FOTENN

Gladstone Village: Phase 1

Planning Rationale and Design Brief
Site Plan Control Application
September 23, 2021

FOTENN

Prepared for Ottawa Community Housing

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1.0 Introduction

Fotenn Planning + Design has been retained by Ottawa Community Housing (OCH) to prepare this Planning Rationale and Design Brief in support of a Site Plan Control Application for the first phase of their Gladstone Village development.

1.1 Application Overview

The first phase of OCH's Gladstone Village will consist of a high-rise eighteen (18) storey and a mid-rise nine (9) storey apartment building a top a three (3) to five (5) storey podium. The development will have frontage along a newly created public street which will ultimately connect to both Oak Street to the east and Gladstone Avenue to the south. Currently the vacant property is located at 933 Gladstone Avenue, however the ongoing Draft Plan of Subdivision process will create a new block and municipal address for the site.

This proposal was based on the Development Plan that was included within the recently approved Corsa Italia Station District Secondary Plan (Figure 1). The Demonstration Plan was prepared by OCH in collaboration with the City of Ottawa's policy team responsible for the drafting of the Secondary Plan. This Plan illustrated the intent for the overall development of Gladstone Village, including a preferred local road layout and active transportation network, locations of community facilities, and public transit.

Figure 1 - Demonstration Concept Plan.

In summary, the proposed development contains a total of 338 dwelling units which will have access to the main entrance along the east façade via a courtyard plaza space onto the proposed new public roadway. The north, south, and west façades of the building are planned to contain secondary access. The development also provides for 145 parking spaces and a total of 340 bicycle parking spaces. A major component of the first floor of the building will consist

of communally accessible amenity space that spills out into the at-grade portions of the site directly abutting the public realm. Ground-floor units will also provide direct at-grade access.

To facilitate this development, a Site Plan Control Application is being submitted. This will formalize technical attributes of the design such as access, landscaping, circulation, refuse collection, amenity locations, and other design elements. Phase 1 of Gladstone Village has been designed in complete conformance to the requirements of the Mixed-Use Centre, Subzone 17 zone, with site specific exception XXXX, and subject to Schedule YY (MC17 [XXXX] SYY). As this recently amended zoning is under appeal, the submitted proposal has also been designed to ensure conformance with the existing site zoning; Mixed Use Centre, Floor Space Index Maximum 1.5 (MC F(1.5).

The intent of this Planning Rationale and Design Brief is to assess the proposed development against the applicable policy and regulatory framework and determine if the proposal is appropriate for the site and compatible with adjacent development and the surrounding community. This review also includes an analysis of how the proposed development achieves the City's applicable design guidelines, including those related to high-rise buildings, development in proximity to high-order transit and bird-friendly design. Potions of this report have been taken from Fotenn Consultants Inc. Planning Rationale (June 24, 2021) issued in support of a Draft Plan of Subdivision application for the larger area of Gladstone Village (City File No. D07-16-21-002).

2.0
Site Context and Surrounding Area

2.1 Subject Site

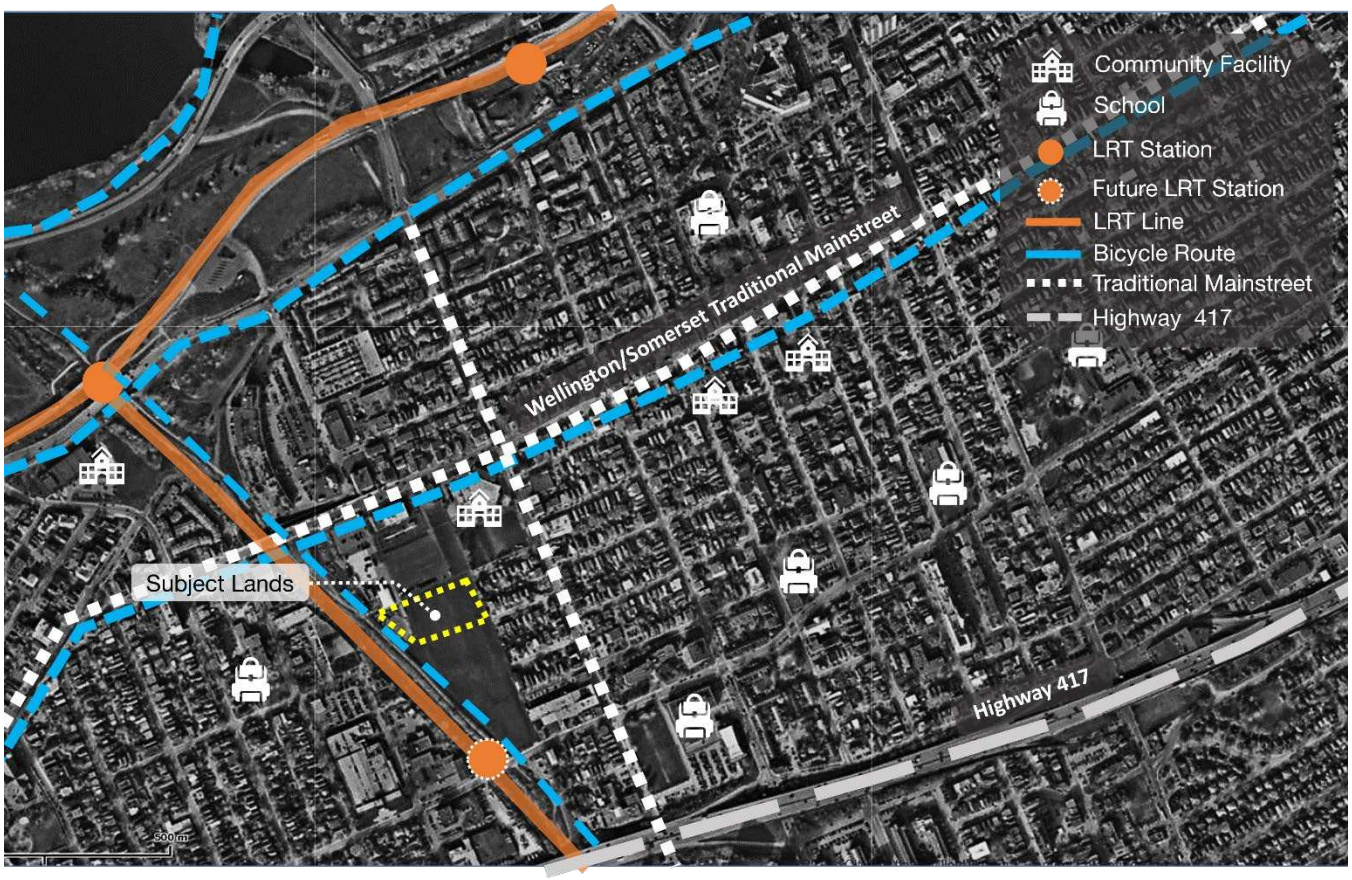

Figure 2: Site Context

The subject property is the northwest corner of the land currently addressed as 933 Gladstone Avenue within the City of Ottawa. This vacant site is just south of the former Public Works and Government Services lands at 1010 Somerset Street West which were recently purchased by the City of Ottawa. The Phase 1 site has a total area of 18,318m^2. Once built only a portion of the total area will contain the proposed Phase 1 development, the larger area defines the area of construction and ensures this proposal meets the existing FSI requirement. The lands required to build Phase 1 consists of 6,026 square metres (1.5 acres) with approximately 79 metres of frontage along a newly created public street and a depth of 76 metres from east to west. The boundaries of the subject property will be legally established as part of the ongoing Plan of Subdivision process, thus the dimensions and areas presented in this report and accompanying supporting materials are approximate and will confirmed once the Blocks within the subdivision are finalized.

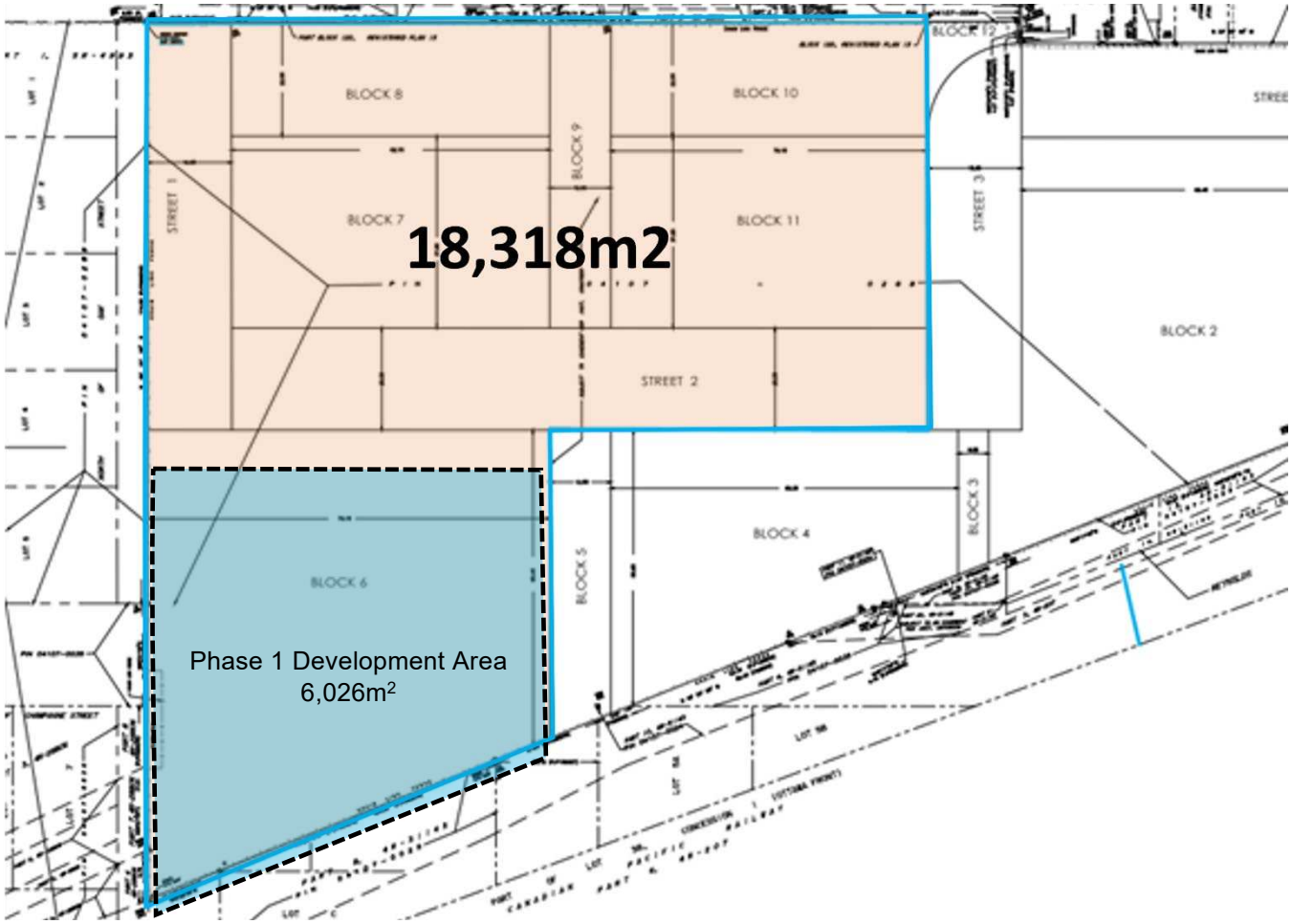

Figure 3 - Subject Site Area and Location (Total site outlined in blue).

2.2 Surrounding Area

The arrival of LRT spurred the creation and recent adoption of the Corsa Italia Station District Secondary Plan, and so the below summary of the land uses surrounding the subject site includes not only what is existing but also what is envisioned for the neighbouring areas as the Secondary Plan is realized. The "envisioned" heights referenced below are from the approval height schedule of the Secondary Plan (Figure 4).

North Existing: To the immediate north of the subject property are the former Public Works and Government Services lands at 1010 Somerset Street West which were recently purchased by the City of Ottawa. There are a couple of low-rise, industrial buildings remaining on the site and the rest of the area is paved.

- ***North Envisioned*:** The City plans to redevelop the lands north of the site by extending Plouffe Park westerly to connect to the Trillium Pathway network. The Secondary Plan designates this area as Park.

East Existing: To the east of the proposed building for about 70 metres is undeveloped lands, beyond which are low-rise, low-density residential units.

- ***East Envisioned*:** The Demonstration Plan considers this vacant area a location for townhouses, both stacked and traditional. The Secondary Plan designates this area as Station Area (6 storeys) and Mixed-Use Neighbourhood (4-storeys) where it abuts the existing low-rise, residential uses.

South Existing: To the south of the subject property is undeveloped lands until Gladstone Avenue.

- ***South Envisioned*:** The lands south of the site could be developed with a building like what is being proposed in Phase 1. The block has been sized and zoned to accommodate a building up to 20 storeys tall. The Secondary Plan designates this area as Station Area.

West Existing: Abutting this site to the west is the Trillium Pathway network. Further west of this multi-use pathway block is the LRT corridor. The other side of the corridor currently contains low-rise industrial and commercial uses, some of which are being redeveloped.

- ***West Envisioned*:** The lands directly west of this site will continue to be part of the Trillium Pathway network. The Secondary Plan emphasises the importance of this connection. The lands further west, across the LRT Corridor are designated Mixed-Use Neighbourhood (18-storeys).

Figure 4 - Secondary Plan, Height Schedule.

2.3 Transportation Network

2.3.1 Road Network

The area under consideration for redevelopment on the subject lands will have 79 metres of frontage along a newly constructed public street. This new roadway will ultimately connect to Gladstone Avenue to the south and join with Oak Street to the east. Gladstone Avenue is designated as a Major Collector Road in the City of Ottawa Official Plan Schedule F – Urban Road Network (Figure 5). Collector roads connect communities and distribute traffic between arterial and local roads. Oak Street is classified as a Local Road at connects to the Arterial Road, Preston Street.

