

**Subject: Zoning By-law Amendment - 951 Gladstone Avenue and 145 Loretta Avenue North**

**File Number: ACS2022-PIE-PS-0094**

**Report to Planning Committee on 27 October 2022**

**and Council 9 November 2022**

**Submitted on October 8, 2022 by Derrick Moodie, Director, Planning Services, Planning, Real Estate and Economic Development**

**Contact Person: Lorraine Stevens, Planner III (A), Development Review Central**

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**Ward: Kitchissippi (15)**

**Objet : Modification du Règlement de zonage – 951, avenue Gladstone et 145, avenue Loretta Nord**

**Dossier : ACS2022-PIE-PS-0094**

**Rapport au Comité de l'urbanisme le 27 octobre 2022**

**et au Conseil le 9 novembre 2022**

**Soumis le 8 octobre 2022 par Derrick Moodie, Directeur, Services de la planification, Direction générale de la planification, des biens immobiliers et du développement économique**

**Personne ressource : Lorraine Stevens, Urbaniste (III) (A), Examen des demandes d'aménagement centrale**

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**Quartier : Kitchissippi (15)**

## **REPORT RECOMMENDATIONS**

- 1. That Planning Committee recommend Council:**
  - a) Approve an amendment to Zoning By-law 2008-250 for 951 Gladstone Avenue and 145 Loretta Avenue North, as shown in Document 1, to permit a mixed-use development with office, retail and residential**

uses in three high-rise towers at 30, 33 and 35 storeys in height, as detailed in Document 2.

- b) Designate 951 Gladstone and 145 Loretta Avenue North, shown on the location plan attached as Document 1 to this report, as a Class 4 area within the meaning of Provincial Guideline NPC-300 and the City's Environmental Noise Control Guidelines, and that the property be listed as Class 4 area within Appendix A to the City's Environmental Noise Control Guidelines.
  - c) Further amend the Noise By-law being By-law 2017-155, by the adding the site-specific provision set forth in Document 4.
2. That Planning Committee approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* 'Explanation Requirements' at the City Council Meeting of 9 November, 2022," subject to submissions received between the publication of this report and the time of Council's decision.

## RECOMMANDATIONS DU RAPPORT

- 1. Que le Comité de l'urbanisme recommande ce qui suit a Conseil :
  - a) Approuver une modification du Règlement de zonage 2008-250 visant le 951, avenue Gladstone et le 145, avenue Loretta Nord, biens-fonds illustrés dans le document 1, afin de permettre un aménagement polyvalent constitué de bureaux, de commerces de détail et de logements abrités dans trois tours de 30, 33 et 35 étages, comme l'expose en détail le document 2.
  - b) Catégoriser les terrains situés au 951, avenue Gladstone et au 145, avenue Loretta Nord, illustrés sur le plan de localisation joint en tant que document 1, comme secteur de bruit de la catégorie IV, conformément à la directive provinciale NPC-300 et aux lignes directrices sur la lutte contre le bruit environnemental de la Ville, et classer ces terrains comme appartenant à la catégorie IV, au sens de la directive provinciale NPC-300 et des lignes directrices sur la lutte contre le bruit environnemental de la Ville.

- c) **Modifier le Règlement sur le bruit, Règlement 2017-155, en y ajoutant la disposition propre à l'emplacement décrite dans le document 4.**
2. **Que le Comité de l'urbanisme donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux 'exigences d'explication' aux termes de la *Loi sur l'aménagement du territoire*, à la réunion du Conseil municipal prévue le 9 novembre 2022», sous réserve des observations reçues entre le moment de la publication du présent rapport et la date à laquelle le Conseil rendra sa décision.**

## **EXECUTIVE SUMMARY**

### **Staff Recommendation**

Planning staff recommend approval of a Zoning By-law amendment for 951 Gladstone Avenue and 145 Loretta Avenue North to retain the Standard Bread Building, a building designated under Part IV of *Ontario Heritage Act*, and the redevelopment of the site with three towers at heights of 30, 33 and 35-storeys, with approximately 850 dwelling units and a mix of commercial uses.

