



Gladstone Village

Planning Rationale
Draft Plan of Subdivision
June 24, 2021



Prepared for Ottawa Community Housing

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June 2021

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1.0	Introduction	1
1.1	Application and Process History	1
1.2	Application Summary	2
2.0	Site Context and Surrounding Area	1
2.1	Area Context	1
2.2	Road Network	2
2.3	Transit Network	3
2.4	Cycling and Pedestrian Infrastructure	4
2.5	Nearby Schools	5
3.0	Proposed Development	6
3.1	Development Summary	6
3.1.1	Proposed Uses and Built Form	8
3.1.2	Roads, Pathways, & Connectivity	8
3.1.3	Site Servicing	9
3.1.4	Transit Connectivity	9
3.1.5	Parks and Open Space	9
3.1.6	Phasing	10
4.0	Policy and Regulatory Framework	11
4.1	Provincial Policy Statement (2020)	11
4.2	City of Ottawa Official Plan (2003, as amended)	12
4.3	Corso Italia Station District Secondary Plan (2021)	20
4.4	Transit-Oriented Development Guidelines	34
4.5	Urban Design Guidelines for High-Rise Buildings	35
4.6	Zoning Framework	35
5.0	Summary of Supporting Reports	40
6.1	Functional Servicing Report and Plans Package	40
6.2	Phase One Environmental Site Assessment	40
6.3	Phase Two Environmental Site Assessment	41
6.4	Preliminary Geotechnical Investigation	41
6.5	Species at Risk Screening Report	42
6.6	Tree Conservation Report	42
6.7	Transportation Impact Assessment Strategy Report	42
6.0	Public Engagement Strategy	44
7.0	Conclusion	45

1.0 Introduction

Fotenn Consultants Inc. (“Fotenn”) was retained by Ottawa Community Housing (“OCH”) to prepare this Planning Rationale in support of a Draft Plan of Subdivision application for the lands municipally known as 933 Gladstone Avenue, in the City of Ottawa (“subject lands”). OCH intends to establish a mixed-use subdivision on the subject lands which will ultimately incorporate a variety of building typologies, lot layouts, privately accessible public space, private laneways and pathways, and municipal rights-of-way. The plan of subdivision will facilitate the vision of a phased redevelopment of the lands as per the direction of the recently approved Corso Italia Station District Secondary Plan.

The entire area is planned for development by Ottawa Community Housing (OCH) as “Gladstone Village”. The plan is for a mixed-income, master-planned community that provides opportunities for integrated market rate and affordable housing with supporting non-residential uses within proximity of the future Corso Italia Transit Station. These lands were formerly owned by the Federal Government.

1.1 Application and Process History

In May 2017, Ottawa Community Housing acquired the subject lands in partnership with the City of Ottawa as the initial step in the process to develop an innovative mixed-use community in Little Italy. OCH in partnership with the City of Ottawa engaged with the community, stakeholders and tenants for a thorough consultation, in line with City of Ottawa’s planning process.

In March of 2021, the City of Ottawa purchased the property immediately north of the subject lands from the Government of Canada. The acquired land is adjacent to Plant Recreation Centre and Plouffe Park with the City intending to extend public park space and recreational facilities into this area to serve this growing neighbourhood including Gladstone Village to the south.

The subject lands are located within the Corso Italia Station District Secondary Plan Area which was approved by Council in April 2021 (Official Plan Amendment 253). The Secondary Plan is currently proposed to be included in the West Downtown Core Secondary Plan as part of the new Official Plan process.

In partnership with Ottawa Community Housing, the Secondary Plan was prepared through an extensive public engagement process, involving residents, business owners, developers, federal and municipal agencies, affected community associations, and the Ward Councillor.

Secondary Planning Process:

- / 2013 Secondary Plan and CDP study was initiated;
- / 2015 Secondary plan is put hiatus;
- / 2017 Ottawa Community Housing purchases the 2.9 ha site at 933 Gladstone Ave (Gladstone Village).
- / 2019 Secondary Planning process restarts;
- / 2019-2021: Extensive community and stakeholder consultation conducted by the City of Ottawa and Ottawa Community Housing; and
- / 2021: Secondary Plan approved by Planning Committee and adopted by Council.

As a large landowner in the Secondary Plan area, Ottawa Community Housing was actively involved with the development of the Plan. The Concept Plan submitted with this application was created as part of the Secondary Planning process, it reflects the built form policy and objectives of the Plan. This Concept Plan is fully embedded in the Secondary Plan as Annex C – Demonstration Concept Plan for 933 Gladstone Avenue.

The Secondary Planning process which was led by the City of Ottawa also included a Zoning By-law Amendment for the subject lands to ensure the zoning framework for these lands was inline with the directives of the Secondary Plan. The Zoning By-law Amendment was approved by Ottawa City Council but was subsequently appealed.

1.2 Application Summary

To establish the legal lots and new municipal rights of way needed to foster the desired urban residential, commercial, and mixed-use development envisioned for this area a Draft Plan of Subdivision approval is required.

This **Draft Plan of Subdivision application is requesting** to subdivide the subject lands with a residential and mixed-use lot layout, and municipal streets as summarized in Table 1.

Table 1 Draft Plan of Subdivision Summary.

Block	Land Use	Area (M ²)
Development Blocks		
1	Mixed Use	2,076.59
2	Mixed Use	4,647.27
4	Mixed Use	2,866.79
6	Mixed Use	6,025.90
7	Mixed Use	2,357.11
8	Mixed Use	1,407.71
10	Mixed Use	1,401.75
11	Mixed Use	2,345.76
Mixed Use Total Area: 23,128.88 m²		
Right-of-Way Blocks		
Street 1	18.0 Metre Wide Municipal ROW	1,320.79
Street 2	18.0 Metre Wide Municipal ROW	2,739.45
Street 3	18.0 Metre Wide Municipal ROW	1,333.76
Street 4	18.0 Metre Wide Municipal ROW	2,083.5
Block 12	Municipal Street Extension	146.15
Municipal ROW Total Area: 7,623.65 m²		
Pathway Blocks		
Block 3	Municipal Multi-Use Pathway	162.93
Block 5	Municipal Multi-Use Pathway	696.30
Block 9	Municipal Multi-Use Pathway	720.89
Multi-Use Pathway Total Area: 1,580.12 m²		
TOTAL SUBDIVISION AREA: 32,332 m²		

The following studies and plans have been prepared in support of the Draft Plan of Subdivision application:

- / **Functional Servicing Report and Plans Package**, prepared by Stantec Consulting Limited, Report 160401614, Dated April 15th, 2021;

- / **Overall Concept Plan**, prepared by Hobin Architecture;
- / **Draft Plan of Subdivision**, Prepared by Stantec Geomatics Ltd,
- / **Phase One Environmental Site Assessment**, prepared by Golder Associates, Report 1661627/1000, Dated December 2016;
- / **Phase Two Environmental Site Assessment**, prepared by Golder Associates, Report 1670949 Rev 0, Dated March 2017;
- / **Preliminary Geotechnical Investigation**, Prepared by Golder Associates, Report 1987188 – 2000, Dated June 2018;
- / **Record of Site Condition**, Prepared by Golder Associates, Report 226204, Dated November 11th, 2019;
- / **Species at Risk Screening Report**, Prepared by Stantec Consult Ltd., Report 16041614, Dated June 9th, 2021;
- / **Tree Conservation Report**, Prepared by Stantec Consulting Ltd., Dated May 31, 2021;
- / **Transportation Impact Assessment Strategy Report**; Prepared by Parsons, Report 477237 – 01000, Dated April 16, 2021; and
- / **Planning Rationale**, Prepared by Fotenn, Dated June 2021.

2.0 Site Context and Surrounding Area

The subject property is located at 933 Gladstone Avenue within the City of Ottawa, bounded by Gladstone Avenue to the south, the LRT Trillium Rail Corridor to the west, Oak Street, Laurel Street East, Larch Street, and Balsam Street to the east and City of Ottawa lands fronting Somerset Street West to the north. The former Public Works and Government Services lands at 1010 Somerset Street West to the north were recently purchased by the City of Ottawa. The subject lands are currently vacant and were previously improved by a federal government warehouse which was demolished in 2015. The subject property has a total area of approximately 3.3 hectares (7.98 acres) with approximately 55 metres of frontage along Gladstone Avenue and a depth of 285 metres from south to north.

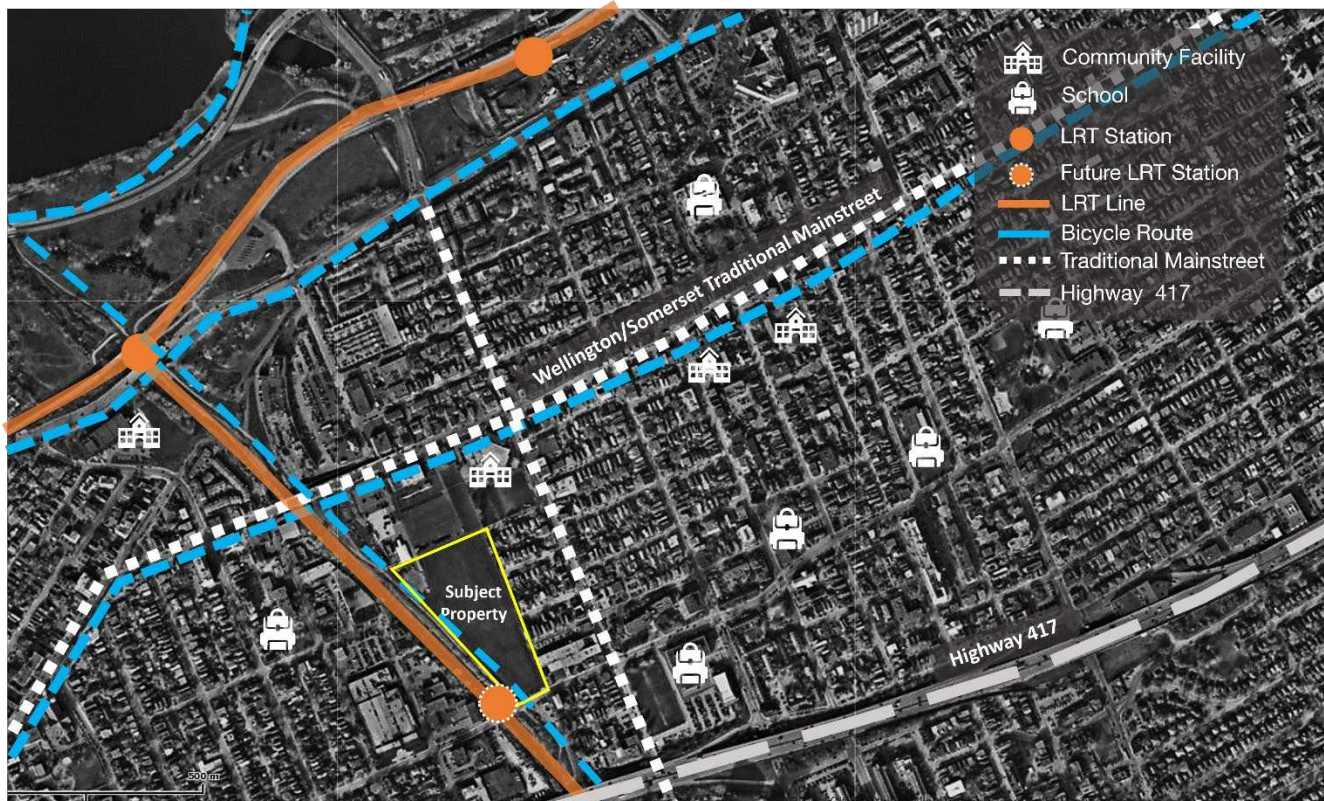


Figure 1: Location of Subject Lands.