Figure 5: Schedule F of the Official Plan, Central Area/Inner City Road Network.

2.3.2 Transit Network

The subject lands are well served by a full range of municipal public transit routes and infrastructure from local bus routes to the ongoing expansion of Ottawa's rapid transit network. The subject lands are 220 metres north of the future Trillium Line, Corso Italia Station. The line is the north-south component of the City's LRT system. The Trillium Line connects to the east-west Confederation Line at Bayview Station which provides rapid transit access through LeBreton Flats into the downtown core. This station is slated for completion by 2023 which will extend to Riverside South and the Ottawa International Airport in the south. The Confederation Line is also being extended to both the east and west as part of the Stage 2 project, with all work planned for completion by 2023.

Further, Gladstone Avenue and Somerset Street West are designated as "Transit Priority Corridors" on Schedule D of the Official Plan (Figure 6). Transit Priority Corridors are meant to provide additional prioritized public transit services to support and feed the higher-order rapid transit network. Numerous local transit bus routes also service the site providing connectivity to key local destinations and the broader transit network.

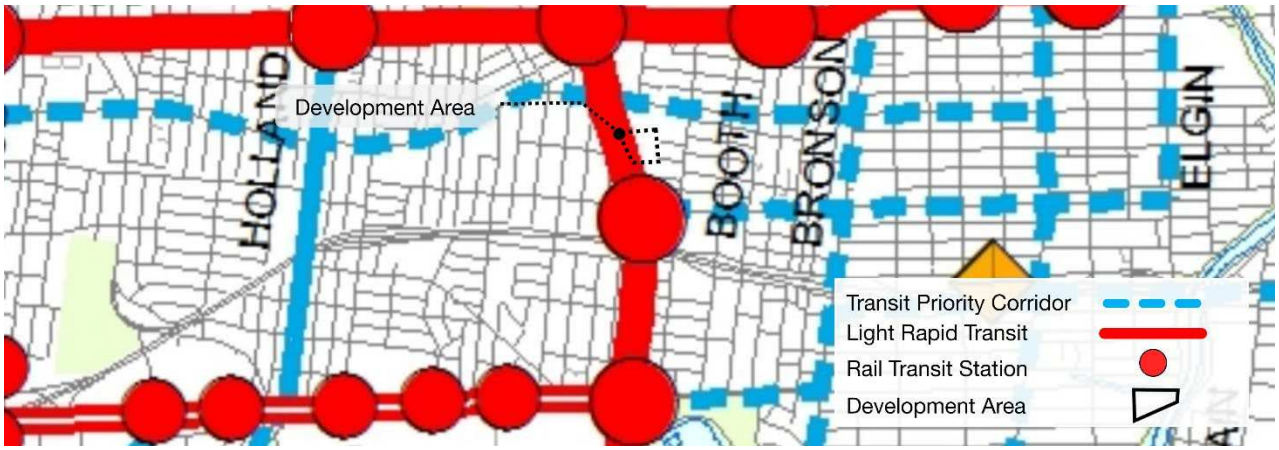

Figure 6 - Schedule D - Rapid Transit Network of the Official Plan.

2.3.3 Cycling and Pedestrian Infrastructure

Schedule C - Primary Urban Cycling Network of the Official Plan (Figure 7) demonstrates existing and planned cycling infrastructure and Multi-Use Pathways (MUP). Many cycling and multi-use pathways are available near the subject property. The major pathway in proximity to the subject property is the north-south multi-use pathway along the east side of the LRT Trillium corridor, which abuts the west property line of the site. This route is designated as a "Cross-Town Spine Route" in the Official Plan and provides many important connections with east-west routes including the Ottawa River Pathway and the pathway along the Rideau Canal and Dow's Lake.

As part of the Gladstone Village development additional cycling and pedestrian infrastructure will be implemented, making access to these alternative modes of transportation routes even more convenient;

- On-street bicycle lanes on local streets;
- Connector pathways between new development areas and the existing Eastern Trillium MUP;
- Laurel Street Active Transportation Bridge;
- A Woonerf style street; and
- A MUP along the western side of the Trillium line, to mirror the one on the eastern side.

Figure 7 - Primary Urban Cycling Network of the Official Plan.

3.0
Proposed Development

The proposed development is separated into two distinct wings which share a 3-storey podium base supporting two apartment buildings. The podium increases to 5-storeys to the east with a middle 4-storey component connecting the two portions of the building. The northern most building will be an 18-storey high-rise apartment building with the southern building consisting of 9-storey mid-rise apartment building. The development will consist of 338 units and approximately 372 square meters of commercial space at-grade in the northern wing of the building. A below-grade parking level would provide for a total 145 spaces (102 residential, 30 visitor and 13 commercial). The building design is a u-shape with a generous paved plaza space fronting onto the new public road. This plaza will serve many functions, including providing access to the parking garage with a door located on the southern side of the plaza, under the 9-storey potion of the development.

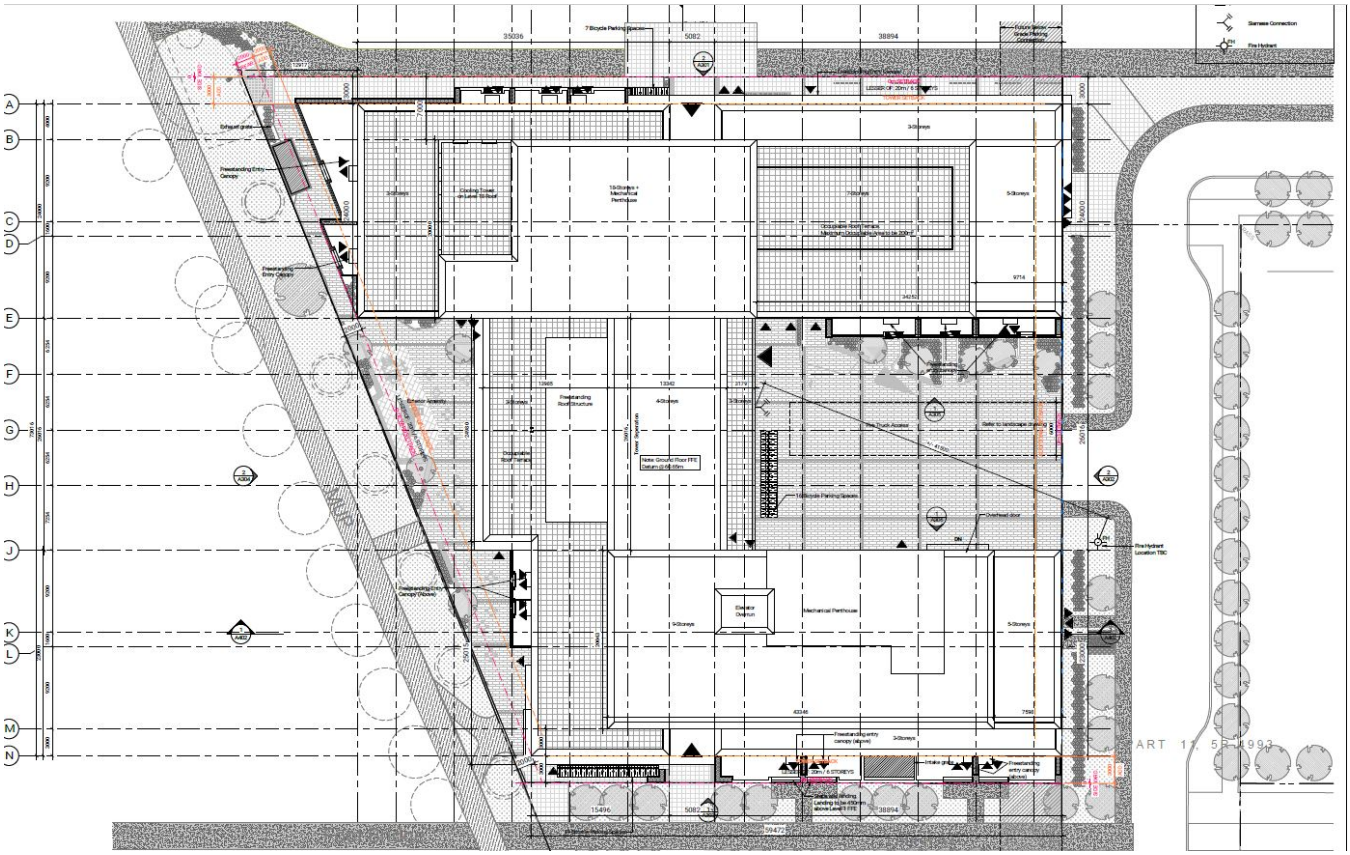

Figure 8: Site Plan

3.1 Unit Mix

The development will aim to provide affordable, rental housing units (market and below market) from smaller studio and one-bedroom units for singles and couples, through to larger two- and three-bedroom units. In addition, a percentage of units will be designed to be meet barrier-free requirements, with all other units to be barrier-free visitable. This will help OCH achieve one of their objectives, allowing for people to remain in place for various stages of their life, including designing with growing families in mind, as well as units that support aging-in-place. The units are distributed as follows:

Table 1: Building Unit Distribution	
Studio	47
1 bedroom	178
2 bedroom	69
3 bedroom	40
4 bedroom	4
Total	**338**

3.2 Amenity Areas

The Gladstone Village Phase 1 development is planned to include various private, semi-private and communal amenity spaces, specifically designed to address the current needs of the new residents. Amenity spaces will be designed to provide various opportunities for social interaction and enhance the overall well-being of the mixed-user community. Some of these spaces include laundry facilities, scooter and stroller dedicated storage, bicycle parking and repair stations, flexible lounge spaces and exterior amenities such as community gardens and children's play areas. The low-to-mid-rise element connecting the two buildings will house the majority of shared amenity spaces including study rooms, children's play areas, and a kitchenette area. The building includes 2,028m^2 of common amenity area distributed on the ground, fourth and eighth floors. This total is divided between indoor (960 m^2) and outdoor (1,074 m^2) areas.

Additional communal amenity space is located on the at-grade component of the building with frontage along the Trillium MUP as well as on terraced levels of the building which will provide space for passive recreation as well as community gardening opportunities.

Figure 9 View from future Laurel Active Transportation Bridge looking east.

3.3 Parking

The proposal includes parking for vehicles, scooters, and bicycles, the majority of which are provided in the underground parking garage. The small number of surface spaces provided within the courtyard area abutting the proposed new public road are designed to be for short-term parking only.

Type of Parking	Spaces
Commercial	13
Residential	102
Visitor	30
Bicycle	340

3.4 Sustainability

A central component of this proposal is sustainability. Various goals have been set by OCH for the project, including reaching Passive House levels of building performance. One of the most critical funding sources for the Gladstone Village development requires it reaching the CMHC Energy and GHG Performance requirements. To embrace renewable sources of energy as well as energy harvesting strategies, the exterior rooftop areas will be programmed in a way to maximize photovoltaic array installation. Waste diversion strategies (green waste & recycling) where taken into consideration when preparing the design for this phase of Gladstone Village.

Further, the Gladstone Village development will look to connect into a future geothermal district energy system located underneath the future expansion of Plouffe Park directly north of the Phase 1 project site. This district energy system is being developed by the City of Ottawa and a Utility Partner, and will come online in the near-future, with a rough five- to ten-year timeline anticipated. The project team will develop the design and systems of the Gladstone Phase 1 development to plan for integration of the district energy system in the future.

3.5 Design Brief

The proposed building will be animated through a mix of residential, amenity and retail uses at-grade each with individual access points in order to create a vibrant and attractive ground floor level. Through the introduction of spaces dedicated to both tenants and the greater public, the site will attract pedestrian through-traffic. The main form of the building can be read as three distinct blocks, a high rise block at the north perimeter, a mid-rise bar building along the south, with a low-to-mid-rise element between them that contains much of shared amenity spaces

The building massing has been developed to align with the site-specific zoning requirements (both existing and appealed), as well as with best practices outlined in the Urban Design Guidelines for High-rise Buildings. This proposed massing also allows for good daylight access for future residents, as well as to be considerate of its existing and future neighbours. The base massing of the Gladstone Village Phase 1 development embraces the built form recommendations of the Design Guidelines by providing a base-middle-top approach

The podium acts as the base, with a strong horizontal three-storey massing along the south, west and north faces. The middle portion of the building encompasses the next 6-storeys, from the fourth through the ninth, to provide a slightly set back terraced form from the east. Along the west facade, the setbacks are deeper, allowing for occupiable terraced areas. Finally, the top is served by the slender tower on the north side of the site. The tower is oriented in the east-west direction in order to maximize the potential for views into Plouffe Park to the north, and to maximize daylighting potential for units.