The recommendations propose to rezone the site from General Industrial Zone, Subzone 1, height limit 11 metres (IG1 H(11) to Mixed-use Centre, Urban Exception xxxx, Schedule 'xxx', holding symbol (MC [xxxx] Sxxx -h). Details of the recommended zoning include increasing the buildings heights up to 30, 33 and 35-storeys with site specific provisions to maintain the permission for light industrial uses limited to a brewery, provide for tower separation, allow outdoor commercial patios, and provide holding symbol (-h) criteria for general provisions concerning, a phasing plan, details around the Class 4 noise area mitigation and commitments to secure monetary contributions and approach to the artists community that were previously promised (and agreed to) by the developer when Section 37 was in place.

The recommendations also include designating the subject site as a Class 4 Noise Area Classification to recognize the introduction of a sensitive land use (residential) next to an existing stationary noise source, in this case the Canada Bank Note.

## **Applicable Policy**

The proposed development is consistent with the Official Plan. The subject site is designated General Urban Area, which permits a broad range of residential uses and densities. Through the evaluation of Sections 2.5.1 and 4.11, the proposed building results in a compatible development, and is consistent with the Corso Italia Secondary Plan, which permits the proposed buildings and encourages residential intensification and mixed-use development.

## **Other Matters**

### Class 4 designation

There is a known issue with respect to stationary noise emissions from the existing Canada Bank Note facility to the development and surrounding residential area. A Class 4 noise area designation of the subject properties is recommended as it would appropriately facilitate the proximity of the Canada Bank Note operations with the development and allow the developments to co-exist with higher noise thresholds.

For the Site Plan Control review, an appropriate noise mitigation plan will be required, for applicable phase(s), to ensure compliance with the Class 4 designation.

### Heritage

The Standard Bread Company Building is situated on the subject property. It was constructed in 1924 and was designated under Part IV of the *Ontario Heritage Act* in 2020. Heritage attributes are listed in the designation by-law. This building is to be retained, rehabilitated and be a prominent component of the proposed redevelopment of the site.

### Site Plan Control

A Site Plan Control Application was filed concurrently with the Zoning By-law Amendment application and is being reviewed concurrently. Any approvals to be granted will not occur until the zoning for this project becomes final and binding.

## **Public Consultation / Input**

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for development applications. Planning Services received approximately 170 public comments on the proposal. The comments are detailed in Document 5 – Consultation Details.

The owner, Councillor Leiper and Councillor McKenney held two community information sessions at the Hintonburg Community Centre. The first session took place on Monday February 4, 2019 where 91 members of the public signed into the event. The second session took place on Tuesday September 10, 2019 where 40 members of the public signed into the event.

Comments received from the community consisted of mostly opposition. Those in opposition highlighted displacement of existing artists studio spaces, scale of the development, sensitivity to the surrounding context, traffic, and lack of parking. Support was indicated for the preservation of the Standard Bread Building.

Consultation details provided directly to staff are provided in Document 5.

## **SYNTHÈSE ADMINISTRATIVE**

### **Recommandation du personnel**

Le personnel des Services de planification recommande d'approuver la demande de modification du Règlement de zonage visant le 951, avenue Gladstone et le 145, avenue Loretta Nord, qui permettrait de conserver l'édifice de la Standard Bread Company, désigné en vertu de la partie IV de la *Loi sur le patrimoine de l'Ontario*, et de réaménager l'emplacement en y construisant trois tours de 30, 33 et 35 étages, abritant environ 850 logements et diverses utilisations commerciales.

Les recommandations proposent de faire passer la désignation de l'emplacement de Zone d'industrie générale, sous-zone 1, limite de hauteur de 11 mètres (IG1 H(11)) à Zone de centres d'utilisations polyvalentes, exception urbaine xxxx, annexe 'xxx', symbole d'aménagement différé (MC [xxxx] Sxxx -h). Le zonage recommandé prévoit notamment une augmentation à 30, 33 et 35 étages de la hauteur des bâtiments, des dispositions propres à l'emplacement permettant de conserver les utilisations d'industrie légère limitées à une brasserie, une distance de séparation entre les tours, la présence de terrasses commerciales ainsi qu'un symbole d'aménagement différé (-h) associé à des dispositions générales concernant un plan d'échelonnement des travaux, les détails entourant l'atténuation du secteur de bruit de la catégorie 4 et un engagement à obtenir des contributions monétaires et à effectuer des démarches auprès de la communauté artistique, promises (et convenues) par le promoteur lorsque l'article 37 s'appliquait.