2.1 Area Context

The subject lands are located west of the City of Ottawa's downtown core, north of Gladstone Avenue and Highway 417. The subject lands are in an area currently characterized by low-rise residential, light industrial, recreational, and commercial uses. They are directly adjacent to the Trillium Line LRT corridor to the west and the residential Hintonburg-Mechanicsville neighbourhood which consists of a range of detached and semi-detached dwellings as well low-rise apartments. To the east are low-rise commercial and residential uses and the Preston Street Traditional Mainstreet in Ottawa's Little Italy neighbourhood.

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

The future Corso Italia LRT Station is planned for Gladstone Avenue, directly adjacent to the subject lands at the south-west corner of the site.



Figure 2 Site Context.

2.2 Road Network

The subject lands have 55 metres of frontage along Gladstone Avenue which is designated as a Major Collector Road in the City of Ottawa Official Plan Schedule F – Urban Road Network. Collector roads connect communities and distribute traffic between arterial and local roads. Arterial Roads in proximity to the subject property include Preston Street, Somerset Street West, and Parkdale Avenue while Booth Street to the east is also designated as a Collector Road.

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

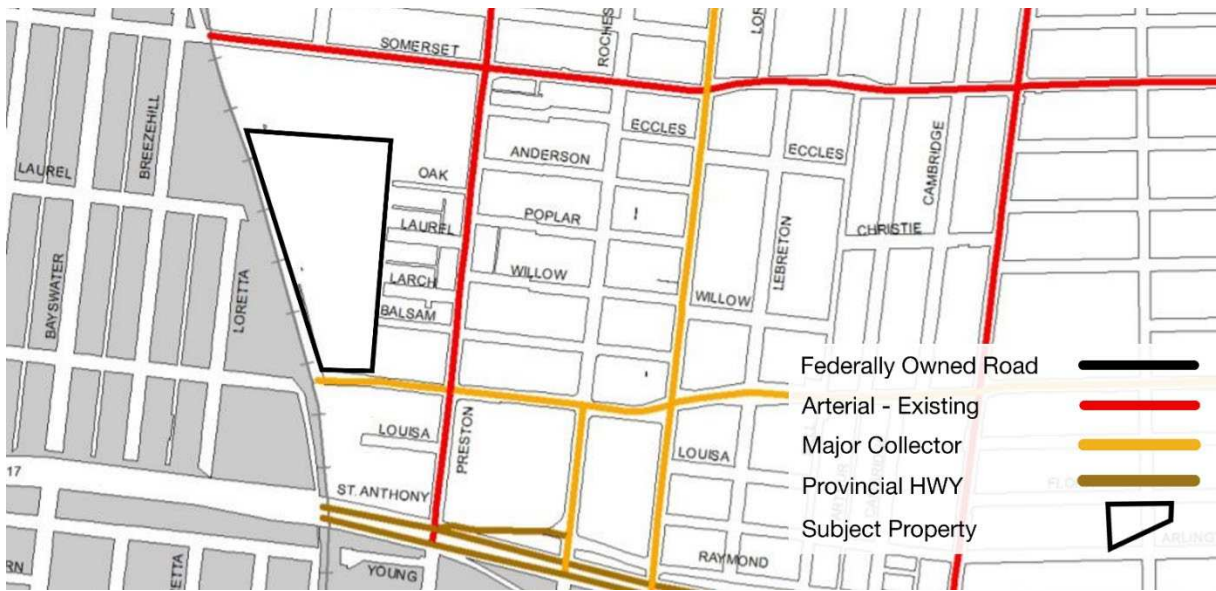


Figure 3: Schedule E - *Urban Road Network* of the Official Plan.

2.3 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 located adjacent to the Trillium Line LRT corridor and abut the location of the future Corso Italia Station. The Trillium Line is the north-south component of the City's LRT system and is currently in service with the nearest stations at Bayview to the north and Carling Avenue to the south. The new station will add a station in proximity to those on the north side of the Highway. 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.

The Corso Italia Station will be constructed as part of the Stage 2 LRT project and is slated for completion by 2023. It will be a station along the Trillium Line, extending to Riverside South and the Ottawa International Airport in the south and connecting to the east-west Confederation Line in the north, providing access to the downtown core. 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. 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.

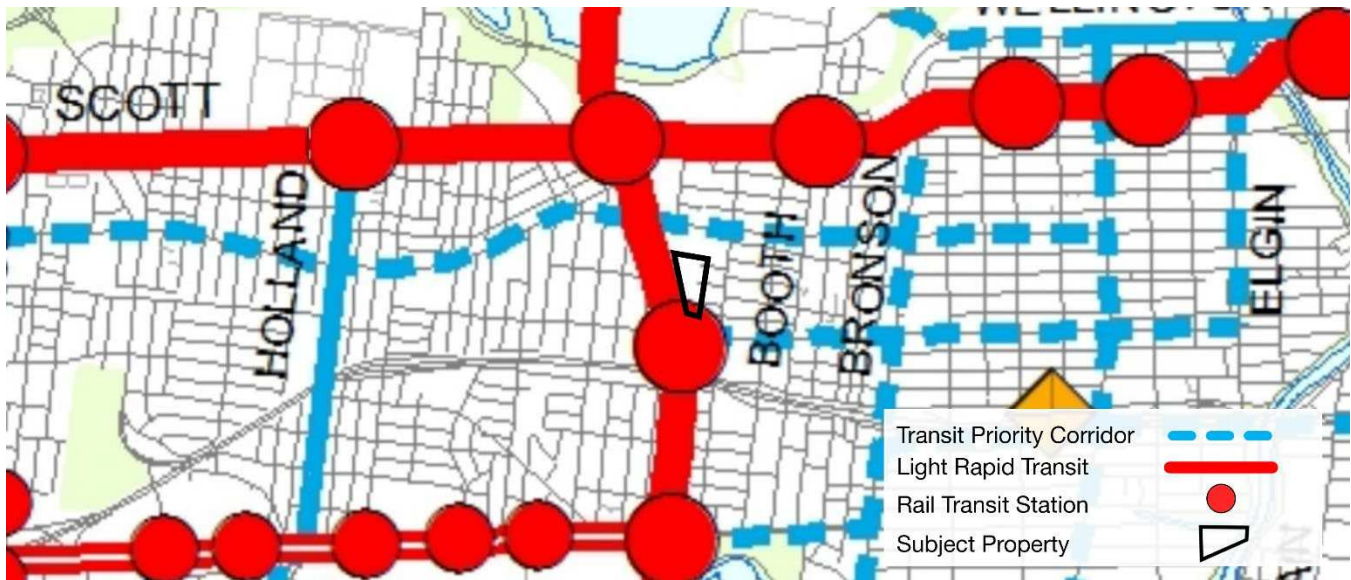


Figure 4: Schedule D - *Rapid Transit Network* of the Official Plan.

2.4 Cycling and Pedestrian Infrastructure

Schedule C - *Primary Urban Cycling Network* of the Official Plan 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. 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.



Figure 5: Schedule C - *Primary Urban Cycling Network* of the Official Plan.

Additional bicycle infrastructure is recommended as part of the Corso Italia Station District Secondary Plan; including:

- 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.

2.5 Nearby Schools

Several existing schools and educational institutions are located within proximately of the subject lands, including:

- / Devonshire Public School;
- / Ottawa Adult High-School;
- / St. Anthony's School;
- / Cambridge Street Community Public School;
- / St. Francis Assisi Catholic Elementary School;
- / Connaught Public School; and
- / Louise Arbour Community Public School.

3.0 Proposed Development

3.1 Development Summary

The proposed development land comprises approximately 3.21 hectares of land and is anticipated to be subdivided into twelve (12) blocks and four (4) streets to comprise the public right-of-way (ROW) that will bisect the site. Eight (8) blocks are proposed to contain a mixture of townhomes, stacked back-to-back townhomes, mid-rise buildings, and high-rise buildings. The remainder of the blocks will be designated for pathways, servicing corridors and transportation requirements. In total, approximately 1,048 residential units are anticipated at full build-out of the subject lands, for a gross density of 317 units per hectare and a net density of 454 units per net hectare.

Table 2 Proposed Mixed Use Land Uses and Density.

Block	Use	Unit Total	Gross Floor Area Total
Block 1	Mixed-Use Building High-Rise	189	Residential: 17,033m ² (183,343 sq ft) Commercial: 2,322.5m ² (25,000 sq ft)
Block 2	Mixed-Use Building Mid-Rise & Mixed-Use Building High-Rise	278	Residential: 23,070.6m ² (248,330 sq ft) Commercial: 2,322.5m ² (25,000 sq ft)
Block 4	Mixed-Use Building Mid-Rise & Mixed-Use Building Dwelling High-Rise	201	Residential 16,700m ² (179,764 sq ft) Commercial: 2,322.5m ² (25,000 sq ft)
Block 6	Mixed-Use Building Mid-Rise & Mixed-Use Dwelling High-Rise	263	Residential: 2,2931m ² (246,828 sq ft) Commercial: 2,322.5m ² (25,000 sq ft)
Blocks 7, 11, & part of Block 6	Stacked Towns	92	Residential: 8,273.5 m ² (89,056 sq ft)
Blocks 8 & 10	Townhomes	24	Residential: 3,973.2m ² (42,768 sq ft)
Total:		1,048	101,272.5m² (1,090,089 sq ft)

*Estimates, subject to further refinement through future Site Plan processes

The Draft Plan of Subdivision created the development blocks to aligned with the Concept Plan illustrating how the subject property could be developed in compliance with the vision, guidelines, and design principles of the Corso Italia Station District Secondary Plan.



Figure 6: Concept Plan for the Proposed Subdivision.