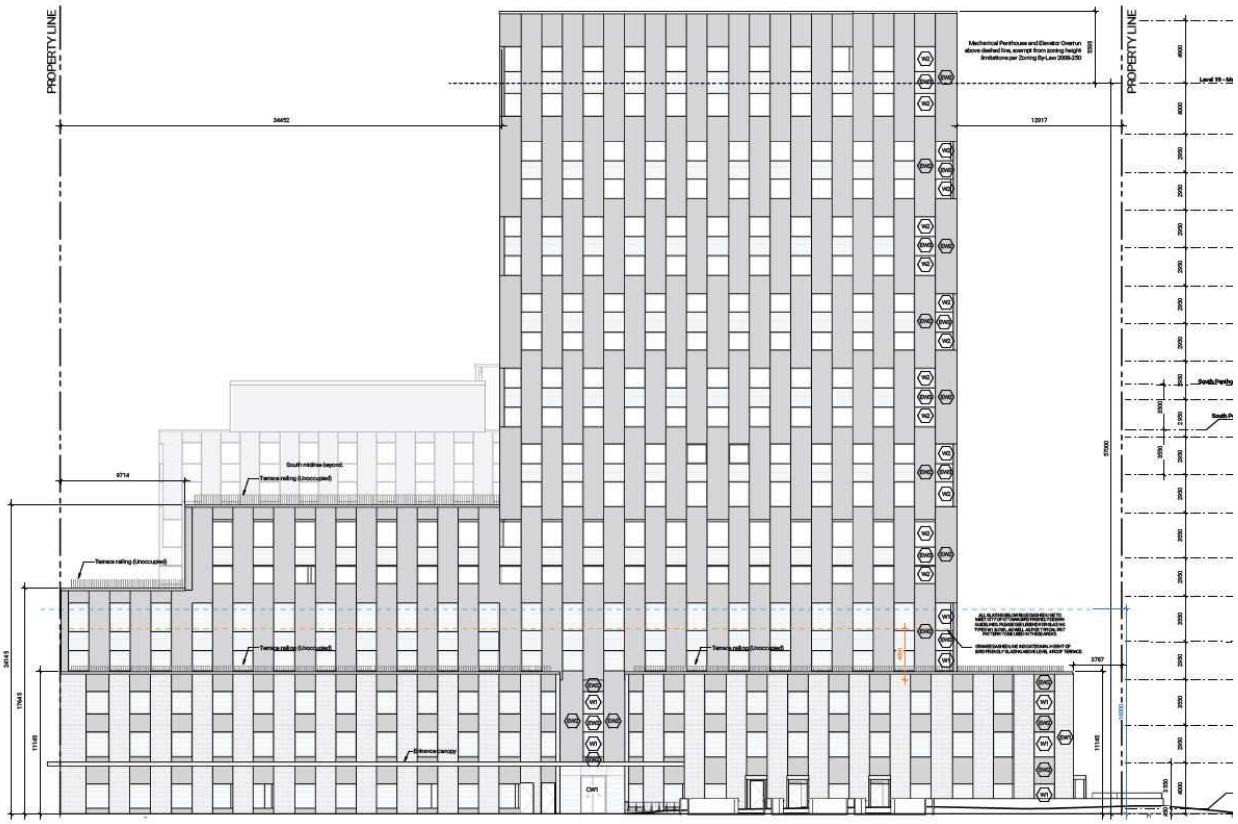

Figure 10: North Site Elevation

Active Frontage and At-grade Interface

The frontage considerations along Street A and the Trillium MUP, include strategies to create an animated and pleasing streetscape. This streetscape is being developed hand-in-hand with the requirements of the Street A Right-of-Way planning, including the provisions for a wide 5.75m pedestrian boulevard. This boulevard will be programmed in a way to promote pedestrian circulation through the area, with ample room for distancing considerations and comfort. In addition, landscape plantings are being implemented in order to provide natural shading, and to minimize the urban heat island effect.

Along the north, which will be bound by the future Plouffe Park expansion, a generous plaza is provided, supported by bicycle parking in close proximity to the building entry. A commercial patio space at the north-east portion of the site helps to support retail tenants. To the west, this is supplanted by patio space for residential units.

At the south, a similar entry condition is provided as at the north, with ample connectivity to the Laurel Street ATC and plentiful bicycle parking. Connection around the south-west corner of the building is provided, to allow for circulation along the west side of the site alongside the MUP. Finally, residential units on the south façade will be partially screened via plantings and trees, allowing for a semi-private space while still engaging with Laurel Street.

The central courtyard is programmed in a way that allows a co-existence between vehicular traffic, for loading, drop-off and deliveries, with a raised planter and seating for pedestrians. Also on the west side of the site along the MUP, a quieter space is dedicated to tables and chairs, as well as a playground and family space, including a dedicated picnic area.

Form and Massing

The form and massing of the building also takes advantage of the zoning stipulations, to create a massing that respects the neighbouring properties and underlining goals and aspirations of the project itself. By using the mass to frame neighbouring elements along the north and the west sides, the building reinforces the highlights of the greenspace surrounding the project. At the south and east, the massing tapers to create an urban city scape, without overwhelming the street with a vertical wall, stepping back from the pedestrian realm, in keeping with Urban Design Guideline best practices.

Figure 11 View from Street A looking North.

The massing articulation has also been developed to create large, terraced expanses on upper floors that can be programmed for residents and to allow for a variety of programs including seating and picnic areas, community gardens, children's play areas and other exterior amenities that are meant to connect and provide delight for those living in the building.

The massing articulation has also been studied for sustainability considerations, with volumes and orientation that maximize the potential of energy harvesting and water retention on the roofs. Where possible, these areas are consolidated in order to minimize the area impact for infrastructure, while providing the maximum benefit. In addition, through a more detailed articulation of the façade, integration of energy harvesting systems are being looked at for feasibility.

Figure 12: 3D perspective of proposed site massing

4.0
Policy & Regulatory Framework

4.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) sets out a vision for land use planning in the Province of Ontario that encourages planning and development that is environmentally-sound, economically-strong and that enhances quality of life. The PPS promotes intensification of built-up areas to efficiently use land where existing infrastructure and public service facilities are readily available to avoid unjustified and uneconomic expansions. Planning authorities must identify appropriate locations and promote opportunities for intensification and redevelopment. The relevant policy interests to the subject application are as follows:

1.1.1 a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;

1.1.1 b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;

1.1.1 c) avoiding development and land use patterns which may cause environmental or public health and safety concerns

1.1.1 e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

b) permitting and facilitating:

1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;

c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;

d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;

e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and

f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

The proposed development is consistent with the above noted policies of the PPS. More specifically, the proposal seeks to develop an area that is located within the City of Ottawa's urban area, immediately adjacent to an existing built-up area and in proximity to planned future rapid transit stations, which allows for the logical and efficient extension of existing services and roads. The proposal includes a range of units differing in size and affordability. It will be supported by an immediately adjacent future municipal park and active transportation corridor.

4.2 City of Ottawa Official Plan (2003, as amended)

The overarching policy document directing development, land use, and growth in the City of Ottawa, the City of Ottawa Official Plan ('Official Plan'), is composed of eight sections. Each of these addresses a different aspect of the planned function of the City as a whole. Section 2 of the Official Plan provides Strategic Directions or growth and development within the City.

According to the current Official Plan population of Ottawa is estimated to grow to 1,136,000 individuals and 489,000 households by 2031. One third of housing growth is anticipated within the greenbelt. At the same time, average household size inside the Greenbelt is expected to decline from approximately 2.18 people in 2021 to approximately 2.12 people in 2031. Therefore, much of the anticipated demand within the Greenbelt will be for new housing in the form of smaller units such as apartments.

The City plans to meet this growth challenge by managing it in ways that support liveable communities and healthy environments. More specifically, the Official Plan pursues strategic directions in four key areas, two of which are relevant to the proposal:

Managing Growth

- The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently;
- Growth in the urban area will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.

Creating Liveable Communities

- Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing and places to work and shop; and
- Attention to design will help create attractive communities where buildings, open space, and transportation work well together.

Th Official Plan expands upon these strategic directions in the policies of Section 2.2.2 (Managing Growth) and 2.5 (Building Liveable Communities), as discussed below.

4.3 Managing Growth

The City anticipates that approximately 90 percent of the growth in population, jobs and housing will be accommodated within the urban area. Concentrating growth within the urban area makes efficient use of existing services and

infrastructure and allows for a pattern and density of development that supports transit, cycling, and walking as viable and attractive alternatives to private automobiles.

Section 2.2.2 deals specifically with the management of growth within the urban area and recognizes that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit, and other infrastructure. Residential intensification is broadly defined in **Section 2.2.2, Policy 1** as the intensification of a property, building or area that results in a net increase in residential units or accommodation and includes the development of vacant or underutilized lots within previously developed areas and infill development.

The proposed development meets the definition of residential intensification as defined above and fits well within both the planned and existing context.

Policy 3 states that target areas for intensification are the Central Area, Mixed Use Centres, Mainstreets, and Town Centres defined on Schedule B, these areas are located on the Rapid Transit and Transit Priority Network as defined on Schedule D.

Policy 4 of this section of the Official Plan establishes that the City's target for residential intensification, as defined in Policy 1, is the minimum proportion of new residential dwelling units based upon building permit issuance by calendar year in the urban area.

Policy 5 states that minimum density targets, expressed in jobs and people per gross hectare applicable to the target areas with the greatest potential to support the Rapid Transit and Transit Priority Networks.

Policy 10 states that intensification may occur in a variety of built forms provided urban design and compatibility objectives are met.

Policy 11 states that the distribution of appropriate building heights will be determined by:

- The location in a target area for intensification or by proximity to a rapid transit station or transit priority corridor, with the greatest height and the tallest building heights being located closest to the station or corridor; and,
- The design and compatibility of the development with the surrounding context and planned function as detailed in Section 4.11 (discussed further in this Rationale), with buildings clustered with other buildings of similar height.

Policy 14 states that permitted building heights are established in the land use designation policies of Section 3 of the Official Plan but notes that Secondary Plans may specify greater or lesser building heights where the heights are consistent with the strategic directions of Section 2.

Policy 16 states that the location of high-rise building is influenced by the need to provide adequate separation distance from other existing and potential future high-rise buildings. Separation distances are therefore to be considered when considering sites for development of high-rise and high-rise 31+ storey buildings.

Policy 22 notes that the City also supports compatible intensification within the urban boundary.

The proposed development is within an area considered appropriate for intensification. The height proposed (up to 18 storeys) has been designed with careful attention to compatible with the surrounding context and planned function of the surrounding area.

4.3.1 Land Use Designation

The subject lands are designated Mixed-Use Centre in the City of Ottawa's Official Plan. The Mixed-Use Centre Designation is applied to lands that are best suited to facilitate residential and commercial intensification in areas conveniently accessible by transit, walking, and cycling.

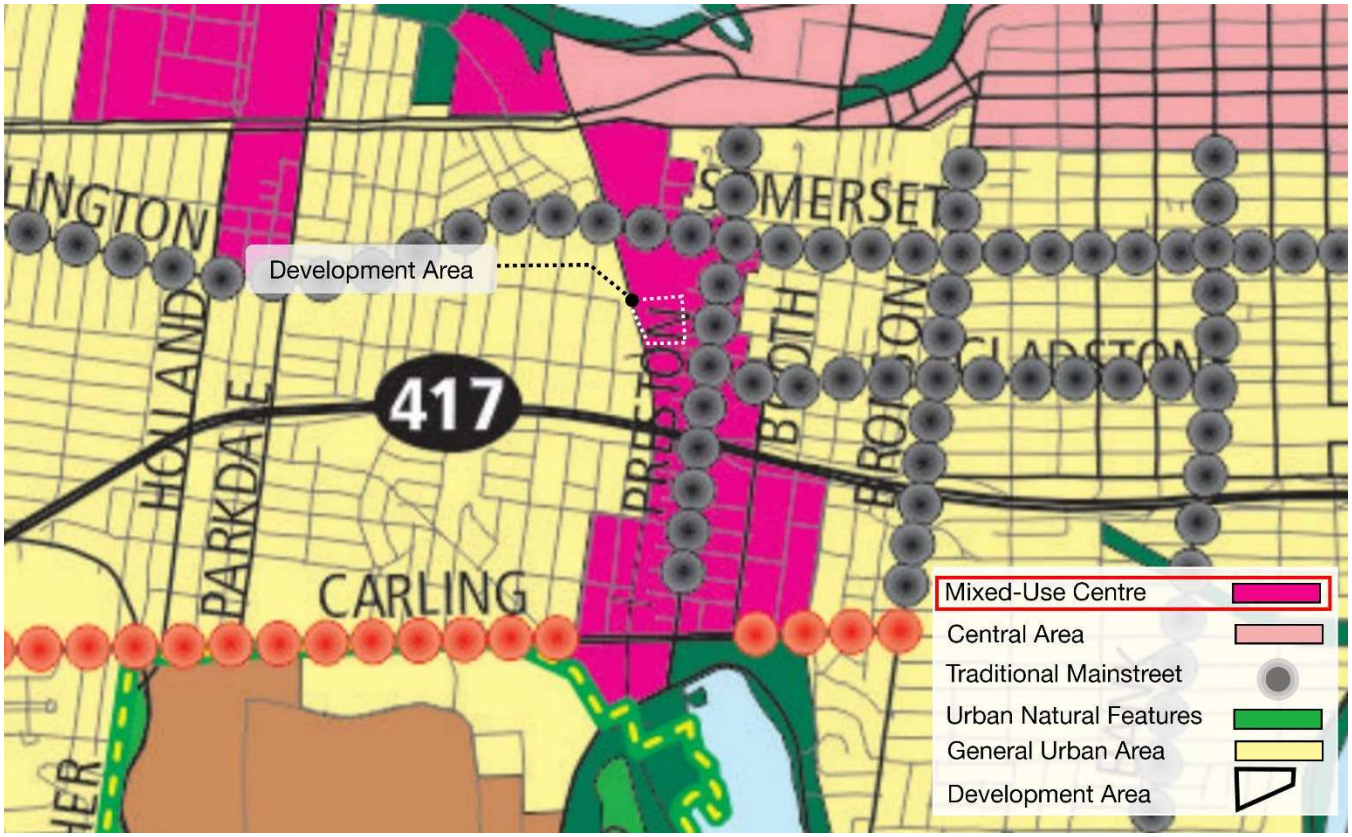

Figure 13: Schedule B of the Official Plan.

Lands within the Mixed-Use Centre Designation are generally located near rapid-transit stations and contain one or more arterial roads with all-day, frequent transit service. Lands in this designation offer significant opportunities for re-development and represent a key element in the Official Plan's strategy to accommodate and enable growth in strategic locations throughout the city. The policies of the Mixed-Use Centre Designation aim to efficiently optimize the use of land through compact mixed-use development.