Les recommandations proposent également de désigner l'emplacement visé comme secteur de bruit de la catégorie IV, afin de tenir compte de l'implantation d'une utilisation du sol sensible (résidentielle) à proximité d'une source de bruit stationnaire, dans le cas présent la Compagnie canadienne des billets de banque.

## **Politiques applicables**

L'aménagement proposé est conforme au Plan officiel. L'emplacement est désigné Secteur urbain général, une désignation qui permet toute une gamme d'utilisations et de densités résidentielles. Si on les évalue au regard des sections 2.5.1 et 4.11, les immeubles proposés constituent un aménagement compatible. Ils sont en outre conformes au Plan secondaire du secteur de la station Corso Italia, qui permet leur présence et encourage la densification résidentielle ainsi que les aménagements polyvalents.

## **Autres questions**

### Désignation de catégorie IV

Le problème des émissions de bruit stationnaire provenant de la Compagnie canadienne des billets de banque sur l'emplacement et le secteur résidentiel environnant est connu. Une désignation de catégorie IV est recommandée pour les biens-fonds visés, car elle permettrait leur proximité avec l'exploitation de la Compagnie canadienne des billets de banque et permettrait leur coexistence avec des seuils de bruit plus élevés.

En ce qui concerne l'examen de la réglementation du plan d'implantation, un plan approprié d'atténuation du bruit devra être mis en place pour la ou les étapes pertinentes, afin d'assurer sa conformité à la désignation de catégorie IV.

### Patrimoine

L'édifice de la Standard Bread Company occupe l'emplacement visé. Construit en 1924, il a été désigné en vertu de la partie IV de la *Loi sur le patrimoine de l'Ontario* en 2020. Ses attributs patrimoniaux figurent sur la liste du règlement municipal sur la désignation. Cet édifice doit être conservé et restauré, pour devenir un élément majeur du réaménagement proposé de l'emplacement.

### Réglementation du plan d'implantation

Une demande de réglementation du plan d'implantation, déposée en même temps que la demande de modification du Règlement de zonage, est examinée en parallèle. Toute approbation ne sera accordée qu'une fois définitif et exécutoire le zonage de ce projet.

## Consultation et commentaires du public

Les membres du public ont été avisés et consultés conformément à la politique en la matière adoptée par le Conseil municipal pour les demandes d'aménagement. Les Services de planification ont reçu environ 170 commentaires du public concernant la proposition. Ces commentaires sont reproduits dans le document 5 – Détails de la consultation.

Le propriétaire ainsi que le conseiller Leiper et la conseillère McKenney ont organisé deux séances d'information publiques au centre communautaire de Hintonburg. La première de ces réunions, à laquelle 91 résidents ont participé, a eu lieu le lundi 4 février 2019. La seconde réunion, tenue le mardi 10 septembre 2019, a attiré 40 membres du public.

Les commentaires émis par les résidents étaient essentiellement opposés au projet. Les commentaires d'opposition portaient surtout sur le déplacement des ateliers d'artiste, l'échelle de l'aménagement, l'harmonie du projet avec le contexte environnant, la circulation et le manque de places de stationnement. Un soutien a été manifesté à l'égard de la préservation de l'édifice de la Standard Bread Company.

Les détails de la consultation fournis directement au personnel figurent dans le document 5.

## BACKGROUND

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

### Site location

951 Gladstone Avenue and 145 Loretta Avenue North

### Owner

TIP Gladstone GP Inc. c/o Oz Drewniak, CLV Group Developments

### Applicant

Paul Black, FoTenn

## **Architect**

Hobin Architecture

## **Description of site and surroundings**

The subject property is located in the Hintonburg neighbourhood and is an assembly of two lots known as 951 Gladstone Avenue and 145 Loretta Avenue North. The property is approximately one hectare in size with 95 metres of frontage along Gladstone Avenue and 151 metres of frontage along Loretta Avenue. It is bound by the O-Train Line 2 (Trillium Line) corridor to the east. A four-storey artist studio (Standard Bread Building), a one-storey light industrial building (Gladstone Centre), two two-storey mixed-use buildings, and surface parking lots currently occupy the site.