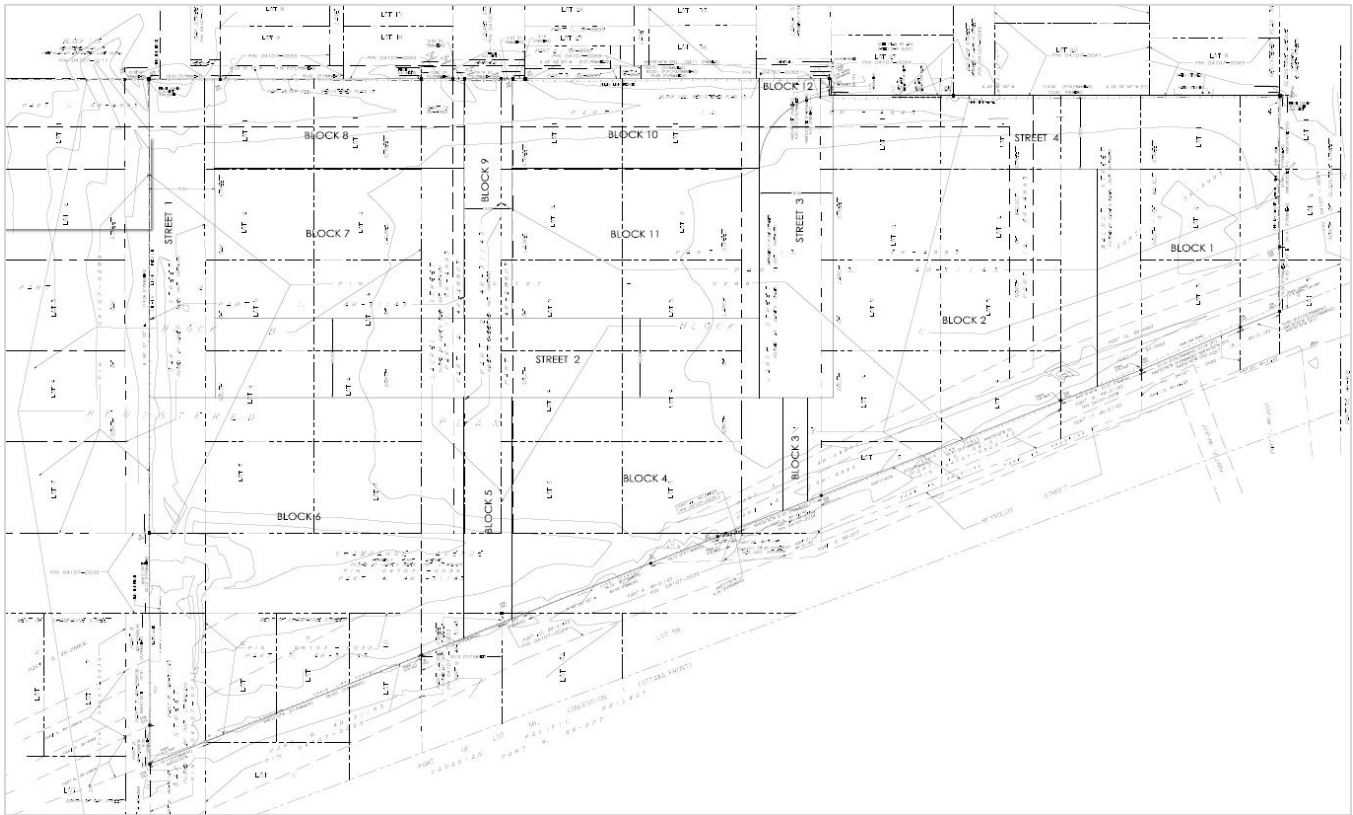


Figure 7 - Draft Plan of Subdivision

3.1.1 Proposed Uses and Built Form

Block #	Proposed Use	Built Form	Maximum Height
Block 1	Residential and Commercial Mixed-Use & Corso Italia Station Plaza	High-rise tower on podium	30-storeys
Block 2	Residential and Commercial Mixed-Use	Mid-rise & High-rise towers on a podium	24-storeys
Block 3	Mid-Block Pathway extending from Street 3	N/A	N/A
Block 4	Residential and Commercial Mixed-Use	Mid-rise & High-rise towers on a podium	20-storeys
Block 5	Mid-Block Pathway as part of Laurel Street extension and pedestrian bridge.	N/A	N/A
Block 6	Residential and Commercial Mixed-Use	Low-Rise stacked townhomes and Mid-rise & High-rise towers on a podium	18-storeys
Block 7	Residential	Low-Rise townhomes	4-storeys
Block 8	Residential	Low-Rise townhomes	4-storeys
Block 9	Mid-Block Pathway as part of Laurel Street extension and pedestrian bridge.	N/A	N/A
Block 10	Residential	Low-Rise townhomes	4-storeys
Block 11	Residential	Low-Rise townhomes	4-storeys
Block 12	Mid-Block connection from existing Larch Street to Street 3 & 4	N/A	N/A
Street 1	18.0 local street extension to be conveyed as municipal right-of-way extending from the existing Oak Street right-of-way to the south-east.	N/A	N/A
Street 2	18.0 local street extension to be conveyed as municipal right-of-way.	N/A	N/A
Street 3	18.0 local street extension to be conveyed as municipal right-of-way.	N/A	N/A
Street 4	18.0 local street extension to be conveyed as municipal right-of-way extending from the existing Gladstone Avenue right-of-way to the north and connecting to the existing Balsam Street right-of-way to the east.	N/A	N/A

3.1.2 Roads, Pathways, & Connectivity

The proposed local streets on the Draft Plan of Subdivision are to be designed to appropriate standards and conveyed to the City at registration.

The internal street network includes the extension of Oak Street into this new community as Streets 1, 2, 3, and 4 on the submitted Draft Plan of Subdivision. These new roads will essentially provide a north-south connection through Gladstone

Village. Additionally, Block 7 and Block 11 will contain a privately owned publicly accessible Woonerf Style street providing shared space, low-speed limits and traffic calming measures and access to the abutting townhome units. Vehicular access to the subdivision will be provided through three access points:

- Street 4 at Gladstone Avenue at the south end;
- Street 1 a continuation of Oak Street to the north-east; and
- Street 4 at Balsam Street to the east.

Comprehensive pedestrian and cyclist access will also be provided via Streets 1, 2, 3, and 4 with Block 12 providing access to the existing Larch Street ROW to the east. The proposed Draft Plan of Subdivision includes ample mid-block, convenient, and logical connection points including links to the Trillium Multi-Use Pathway and proposed Laurel Pedestrian Bridge (Blocks 3 and 5). Further pedestrian connectivity is provided via a pedestrian pathway connecting the proposed Oak Street extension (Block 12: Intersection of Streets 3 and 4) to the existing Larch Street ROW to the east. Connectivity to the future park and recreational space on City lands (1010 Somerset Street W) to the north is also incorporated in the proposed Draft Plan of Subdivision.

The provision of a municipal sidewalk along both sides of the proposed Oak Street extension is also included. As indicated in the submitted Concept Plan and street cross-sections. Municipal street trees are proposed to frame the local street network throughout the proposed development.

Parking is proposed to be provided in many forms, rear laneways, flexible on-street spaces and shared access underground spaces. Parking details will be detailed and finalized as part of future Site Plan approvals.

The planned network street design is consistent with the principles and objectives defined within the City of Ottawa's Urban Design Guidelines. The proposed street network is designed to integrate with the surrounding transportation network. Future building location and orientation has been considered in the design of the street and pathway locations to provide, active, vibrant, and porous building faces on all public and private ROWs as well as the Trillium MUP.

3.1.3 Site Servicing

The site will be on full urban services; the adequacy of which is discussed in Stantec's Functional Servicing Report and summarized in Section 6.0 of this Planning Rationale. The details of the new servicing infrastructure will be determined and reviewed as part of the detailed design stage of the subdivision.

3.1.4 Transit Connectivity

The proposed subdivision block layout, and local road and pathway network has been designed to ensure logical and convenient access to local municipal transit routes along Preston Street, Gladstone Avenue, and Somerset Street West as well as to the future LRT network most readily accessed at the forthcoming Corso Italia Station at the south-west corner of the site. A publicly accessible plaza is proposed at the interface of the southern portion of the site and the Station Area within Block 1.

3.1.5 Parks and Open Space

The subdivision will benefit from conveniently located park and recreation spaces. The City's recent acquisition of the lands municipally known as 1010 Somerset Street West is intended to ensure the provision of additional park and recreational facilities to service the existing community and the proposed development within the Corso Italia Station District Secondary Plan Area. Specifically, a 1-hectare park is proposed for the lands immediately north of the subject lands at 1010 Somerset Street West. This privately-owned public space will provide a hard and soft landscaped urban plaza for the public's use.

The proposed Draft Plan of Subdivision includes the consideration of privately owned but publicly accessible urban plazas, a Woonerf style street, tree lined public streets with sidewalks providing connections to the existing Multi-Use Pathway.

3.1.6 Phasing

The build out of this subdivision will be done in phases. Each development block will be subject to a Site Plan Control application to receive approval to proceed with construction. With LRT construction affecting the southern portion of the subject site, development is expected to start with Block 6.

4.0 Policy and Regulatory Framework

4.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) was issued under Section 3 of the *Planning Act* and came into effect May 1, 2020, replacing the PPS issued April 30, 2014. The PPS provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the Provincial Policy Statement sets the policy foundation for regulating the development and use of land.

The PPS provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment. The PPS supports improved land use planning and management, which contributes to a more effective and efficient land use planning system. The policies of the PPS that are of relevance to the proposed development are analyzed below.

Efficient and resilient development and land use patterns

- / Promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- / Accommodates an appropriate range and mix of residential, recreational and open space uses to meet long-term needs;
- / Promotes cost-effective development standards to minimize land consumption and servicing costs; and
- / Ensures that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.

Settlement Areas

- / Land use patterns within Settlement Areas shall be based on densities and a mix of land uses which:
 - a) Efficiently use land and resources; and
 - b) Are appropriate for, and efficiently use, infrastructure and public service facilities which are planned or available and avoid the need for their unjustified and/or uneconomical expansion.
- / New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

Housing

- / Maintains ability to accommodate residential growth within a Settlement Area in accordance with the PPS;
- / Provides for an appropriate range of housing types and densities; and
- / Directs the development of new housing towards locations where appropriate levels of infrastructure and public service facilities will be available to support current needs.

Public Spaces, Recreation, Parks, Trails and Open Space

- / Plans public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction, facilitate active transportation and community connectivity; and
- / Plans and provides for a full range and equitable distribution of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources.

Infrastructure

- / Policy 1.1.5.5 the PPS states that development shall be appropriate to the infrastructure, which is planned or available, and avoid the need for the unjustified and/or uneconomical expansion of this infrastructure.

The proposed subdivision 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 provides for a range of housing options and is supported by an immediately adjacent future municipal park and active transportation corridor. Providing development blocks that will accommodate affordable housing is a driving force behind this application. The provision of commercial, office, and mixed-use lands assists in providing for a complete and well served community which is supported by the servicing infrastructure framework available.

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.

These strategic directions are developed further in the policies of Section 2.2.2 (Managing Growth) and 2.5 (Building Liveable Communities), as discussed below.

4.2.1 Managing Growth, Section 2.2.2

The Official Plan promotes efficient land-use patterns through intensification of locations strategically aligned with the transportation network and specifically the rapid transit network. Section 2.2.2 addresses 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. Consequently, the Plan directs growth to locations with significant development potential.

Policy 1 of Section 2.2.2 defines residential intensification as the “intensification of a property, building or area that results in a net increase in residential units or accommodation and includes:

- / Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of Brownfield sites;
- / The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification;
- / The conversion or expansion of existing industrial, commercial, and institutional buildings for residential use; and,
- / The conversion or expansion of existing residential buildings to create new residential units or accommodation, including secondary dwelling units and rooming houses.”

The proposed development represents a redevelopment of an underutilized parcel within the developed area of the City of Ottawa and achieves residential intensification as defined by the Official Plan.

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 12 and Figure 2.4 defines building heights as follows:

- / Low-Rise: 4 storeys or less
- / Mid-Rise: 5 to 9 storeys
- / High-Rise: 10 to 30 storeys
- / High-Rise 31+: 31 storeys or greater

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 subdivision will ultimately be developed with a community containing low, mid, and high-rise (up to 30 storeys) buildings. Careful attention will be given to ensuring that the design is compatible with the surrounding context and planned function of the surrounding area.

4.2.2 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.

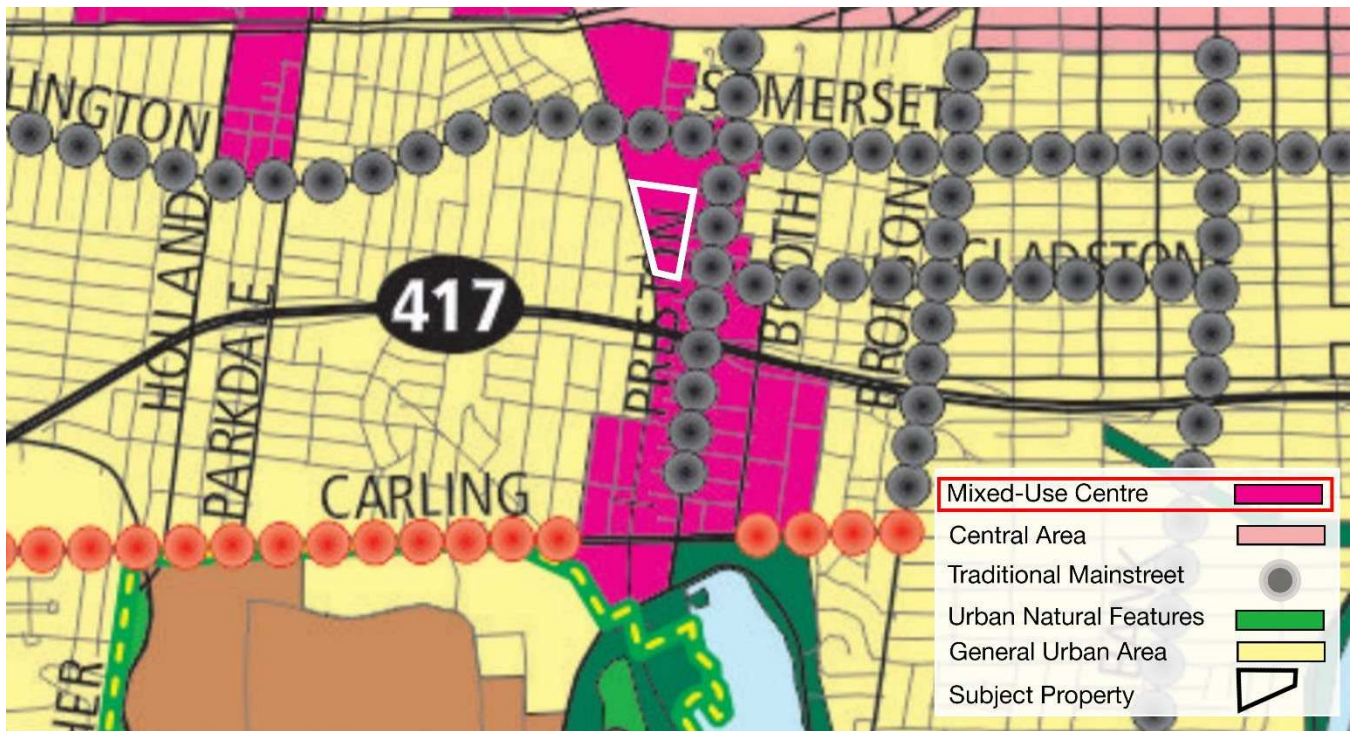


Figure 8: Schedule B – *Urban Policy Plan* of the Official Plan.