Section 3.6.2 of the Official Plan states that the City has adopted Transit-Oriented Development Guidelines for use in the Mixed Use Centres and other transit-oriented areas, to assist applicants in submitting well-designed, context-sensitive development applications. It states that transit-oriented development in a Mixed Use Centre is more than density and transit, it promotes a designed environment where walking and cycling are attractive options within the centre and transit can be accessed easily. Transit-oriented development means:

- Creating public areas that are visually interesting, well-designed and edged by buildings with doors and windows opening onto pedestrian areas and greenspace that make these attractive places to live;
- Connecting transit to all locations within the centre along safe, direct and easy-to-follow routes for pedestrians and cyclists;
- Directing the highest density close to the station so that transit is the most accessible to the greatest number of people;
- Encouraging a mix of transit-supportive uses such as offices, shops and services that provide for the needs of residents and workers and reduce the need to travel outside the area for everyday needs;
- Supporting a mix of multi-unit housing, including affordable housing and housing for those who rely on public transit;
- Carefully managing traffic and the supply of parking.

The proposed development follows Transit-Oriented Development Guidelines as outlined in the Official Plan.

Other relevant policies of the Mixed-Use Centre Designations (**Section 3.6.2**) applicable to this application include:

- **Policy 1** - Mixed Use Centers meet the following criteria:
  a) Most of the centre is within an 800m walking distance of one or more rapid transit stations, and contains one or more arterial roads with all day, frequent transit service;
  b) There is opportunity to achieve high densities of jobs and housing through intensification and redevelopment of older sites and development of vacant land;
  c) High-Rise Buildings of 10 storeys and more can be accommodated in a manner that provides appropriate transition to the surrounding area;
  d) Employment targets of at least 5,000 jobs can be achieved in Mixed Use Centres and at least 10,000 jobs can be achieved in Town Centres;
  e) The area is or can become transit-oriented, as described in this section;
  f) The area is suitable for a mix of uses and could be linked within the area's greenspace network. [Amendment #150, October 19, 2018]

- **Policy 4** - Mixed Use Centres may consider high-rise building heights in order to achieve density targets within walking distance of existing and proposed stations on the City's Rapid Transit System. Appropriate transition, in building height, is to be provided at the periphery where the Mixed Use Centre abuts established Low-Rise or Mid-rise areas.

- **Policy 5** - Mixed Use Centres will 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.

- **Policy 10** - Mixed-Use Centres will optimize the use of land through provisions for compact mixed-use development. The Zoning By-law and community design plans will:
  a) Require employment and housing as part of a larger mix of uses and permit a mix of uses within a building or in adjacent buildings;
  b) Require residential uses in the form of apartments and other multiples at a medium or high density;
  c) Provide for the potential for shared parking arrangements among uses that peak at different time periods;
  d) Allow for the potential redevelopment of surface parking areas;
  e) Not permit uses that require large areas of their site to be devoted to the outdoor storage, sale or service of goods to be located within 800 metres walking distance of a rapid transit station;
  f) Ensure that an appropriate transition in built form between the Mixed-Use Centre and any surrounding General Urban Area occurs within the Mixed-Use Centre site.

- **Policy 11** - Mixed-Use Centres will enhance opportunities for walking, cycling and transit and in particular will:
  a) Give priority to walking and cycling in public rights-of-way;
  b) Provide direct, barrier-free connections for pedestrians and cyclists linking transit and other developments in the Mixed Use Centre along public rights-of-way, off-road pathways and open space connections;
  c) Use public art and the design of public streets and spaces to create attractive public areas;
  d) Provide adequate, secure, and highly visible bicycle parking at rapid transit stations and throughout the Centre.

The proposed development has been designed to carefully consider favoring active transportation by:

- **Taking advantage of the connections to the existing Trillium Multi-Use Pathway bordering the western property boundary of the site and**
- **Placing density with 220 m of the future Corso Italia LRT Station.**

The proposed development will also contribute to the available housing stock within the City and provide additional options within this specific area. These new rental units will be in proximity to existing services, amenities, employment, and will support active transportation and transit in the area. The overall housing program and strategy is planned to provide both market and affordable housing options seamlessly integrated into the community.

4.3.2 Urban Design and Compatibility

The Official Plan encourages residential intensification that is compatible with existing built-up areas. Compatible development is development that is not necessarily the same as or similar to existing buildings, but that enhances and coexists with existing development without undue adverse impacts on surrounding properties. It is development that fits well and works well with its surroundings. Broad design objectives are outlined in Section 2.5.1 of the Official Plan, while more specific compatibility criteria are set out in Section 4.11 of the Official Plan.

The proposed development responds to the urban design objectives of Section 2.5.1 in the following ways:

To enhance the sense of community by creating and maintaining places with their own distinct identity.	**The lands are currently an underutilized vacant lot. The proposed development will enhance the community through a design that introduces residential density, a consistent street wall along the Trillium Multi-Use Patway and proposed new public street, as well as improvements to the pedestrian environment. This redevelopment of an underutilized property along the edge of the neighbourhood represents Phase 1 of the overall development plan and will begin to establish this future vibrant and well-served community.**
To define quality public and private spaces through development.	**As the site is currently an underutilized vacant lot, the proposed development will enhance the environment along the Trillium Multi-Use Pathway and proposed new Street extending from Oak Street and shown as Street A on the proposed Draft Plan of Subdivision. The proposed development encloses the existing and future public-realm with active, at-grade uses that feature large amounts of glazing and active entrances to the sidewalk. The upper floors of the buildings integrate a compact tower footprint to ensure an appropriate pedestrian scale along the public realm. Within the podium and upper levels of the two buildings, the terraced amenity space is adequately setback from the buildings exterior walls and will provide a high-quality and unique communal amenity space for residents and their guests. This will be complemented by communal amenity rooms and at-grade commercial space within the building.**
To create places that are safe, accessible and are easy to get to.	**The proposed development has been designed to reinforce a strong pedestrian environment along the public realm, which is currently lacking. As a site within walking distance the future Corso Italia LRT Station as well as Preston Street, Gladstone Avenue, and Somerset Street West, and the existing multi-use pathway, residents and visitors will be able to easily access the site. A high amount of glazing along the frontage of the podium will ensure eyes on the public realm for safety.**
To ensure that new development respects the character of existing areas.	**The design of the building contemplates a built form that is compatible within the existing context and the planned function of the area. The 9-storey and 18-storey building forms respond to the policies and regulations established for increased**

	heights within the Mixed Use Centre designation and Corso Italia Station District Secondary Plan, and the planned function of the surrounding area, while also providing appropriate setbacks to ensure that the front, rear, and side yards interface appropriately with the existing community.
To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.	**The proposed development considers adaptability and diversity by intensifying the underutilized lot and adding to the diversity of housing types and retail opportunities available in the community. The ground floor amenity and commercial space provides opportunities for one larger tenant space, or a collection of smaller spaces.**
To understand and respect natural processes and features in development design. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.	**Gladstone Village Phase 1 aims to minimize its environmental footprint through a series of sustainable strategies. Goals have been established to plan the new community for future district energy readiness, provide for photovoltaic solar panels as part of the design, and to detail the building and systems in keeping with Passive House principles. In this way, the development aims to provide the greatest benefit for the community while minimizing its ecological footprint.** **The existing condition of the lands is lacking substantial trees and so the proposed landscaping program will offer a significant improvement in that regard.**

Pursuant to the General Urban Area policies applicable to the site, all development is to be reviewed and evaluated pursuant to Section 4.11 of the Official Plan. Section 4.11 addresses urban design and compatibility in order to set the stage for high quality urban design. The following is an analysis of how the proposed development addresses the compatibility criteria of Section 4.11.

Policy		**Proposed Development**
1.	A Design Brief will be required as part of a complete application.	**A Design Brief has been prepared and submitted for the development proposal as part of this Planning Rationale and under separate cover.**
Views		
3.	The City will protect the views of the Parliament Buildings from two locations in Beechwood Cemetery. The view area, or viewshed, and the two locations, the Tommy Douglas Memorial and Poet's Hill, are identified on Annex 12.	**The proposed development does not impact any protected view planes of the Official Plan. The proposed building height is compliant with the established maximum permitted heights as per Schedule B of the Corso Italia Station District Secondary Plan.**
Building Design		
5.	New buildings will achieve compatibility with their surroundings in part through the design of the parts of the structure adjacent to existing buildings and facing the public realm.	**The proposed development has a low-rise podium and high-rise tower form that is compatible with the existing and planned context along within the Corso Italia District Station Plan Area.** **The 18-storey building utilizes a compact tower footprint (750m^2) above the podium to provide transition and ensure an appropriate scale along the street.**

	Proponents of new development will demonstrate, at the time of application, how the design of their development fits with the existing desirable character and planned function of the surrounding area in the context of: a) Setbacks, heights, and transition; b) Façade and roofline articulation; c) Colours and materials; d) Architectural elements, including windows, doors, and projections; e) Pre- and post-construction grades on site; and f) Incorporating elements and details of common characteristics of the area.	**The proposed podium and tower design will ensure minimal shadow, wind, and privacy impacts for existing residents along Oak, Laurel, Larch, and Balsam Streets. Further, due to the slender tower design, along with reducing shadowing the design will also preserve sky plane views for the nearby low-rise neighbours and those using the MUP to the east and west.** **The building design respects the form and character of the low-rise neighbourhood through the three-storey podium scale and the use of appropriate materiality, while the 18-storey point tower is designed with predominantly glass and light paneling in order to reduce the visual mass of the building while positively contributing to the city's skyline.** **With a floorplate of generally 750 m^2, the small tower floorplate facilitates sun exposure while reducing shadowing.**
6.	The City will require that all applications for new development: / Orient the principal facade and entrance(s) of main building(s) to the street. / Include windows on the building elevations that are adjacent to public spaces; / Use architectural elements, massing, and landscaping to accentuate main building entrances.	**The building design includes a prominent front entry feature with generous courtyard for the residential building along the proposed Street A as well as the Trillium Multi-Use Pathways and creates opportunities for commercial entries directly from the sidewalk. The building features a significant amount of glazing to interface with adjacent properties.**
8.	All servicing, loading and other required mechanical equipment should be internalized and integrated into the design of the base of the building.	**The proposed development integrates the garbage room and storage into the podium and underground parking to ensure that it has no impact on the existing or future neighbourhood.** **The access ramp to the underground parking area, will be offset from view from the public realm to mitigate concerns of vehicle noise and lighting glare.**
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.	**The rooftop mechanical equipment including substantial provision of photovoltaic solar panels has been incorporated into the building design.**
Massing and Scale		
11.	The Shadow Analysis and Wind Analysis will evaluate the potential impacts of the development on the adjacent properties and pedestrian amenity areas. The intent	**A shadow study has been prepared as part of the application to assess the impact of the proposed development on adjacent properties.**

	of each analysis is to demonstrate how impacts have been minimized or avoided.	**The proposed 750m^2 tower footprint and slender built form of the tower reduces impacts on surrounding properties.** **The completed wind study concluded that there will not be any at-grade impacts due to wind.**
12.	Transition refers to the integration of buildings that have greater height or massing than their surroundings. Proposals for developments that are taller in height than the existing or planned context should demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as stepping down or varying the building form has been incorporated.	**The proposed building incorporates a three-storey podium with a mid-rise and high-rise tower above. These design elements serve to transition the building and create an appropriate scale and transition to existing and future the low-rise residential properties to the east and the future built-form of the Corso Italia Station District Area.**
13.	Building height and massing transitions will be accomplished through a variety of means, including: (a) Incremental changes in building height (e.g., angular planes or stepping building profile up or down); (b) Massing (e.g., inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet); (c) Building setbacks and step-backs.	**In order to address the future development of low-rise units directly to the east of the Phase 1 development, the massing of the proposed building generally complies with the requirements of a 45^o angular plane, when measured from the opposite side of the proposed Right of Way for Street A.** **This angular plane shows general compliance with best practices for high-rise massing in order to provide a desirable transition between the proposed high-rise development, and future low-rise units.** **The proposed building defines the public realm along the MUP and proposed Street A with at-grade non-residential and amenity uses that feature large amounts of glazing and active entrances to the public realm. Above the base, the building provides an efficient tower footprint to ensure an appropriate pedestrian scale along the public realm.** **At three storeys, the podium is appropriately scaled for the context and character of the area.**
High-Rise Buildings		
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: a) pedestrian comfort, safety and usability resulting from changes to wind and shadow patterns in outdoor	**The proposed compact tower footprint of the 18-storey building to the north a reduces impacts on surrounding properties. The building orientation and fenestration pattern encourages views towards the distant skyline. Further, the buildings will positively contribute to the city's skyline.** **Regarding pedestrian comfort and usability, the submitted wind study concluded that conditions around the site at grade level, including access points, sidewalks, are acceptable for their intended uses through the year. For the above grade amenity space atop the podiums the study concluded that conditions are mostly suitable for sitting during the typical months that the**

	amenities and adjacent public and private spaces surrounding the building; b) public views, including view planes and view-sheds referred to in Policy 3 above. c) proximity to heritage districts or buildings, d) reduced privacy for existing building occupants on the same lot or on adjacent lots,	**space would be used and recommendation that this be considered acceptable.**
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; a) The base of a high-rise building should respect the scale, proportion, and character of the surroundings. b) The tower, which typically includes a middle and a top, should step back from the base where possible. c) Floor plates may also vary depending on the uses and the context.	**The design of the proposed building with a distinct base, middle, and top ensures the building respects the at-grade and low-rise scale and character of nearby properties while providing a compact tower that further steps back from the interior and rear-yard property lines mitigating impacts on shadowing, overlook, and loss of sky views.** **The main form of the building can be read as three distinct blocks, a high rise block at the north perimeter, a mid-rise bar building along the south, with a low-to-mid-rise element between them that houses a majority of shared amenity spaces.**
16.	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.	**The proposed building provides a tower floor plate of 750 m^2 which is aligned with minimum footprint of 750 m^2 within the City's design guidelines. The podium design is kept to a maximum height of 20m / 6-storeys and within the recommended setbacks.** **For the tower and midrise portion of the site, the two masses are kept 23m apart, in excess of the recommended minimum distance requirements.** **For the 18-storey tower component, the east face of the tower is well in excess of the 20m requirement from adjacent low-rise property boundaries.**
17.	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.	**The building has been designed as a high-rise point tower with a compact footprint, distinct base/middle/ top and ample setbacks to the rear and side property lines which adheres to several of the City's Urban Design Guidelines for High-rise buildings.** **The building massing has been developed hand-in-hand with the site-specific zoning requirements, as well as with best practices outlined in the Urban Design Guidelines for High-rise Buildings. This massing also allows for good daylight access for future**

		residents, as well as to be considerate of its existing and future neighbours. **The base massing of the Gladstone Village Phase 1 development embraces the built form recommendations of the Design Guidelines by providing a base-middle-top approach to its massing.** **The podium acts as the base, with a strong horizontal three-storey massing along the south, west and north faces. The middle portion of the building encompasses the next 6-storeys, from the fourth through the ninth, to provide a slightly set back terraced form from the east. Along the west face, the setbacks are deeper, allowing for occupiable areas.** **Finally, the top is served by the tower on the north side of the site. The tower is oriented in the east-west direction in order to maximize the potential for views into Plouffe Park to the north, and to maximize daylighting potential for units along the south.**
Outdoor Amenity Areas		
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).	**The studies submitted with this application indicate that the slender tower design and low-rise podium ensure that shadow and wind impact to the established residential properties to the south and east are minimally impacted with only brief periods of the day where shadows are cast on individual property's amenity space.** **The window placement and tower orientation also ensure that views from residential units are directed away from immediately adjacent private properties and toward more distanced vistas.**
20.	Residential buildings incorporating residences will include well-designed, usable amenity areas, including private and communal amenity spaces such as: balconies, terraces, and rooftop patios.	**The Gladstone Village Phase 1 building will include various private, semi-private and communal amenity spaces, specifically designed to address the current needs of the new residents.** **Amenity spaces will be designed to provide various opportunities for social interaction and enhance the overall well-being of the mixed-user community.** **Some of these spaces include laundry facilities, scooter and stroller dedicated storage, bicycle parking and repair stations, flexible lounge spaces and exterior amenities such as community gardens and children's play areas.**

