Station District Secondary Plan, which has now been adopted.

The proposed mixed-use development is permitted and encouraged within the Mixed-Use Centre designation and adjacent to transit stations. The development achieves the City’s objectives for Mixed-Use Centres by intensifying an under-utilized property directly adjacent to a transit station with a compact, mixed-use, and pedestrian-friendly development that is compatible with its surroundings and provides an appropriate transition to the surrounding uses.

The proposed development will not generate undue adverse impacts on the neighbouring properties and fulfills the compatibility objectives and design principles outlined in Section 2.5.1 and the compatibility criteria outlined in Section 4.11.

### **Consistent with the Policy Direction of the Corso Italia Station Secondary Plan**

The proposed development meets the intent of the Corso Italia Station District Plan. The proposed tower placement is generally consistent with the Secondary Plan while the proposed building heights reflect the policy direction of the Official Plan which seeks to place the tallest buildings adjacent to transit stations. The proposed development is a transit-oriented, pedestrian-friendly development with a mix of uses in a compact form that will support the transit system, as well as walking and cycling as transportation options.

### **Meets Applicable Design Guidelines**

The proposed development generally meets the design direction provided in the “Transit-Oriented Development Design Guidelines” and the “Urban Design Guidelines for High-Rise Housing”. The proposed building takes advantage of an under-utilized property and achieves a compatible building in terms of form and design.

### **Maintains the General Intent of the Zoning By-Law**

A Zoning By-law Amendment is in process to rezone the lands to reflect the proposed Official Plan Amendments and the subject property’s location directly adjacent to a future rapid transit station. The proposed zoning will permit the proposed mixed-use redevelopment of the subject lands and also seeks to address site-specific provisions regarding parking and building height.

### **Represents Good Planning**

Overall, the proposed development advances several key policy objectives at the Provincial and Municipal levels including: optimizing the use of serviced lands within the existing urban boundary, encouraging growth within the urban boundary, intensification within an identified target area and 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.



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