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 redevelopment 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 subdivision will allow for future development on the subject lands to follow Transit-Oriented Development Guidelines.

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;

- / **Policy 12** – In Mixed-use Centres the City will work, and where appropriate partner, with the private sector to integrate rapid transit stations with building and site development through such means as:
 - a) Incorporating the station within the building;
 - b) Coordinating the design of the station with the architecture of nearby buildings;
 - c) Accommodating pedestrian movement through the building and site, including provision of weather protection for pedestrians between the station and main building entrances;
 - d) Integrating waiting areas, directional signage, maps, and transit schedules as part of the building or site;
 - e) Incorporating direct access from building interiors to above-grade or below-grade transit platforms; and
 - f) Considering integrated site development including air-rights development over Park and Ride facilities.

- / **Policy 14** - In Mixed-use Centres preserving a grid pattern of roads and rights-of-way is key to preserving the potential of the Centres to intensify and become more transit and pedestrian-friendly over time. Through its planning and development review processes, the City will establish a grid pattern of rights-of-way for public roads within the Centres that defines blocks for current and future development. The City will pursue the following policies to achieve this objective:
 - a) The grid pattern will define walkable blocks to support walking, cycling and transit use;
 - b) Rights-of-way that have been secured to date in secondary plans and subdivisions will be retained and opportunities will be sought to extend or intensify the network;
 - c) A secondary network of vehicular and pedestrian routes on a grid pattern will be required within development parcels to increase safety, improve connectivity within and between sites, and define development parcels for future infill or redevelopment;
 - d) Buildings will be located within the grid pattern of public rights-of-way and the secondary network in such a way that they do not preclude future development opportunities;
 - e) A plan will be required as part of a complete application to demonstrate how the site can be developed within the public and secondary networks over time to achieve a more dense and transit-supportive form.

The proposed development has been designed to build upon the desirable patterns and existing street network of the surrounding community while also creating an attractive, new area for the entire neighbourhood. The proposed subdivision and future redevelopment of the subject lands in tandem with the recently approved Secondary Plan for the area has carefully considered favoring active transportation to create a system that connects to the existing network and provides, convenient, safe, and logical routes to and through the community. Connections to the exiting Trillium Multi-Use Pathway border the western property boundary of the site are specifically prioritized.

Future development plan will truly and fully integrate with the future Corso Italia LRT Station and provide appropriate community gathering spaces to interface both with the Station and neighbour public and private space.

The proposed development will also significantly contribute to the available housing stock within the City and provide addition options within this specific area. These new homes 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.

4.2.3 Urban Design and Compatibility

The Official Plan states in Section 2.5.1 that compatible development is development that is not necessarily the same as or like 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. Broadly applicable 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 design objectives of **Section 2.5.1** in the following ways:

Objective	Response
To enhance the sense of community by creating and maintaining places with their own distinct identity.	<p>The proposed subdivision will assist in the redevelopment and intensification of an under-utilized property in proximity to the downtown core, rapid transit, and active transportation routes. The development blocks created will include lands for a privately owned public space that will occupy a prominent location abutting the LRT station, creating a gathering place for the community and give the proposed development a distinct identity.</p> <p>The future development will also include lands for a Woonerf style street, ample street trees and landscaped areas. Blocks have been laid out to encourage future buildings to have active frontage along the existing MUP. These elements will combine to provide a unique community that is linked to a larger area.</p>
To define quality public and private spaces through development.	<p>The proposed subdivision pattern provides for future development to animate the street edge and interface with the public realm.</p> <p>Block 1 contains an area for a proposed Station Plaza, which has been thoughtfully located to provide a distinct gateway feature that will create a gathering place for the community and provide a seamless transition from the public and private realm.</p>
To create places that are safe, accessible and are easy to get to.	<p>The proposed subdivision layout is porous, providing several connections between the existing and proposed street and pathway network.</p> <p>The proposed street and active transportation network have been designed to prioritize cyclists and pedestrians while ensuring that vehicle access is safe and appropriate.</p>
To ensure that new development respects the character of existing areas.	<p>The proposed subdivision contemplates a built-form and public realm network that is compatible within the existing context and the planned function of the area.</p> <p>Block sizes for the anticipated low, mid, and high-rise building forms are appropriate to respond to the policies and vision established in the Secondary Plan and the planned function of the surrounding area.</p>

Section 4.11 of the Official Plan provides guidance to ensure that new development is compatible with existing areas with respect to specific issues such as noise, parking, light spillover and shadowing. For this reason, some of these policies are best addressed through a Site Plan Control application, which provides a higher level of technical detail. The following table explains how the proposed subdivision responds to the applicable policies of Section 4.11:

	Policy	Proposed Development
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.	<p>The proposed subdivision provides blocks to accommodate a variable building stock including low, mid, and high-rise built form that is compatible with the existing context and planned function of the area.</p> <p>Through the sensitive consideration of building height transitioning down from the transit station and existing low-rise community, active frontages, podium scale, and at-grade uses, the proposed layout achieves an appropriate scale for the pedestrian realm and the</p>

	Policy	Proposed Development
		public spaces which ensure a porous site that is easy to move through.
6.	<p>The City will require that all applications for new development:</p> <ul style="list-style-type: none"> / 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. 	<p>The design of the individual buildings will be further refined throughout the Site Plan Control process. The proposed Draft Plan of Subdivision anticipates building placement and layout based on the Concept Plan which factored in the location of main entrances and orientation of the buildings to encourage an animated and active frontage on important public realm elements, including Gladstone Avenue and the existing MUP.</p>
Massing and Scale		
10.	<p>The appropriateness of the development will be assessed using compatibility criteria set out in the Secondary Plan.</p>	<p>The Corso Italia Station District Secondary Plan influenced the design of the subdivision and the compatibility policies within where considered. This is discussed in greater detail in Section 4.4 of this Planning Rationale.</p>
12.	<p>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 into the design.</p>	<p>The proposed subdivision layout is based on the Concept Plan which utilizes appropriate variations in building height, setbacks and step backs to transition into the neighbourhood and away from the LRT Station.</p> <p>Building and tower design, articulation, and separation will be further investigated and rationalized at the Site Plan Control Application stage for each development Block.</p>
High-Rise Buildings		
14.	<p>High-rise buildings should be designed to avoid or reduce impacts or disruptions associated with pedestrian comfort, public views, proximity to heritage districts or buildings, and reduced privacy for existing building occupants on adjacent lots.</p>	<p>The Blocks which are envisions to contain high-rise development have been located and sized to mitigate the impacts of height on the public realm.</p>
16.	<p>Secondary Plans may provide area-specific directions for the design of high-rise buildings.</p>	<p>The proposed subdivision is within the boundaries of the Corsa Italia Station Secondary Plan and responds to applicable policies and criteria of that Plan. This is discussed in greater detail in Section 4.4 of this Planning Rationale.</p>
Outdoor Amenity Areas		
19.	<p>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).</p>	<p>The Block layout proposed in the subdivision should not result in any impacts to nearby outdoor amenity areas, however this will be confirmed as the development design for each building is refined and approved through the Site Plan Control process.</p>

	Policy	Proposed Development
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 amenity areas within this redevelopment will be further refined through future Site Plan Control applications but take advantage of the proposed Station Plaza and Woonerf style street. These features will provide for additional high-quality, well-designed, publicly accessible spaces throughout the subdivision that will complement the amenity space for residents and public spaces proposed by the City of Ottawa.

The proposed Draft Plan of Subdivision conforms to the relevant design objectives of Section 2.5.1 and the compatibility criteria of Section 4.11 of the City of Ottawa Official Plan.

4.2.4 Official Plan Review

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 than “greenfield” development.

On November 20, 2020, a draft of a new Draft Official Plan was released. Policies as they relate to the subject property are summarized below.

The subject property is located within the Downtown Core Transect Area, within a Hub affected by a Mainstreet Corridor 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.

Gladstone Avenue is designated a **Mainstreet Corridor** in the Draft New Official Plan. The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed land-use, and a higher level of street transit service than abutting Neighbourhoods. The designation is applied to a maximum depth of 220 m from the centreline of the street identified as a Mainstreet Corridor. Where Corridors intersect or overlap with Hubs, the policies governing Corridors will take precedence.

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 November 2020.

4.3 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.

4.3.1 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.

4.3.2 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 Draft Plan of Subdivision for Gladstone Village would exceed the density target of 250 people and jobs per gross hectare. The approximate number of new units is 1,048 on 3.3 hectares of land; for a gross density of 317 units per hectare.

4.3.3 Land Use Designation – Schedule A: Character Areas Plan

Most of the subject lands are designated “Station Area” on Schedule A: Character Areas Plan in the Secondary Plan, with a small part considered “Mixed-use Neighbourhood”.



Figure 9 Schedule A: 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, and the properties fronting onto Gladstone Avenue will continue to be developed to support a Mainstreet character area east of Preston Street, through appropriate built form transitions.

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.
- / **Policy 4.1.1.4:** Notwithstanding the Station Area designation, the frontage of Gladstone Avenue shall be developed with the general built form characteristics and uses of a Mainstreet, to support the commercial

continuity of the Gladstone mainstreet, west of Preston Street. It will be characterized by low- to mid-rise buildings or podiums fronting Gladstone Avenue.

- / **Policy 4.1.1.5:** The tower component of any high-rise building shall be setback from Gladstone Avenue to support the character of the of the Mainstreet and to minimize shadow and wind onto the public and private realms.

The proposed Draft Plan of Subdivision is based on the Concept Plan which includes conceptual building locations and heights adhering to the direction and height permissions of Schedule B and ensures appropriate transition and massing. The proposed building form and heights will be finalized through a Site Plan process; however it is understood that step-downs and appropriate articulation along Gladstone Avenue and the internal street network will be provided, ensuring for 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 conceptual building design and orientation which include podiums along the public realm, Trillium MUP, and proposed local streets.

- / **Policy 4.1.1.9:** A new, neighbourhood urban plaza, referred to in this plan as the Gladstone Plaza, shall be provided south and/or west area of the southernmost building fronting Gladstone Avenue to facilitate a high-quality public realm opportunity at this high-activity node, as further detailed in 5.4.5 to 5.4.7 and shown on Schedule C. The podium of the southern tower should be setback significantly from either Gladstone Avenue and/or the Trillium multi-use pathway to ensure a space of civic significance. The Gladstone Avenue façade should be set back to create a view to the plaza and to provide an enhanced public realm for pedestrians at this important neighbourhood cross-roads.

Block 1 of the proposed Draft Plan of Subdivision has been sized to accommodated space for the proposed urban plaza adjacent to the future Corso Italia Station.