4.4 Corso Italia Station District Secondary Plan (2021)

The subject lands are located within the Corso Italia Station District Secondary Plan area. The Corso Italia Station District Secondary Plan was passed by Ottawa City Council on March 10th, 2021. The Secondary Plan provides policy direction for

the study area in anticipation of increased development pressure in this central urban community near services and amenities as well as the future Corso Italia Station on Ottawa's Light Rail network.

The Corso Italia Station District Secondary Plan area is generally bounded by Somerset Street to the north, Highway 417 to the south, Breezehill Avenue and Loretta Avenue (south of Gladstone Avenue) to the west, and Preston Street (including properties facing Preston Street on its east side) and Booth Street (south of Balsam Street) to the east.

4.4.1 Goals and Objectives of the Secondary Plan

This Secondary Plan's goals for the district are as follows:

- Expand the opportunities for active transportation to encourage a healthy and sustainable paradigm for area mobility and city-building.
- Reduce automobile activity and car dependence to minimize conflicts with pedestrians and cyclists, to support the use of transit and active transportation, and to improve the local environment and reduce GHGs; enhance the public realm by reducing the footprint of automobiles.
- Improve the amount, types and quality of spaces available for the neighbourhood to balance the increased numbers of people living and visiting the district.
- Concentrate the most dense and tallest buildings along the O-Train corridor to support transit use for new residents and to provide built form transitions to existing low-rise areas.
- Re-establish vacant or underutilized lots across the district with a strong urban form and design to support and enhance a high-quality public realm.
- Build on the heritage and character in the area to reinforce the established culture and success of the neighbourhood.
- Nurture the arts community and other diverse, small-scale activity generators to support a resilient local culture and economy for all members of society.
- Target the achievement of net-zero carbon/GHG emissions in new development through the planning, design and development of alternative renewable energy solutions.

4.4.2 Minimum Density Target

The Secondary Plan lands are now designated a Protected Major Transit Station Area (PMTSA) under section 16(15) of the Planning Act. The Corso Italia Station PMTSA has a required minimum density of 250 people and jobs per gross hectare, with site-specific provisions as provided in the Secondary Plan. The policy framework states that this target will be achieved based on all existing uses and new development over the long-term.

As proposed the site plan for Gladstone Village Phase 1 would exceed the density target of 250 people and jobs per gross hectare. The approximate number of new units is 338 on 0.607 hectares of land (developed area); for a gross density of 556 units per hectare, helping to achieve the density requirement for this area of the City.

4.4.3 Land Use Designation – Schedule A: Character Areas Plan

The subject lands are designated "Station Area" on Schedule A: Character Areas Plan in the Secondary Plan (Figure 14).

Figure 14 - Schedule A - Corsa Italia SP Character Areas Plan.

The Station Area designation has been applied to those lands that immediately encompass the Corso Italia O-Train station and abut Mixed Use Neighbourhood and Park designations. The primary objective of this designation is to facilitate a wide range of transit supportive functions and built form, including the tallest buildings and highest densities in the Corso Italia Station District. Within the Station Area, building heights will decrease as development moves away from the O-Train station and context-sensitive designs in this area will provide desirable transitions.

As per the Secondary Plan, the Station Area provides opportunities to connect the established neighbourhoods 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.

The Station Area will be a priority area for public realm improvements, detailed on Schedule B of the Secondary Plan. This area will provide the most appropriate opportunities for the highest density buildings in the district.

Relevant Policies of the Station Area:

- **Policy 4.1.1.1:** High-rise, mixed-use development, with maximum buildings heights detailed in Schedule B may be permitted.
- **Policy 4.1.1.2:** The remaining podium building height around the perimeter of a high-rise tower should be a height of three- to six-storeys.
- **Policy 4.1.1.3:** Mid-rise buildings, from five- to nine- storeys, may be permitted within a zone where a tower is permitted, but when no tower is developed on that parcel.

The proposed Site Plan is based on the Development Plan which formed part of the Secondary Plan document, that included conceptual building locations and heights adhering to the direction and permissions of Schedule B and ensures appropriate transition and massing. The proposed building form and heights are now being formalized through this Site

Plan process. Step-downs and appropriate articulation along the internal street network are being provided, ensuring a positive public realm experience.

The Station Area is further divided into four quadrants, each having policy directions that respond to their unique conditions. The subject lands are within **Quadrant 1: North-east quadrant (933 Gladstone Avenue)**: relevant policy of Quadrant 1 includes:

The North-east quadrant of the Station Area will become a diverse area that permits a broad range of housing types, and a mix of uses, including affordable housing, commercial, retail, institutional uses, and supporting public realm, including privately-owned public spaces.

- **Policy 4.1.1.6:** There shall be active frontages facing all public realm within the Station area. This includes the Trillium multi-use pathway and the 1.0 ha park.

Active frontages have been considered in the layout of the Phase 1 building. The orientation and treatment of the podium reacts to the public realm, including the Trillium MUP, abutting future parklands and proposed local streets. There are active entrances proposed on all sides of the building creating opportunities for animation from many locations along the podium at ground level.

- **Policy 4.1.1.10:** Active retail frontages and/or other storefront, non-residential uses accessible to the public are required for all development at the following locations:
  - **4.1.1.10.3**: Retail frontages should be considered to extend along Street A and Larch Street as each phase of development at 933 Gladstone Avenue site progresses but are not required. A greater mix of uses within the site would encourage a stronger, 15-minute walking neighbourhood. Ground level units along these streets should consider a design that is adaptable to provide for future flexibility in uses, such as live-work spaces.

Active frontages have been considered and factored in when laying out this proposed site plan. While not required there is commercial GFA within the proposed design to interact with the future public park to the north. This part of the building is located to be accessed and visible from the new public street. In addition to the main building entrances, there are multiple entrances to ground floor units proposed as well.

4.4.4 Green Transportation-Utility Corridor

The subject site abuts the Green Transportation-Utility Corridor along the western boundary of the lands.

The Secondary Plan states that this corridor will continue to be an open space and north-south transportation corridor that accommodates the O-Train and the multi-use pathways in the Corso Italia Station District connecting Dows Lake to the Ottawa River. With improved pedestrian and cycling connections, the corridor will serve as a green place that unites the communities that are currently divided by the O-Train trench.

The proposed site plan reacts to the multiple connection points between the Trillium MUP and the proposed private and public realm features on the overall community Development Plan. Specifically, the southern face of the building includes direct connections to a new public pedestrian and cycling pathway linking to the existing MUP. There are also new connections being considered though the landscaping plan directing joining the building to the MUP interface.

4.4.5 General Built Form Criteria

The Secondary Plan area is envisioned to accommodate an eclectic mix of different building heights, massing, and typologies. Secondary Plan policy states development within the District shall conform to the Official Plan built form

policies pertaining to the Mixed-Use Centre and Traditional Mainstreet designations as well as the relevant City design guidelines.

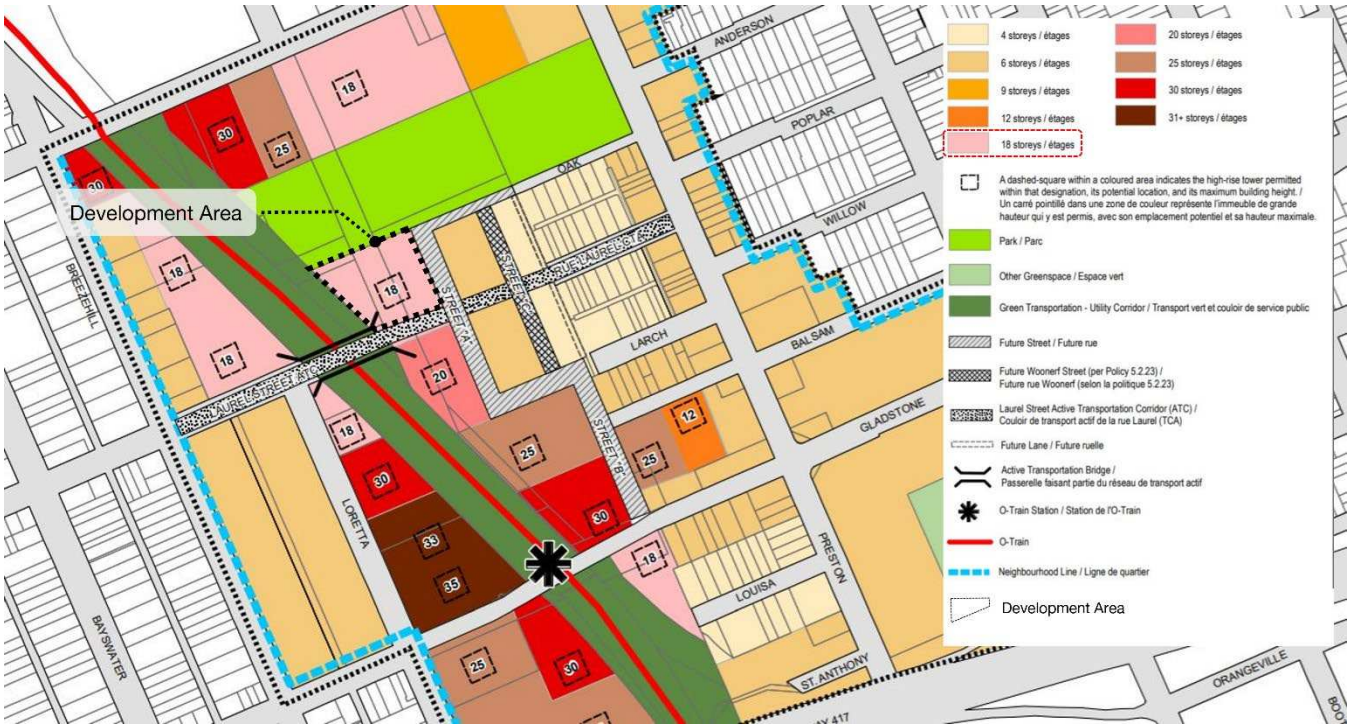

Figure 15 - Schedule B – Corsa Italia Maximum Building Heights and Tower Location Plan

The subject site has been identified as an appropriate location for building heights up to 18 storeys (Figure 15).

The site plan layout and design considered the building orientation, placement and at-grade massing presented on the Development Plan. As detailed below (see grey text) the proposal frames and animates the public realm while ensuring active uses are located on ground floor areas and are convenient and accessible by visitors and residents. The podium has the space required to create positive edge conditions along the internal local street as well as the MUP to the west and south to best animate the public realm and improve the pedestrian experience. The requirement for frontage on public realms, appropriate tower separation and the mitigation of wind and shadow impacts on adjacent private and public spaces also factored into the design of the proposal.

The following policies establish detailed criteria for all development projects within the Secondary Plan area to achieve high quality architecture and urban design and to ensure compatibility and transition:

- **Policy 4.2.1.1:** All new development projects shall be oriented to the local and internal streets, parks and pathways, including through-block connections, and walkways.

All sides of the proposed development respond to their adjacent use and appropriately orients the façade.

- **Policy 4.2.1.2**: Edge conditions of development projects shall animate the public realm that they face through incorporating active entrances and architecture features and details that will enhance pedestrian safety and support the pedestrian experience.

All sides of the proposed development animate the public realm. Proposed are active entrances, at-grade amenity space, clear glazing, and architectural features. Where warranted safe connections to the pedestrian network are included.

- **Policy 4.2.1.3:** Ground floor setbacks should be generally consistent with the existing pattern on the street and should range from 0m to 3.0m. Setbacks should only provide space for landscaping and tree plantings, patios, plazas or other spaces consistent with a downtown, urban built environment and supportive of public realm.

The setback for the ground floor ranges between 0 metres and 3 metres metres from the new public street, providing just enough space for landscaping and plaza elements.

- **Policy 4.2.1.4**: All new development regardless of use shall orient the principal façade and entrance(s) of main building(s) to the public street.

While there are multiple entrances to the development the principal one with large courtyard faces the new public street.

- **Policy 4.2.1.5:** Locate front doors to face public streets and be directly accessible from the public sidewalk.