The surrounding area includes a mix of light industrial uses, low-rise residential and commercial uses. To the north, the site abuts a one-storey light industrial building. To the east, the site abuts the O-Train Line 2 (Trillium Line) corridor and the future Corso Italia O-Train Station for Stage 2 Trillium Line. Beyond the transit corridor to the east, there is the Little Italy neighbourhood and Preston Street, which contains mixed-use, commercial, and residential uses. To the south, the site abuts the Gladstone Avenue right of way, beyond which is a three-storey light industrial building. To the west, the site abuts the Loretta Avenue North right of way, beyond which is a one-storey Canadian Bank Note Company building. The area further west is predominately low-rise residential uses.

## **Summary of proposed development**

The proposed development consists of three high-rise buildings at 30, 33 and 35 storeys with approximately 850 dwelling units, 16,400 square metres of office space, and 1,600 square metres of retail space.

The building closest to Gladstone Avenue contains retail, residential, and office space, within the preserved Standard Bread Building and proposes a new 35-storey tower which includes a five-storey podium. The second phase is along Loretta Avenue North and includes two additional residential towers; a 33-storey tower that includes a five-storey podium and a 30-storey tower that includes a four-storey podium.

A total of 560 parking spaces are proposed for the proposed development including four surface parking spaces in the central courtyard and 556 spaces within the two-storey underground parking garage. Access to the parking garage is proposed from Loretta Avenue. A total of 502 bicycle parking spaces are provided within the development

including 80 spaces for retail and office uses. Two privately owned public spaces are also proposed with one fronting along Loretta Avenue North and the other internal to the site.

### **Summary of requested Zoning By-law amendment proposal**

The subject property is currently zoned IGI H(11) – General Industrial Zone, Subzone 1, Height Limit 11 metres. The Zoning By-law Amendment application proposes to rezone the lands to MC[xxxx] Sxxx -h; Mixed-Use Centre Zone, with site-specific zone provisions, a schedule, and a holding symbol (-h).

Details of the recommended zoning generally includes the following:

1. Rezone the site from IG1 H(11) to MC [xxxx] Sxxx -h.
2. Urban Exception 'xxxx' will require minimum yard setbacks, minimum building setbacks and maximum building heights as per Schedule 'xxx'.
3. The recommended Schedule 'xxx' distributes specific heights in different areas of the site. The proposed heights increase moving from the north to the south end of the site. On the northern end of the site a 30-storey tower is proposed, in the middle of the site a 33-storey tower is proposed, and along Gladstone Avenue, on the southern end of the site, there is a 35-storey tower with a five-storey podium proposed, which includes incorporation of the heritage building. The schedule also limits to the tower floorplates and provides for a minimum of 25-metre tower separation.
4. Additional site-specific provisions, through Exception 'xxxx', include provisions to maintain the permission for light industrial uses limited to a brewery, provide for tower separation, allow outdoor commercial patios, consider the property as one lot for zoning purposes, and provide holding symbol criteria.
5. The holding symbol (-h) criteria also identifies the commitments to secure during site plan approval, which includes relocation of existing artists and a secured affordable lease rate for 15 years, a \$1,000,000 contribution towards Ward 15 affordable housing, a \$1,000,000 contribution towards the construction of the Laurel Street pedestrian bridge, construction of a multi-use pathway along the east side of site, public access easements for the privately-owned public space, as well as confirmation for the approach to site development phasing. Additionally, criteria will be adding regarding the Class 4 noise area designation and mitigations measures, where applicable. These details will be secured

through conditions and/or on approved plans in a registered Site Plan Agreement. The holding symbol will be permitted partial lifting to allow for phased development and where each phase satisfies or address the criteria.

For the monetary developer contributions, conditions will be added to the Site Plan Agreement and contribution fees will be identified in the financial schedules for collection at the time of Site Plan Agreement registration. The non-monetary contributions will either be shown on approved plans or identified within the conditions of approval during site plan.