- / **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:
 - o **4.1.1.10.1:** The podium of the building fronting all edges of the Gladstone Plaza and Street B on Schedule C. Such frontages are encouraged to extend as far as possible along the multi-use pathway from the plaza northward.
 - o **4.1.1.10.2:** The majority of the frontage on the east side of “Street B” between the Gladstone Avenue and Balsam Street;
 - o **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 the blocks of the proposed subdivision. They were sized to provide for podiums along the public realm. These policies will be further discussed during the site plan stage of the approval process.

- / **Policy 4.1.1.11:** New development permitted west of the designated Mixed-Use Neighbourhood shall be distributed and designed to provide a transition to the existing built form character in that area, through rowhouses, stacked townhouses, back-to-back stacked townhouses, or low- to mid- rise apartments. New single- or semi-detached dwellings are not permitted.

The Concept Plan, which formed the basis for the proposed subdivision considers low-rise traditional and stacked townhouse building designs that will appropriately transition between the existing community west of Preston Street and the proposed mid-and high-rise development further west on the subject lands.

4.3.4 Mixed Use-Neighbourhood – Schedule A: Character Areas

A portion of the subject lands are also designated **Mixed-use Neighbourhood Area** on Schedule A of the Secondary Plan. These lands are located to the north-east boundary of the site abutting the exiting low-rise neighbourhood with frontage along Oak, Larch, Laurel, and Balsam Streets.

The low-rise street blocks to the west of Preston Street, between Oak Street and Balsam Street, and St. Anthony Street and Louisa Street, as shown on Schedule A of the Secondary Plan, are a mixed-use neighbourhood that supports families and a wide range of demographics. The SP states that it will continue to evolve and intensify over time to provide livable, family-friendly housing options while supporting live-work alternatives and small businesses.

Redevelopment in the form of infill will be encouraged to ensure the unique quality and characteristics of the area remain, as major redevelopment occurs within the district. Pedestrian and cycling will become the focus of mobility and infrastructure to support active transportation as the primary mode of travel.

Relevant Policy of the Mixed-Use Area Includes:

- / **Policy 4.1.3.1:** Notwithstanding the provisions in Section 3.6.2 of Volume 1 of the Official Plan, low-rise residential and mixed-use development up to four storeys will be permitted in the Mixed-Use Neighbourhood as shown in Schedule A of this Plan.
- / **Policy 4.1.3.3:** The City shall protect and enhance the built form character of Little Italy by encouraging infill development that is sympathetic to the historic built form character of the neighbourhood through the development review process.
- / **Policy 4.1.3.5:** Development within the Mixed-Use Neighbourhood that is west of the established, low-rise buildings between Oak Street and Larch Street shall be designed with north-south private lanes. Access from those lanes to the existing, east-west public rear-lanes shall be pedestrian-only.

On the Mixed-Use Neighbourhood designated areas of the Secondary Plan, the Concept Plan indicated low-rise traditional and stacked townhouse building designs that will appropriately transition between the existing community west of Preston Street and the proposed mid-and high-rise development further west on the subject lands. The block sizes proposed in this subdivision for this area are consistent with the dimensions of the adjacent, low-rise development. The proposed street network plan provides access to this area via a north-south rear-lane with no connectivity provided to the existing east-west rear-lanes.

4.3.5 Parks

The Corso Italia Station District area includes the development of new park land. Park land represents a character area comprised of City-owned parkland, as shown on Schedule A. It is important to note that privately-owned public spaces, or POPS, contribute to the Parks character, as they provide public realm opportunities but on private property, typically by permitting public access (at all times of the day) to spaces for passive recreational use.

The subject lands will be served by future parkland and recreational facilities to be located on the lands recently acquired by the City of Ottawa to the north municipally known and 1010 Somerset Street West. The proposed Concept Plan envisions other publicly accessible private space to support the parkland in the form of a Woonerf style street,

public plazas, and pathway connectivity to existing and future recreational space including the Trillium Multi-Use Pathway. The requirements for these elements are reflected in the proposed layout of the subdivision.

4.3.6 Green Transportation-Utility Corridor

The subject lands about the **Green Transportation-Utility Corridor** for approximately 315 metres 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 subdivision provides multiple connection points between the Trillium MUP and the proposed private and public realm features on the Concept Plan. Blocks 5 & 9 will provide connections through the subdivision to a future Laurel Street Pedestrian Bridge and from the building blocks to the MUP interface.

4.3.7 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 10: Schedule B – Maximum Building Heights and Tower Location Plan.

The following policies establish detailed criteria for all development projects 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.

- / **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.
- / **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.
- / **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.
- / **Policy 4.2.1.5:** Locate front doors to face public streets and be directly accessible from the public sidewalk.
- / **Policy 4.2.1.7:** New private approaches and garages on facades of new low-rise residential buildings shall be prohibited. Garages shall only be permitted from an existing or new rear lane.
- / **Policy 4.2.1.8:** All development blocks shall strengthen building continuity with continuous built edges. Gaps between buildings should be minimized and only be used to create variation of interest in the street wall. Any deviation must be minor in proportion and demonstrate consistency with the quality of the broader public realm.
- / **Policy 4.2.1.10:** Building massing and elevations should enhance the character of the public realm and avoid creating microclimate impacts.

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.
- / **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.
- / **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.
- / **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.

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.
- / **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.
- / **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.
- / **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.

- / **Policy 4.2.3.7:** The relationship between potential towers within the same street block shall be addressed with towers being located as shown on Schedule B - Maximum Building Height and Tower Location and measures being introduced through the development review process to ensure orderly development of the block.
- / **Policy 4.2.3.8:** Coordination of tower locations shall be pursued to optimize views from towers to the city skyline and other public amenities.

The subdivision layout did consider the proposed building orientation, layout, and at-grade massing presented on the Concept Plan when determining the dimensions for the proposed development Blocks. They were sized to ensure that buildings could frame and animate the public realm while ensuring active uses are located on ground floor areas and are convenient and accessible by visitors and residents. The proposed building podiums will have the space required to create positive edge conditions along the internal local streets as well as the MUP to the west to best animate the public realm and improve the pedestrian experience. The proposed Concept Plan included minimum street edge interruptions and considered placement of future access/egress points and underground parking structures. The requirement for frontage on three public realms, appropriate tower separation and the mitigation of wind and shadow impacts also factored into the design of the subdivision on adjacent private and public spaces.

4.3.8 Transition

The City's built form vision for the Corso Italia Station District allows for high-rise buildings at strategic locations and establishes transitions into the surrounding neighbourhoods and open spaces.

Relevant Policy Includes:

- / **Policy 4.2.5.1:** Building heights will be tallest adjacent to the Corso Italia O-Train Station and along the Queensway and shall generally reduce in height toward the surrounding established neighbourhoods.
- / **Policy 4.2.5.2:** Design of development on properties within the Station area designation and abutting the Mixed-Use Neighbourhood designation shall be compatible to the height, massing, scale, and architectural rhythm of the established low-rise residential buildings to the east and west.
- / **Policy 4.2.5.3:** A Neighbourhood Line is established along the study area's east boundaries (Ward 14) and along the west boundaries (Ward 15), as shown in Schedule B Heights and Tower Location.
- / **Policy 4.2.5.4:** New developments within the District along the Neighbourhood Line will be compatible to the height, massing, scale, and architectural rhythm of the adjacent low-rise residential buildings when a developing parcel abuts a parcel with an existing low-rise building. Where a street is between new development and existing low-rise residential buildings, the street provides a buffer that can play an important role in building transitions and design considerations.
- / **Policy 4.2.5.5:** New developments within the District along the Neighbourhood Line shall explore design techniques such as a strong expression of a two or three-storey base with ground-oriented units and setbacks at the upper floors to reduce the visual and micro-climate impacts, where the building is facing the street. At the rear of the building, where it faces onto existing low-rise residential buildings, new development shall explore setbacks above four storeys.

The proposed building location, massing, and height program will follow the permissions of Schedule B of the Secondary Plan. The building heights are tallest closest to the future LRT Station and transition down towards the neighborhood line and existing low-rise community. At the detailed design stage, consideration will be given to mitigating concerns of overlook, shadowing, wind, and loss of sky views.

4.3.9 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 should be used to guide design and the review of development applications.

- / **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.

- / **Policy 5.1.2:** Break down “superblocks” or large parcels of land so they are divided up to connect with the existing street grid and will facilitate the establishment of fine-grain pedestrian realm and mobility network.
- / **Policy 5.1.3:** Introduce new active transportation links to form an expansive, diverse, and easy-to-use pedestrian and cycling mobility network that connects the neighbourhood.
- / **Policy 5.1.4:** Minimize the number of streets that provide full vehicular movement.
- / **Policy 5.1.5:** Maximize right-of-way space and infrastructure for active modes of transportation, and for the allocation of passive recreational uses.
- / **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.
- / **Policy 5.1.7:** Create places of interest, foster identity, and support neighbourhood recreation and commerce.
- / **Policy 5.1.8:** Design all transportation infrastructure to provide high-quality cycling and walking environments oriented towards O-Train stations.
- / **Policy 5.1.9:** Provide motor vehicle access to all city blocks, including via underground structures, to minimize the number of private approaches and vehicle activity at surface grade.
- / **Policy 5.1.10:** Create indirect driving routes to reinforce slow vehicle speeds, to eliminate cut-through traffic, and minimize vehicle volumes.
- / **Policy 5.1.11:** Slow speed driving environment on all internal streets to support active transportation.
- / **Policy 5.1.12:** Strategically control the availability of on-street parking, only where the need is most anticipated, to allocate more ROW to cycling lanes.
- / **Policy 5.1.13:** Prohibit new surface parking across the district, in general. At 818 Gladstone Avenue, very limited amounts of residential surface parking may be permitted in the interior of the block, and those spaces shall never abut a public street.
- / **Policy 5.1.14:** Protect the existing character of local side streets.

New Streets and Active Transportation Network

- / **Policy 5.2.1:** New streets or extensions will prioritize the safe movement of pedestrians and cyclists in their planning and design so that they enhance the active transportation experience, ensure safety, calm traffic and create a more enjoyable and welcoming public realm.
- / **Policy 5.2.2:** While vehicle volumes are anticipated to be low on local streets, pedestrians should be provided separation from traffic to ensure a comfortable and accessible environment. Wide sidewalks and a sense of place along the pedestrian routes shall be provided for these streets. Widening are not for additional motor vehicle space.

In concert with the objectives of the Secondary Plan, and specifically Schedule C – Public Realm Plan, the submitted Draft Plan of Subdivision prioritizes site porosity and connectivity for pedestrian and cyclists. Multiple mid-block connections (Blocks 3, 5, 9 and 12) to the existing street and active transportation network have been embedded in the design and layout to ensure ease of access for those visitors and residents accessing the site by foot, bicycle, and public transit. Further, sidewalks are proposed on both sides of the internal street network connecting Oak Street in the north to Gladstone Avenue to the south. When considered comprehensively with the streets, pathways, and connection points, the site layout establishes connections for non-car users and provides links to key amenities nearby. Traffic calming measures such as physical interventions and reduced speed limits will be considered at the detailed design stage and are discussed in the accompanying TIA.

933 Gladstone Avenue and Preston Side Streets

- / **Policy 5.2.17:** The street and block pattern shall be generally as shown on Schedule C - Public Realm Plan.

The proposed street and block pattern has followed the direction of Schedule C - Public Realm Plan including proposed street network connections at Gladstone Avenue, Balsam Avenue, and Oak Street. Further, pedestrian and bicycle connections are provided to the east connecting to the existing east-west local streets and to the west to provide convenient access to the Trillium MUP. As per Schedule C of the Secondary Plan, a central Woonerf style street with

shared space for pedestrians and controlled vehicle access is provided within the submitted concept plan. Street trees and sidewalks are also proposed along both sides of all locale streets as well the Woonerf.

- / **Policy 5.2.18:** The new internal road network, including Streets A, B and C, and the Oak and Larch Street extensions, shall ensure there are routes for all cyclists that provide barrier-free, continuous and low-stress facilities, such as cycle tracks, bike lanes or multi-use pathways; or by designing narrow streets where cyclists share the road with automobiles. Such shared streets shall provide safe, comfortable environments that are attractive for use by cyclists of all ages and needs, and to achieve this shall employ speed management techniques that ensure vehicular traffic does not exceed a maximum speed of 30 km/h.