Multiple entrances to the development are proposed, all which connect directly to the pedestrian network. East facing entrances connect to the future public sidewalk, south and west to either the existing or future MUP and the northern entrances are designed to link to a pathway within the new public park.

- **Policy 4.2.1.10:** Building massing and elevations should enhance the character of the public realm and avoid creating microclimate impacts.

The massing and elevations of the proposed development focus on the public realm and consider the impacts to the microclimate as analyzed in the supporting studies (summarized in Section 7.0 of this report).

Mid-rise and High-Rise Building Design:

Mid-rise buildings are defined as buildings that are between five and nine storeys in height, the following criteria will apply to mid-rise developments:

- **Policy 4.2.2.1:** In general, mid-rise building should have a base that relates to the sidewalk and pedestrian realm, a middle portion (a height that is approximately equivalent to the width of the right-of-way) to form part of the streetwall and relate to adjacent buildings, and a top that incorporates building form articulations such as step backs and/or elevation treatments to break up building mass and allow skyview, sunlight and transition.

The mid-rise portion of this proposed development relates to the pedestrian realm, with heights that will not overwhelm and appropriate stepbacks, articulation and materiality to break-up building mass.

- **Policy 4.2.2.2:** New development will be required to articulate the building mass and explore design techniques such as setbacks and step backs to avoid the canyon effect along the public street and to minimize the visual and micro-climate impacts on public and private realms.

The canyon affect along the public street is avoided with the proposed development's "plaza" entrance. The micro-climate impacts to the public and private realms have been evaluated and no concerns were raised (summarized in Section 7.0 of this report).

- **Policy 4.2.2.3:** The relationship between the new development and the abutting existing and future residential buildings shall be carefully examined and addressed to ensure livability for existing and future residents through adequate provisions for privacy, sunlight, and cross ventilation.

This development is the first within the Gladstone Village community, there are no abutting residential buildings yet, however some are contemplated as outlined in the Development Plan. The proposal considered and provided for the privacy, sunlight, and cross ventilation of these future buildings in its layout.

- **Policy 4.2.2.4:** Mid-rise buildings, from five- to nine- storeys, may be permitted within a zone where a tower is permitted, when no tower is developed on that parcel.

The southern mid-rise building has a proposed height of nine-storeys.

High-rise buildings are defined as buildings that are ten to thirty storeys in height, the following criteria apply to high-rise building developments:

- **Policy 4.2.3.1:** A development site that accommodates a high-rise building shall have frontage on publicly owned or publicly-accessible spaces along three of its sides. This could comprise of a combination of streets and/or publicly-owned or publicly-accessible spaces, such as a park, a multi-use pathway, or an easement created for public use. For example, combinations could include a frontage on three streets; a frontage on two streets plus one frontage on public space, or frontage on one street plus two frontages on publicly-accessible space.

All frontages of the proposed development abut publicly accessible spaces; east, new public street; south and west, public owed MUPs; and north new public parkland.

- **Policy 4.2.3.2:** The remaining podium building height around the perimeter of a tower(s) should generally be a height of three- to six-storeys: a three-storey maximum height should be developed along local streets where active residential frontage is required or provided, and a six-storey maximum height along designated Mainstreets or where retail uses are required or provided.

The proposed podium height ranges from 3 to 5 storeys.

- **Policy 4.2.3.3:** The podium and/or base of the development shall incorporate uses and human scale features to animate adjacent streets and open spaces.

The podium design proposes multiple entrances along every façade, creating many “front doors”. Further the materiality and fenestration will enhance the human scale feel of these lower levels.

- **Policy 4.2.3.6:** Tower portions of high-rise buildings, as defined as between 10 and 30 storeys in height, will have a minimum separation distance of 20 metres. 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.

Only one high-rise tower (18 storeys) is proposed for this site. It is positioned to allow for appropriate separation distance to other high-rise buildings contemplated within the vicinity. For the tower and midrise portion of the site, the two masses are kept 23m apart, in excess of the recommended minimum distance requirements. For the 18-storey tower component, the east face of the tower is well in excess of the 20m requirement from adjacent low-rise property boundaries.

4.4.6 Public Realm and Mobility

Schedule C - Public Realm Plan of the Secondary Plan, establishes the key elements of the envisioned public realm and their locations. It was used to guide design of the proposed development application.

- **Policy 5.1.1:** 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.

This development proposes only one driveway to the new public street which would interrupt the sustainable transportation routes (pedestrian and bicycle)

- **Policy 5.1.6:** Provide ample opportunity for social interaction and physical distancing, when necessary, within the public realm through more options for pedestrian routes and enhanced passive recreational spaces, with supportive public amenities, such as benches, shade trees, public art, recreational installations and similar supporting features.

Amenity spaces will be designed to provide various opportunities for social interaction and enhance the overall well-being of the mixed-use community. Some of these spaces include laundry facilities, break-out rooms, study areas, at-grade outdoor amenity, kids play zone, scooter and stroller dedicated storage, bicycle parking and repair stations, flexible lounge spaces and exterior amenities such as community gardens and children’s play areas.

- **Policy 5.1.7:** Create places of interest, foster identity, and support neighbourhood recreation and commerce.

The proposed development is a unique looking building that will connect at multiple locations to the recreation opportunities abutting it (MUPs and parkland). A commercial space is also proposed, bringing not just residents and their visitors to the building.

- **Policy 5.1.10:** Create indirect driving routes to reinforce slow vehicle speeds, to eliminate cut-through traffic, and minimize vehicle volumes.

The proposed "plaza" area is designed to accommodate temporary vehicle needs (short term parking, access to underground parking) in a manner that gives the priority to the pedestrians. Drivers will be forced to slow down to navigate this space, hopefully leading to less non-necessary vehicle trips to the building.

4.4.7 Parking and Servicing

The Secondary Plan contains polices related specifically to parking and reducing the travel to, from and within by personal vehicle. The proposed development will encourage active transportation and transit use.

- **Policy 5.5.7:** All parking for new developments should be provided in below-grade parking structures. Underground parking ensures that scarce ground-level or surface areas and their uses will be occupied and used for people, not vehicles, over the duration of a day. Moreover, these are most accessible lands to pedestrians.

The proposed development provides 145 underground parking spaces. The front plaza area has been designed with people as the focus and not their vehicles.

- **Policy 5.5.10:** All parking should be accessed at one point per block face, and consolidate shared access drives or ramps, if necessary, to avoid multiple vehicle access points in a single development phase. Parking access locations should be located to avoid unnecessary disruption to the public realm and street edge.

Only one vehicle access is provided to this development block to minimize the disruption to the public realm and street edge.

- **Policy 5.5.11:** Surface parking lots are prohibited. In limited cases, along private streets, surface parking may be permitted where it shall only be provided by parallel, on-street parking for long- and short-term parking. Surface parking for ground-oriented residential units should be provided in the interior of the block, and those spaces shall never abut a public street.

The proposed development requires minimal surface parking for convenient short-term spaces. These spaces are to be located within the "plaza" and when not in use will a further extension of the public realm.

- **Policy 5.5.12:** There shall be no drop-offs or lay-by designs on either public or private streets. Drop-offs and deliveries may be considered on the interior of the site.

The location for drop-off and short-term parking/stopping have been incorporated into the interior of the site.

- **Policy 5.5.13:** All on-site parking, storage, and logistical functions such as solid waste management and removal, should occur within the building, underground, or in a well-designed area that is visually screened and where noises are well-mitigated from the public and on-site or neighbouring residential use. Individual loading or garbage truck bays at grade that are not designed this way will not be permitted.

Except for some short-term parking spaces logistical functions of the proposed development will be undertaken underground with minimal impacts to the general public and existing and future neighbouring uses.

4.4.8 Housing

The Secondary Plan calls for a broad range of housing choices for existing and future residents, as many more people are expected to live in the area in the long term. The policies below, , support the objective that a community that is diverse is both complete and resilient.

- **Policy 8.2:** A range of housing types and tenures are encouraged for residential uses. Twenty-five per cent of all rental and ownership housing in the district should be affordable, meeting Official Plan policies for affordability.

- **Policy 8.5:** Affordable housing is encouraged to be incorporated throughout the district, and through various means. The City shall include the provision of affordable, artist live-work space units on privately-owned lands, as possible, under Section 37 or a Community Benefits By-law.
- **Policy 8.6:** In recognition of the difficulty encountered by many people in securing adequate live-workspace, the City shall encourage the provision for a percentage of live-work space in residential developments in the Corso Italia Station District Secondary Plan area, through the Zoning By-law.

Ottawa Community Housing, as an affordable housing provider in partnership with all levels of government including the City of Ottawa has committed to providing affordable housing in accordance with Official Plan targets within Gladstone Village, include this proposed Phase 1 development. They see this as a truly integrated community that consists of a full range of housing sizes and tenure that anyone could call home.

4.5 New Ottawa Official Plan (Anticipated 2021-2046)

The City of Ottawa is currently undertaking an Official Plan review, which will culminate in a new Official Plan, projected to be adopted by Council the end of 2021. The first phase of the new Official Plan process was completed in Fall 2019, when Council approved high-level policy directions. The Preliminary Policy Directions are intended to address the challenges that Ottawa is expected to face over the next 25 years as the population expands from approximately 1 million to just over 1.4 million people. Further, in May 2020, Council approved an intensification target of 60 percent for the new Official Plan, requiring more new units to come from regeneration then “greenfield” development.

In July 2021, a revised draft of a new Draft Official Plan was released. Policies as they relate to the subject property are summarized below.

The subject property is within the Downtown Core Transect Area, given a Hub designation.

The **Downtown Core Transect** is the historic, geographical, cultural, and employment hub of the National Capital Region and is recognized as a mature built environment whose urban characteristics of high density, mixed land-use and sustainable transportation orientation are to be maintained and enhanced.

The focus in this area will be to maintain and enhance an urban pattern of built form and site design and mix of uses to Prioritize walking, cycling and transit within, and to and from, the Downtown Core and to be the location of the tallest buildings and greatest densities.

Hubs are areas centred on planned or existing rapid transit stations and/or frequent street transit stops. The planned function of Hubs is to concentrate a diversity of functions, a higher density of development, a greater degree of mixed land-use, and a higher level of public transit connectivity than the areas abutting and surrounding the hub. Hubs are also intended as major employment centres.

In Hubs, appropriate development densities will create the critical mass essential to make transit viable and the City is therefore promoting a strategy that would ensure the implementation of more compact, higher density and mixed-use communities around transit stations.

For areas that are subject to a Secondary Plan or Site-Specific Policy, these documents will take precedence over that of the Official Plan.

The proposed development aligns with current direction of the new Official Plan. The proposed development supports the intensification target put forward for the new Official Plan in proximity to the downtown core, rapid transit, and transit priority corridors. The intensification at this location, where it will redevelop and under-utilized property in a downtown neighbourhood contributes to achieving the policy directions of the draft of the New Official Plan as released July 2021.

5.0
Urban Design Guidelines

5.1 Urban Design Guidelines for High-rise Buildings

The City adopted urban design guidelines for high-rise buildings in 2018. The guidelines have been discussed below and are summarized they pertain to the subject proposal.

1 - Context

/ No views or vistas are affected by this proposal.

The proposal is not located within a view plane of any national symbols.

/ The guidelines require distinguishing between landmark and background buildings.

This structure can be considered a landmark building given that it is in a prominent location, at the termination of the extension of Oak Street and framing the view from the new park to the north.

/ Groups of high-rise buildings should provide variations in height, taller being closer to the “centre” of the growth area.

The proposal is the first of the high-rise towers proposed for Gladstone Village, the tallest (30 storeys) is planned for the site closest to the LRT station will heights decreasing as one moves northward.

/ Buildings to relate directly to the streetwall context and angular plane

The proposed building creates a consistent streetwall along both the new public street as well as the MUP to the west with the podium design. This further helps achieve an appropriate angular plane.

/ Appropriate transition to lower-profile development.

The lower-profile development will be to the east of this proposed development and stepbacks and articulations have been included to appropriately transition. In order to address the future development of low-rise units directly to the east of the Phase 1 development, the massing of the proposed building generally complies with the requirements of a 45° angular plane, when measured from the opposite side of the proposed Right of Way for Street A.

/ The area of the development is at least 1,800 m^2 for an interior lot.

The proposed development area is 6,026 m^2 of the total site, which is greater than 18,000m^2.

2 – Built Form

/ Design for both the pedestrian experience and the upper portion experience

The proposal animates the ground floor and creates a new public fabric while the upper portion has a design that will be a standout in the community.

/ Building should include three distinctive and integrated parts

The podium acts as the base, with a strong horizontal three-storey massing along the south, west and north faces. The middle portion of the building encompasses the next 6-storeys, from the fourth through the ninth, to provide a slightly set back terraced form from the east. Finally, the top is served by the tower on the north side of the site. The tower is oriented in the east-west direction in order to maximize the potential for views into Plouffe Park to the north, and to maximize daylighting potential for units along the south.

/ Maximum height of the base of a proposed high-rise building should be equal to the width of the ROW and a minimum of 2 storeys.

The podium has been designed to be 3-5 storeys which is consistent with the proposed ROW of the new local street (18 m). After which there is a stepback for the remaining portion.

- Use materials, variety in texture, and carefully crafted details to achieve visual interest, animation and longevity for the façade.

The proposal avoids blank walls by articulation, material variety and multiple entryways per frontage.

- Provide proper separation distances between towers to minimize shadow and wind impacts, and loss of skyviews, and allow for natural light into interior spaces

The two tower portions of the proposal are off-set to minimize the shadow and wind impacts while maximizing skyviews and light penetration.

- For a landmark building, create a unique fenestration pattern, and apply colour and texture on the facades that offer appropriate contrast to the surrounding context

The proposal contains a distinctive look that is achieved by window placement and colour accents.

- Encourage small tower floor plates to minimize shadow and wind impacts, loss of sky views, and allow for the passage of natural light into interior spaces: (a) the maximum tower floor plate for a high-rise residential building should be 750 m²;

The proposed tower floorplate is 750 m^2 to minimize shadow and wind impacts, loss of sky views, and allow for the passage of natural light into interior spaces.