#### **Class 4 Noise Designation**

There is a known issue with respect to stationary noise emissions from the existing Canada Bank Note facility to the development. A Class 4 designation of the subject properties is recommended. A similar recommendation was made for 933 Gladstone at Planning Committee on September 22, of which Planning Committee is recommending that Council approve on October 5. Class 4 Noise Areas have sound level limits that are 10 dBA less stringent at plane-of-window point of reception and 5 dBA less stringent at outdoor point of reception and would therefore significantly facilitate compatibility between the Canada Bank Note facility and the development. Any required mitigation measures resulting from the Noise Assessment will be incorporated into the new development through the review and approval of the corresponding Site Plan application. If mitigation is required on the stationary noise source, this will be reviewed and considered in accordance with the holding symbol.

#### **Brief history of proposal**

The applicant applied for Official Plan and Zoning By-law amendment applications on November 2, 2018. The circulation period took place between December 11, 2018 and January 11, 2019. There was a formal review of the proposal at the Urban Design Review Panel on February 1, 2019, after which two public information sessions took place on February 4, 2019 and September 10, 2019. On April 14, 2021 the Corso Italia Station District Secondary Plan came into effect, which negated the need for an Official Plan Amendment for the subject proposal.

### **DISCUSSION**

#### **Public consultation**

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for development applications.

Planning Services received approximately 170 public comments on the proposal. The comments are detailed in Document 5 – Consultation Details.

The owner, applicant, Councillor Leiper and Councillor McKenney held two community information sessions at the Hintonburg Community Centre. The first session took place on Monday February 4, 2019 where 91 members of the public signed into the event. The second session took place on Tuesday September 10, 2019 where 40 members of the public signed into the event.

Comments received from the community consisted of mostly opposition. Those in opposition highlighted displacement of existing artists studio spaces, scale of the development, sensitivity to the surrounding context, traffic, and lack of parking. Support was indicated for the preservation of the Standard Bread Building.

Consultation details provided directly to staff are provided in Document 5.

### **Official Plan designation(s)**

Pursuant to Volume 1 of the Official Plan, Schedule B and Section 3.6.1 of the Official Plan, the property is designated General Urban Area.

### **Other applicable policies and guidelines**

Pursuant to Volume 2 of the Official Plan, The Corso Italia Station District Secondary Plan, Schedule A – Character Areas identifies the subject lands as Station Area. Schedule B - Maximum Building Height and Tower Location identify the subject lands as suitable for three towers with maximum building heights of 30, 33 and 35-storeys.

The Preston-Champagne Secondary Plan, *Schedule L – Preston-Champagne Land Use* identifies the subject lands as Employment Lands that are Low Profile Industrial. However, at the time of this rezoning application it was identified that this secondary plan was being replaced by the Corso Italia Station District Secondary Plan as it relates to the subject site.

The subject site is bound by the O-Train Line 2 (Trillium Line) corridor to the east and is, therefore, subject to the Urban Design Guidelines for Transit-Oriented Development. The purpose of the guidelines is to provide guidance to assess, promote and achieve appropriate Transit-Oriented Development. Transit-Oriented Development is defined as a mix of moderate to high-density transit-supportive land uses located within an easy walk of a rapid transit stop or station that is oriented and designed to facilitate transit use.

As the proposal is for three high-rise buildings, the proposal is also subject to the Urban Design Guidelines for High-Rise Buildings. The objectives of these guidelines include addressing the compatibility and relationship between high-rise buildings and their existing or planned context and creating human-scaled, pedestrian-friendly streets.

### **Heritage**

The Standard Bread Company Building is situated on the subject property. It was constructed in 1924 and was designated under Part IV of the *Ontario Heritage Act* in 2020. Heritage attributes are listed in the designation by-law. This building is to be retained, rehabilitated and be a prominent component of the proposed redevelopment of the site.

### **Urban Design Review Panel**

The property is within a Design Priority Area and the Zoning By-law Amendment application and Site Plan Control application are subject to the Urban Design Review Panel (UDRP) process. For the Zoning By-law Amendment application, the applicant presented their proposal to the UDRP at a formal review meeting on February 1, 2019, which was open to the public.