The proposed internal road network is proposed within the Draft Plan of Subdivision as Streets 1, 2, 3, and 4. Blocks 9 and 12 will provided additional connectivity from Laurel Street and Larch Street, respectively. Street C will be included within Blocks 7 and 11 and is to be designed during the Site Plan Control process for those Blocks. The design and programming of the internal street network will be further refined at the detailed design stage of the process and will ensure continuous, low-stress designs that will ensure safe and comfortable environments for cyclists and pedestrians.

- / **Policy 5.2.19:** Three new, north-south streets shall be created, as shown on Schedule A, and shall each have their own street name:
 - o "Street A" shall intersect with the Oak Street extension.
 - o "Street B" shall intersect with Gladstone Avenue.
 - o "Street C", a woonerf street, shall intersect with Oak Street and the Larch Street (new western segment). Whether it is a public or private street will be determined through the development review application process.

The proposed Draft Plan of Subdivision includes three new north-south streets in accordance with the direction of the Secondary Plan. The proposed internal Street network has been aligned to follow that network of Schedule A with Street A (Street 1, Street, 2, Street 3) providing access to the site via Oak Street. Street B from Schedule A is shown as Street 4 of the Draft Plan of Subdivision and provides access to the north from Gladstone Avenue. A non-vehicular access point is also provided from Larch Street at the intersection of Street 3 and Street 4. Street C from Schedule A has also been included within the proposed Concept Plan to be included within Blocks 7 and 11 and will be designed in the Woonerf style.

- / **Policy 5.2.20:** Streets A and B and the Larch Street extension shall provide the principal, north-south pedestrian spine through the 933 Gladstone Avenue site given the anticipated residential population immediately abutting it and its direct alignment with the City Centre Underpass Pathway, a major urban connection and desire line to City Centre Avenue, future development at City Centre, 900 Albert Street, LeBreton Flats, the major transportation hub at Bayview Station, and Albert Street access to the downtown core.

The internal street and pathway network provides seamless and convenient access to and through the subject lands with Streets 1, 2, 3, and 4, along with lands within Blocks 7 and 11, and extensions of Laurel (Blocks 5 & 9) and Larch Streets (Blocks 3 and 12) as pedestrian pathways to provide access from the existing network of municipal streets as well as the Trillium MUP. The main north-south pedestrian spine is proposed along the MUP, and Streets 1, 2, 3 and 4.

- / **Policy 5.2.21:** Streets A and B, Oak Street and the Larch Street extension shall have a right-of-way width that must be able to accommodate to City-standards the following elements: accessible and enhanced pedestrian facilities, safe and inviting cycling conditions for all ages, medium to large street trees on both sides, maximum 3.0m-wide vehicular lanes, and on-street parking that supports these spatial elements.

Local Streets (Blocks 1, 2, 3, & 4) of the internal street network will be designed with an 18.0 metre R.O.W width and will be further refined at the detailed design stage of the subdivision process. The proposed right-of-way width will be able to accommodate City-standards and provide accessible and enhanced pedestrian infrastructure, safe cycling conditions, street trees on both sides, maximum 3.0m-wide vehicular lanes, and appropriate locations and dimensions for on-street parking.

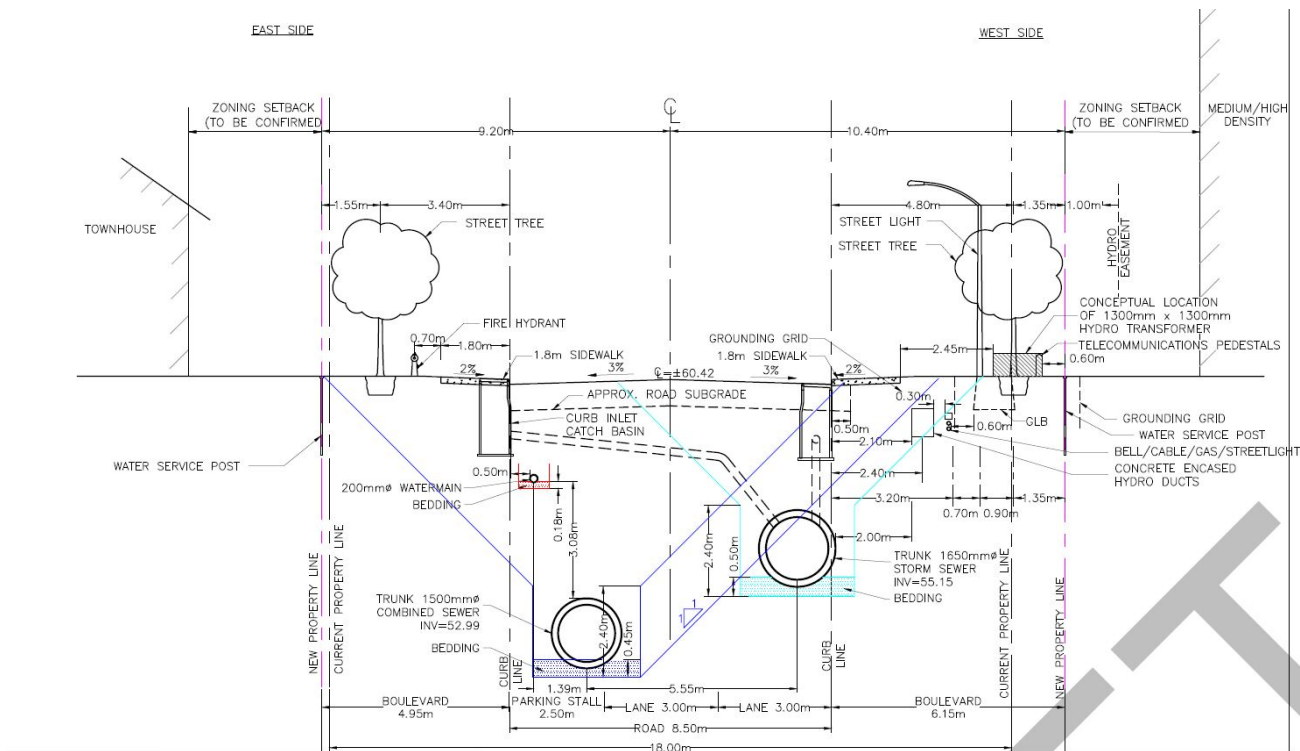


Figure 11 Residential Road 18.0 metre right-of-way concept design.

- Policy 5.2.23: Street C should be established as a “wooner” or shared street where the right-of-way is shared amongst pedestrians, cyclists and vehicles, and shall be a minimum 15.0m right-of-way. It should be designed with enhanced pedestrian amenities and greenery.

The space for the 15.0m right-of-way needed for Street 3 from Schedule A is to be included within Blocks 7 and 11 on the Draft Plan of Subdivision and will be further designed during the future Site Plan Control process. It will be constructed with the Woonerf design and will provide a north-south route for a shared street model and access to the proposed townhome blocks.

- Policy 5.2.24: The new north-south lanes that are to be implemented east of the “woonerf” street shall have no vehicular access to the existing Laurel Street or Larch Street. Car access should be only from Oak Street and the new Larch Street segment.

No vehicular access is anticipated at this time to the existing Laurel Street or Larch Street. Car access is only proposed from Oak Street, Balsam Street, and Gladstone Avenue. Block 9 on the Draft Plan of Subdivision provides east-west, non-vehicle access bisecting the site which intersects with the Woonerf Street, Street 2, the existing MUP. It eventually transitions to the proposed Laurel Street pedestrian bridge on the Trillium LRT corridor.

- Policy 5.2.25: Oak Street shall be opened and extended to the west to provide access and frontage for the new 1.0-hectare park and permit access into the 933 Gladstone property, as shown on Schedule A. Re-design of the street shall incorporate speed management measures to ensure the street maintains the characteristics of a local residential street, including a maximum driving speed of 30 km/h.

Oak Street provides the main access point at the north-east boundary of the site with the internal street network continuing through to the southern terminus at Gladstone Avenue.

- / **Policy 5.2.26:** A pedestrian route, such as a treed sidewalk, shall be located on the north side of Oak Street and its extension.

During the detailed design stage of this process, Streets 1, 2, 3, and 4 will be designed to provide for street trees that line the sidewalk and provide for a comfortable pedestrian experience.

- / **Policy 5.2.27:** The existing Larch Street shall remain a dead-end to motor vehicles, however, an active transportation extension of Larch Street shall be created to intersect with Street B, as shown on Schedule A. West of the landscaped dead-end at the existing Larch Street, a segment to new Larch Street will extend west and provide motor vehicle circulation to Streets A and B.
- / **Policy 5.2.28:** Laurel Street shall remain a dead-end street to motor vehicles.
- / **Policy 5.2.29:** A new Laurel Street Active Transportation Corridor shall be established between Laurel Street east of the O-Train Corridor to Laurel Street west of the O-Train Corridor to connect the district to surrounding communities and to link future cycling infrastructure.

Laurel Street provides direct pedestrian and cyclist access to the site via Street 3 on the Draft Plan of Subdivision.

- / **Policy 5.2.31:** Balsam and/or Larch Streets may be connected to the 933 Gladstone site, if appropriate transportation studies clearly demonstrate that there is no other option to ensure a sound management of automobile circulation based on mode shares that reflect the downtown location and mode share goals that may apply under the Transportation Master Plan. The preferred option is to open Balsam Street only.

The proposed subdivision proposes pedestrian access from Balsam Street via Street 4 and Larch Street via Block 12 at the eastern boundary of the site. The consideration of the vehicle connection at this point is discussed in the submitted Transportation Impact Assessment supporting this application and summarized in Section 6.0 of this Planning Rationale.

- / **Policy 5.2.32:** Pedestrian and cycling paths shall be provided between each new development block that abuts the Trillium multi-use pathway to provide connection to local streets to reinforce the fine-grained mobility network. The paths shall be publicly accessible 24 hours, each day of the year, to ensure a continuous connectivity.

Blocks 3, 5, and 9 on the Draft Plan of Subdivision will provide pedestrian and cycling access to the existing Trillium MUP to the west as well as the local streets abutting the lands to the east. Additional pedestrian and cycling paths are envisioned to link throughout this new neighbourhood. The location and programming of these paths will be determined at the detailed design stage but are intended to be publicly accessible to ensure continuous connectivity.

- / **Policy 5.2.33:** The intersections of any new street shall be designed at or very near 90-degree angles. This reinforces the existing street grid characteristic of the downtown core and turning radii that are the minimum permissible reduce the likelihood and/or severity of collisions between motor vehicles and vulnerable road users by slowing the motorist turns.

The proposed new street connections and alignment reinforces the existing street grid characteristic of the nearby grid, ensuring safety is a key objective.

4.3.10 Gladstone Avenue

- / **Policy 5.2.39:** The public realm along the north side of Gladstone Avenue, from the O-Train Station to Booth Street, shall receive a higher order of treatment. It will have ample sidewalks separated from the vehicular flow by a planting strip, including street trees. It will be characterized by generous pedestrian zones for walking, ample bicycle parking, street furniture, street trees and planting beds. Bus stops and shelters will be located along Gladstone Avenue.
- / **Policy 5.2.41:** The implementation of a “Station Gateway” at the crossing of the multi-use pathway and Gladstone Avenue, east of the O-Train Station, shall be a design and operational priority, given its importance as north-south transportation spine in the western downtown core. The active transportation priority should provide high Level of Service for both pedestrians and cyclists. As future redevelopment occurs around it, any traffic

solution will prioritize its visibility, efficiency, and the convenience and safety of pedestrians and cyclists. The multi-use pathway alignment parallel and abutting to the O-Train corridor will remain in perpetuity.

The proposed interface with Gladstone Avenue as well as the design and integration of the Station Gateway Plaza will be further refined at the detailed design stage with priority placed on providing a high level of service for both pedestrians and cyclists.