- Provide proper separation distances between towers to minimize shadow and wind impacts, and loss of sky views, and allow for natural light into interior spaces:
  (a) the minimum separation between towers should be 23 m;
  (b) a tower must provide a minimum 11.5 m setback from the side and/or rear property lines when abutting another high-rise building;

For the tower and midrise portion of the site, the two masses are kept 23m apart, in excess of the recommended minimum distance requirements. For the 18-storey tower component, the east face of the tower is well in excess of the 20m requirement from adjacent low-rise property boundaries.

3- Pedestrian Realm

- Locate the main pedestrian entrance at the street with a seamless connection to the sidewalk

All pedestrian entrances have a direct connection to the public sidewalk, MUP or park pathway in the proposed development.

- Animate the streets, pathways, parks, open spaces, and POPS

The proposed development includes commercial uses, ground-oriented units with useable front entrances and a range of amenities at-grade to meet the needs of a diversity of potential uses, which contribute to the animation of the public realm experience.

5.2 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:

- **Proposes development upon a lot that is within a 600-metre walking distance of a rapid transit station. The site is 220 metres north of the future Corsa Italia LRT station, currently under construction.**

- **Creates a multi-purpose destination for both transit users and local residents by developing the site with a mix of affordable units that is close to vibrant and expanding mix-use community where they can meet many of their daily needs locally, thereby reducing the need to travel by personal vehicle.**
- **The proposed development has frontages along public realm elements (MUPs, pathways, sidewalk) to encourage ease of walking between the buildings and to public transit.**
- **Locates a high-density residential development close to the transit station.**
- **The proposed Site Plan is arranged to promote a development that is intended to define the interface edge with the public realm.**
- **The proposed development will take advantage of the neighbouring pedestrian connections that are convenient, comfortable, safe, easily navigable, continuous, and barrier-free and that lead directly to transit and nearby amenities.**

5.3 Building Safe Design Guidelines

In November 2020, the City of Ottawa approved design guidelines to ensure bird health is considered in building design. Ottawa's Bird-Safe Design Guidelines are intended to be used during the planning stage of private or public development projects to minimize the potential risks to birds.

The guidelines, address the design of buildings, lighting and landscaping. During planning and design, applicants would need to:

- Consider the environmental context and surroundings
- Minimize the transparency and reflectivity of glass
- Avoid or mitigate design traps, such as glass passageways or corners that are invisible to birds
- Consider non-glass structural features that might pose a hazard
- Create bird-friendly landscaping
- Design exterior lighting to minimize light spill at night
- Minimize nighttime light spill from inside the building

As part of the project development, strategies are being considered to addressing the requirements and recommendations for avoiding bird strikes per the City of Ottawa Bird-Safe Design Guidelines. This includes a multi-fold approach including glazing treatments within the first 16 metres of building height, eliminating design traps such as glass passageways, designing landscape to reduce the risk of collisions, and designing exterior lighting to minimize impacts on night migration.

One of the strategies for mitigating bird-strike potential is through the implementation of glazing finish strategies. As recommended by the Bird-Safe Design Guidelines, reflective glass coatings will be minimized or avoided. Where vision glazing is provided within 16 metres of grade, an acid-etched or ceramic frit pattern on the exterior face of glass with a minimum 4mm diameter contrasting frit, spaced in a grid or diagonal running pattern will be used. This pattern will be designed so that the frit pattern has a maximum distance of 50mm between frit elements.

The treatment of a minimum of 95% of the glazing within 16 metres above local grade will be provided on all building elevations. Where green roof areas are provided, this treatment will be provided on adjacent glazing a minimum of 4 metres above the surface of the roof or terrace. Where mature tree canopies are located (as along the Multi-Use Pathway), these treatments will be expanded as per City of Ottawa requirements.

6.0
Zoning Framework

6.1 Zoning Description

6.1.1 Zoning By-law Amendment (Under Appeal)

A site-specific Zoning By-law Amendment was tailored by the City of Ottawa for the Ottawa Community Housing as part of the Corso Italia Station District Secondary Plan process. The zoning allowed for the development of 933 Gladstone Avenue to be built out as per the Development Plan and direction of the Corso Italia Station District Secondary Plan. City Council approved the amendment in March 2021; however it was appealed and at the time of writing this Planning Rationale it is not yet in force.

The amendment rezoned the area from the current Mixed Use Centre Zone, Floor Space Index 1.5 (**MC F (1.5)**) to Mixed Use Centre, Subzone 17, Exception XX2, Schedule XX2, **(MC17[XXX2] SXX2).** The amended Zoning Schedule established a height maximum of 57-metres/18-storeys. The amendment replaced the floor space index provision with specific height requirement instead, one that aligned with the height permissions of the Corso Italia Station District Secondary Plan (Schedule B).

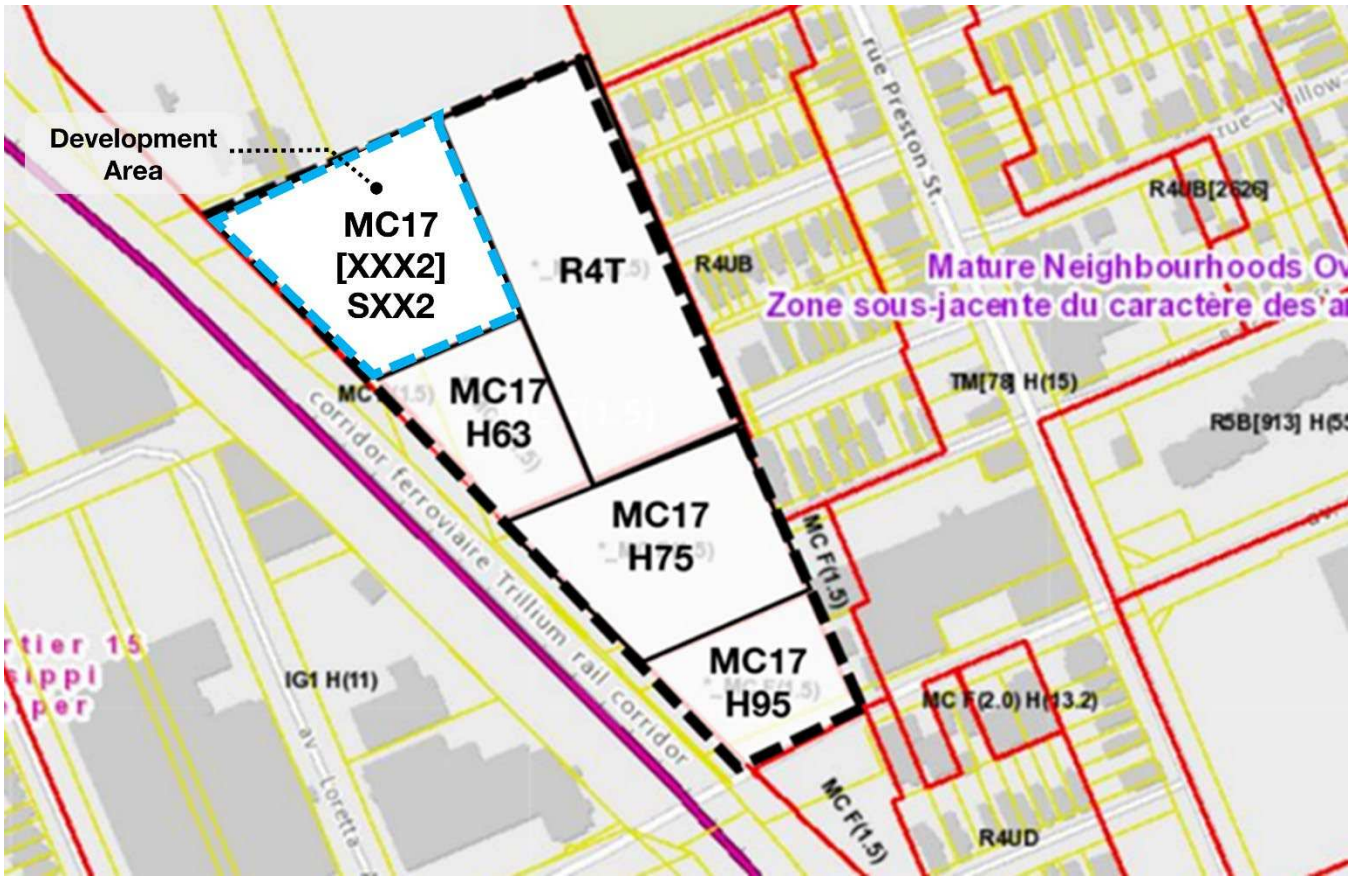

Figure 16: Approved (appealed) Zoning.

The purpose of the Mixed-Use Centre Zone is to ensure that the areas designated Mixed-Use Centres in the Official Plan can accommodate a combination of transit-supportive uses such as offices, large institutional buildings, community recreation and leisure centres, day care centres, retail uses, entertainment uses, service uses such as restaurants and

personal service businesses, in tandem with high- and medium-density residential uses. The MC Zone is also meant to allow the permitted uses in a compact and pedestrian-oriented built form in mixed-use buildings while minimizing its impact on surrounding residential areas.

The proposed development is compared to the requirements of the appealed **MC17[XXX2] SXX2** zone in Table 1 below:

Table 1 – Zoning Provisions MC17[XXX2] SXX2 (Appealed)

Zoning Mechanism	Requirement	Provided	Compliance
Min. Lot Area (m^2)	No Minimum	Entire Site: 18,319m^2 Development Area: 6,025m^2	✓
Min. Lot width (m)	No Minimum	76 metres	✓
Min. Front Yard (m)	(i) abutting a lot in a residential zone: 3 m (ii) abutting the rapid transit corridor: 2 m (iii) other cases: No minimum	>3 metres	✓
Min. Interior Side Yard (m)	(i) rear lot line abutting a lot in a residential zone: 6 m (ii) abutting the rapid transit corridor: 2 m (iii) other cases: No minimum	**North:** 3 metres **South:** 3 metres	✓
Min. Corner Yard	(i) abutting a lot in a residential zone: 3 m (ii) abutting the rapid transit corridor: 2 m (iii) other cases: No minimum	N/A	N/A
Min. Rear Yard (m)	(i) rear lot line abutting a lot in a residential zone: 6 m (ii) abutting the rapid transit corridor: 2 m (iii) other cases: No minimum	2.0 metres	✓
Permitted Projections			
Min. Height	(i) for all uses within 400 metres of a rapid transit station: 6.7 m (ii) other cases: No minimum	6.7 m	✓
Max. Building Height (m)	As per height schedule: 57 metres/18-storeys	57 metres/18-storeys	✓
Amenity Area	6m^2 per unit: 2,208 50% communal	2029	✓
Minimum Landscape Buffer	No minimum, except that where a yard is provided and not used for required	the whole yard is landscaped	✓

Zoning Mechanism	Requirement	Provided	Compliance
	driveways, aisles, parking, loading spaces or outdoor commercial patio, the whole yard must be landscaped		
Additional Setbacks and Stepbacks	Any part of the building exceeding the lesser of six storeys or 20m in height must be stepped back a minimum of 2m from the ground floor building face.	>2.0 metres stepback	✓
Vehicle Access	Garage doors and individual driveways associated with a low-rise residential use are not permitted to face or abut a public street. Minimum additional setback for a garage entrance to an apartment dwelling: 0.3m.	Garage doors do not face/abut the public realm.	✓
Parking Requirements: **Area Z on Schedule 1A: Areas for Minimum Parking Space Requirements**			
Vehicle Parking (res) Area Z of Schedule 1A	No vehicle parking spaces required for residential uses.	102	✓
Vehicle Parking (vis) Area Z of Schedule 1A	– No visitor parking spaces are required for the first twelve dwelling units on a lot. – No more than thirty visitor parking spaces are required per building. – Visitor parking is to be provided at a rate of 0.1 per dwelling unit for all use types.= 30 spaces	30	✓
Vehicle Parking (non-residential) Area Z of Schedule 1A	No vehicle parking spaces required for non-residential uses.	13	✓
Maximum Permitted Vehicle Parking	Within 600-metres of Rapid Transit: - 1.75 per dwelling unit (combined total of resident and visitor parking)= 592	132	✓
Bike Parking	1 per residential dwelling unit 1 per 250m^2 for retail space Total: 340	340	✓

As indicated in the table above, the proposed development fully conforms with the provisions of the Mixed Use Centre, Subzone 17, Exception XX2, Schedule XX2, (MC17[XXX2] SXX2) Zone for the proposed development.

4.6.2 Existing Zoning

As the recently approved Zoning By-law Amendment for the subject lands are currently under appeal, the previous zoning framework will continue to apply until such time that a decision is made regarding the appeal. As such, the subject lands are currently zoned, Mixed Use Centre Zone, Floor Space Index Maximum 1.5 (MC F(1.5).

For the most part, the provisions of the MC F(1.5) Zone are reflected in the approved and appealed zoning as detailed in Table 1 above with the new zoning framework including additional provisions to the site. In this sense, conformance with the approved yet appealed zoning represents conformance with the MC F(1.5) zone. The one provision which was removed in the new zoning framework was the established Maximum Floor Space Index of 1.5. However, as the Zoning Amendment has been appealed, the FSI provision remains in effect at this time and has been considered in the overall site plan development. The calculated FSI based on the total lot area of 18,319m^2 is 1.19, based on a building gross floor area of 21,753m^2 and therefore conforms with the requirements of the existing zoning.