The full panel recommendation is included in Document 6.

The panel was successful in aiding in the implementation of the following:

- Reduced height and scale. Originally, the three towers were: 30, 35, and 41 storeys in height. The proposal is now for three towers at: 30, 33, and 35-storeys in height.
- Incorporation of live-work units. To respond to the live-work characteristic of the existing light industrial uses, the development reintegrated live-work units into the program of Tower 3.
- Improved Gladstone Avenue streetscape treatment. Originally, Tower 1 had a six-storey podium and was setback 3 metres from the Gladstone Avenue property line. Tower 1 now has a podium height of five-storeys and is setback 5 metres from the Gladstone Avenue property line.
- Removed the pedestrian bridge between the Standard Bread Building and the future Corso Italia O-Train Station for Stage 2 Trillium Line. Originally, the proposal included this pedestrian bridge. City of Ottawa heritage, design, and planning staff as well as the UDRP recommended the removal of this above-

grade internal connection in order to improve the development's relationship with the street, remove a conflict area identified by the UDRP, and improve the conservation of the historic west façade of Standard Bread Building. The proposal no longer includes this internal connection to the future O-Train station.

- Increased separation distances between towers (above the podiums). Originally, Tower 3 was only 22 metres from Tower 2, and Tower 2 was 22 metres from Tower 1. Now, Tower 3 is 25 metres from Tower 2, and Tower 2 is 25 metres from Tower 1.
- Increased site porosity. Originally, there was a 'common residence lobby' connecting Tower 3 and Tower 2. This lobby has since been removed and replaced by a privately owned public space. This privately owned public space creates an east-west connection between the Loretta Avenue North sidewalk and the multi-use pathway to be constructed along the O-Train Line 2 (Trillium Line) corridor to the east.
- Enhanced linkage and integration between the development and the multi-use pathway to be constructed along the O-Train Line 2 (Trillium Line) corridor to the east. Through the application process, the multi-use pathway curvature was reconfigured and there is now an at-grade connection between the multi-use pathway and the development's privately owned public space.
- Removal of Gladstone Avenue driveway access. Originally there was a driveway access from Gladstone Avenue, at the furthest east-south point of the property that exists currently and was planned to be retained. City of Ottawa transportation staff and the UDRP recommended removing this access to improve safety and to remove streetscape interruption. This driveway access has now been removed and replaced with a landscaped area.

Certain recommendations of the panel were not able to be met, as outlined below:

- While the Gladstone Avenue streetscape treatment was improved, the podium of Tower 1 is taller than recommended by the UDRP. The UDRP recommended the podium height be lowered to three or four storeys in order to better relate to the heritage building. Originally, the podium was six-storeys in height and after the UDRP it was reduced to five storeys. Planning Services is satisfied that the one-storey reduction is an improvement and fits with the existing heritage building.

- The UDRP recommended a dedicated focused review session involving Panel members and potentially members of the Tall Building Review Panel. The owner chose not to schedule this review session. Planning Services is satisfied that the Official Plan and Zoning By-law applications can move forward without this additional session because the owner will be required to return to the UDRP again through the Site Plan Control application process. The design and details of each building within the development will be refined through future Site Plan Control applications.

## **Planning rationale**

### Official Plan

Pursuant to Schedule B and Section 3.6.1 of the Official Plan, the property is designated General Urban Area. The General Urban Area designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment, and institutional uses. The Zoning By-law Amendment application was accompanied with an Official Plan Amendment application. However, since that time, the Corso Italia Station District Secondary Plan came into effect and an Official Plan Amendment is not required since the proposed development conforms with the secondary plan policies.

Section 2.5.1 and 4.11 provides policy direction for urban design and compatibility. Compatible development generally means development that, although not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhance an established community and does not cause undue adverse impact on surrounding properties. In this case, not only is the subject property located along the O-Train network, it is also adjacent to a future O-Train station. To the east, the site abuts the O-Train Line 2 (Trillium Line) corridor and the future Corso Italia O-Train Station for Stage 2 Trillium Line. The proximity to the O-Train station will create more jobs and housing at a location that will increase transit ridership and draw more commuter travel. The subject site is also approximately one hectare in size. Given the size of the lot, the redevelopment will promote a contiguous central node of activity. The site has also been designed with privately owned public space and with pedestrian linkages to provide for open space and easy-to-follow routes for pedestrians and cyclists moving through the site.