4.3.11 Active Transportation Bridge and Multi-Use Pathways (MUP)

- / **Policy 5.3.1:** An active transportation bridge shall be built over the O-Train corridor directly connecting pedestrians and cyclists from Laurel Street east of the O-Train corridor to Laurel Street west of the O-Train corridor, and to the broader mobility network.
- / **Policy 5.3.2:** The bridge facility and infrastructure shall be designed and constructed to provide an active transportation route for the exclusive use of pedestrians, cyclists and other alternative transportation modes. No motor vehicles will be permitted, except for
- / maintenance.
- / **Policy 5.3.6:** The existing, eastern MUP should be aligned in a way that remains as direct and intuitive for cyclists and pedestrians, giving them priority. It shall not create awkward site conditions that would affect abutting development parcels, their building siting and yield. An alignment that is the same or very close to original MUP alignment (i.e., immediately abutting the O-Train corridor) is the preferred scenario, for example, at Gladstone Avenue.

Future connections to the proposed Laurel Street Active Transportation Bridge have been considered in the proposed Draft Plan of Subdivision through the addition of Block 5 and Block 9, which will create a pedestrian and cycling connection from east to west, aligned with the proposed bridge connection.

4.3.12 Parks and Other Public Spaces

- / **Policy 5.4.5:** A neighbourhood, urban plaza, referred to in this plan as the Gladstone Plaza, will be built on 933 Gladstone Avenue. This privately-owned public space (POPS) will be a minimum size of 650m², designed as a unified, contiguous public space, and shall have frontage on both Gladstone Avenue and the existing Trillium multi-use pathway. There shall be building setbacks on both of these frontages to ensure adequate public realm on each of these active frontages at this significant location at the crossroads of the district.
- / **Policy 5.4.6:** The Gladstone Plaza shall be a space of civic significance creating neighbourhood identity and place-making for this redeveloping area, and therefore, provide functional and aesthetic roles for surrounding area, including the Trillium multi-use pathway, the surrounding new developments and supporting the O-train station.
- / **Policy 5.4.7:** The majority of the Gladstone Plaza shall be designed and used for public space. However, a small amount of the space may permit at-grade retail or restaurant uses by tenants of the building.
- / **Policy 5.4.8:** The Gladstone Plaza area should anticipate greater volumes of north-south pedestrian traffic along the existing MUP and from Gladstone Avenue, and will therefore, provide a supporting role in this pedestrian route by ensuring design will accommodate pedestrians from Gladstone Avenue to the north end of the plaza.
- / **Policy 5.4.11:** Courtyards or small parkettes are encouraged as part of new developments through privately-owned public spaces (POPS) to support a broader public realm network that is continuous and unified.

Appropriate space for an urban plaza, has been included on the Draft Plan of Subdivision. Block 1 has been sized to accommodate this privately-owned public space (POPS), meeting the requirements of the Secondary Plan. Further, smaller privately owned parkettes, greenspaces, and courtyards have been strategically included within the Concept Plan for the lands and will be refined and approved as part of the Site Plan Control applications for individual blocks.



Figure 12 Schedule C - Public Realm Plan.

4.3.13 Parking and Servicing

- / **Policy 5.5.5:** On-street public parking should be strategically controlled, given the existing right-of-way constraints on the street network across the District and due to risks of encouraging travel to the District by personal vehicle and discouraging active transportation, especially cycling. Where on-street parking is desirable, it should be designed in such a way as to integrate with and allow active transportation infrastructure, for example bike lanes or sidewalks, and not preclude such facilities. However, the use of on-street parking permit zones for residents shall be considered a preferred alternative to on-site parking that results in building or site design that is incompatible with established character or prohibited by other policies in this plan.
- / **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.
- / **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.
- / **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.
- / **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.
- / **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 general 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.

The policies related to parking and servicing were considered when laying out the proposed subdivision plan, however the details will be further refined at the detailed design stage and through individual Site Plan Control applications,

most of the parking is proposed to be provided in below-grade parking structures which will provide access and egress to the public realm from combined and appropriately located points throughout the subject lands.

4.3.14 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, which are further to the policies in Section 4.5 of Volume 1 of the Official Plan, support the objective that a community that is diverse is both complete and resilient:

- / **Policy 8.1:** Affordable housing should be provided in accordance with Official Plan targets and in conformity with any requirements that may be enacted in an Inclusionary Zoning By-law.
- / **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 8.3:** The City will work to facilitate partnerships with the non-profit and private sectors to develop affordable rental housing for households below the 30th income percentile as defined in the Official Plan.
- / **Policy 8.4:** The City will consider the provision of affordable housing units and the conservation and replacement of affordable rental housing as possible community benefits. Legislation requires that existing RGI units that are lost through redevelopment must be replaced; therefore, replacement of RGI units will not be considered as a possible community benefit.
- / **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.
- / **Policy 8.7:** The entire Corso Italia Station District area subject to this Plan is designated a Protected Major Transit Station Area. Inclusionary Zoning regulations shall be implemented within the district, once Council approves a broader City strategy and policy for its implementation.

Ottawa Community Housing, as an affordable housing provided 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. They see this as a truly integrated community that consists of a full range of housing sizes and tenure that anyone could call home.

4.3.15 Demonstration Plan

To inform the built form policy and objectives a Concept Plan was created as part of the Secondary Planning process. The Plan was prepared by Ottawa Community Housing in collaboration with the City of Ottawa's policy team responsible for the drafting of the Secondary Plan. The Plan was fully embedded in the Secondary Plan as Annex C – Demonstration Concept Plan for 933 Gladstone Avenue by Ottawa Community Housing Corporation. This Plan illustrates 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. This plan identifies both residential, and mixed-use areas along with public streets and areas for POPS.

The proposed Draft Plan of Subdivision took direction for the Demonstration Plan and Land Use Plan. The road network, land use allocation, and block configuration align with what was included in the Secondary Plan.



Figure 13: Annex C – Demonstration Concept Plan for 933 Gladstone Avenue by Ottawa Community Housing Corporation.

4.4 Transit-Oriented Development Guidelines

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

The proposed development meets the following applicable design guidelines:

- Provides development blocks for transit-supportive land uses within a 600-metre walking distance of a rapid transit station.
- Creates a multi-purpose destination for both transit users and local residents through creating development blocks for a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally, thereby reducing the need to travel.
- Positioning development blocks so that future buildings are along the front of the streets and public realm to encourage ease of walking between the buildings and to public transit.
- Locates a high-density residential development block close to the transit station.
- Creates development blocks that transition in scale between higher-intensity development around the transit station and adjacent lower-intensity portions of the community.
- The layout of the blocks within in the proposed Draft Plan of Subdivision are arranged to promote development that is intended to define the interface edge with the public realm.
- The Draft Plan of Subdivision proposes creates blocks that will be developed as pedestrian connections that are convenient, comfortable, safe, easily navigable, continuous and barrier-free and that lead directly to transit and nearby amenities.

4.5 Urban Design Guidelines for High-Rise Buildings

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

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

As some of the development within the subdivision is proposed to be over 10 storeys in height these guidelines are to be used to improve and enhance compatibility, transition, and livability, as well as to manage the relationship between high-rise buildings and nearby, buildings, streets, parks, and open spaces.

These guidelines will be addressed as part of the future Site Plan Control applications, ensuring any proposed high-rise development references the Urban Design Guidelines for High-Rise Buildings.

4.6 Zoning Framework

4.6.1 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 Secondary Plan process. The zoning allowed for the development of 933 Gladstone Avenue (this subdivision) to be built out as per the Demonstration Plan. City Council approved the amendment; however it was appealed and at the time of writing this Planning Rationale it is not yet in force.

The amendment rezoned the site from the current Mixed Use Centre Zone, Floor Space Index 1.5 (MC F (1.5)) to Mixed Use Centre, Subzone 17 (MC 17) subzone and Residential Fourth Density, Subzone T (R4T). The amendment replaced the floor space index provision with specific height requirement instead, ones that aligned with the height permissions of the Corso Italia Station District Secondary Plan (Schedule B).

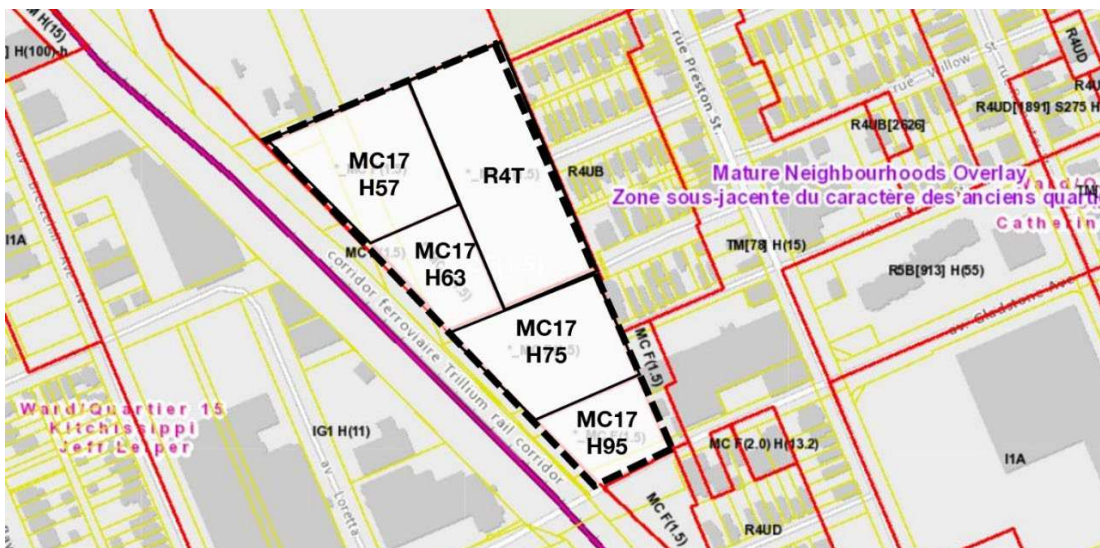


Figure 14 Approved Appealed Zoning.

The Zoning By-law Amendment rezoned the property to permit a broad range of housing types, including low-rise, mid-rise and high-rise buildings, and a mix of uses, including significant affordable housing options, commercial, retail, institutional uses, and public realm space. The proposed Zoning By-law Amendment was consistent with the existing and proposed, new Official Plan policy goals and objectives for mixed-use development, in proximity to a transit station.

Throughout the Secondary Plan consultation process, the land use impacts of the zoning by-law amendments were debated, but ultimately approved by City Council because it provided an appropriate way to achieve the City's intensification targets. This site is a good location for mixed-use development and the increased densities and heights make sense to be concentrated near higher-order transit. The Amendment includes appropriate transitions in heights and builds in steps-backs for transitioning and requirements that will result in active frontages where needed.

This amendment also modified Schedule 1A to Zoning By-law (2008-250) to apply minimum parking space requirements defined by "Area Z: Near Major LRT Station" for the area covered by the Corso Italia Station District Secondary Plan.

The proposed Draft Plan of Subdivision has been specifically designed to comply with the proposed zoning framework for the area including building heights, parking counts, permitted uses, and built form/design. The proposed subdivision can meet the above stated intentions of the Zoning By-law and the policies of the Corso Italia Station District Secondary Plan, and the Official Plan.

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)).

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.