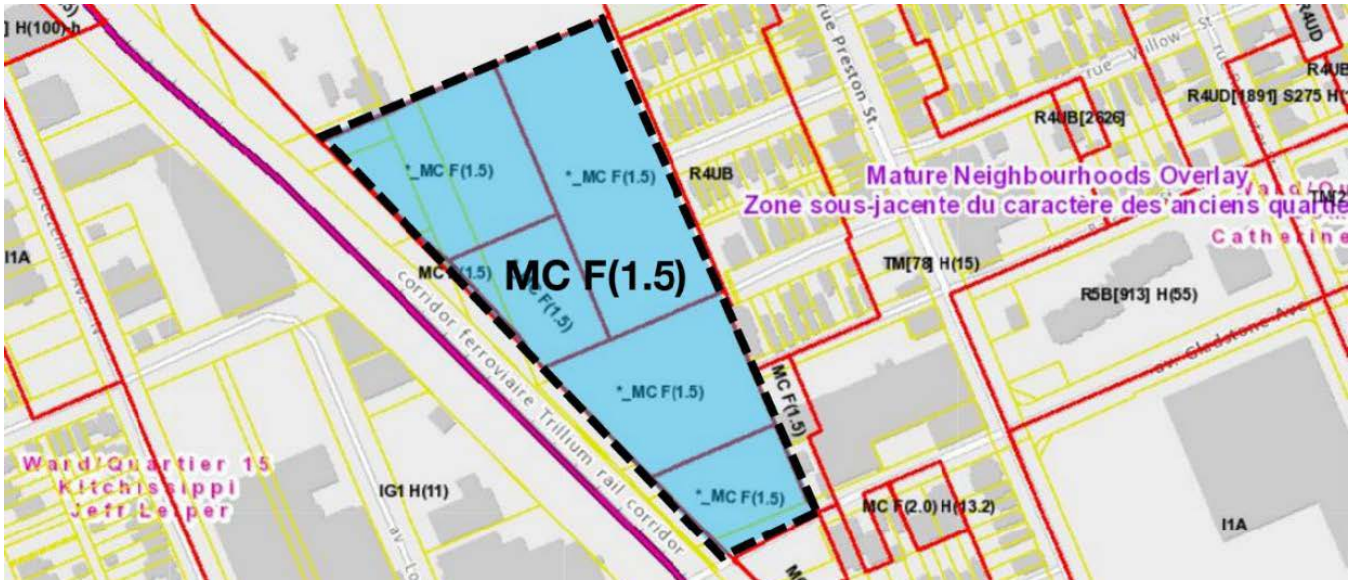

Figure 17 Existing Zoning.

Regardless of the zoning framework in place; the proposed development has been specifically designed to comply with both the appealed and existing zoning and no amendment to the zoning provisions is required to facilitate the proposed development.

7.0
Summary of Supporting Reports

Additional plans and studies have been prepared and submitted under separate cover in support of the Plan of Subdivision application. The following is a summary of these documents.

7.1 Phase I and Phase II Environmental Site Assessment

Golder Associates were retained to conduct a Phase I and Phase II Environmental Site Assessment (ESA) for the Site included in the previously submitted Plan of Subdivision Applicaiton. The purpose of the Phase 1 ESA is to research and study the past and current use of the subject property and to identify any environmental concerns with the potential to have impacted the subject property. The report identified several areas of potential environmental concern on the subject lands. The report concludes that a Phase 2 ESA is required for the subject property which will inform the submission of a Record of Site Condition to the Province. The Phase 2 ESA further investigated the sources of contamination and provided recommendations for the appropriate remediation process for the subject lands.

The Phase Two ESA investigated the areas of potential environmental concern identified in the Phase One ESA (2016). The reported concluded that concentrations of the contaminants of potential concern in all soil and groundwater samples were below the applicable site condition standards as of the certification date. This is except for the levels of vanadium contamination found is the soil, however, this was due to elevated background levels of metals in Ottawa marine clays and not due to any APEC associated with the site. Therefore, even with the exceedance, the site contaminant condition is not a concern.

7.2 Geotechnical Investigation

The submitted Preliminary Geotechnical Investigation by Golder Associations states that based on their review, the subsurface conditions at this site are expected to consists of silty clay over glacial till. The bedrock (interbedded limestone and shale) surface is anticipated to be about 3 to 10 metres depth below the existing ground surface, sloping down to the north.

Further, the site is underlain by up to 1.8 metres of fill over silty clay over glacial till or sand over limestone bedrock. The un-weathered clay has limited capacity to accepting additional loading from foundation loads, grade raises from filling, and from a drawdown in the water table. The ground water level was encountered at depths ranging from 1.0 to 4.9 metres below the existing ground surface.

The report offers the following conclusions and recommendations.

- The use of shallow spread footings founded in the un-weathered silty clay crust or glacial till is considered feasible for a building of up to 4-storeys in height with one (1) basement level, depending on the loads and the foundation configuration.
- For those blocks on lands that are underlain by compressible un-weathered silty clay, shallow spread footings may be feasible but it may be necessary to found the structures on a raft slab, depending on the building loads.
- In these areas referenced above, it is considered that either a slab on grade or one basement level could be built without any special requirements.
- For most of the lands, provided that the basement levels extend to or below the surface of the bedrock, the use of shallow spread footings is also considered feasible for mid to high rise buildings.
- Bedrock excavation will be required depending on the number of basement levels.
- Where several levels of underground parking are proposed, the lower levels may need to be built as a watertight structure to mitigate potential lowering of the ground water table. Long-term lowering of the ground water level could cause excessive settlements in the area, which could extend beyond the limits of any proposed basements and impact adjacent structures, including buried utilities within the public streets.

- The founding elevations on the west portion of the property need to be considered in relation to the LRT line. The foundations should be deepened such that the cut for the rail line is not within the zone of influence for the new foundations. The zone of influence is considered as a line extending out and down form the edge of the footings at the slope of 1 horizontal to 1 vertical.
- The excavations work may need to be sloped at about 3 horizontals to 1 vertical within the overburden below the groundwater level, which is expected to be the case for this site. Where space restrictions exist due to property limits or existing buildings or services, considerations may be needed to be given to shoring the excavation to allow for vertical, or near vertical excavations walls.
- Raising the grade across the west side of the site should be taken into consideration at the slope along the LRT line, The grade on the western side of the site slopes down from about 60 metres elevation along the MUP on the west side of the site to about 55 metres elevation on the LRT Line.

During the detailed design stage, further investigations and analysis should be undertaken to assess the extent and compressibility characteristics of the clay soils and potential impacts of ground water lowering during construction and over the long term and to confirm the design guidance provided in this preliminary report. Additional geophysical investigation may also be considered to define the Seismic Site class for design.

7.3 Servicing and Stormwater Management Design Report

Morisson Hershfield was retained to prepare a Site Servicing and Stormwater Management Design Brief for this application. The report provides an overview of the servicing and stormwater considerations for the site. The report concludes that the existing municipal water distribution system and sanitary sewage flow rate is acceptable and adequate for the proposal, and the stormwater flow off the site is also acceptable given the pre- and post-development flow rates.

7.4 Transportation Impact Assessment

Parsons was retained to assist with design options and to prepare the Transportation Impact Assessment for this proposal. The report concluded that he proposed development as outlined in the preceding study can be accommodated by the adjacent road network at the 2024 and 2029 horizon years. The development plan leverages its location in close proximity to the future Corso Italia LRT Station with abundant active transportation facilities and a modern site design to mitigate traffic impacts. The analysis confirmed that no off-site roadway modifications were needed to support the development based on information available at the time of this study. A key consideration for City staff is the status of the anticipated Preston Hardware site expansion, which may trigger some design and capacity challenges in the future. Overall, the proposed development is recommended to proceed from a transportation perspective.

7.5 Transportation Noise & Vibration Assessment Report

Gradient Wind was retained to prepare a Transportation Noise and Vibration Assessment Report for this application. The report provides an overview of the potential for noise effects and mitigation strategies from the proposed development. Based on the results of the study, the following conclusions have been reached:

The results of the analysis indicate that noise levels will range between 48 and 56 dBA during the daytime period (07:00-23:00) and between 43 and 48 dBA during the nighttime period (23:00-07:00). The highest noise level (56 dBA) occurs at the north tower's north façade, which is nearest and most exposed to the LRT corridor and Somerset Street West.

The noise levels predicted due to transportation sources fall below the criteria listed in Section 4.2 for building components. The results also indicate that the development will require forced air heating with provision for air conditioning, which if installed at the owner's discretion will allow occupants to keep windows closed and maintain a comfortable living environment. In addition to ventilation requirements,

Warning Clauses will also be required be placed on all Lease, Purchase and Sale Agreements. Noise levels at the proposed outdoor living areas, in the form of rooftop terraces, fall below the ENCG limit. Noise control measures for OLAs is therefore not required.

Off-site stationary noise impacts from the proposed building can generally be minimized by judicious selection and placement of the equipment. Where necessary, noise screens and silencers can be placed into the design. It is recommended a stationary noise study be conducted once mechanical plans for the proposed building become available. This study would assess impacts of stationary noise from rooftop mechanical units serving the proposed building on surrounding noise-sensitive areas. This study will include recommendations for any noise control measures that may be necessary to ensure noise levels fall below ENCG limits.

Finally, the report concludes that vibration levels due to transit activity in the area are expected to fall below the criterion of 0.10 mm/s at the nearest façade. Thus, mitigation for vibrations is not required.

7.6 Pedestrian Level Wind Study

Gradient Wind was retained to prepare a Pedestrian Level Wind Study to satisfy City of Ottawa Site Plan Control application requirements for Gladstone Village Phase 1. The objectives of the study was to investigate pedestrian wind comfort and safety within and surrounding the subject site, and to identify areas where wind conditions may interfere with certain pedestrian activities so that mitigation measures may be considered.

The study offers the following conclusions:

- All grade-level areas within and surrounding the subject site are predicted to continue to experience conditions that are considered acceptable for the intended pedestrian uses throughout the year. While the introduction of the proposed development is predicted to increase wind speeds in some areas, conditions over the surrounding sidewalks, building access points, walkways, and the neighbouring Plouffe Park, are predicted to be acceptable for the intended uses on a seasonal basis without mitigation.
- The amenity terrace and dog park terrace serving the proposed development at Level 4, along the west and east sides of the podium, respectively, are predicted to receive acceptable wind conditions during the typical use period, defined as May to October, inclusive. The dog park terrace is predicted to continue to receive calm conditions during the colder months of the year.
- The Level 8 roof serving the North Tower is predicted to be suitable for a mix of sitting and standing during the typical use period with the strongest winds concentrated adjacent to the north perimeter of the roof. The boundary of the common amenity terrace atop the roof is situated away from the windiest area on the roof. Conditions within the amenity terrace are predicted to be mostly suitable for sitting during the typical use period; the area that is predicted to be suitable for standing is also predicted to be suitable for sitting for at least 75% of the time during the noted period, where the target is 80%. These conditions are considered acceptable.

7.7 LRT Proximity Study

Paterson Group was retained to complete the required LRT Proximity Study for the proposed development. The Proximity Study was undertaken as the site is within the Development Zone of Influence to ensure that development occur in a way that will support protection of the City asset (properties and structures) and its current and future operations. The Study involves a comprehensive review of the development proposal and how it relates to the associated LRT assets, infrastructure, utilities and operations.

As part of this report, Paterson prepared a construction methodology summary along with possible impacts on the adjacent segment of the Trillium Line based on the current building design details. The Construction Methodology and Impact Review is provided in Appendix A of their report and presents the anticipated construction items, impact review and a mitigation program recommended for this project.

Further, the report indicates that the contractor should take extra precaution to minimize vibrations. The vibration monitoring program will be required for the full construction duration for blasting operations, dewatering, backfilling and compaction, construction traffic and other construction activities. The purpose of the Vibration Monitoring and Control Program (VMCP) is to provide a description of the measures to be implemented by the contractor to manage excavation operations and any other vibration sources during the construction for the proposed development.

8.0
Public Engagement Strategy

A Public Engagement Strategy is planned to ensure adequate consultation of members of the community. At the time of application submission, the Province of Ontario is in a state of emergency due to the global COVID-19 pandemic, and future in-person meetings and open houses are not in keeping with public health recommendations. Accordingly, some components of the consultation will be held in a virtual format.

The following outlines the steps in the consultation strategy:

- A concept plan for the site was shown as part of the public engagement initiative relating to the Corso Italia Station District Secondary Plan approval process (i.e., workshops, open houses, presentation at Planning Committee.) This Development Plan is now embedded in the Secondary Plan as a reference and informed the creation of the Site Plan.

- Meetings were held with the Preston Street BIA, Believe in Liveable Side Streets (BLISS), Somerset West Community Health Centre (SWCHC), the Dalhousie Community Association (DCA) to discuss the Concept Plan for the entirety of the Gladstone Village community.

- Notification of neighbouring property owners and posting of public signage, to be completed by City staff;

In partnership with the City of Ottawa, all public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting.

9.0 Conclusions

It is Fotenn's professional opinion that the Site Plan application for the first phase of the Gladstone Village community by Ottawa Community Housing represents good land use planning, is appropriate for the site, and is in the public interest for the following reasons:

- The proposed development is consistent with the Provincial Policy Statement, which promotes efficient and appropriate development on lands within the urban boundary. The proposal capitalizes on an infill opportunity within a built-up area where services are readily available, promotes intensification and affordable housing in an area that is close to public transit and active transportation routes, and promotes densities that contribute to more sustainable land use patterns and contribute to the range and mix of residential housing types;
- The proposed development conforms to the City of Ottawa Official Plan policies for the Mixed Use Centre designation by proposing an intensification of the subject property through a permitted use and contributes to a full range and choice of housing types in proximity to high-order transit;
- The proposed development conforms with the urban design objectives and compatibility criteria outlined in 2.5.1 and Section 4.11 of the Official Plan as detailed in the Design Brief;
- The proposed development aligns with current direction that the City has released for the new Official Plan.
- The proposed development meets the intent and purpose of the City of Ottawa's Urban Design Guidelines for High-Rise Buildings, Transit-Oriented Development and Bird-Safe Design;
- The proposed development complies with the MC Zone and has been designed to facilitate the intent of the Zone; and
- The proposed development is supported by technical studies submitted as part of this application.

Sincerely,

Lisa Dalla Rosa, MCIP RPP
Associate

Tim Beed, MCIP RPP
Planner

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