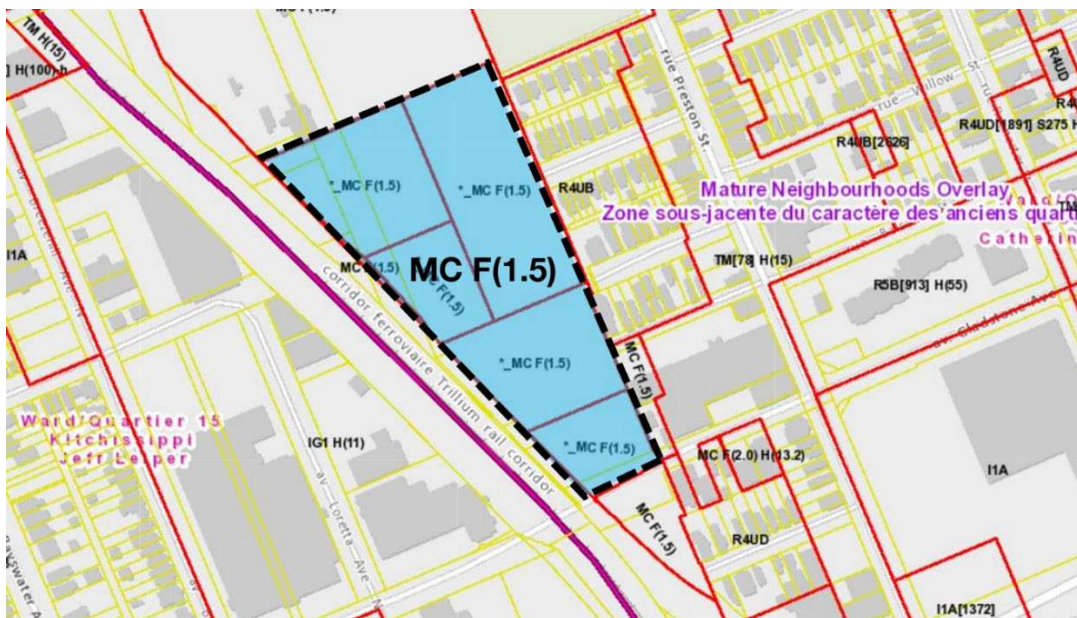


Figure 15: Existing Zoning Map.

Regardless of the zoning framework in place; any proposed development on the lots created by this subdivision application will have to comply to the provisions of the specified zone. A more detailed and thorough analysis of the zoning will be required at the Site Plan Control stages to ensure individually proposed buildings adhere to the established performance standards of the applicable zoning.

5.0 Ontario Planning Act

The Ontario Planning Act regulates land use planning in Ontario. Section 51, and more specifically sub-section 24, includes criteria for the evaluation of proposed plans of subdivision. These criteria are discussed below.

Criteria	Discussion
(a) The effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2 of the Planning Act.	The proposed subdivision will advance several of the provincial interests listed in Section 2 of the Planning Act by facilitating the intensifying of an under-utilized property within the urban area and adjacent to existing public service facilities, infrastructure, and rapid transit service. The proposed subdivision will also create lots to provide for new housing types and tenures within the City of Ottawa within proximity to day-to-day services.
(b) Whether the proposed subdivision is premature or in the public interest	The proposed Draft Plan of Subdivision is in the public interest as it will facilitate the orderly development of the subject lands.
(c) Whether the plan conforms to the official plan and adjacent plans of subdivision	The proposed development conforms to the City of Ottawa Official Plan and the Corso Italia Station District Secondary Plan. The proposed plan of subdivision is compatible with the development pattern of adjacent, existing properties.
(d) The suitability of the land for the purposes for which it is to be subdivided	The subject property is ideally suited for redevelopment and a Draft Plan of Subdivision will facilitate the creation of new lots and public rights of way.
(e) The number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them	The supporting TIA confirms the capacity of the surrounding road network is sufficient to support the proposed plan of subdivision.
(f) The dimensions and shapes of the proposed lots	The shape and size of the proposed development blocks will permit the orderly development of the lands consistent with the provisions of the applicable Zoning By-law.
(g) The restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land	No known restrictions prevent the subdividing of this land.
(h) Conservation of natural resources and flood control	There are no concerns related to the conservation of natural resources and flood control created by subdividing this parcel.
(i) The adequacy of utilities and municipal services	An Assessment of Adequacy of Services report has been prepared by Stantec for the proposed subdivision and notes no concerns.

Criteria	Discussion
(j) The adequacy of school sites	No comments have been received regarding school accommodation concerns; however this will be confirmed through the circulation of the Plan of Subdivision application to local school boards.
(k) The area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes	This subdivision proposes to convey or dedicate lands for public purposes (Streets 1-4, Blocks 3, 5, 9, & 12). The final areas and locations will be finalized as part of the final subdivision registration.
(l) The extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy	Development upon the lots created by this subdivision will explore opportunities to conserve energy, aligning with the goals of the City of Ottawa Climate Change Master Plan.
(m) The interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of the Planning Act.	For the blocks designated for development, Site Plan Control applications will regulate specific details of each building. The prepared Concept Plan provides a guide to show how the lands, while developed individually will all join to collectively become a neighbourhood.

The proposed development satisfies the criteria of Section 51(24) of the Planning Act for the review of Draft Plans of Subdivision.

6.0 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.

6.1 **Functional Servicing Report and Plans Package** **Stantec Consulting Limited, Report 160401614, Dated April 15th, 2021**

The Functional Servicing Report and Plans Package report submitted by Stantec Engineering Consultants concluded that:

Water Servicing

The proposed watermain design will achieve the level of service required by the City of Ottawa. The boundary conditions provided by the City of Ottawa demonstrate that the existing municipal watermain can provide sufficient fire flow to meet the requirements of the development while maintaining minimum residual pressures of 20 psi. A residual pressure of 62 psi, 61 psi, and 68 psi will be available during fire flow conditions (250 L/s) at the Oak Street, Gladstone Avenue, and future Champagne Avenue connections, respectively.

Wastewater Servicing

The subject site is located within a combined sewer area with proposed connections that convey wastewater flows to the Preston Street Combined Trunk Sewer (PSCTS), as well as the combined sewer known as the Booth Street Sewer (BSS). Confirmation from the City of Ottawa regarding conveyance capacity of the connecting sewers will be included in the next submission, however, it is anticipated that the functional wastewater servicing strategy will achieve the level of service required by the City of Ottawa.

Stormwater Servicing and Management

The proposed stormwater management plan complies with the requirements outlined in the background documents, the City of Ottawa Sewer Design Guidelines, and through correspondence with the City. With on-site storage and a controlled release rate as detailed in the submitted report, the stormwater servicing design for the site can meet the discharge criteria established for the downstream storm sewer system.

Grading Plan

The conceptual site grading plan maintains the general drainage pattern of the existing condition site and matches all perimeter grades. The proposed site layout may limit the ability to achieve a significant volume of storage on the surface of the site, if this is the case underground storage options are available.

Utilities

The report indicates that Enbridge Gas, Bell and Hydro Ottawa services all exist within the vicinity of the proposed site. The site is anticipated to be serviced through connections to these existing services. Detailed design of the required utility services will be completed by the respective utility companies at the detailed design stage.

6.2 **Phase One Environmental Site Assessment** **Golder Associates, Report 1661627/1000, Dated December 2016**

The submitted Phase one ESA by Golder Associates concluded that based on the investigation and analysis there were areas of potential environmental concern, specifically from the following suspected sources:

- / Current diesel indications;
- / Former on-Site railway line;
- / Current and former fill;
- / Former on-Site lumber yard;
- / Storage and transportation of ammunition;

- / Former on-Site printers;
- / Former on-Site retail fuel outlet (RFO);
- / Historical on-Site vehicle maintenance;
- / Historical fires on the Site;
- / Former transformer in the warehouse;
- / Drums of unknown substance; and
- / Waste generator codes for the Site.

Based on the reported findings, a Phase Two Environmental Site Assessment was recommended to be completed to assess any soil and groundwater quality concerns.

6.3 Phase Two Environmental Site Assessment Golder Associates, Report 1670949 Rev 0, Dated March 2017

The Phase Two ESA investigated the areas of potential environmental concern identified in the Phase One ESA (2016). The report 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 in 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.

6.4 Preliminary Geotechnical Investigation Golder Associates, Report 1987188 – 2000, Dated June 2018.

The submitted Preliminary Geotechnical Investigation by Golder Associates states that based on their review, the subsurface conditions at this site are expected to consist 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 from 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.

6.5 Species at Risk Screening Report

Stantec Consultants Ltd., Report 16041614, Dated June 9th, 2021.

The Species at Risk (SAR) screening submitted by Stantec Consultants included a desktop review of potential SAR occurrences and/or habitat accompanied by a single site visit. The submitted screening report presents the results of Stantec's site visit, as well as identifies potential environmental constraints and recommendations with respect to SAR and their potential habitat directly within the Site, as well as adjacent lands within 120 meters (m) of the Site.

The report concludes that overall, the Site is not likely to contain any SAR. This is based off a lack of suitable habitat and structures for the various SAR that were identified during a desktop background review. During the visit no SAR were observed, and no further survey and/ or mitigation is recommended.

6.6 Tree Conservation Report

Stantec Consulting Ltd., Dated May 31, 2021;

The Tree Conservation Report submitted by Stantec Consultants provided a detailed description of the quality, size, and quantity of trees growing within the project area, as well as the areas adjacent to the property.

Although the subject property is largely devoid of trees, none of the vegetation growing on the subject land is proposed for retention. Trees assessed for removal are mostly native trees, except the Siberian elm saplings that are naturalizing along the fence lines. Trees growing on public land including those along the public bicycle pathway on the western side of the property should be protected.

A total of eleven (11) trees and one (1) grouping of saplings are proposed for removal. All these trees are located along the eastern property line and will be impacted by the construction of the new road and lanes.

To ensure survival of the trees to be retained, protection measures were recommended in the report. It also recommends to plant trees and shrubs as part of the redevelopment to compensate for the loss of vegetation and to ensure its integration within the neighbourhood.

6.7 Transportation Impact Assessment Strategy Report

Parsons, Report 477237 – 01000, Dated April 16, 2021;

The Transportation Impact Assessment Strategy Report submitted by Parsons concludes that the proposed development can be accommodated by the adjacent road network at the 2031 horizon. The report states that the development plan leverages its location near 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 Preston Hardware site expansion, which may trigger some design and capacity challenges in the future.

Overall, the development is supported from a transportation perspective.

7.0 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:

- / 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 Concept Plan is now embedded in the Secondary Plan as a reference and informed the creation of the Draft Plan of Subdivision.
- / 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) – all prior to application submission.
- / Numerous meetings were held with neighbouring property owners including Trinity (lands to be redeveloped to the west), Preston Hardware (lands to the east), and City of Ottawa real estate, planning and parks staff (lands to the north).
- / Notification of neighbouring property owners and posting of public signage, to be completed by City staff;
- / Subsequent Site Plan applications for blocks within this subdivision will be subject to additional public consultation (open houses and Formal UDRP)

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.

8.0 Conclusion

It is Fotenn's professional opinion that the proposed Draft Plan of Subdivision represents good planning and is in the public interest for the following reasons:

- / The proposed subdivision is **consistent with the Provincial Policy Statement** (2020) in developing an area that is located within the City of Ottawa's urban area, immediately adjacent to an existing built-up area, which allows for the logical and efficient extension of existing services and roads. The proposal creates lots which will provide for a range of housing options along with commercial areas.
- / The proposed subdivision **adheres to the objectives and intent of the recently approved Corso Italia Station District Secondary Plan**. The submitted Concept Plan was created as part of the Secondary Planning process to reflect the built form policy and objectives of the Plan. The Concept Plan has now been fully embedded in the Secondary Plan and was the basis for the lot fabric proposed in the Draft Plan of Subdivision.
- / The proposed subdivision **conforms to the Official Plan** (2003, as amended). The subject lands are designated Mixed Use Centre and the lot division proposed will accommodate the range of uses permitted in that designation in a built form that is compatible with the existing context.
- / The proposed subdivision **has regard to the draft of the City's New Official Plan** (November 20th, 2020, release). It promotes regeneration on an under-developed site close to transit.
- / Development within the proposed subdivision will **be subject to future Site Plan Control approval** that will ensure that new buildings;
 - Comply with applicable zoning requirements; and,
 - meet applicable Urban Design Guidelines including the City's Transit Oriented Development and High-Rise Building Design Guidelines.
- / The proposed development is **supported by a range of technical studies**, including geotechnical, civil engineering, transportation, and environmental reports.

Sincerely,



Lisa Dalla Rosa, MCIP RPP
Senior Planner



Tim Beed, MCIP RPP
Planner