## Corso Italia Station District Secondary Plan

The Corso Italia Station District Secondary Plan, Schedule A – Character Areas identifies the subject lands as Station Area.

Schedule B - Maximum Building Height and Tower Location identify the subject lands as able to have three towers with maximum building heights of 30, 33 and 35-storeys.

Section 4.1 Character Areas and Their Built Form policies indicate that high-rise, mixed-use development, with maximum building heights detailed in Schedule B may be permitted. The remaining podium building height around the perimeter of a high-rise tower should be a height of three- to six-storeys.

Section 4.1.1 speaks to the “Station Area”, which the subject properties are located. The Station Area surrounds the Corso Italia O-Train station and abuts Mixed-Use Neighbourhood and Park designations. It is envisioned to incorporate a wide range of transit supportive functions and built form, including the tallest buildings and highest densities in the Corso Italia Station District.

Given its central location within the established community, the Station Area is planned to provide a new opportunity to connect the neighbourhoods and people 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 is planned to be a priority area for public realm improvement.

The Station Area is divided into four quadrants, each having policy directions that respond to their unique conditions. For the subject property, the relevant quadrant is the north-west quadrant of the Station Area which is anticipated to become a diverse area permitting a broad range of residential uses and other mixed-uses, including commercial, retail, and light industrial uses. The following are the relevant specific policies for the subject properties:

4.1.1.13 Buildings will be sited and designed to create a built form transition from the Station Area character to the future mixed-use block, on the west side of Loretta Street.

4.1.1.14 The high-rise towers at 951 Gladstone Avenue and 145 Loretta Street should maintain a minimum 23-metre separation distance between towers.

4.1.1.15 Future redevelopment around the Standard Bread Company Factory building shall incorporate design elements including, but not limited to building

setbacks, setbacks, massing, and public spaces that showcase the cultural heritage of that building and site as designated under Part IV of the *Ontario Heritage Act*.

This proposal is in line with the direction of the secondary plan. The proposal provides for a range of uses in high-rise towers in close proximity to the Corso Italia Transit Station.

### Zoning Details

The proposed rezoning of the property aligns with the direction of the Corso Italia Station District Secondary Plan.

With respect to the recommended zoning details, the following provides a general rationale.

1. The proposed 30, 33 and 35-storey mixed-use buildings are consistent with the Official Plan and Corso Italia Secondary Plan, which permits the maximum building heights proposed and encourages intensification and mixed-use development with opportunity to support rapid transit. Additionally, rezoning from General Industrial to a Mixed-Use Centre is consistent with the secondary plan designation and represents an appropriate rezoning for the intended use of the land.
2. The proposed development meets various applicable Transit-Oriented Development Guidelines, including:
  - Providing a transit-supportive land use within a 600-metre walking distance of a rapid transit station.
  - Creating a multi-purpose destination for both transit users and local residents.
  - Creating transition in scale between higher-intensity development around the transit station and adjacent lower-intensity communities.
  - Defining the street edge.
  - Designing pedestrian connections that are convenient, comfortable, safe, easily navigable, continuous and barrier-free and that lead directly to transit.

- Providing architectural variety on the lower storeys of buildings to provide visual interest to pedestrians.
  - Proposing a reduced number of parking spaces to minimize surface parking and encourage transit use.
  - Locating parking to the rear of the building and not between the public right-of-way and the functional front of the building.
3. The proposed development meets various applicable High-Rise Building Guidelines, including:
- Promoting high-rise buildings that contribute to views and vistas and enhance the character and the image of the city.
  - Addressing compatibility and the relationship between high-rise buildings and their existing and planned context.
  - Creating human-scaled, pedestrian-friendly streets, and attractive public spaces that contribute to livable, safe and healthy communities;
  - Providing for an appropriate design approach through tower orientation, tower separation, stepbacks after the podium, and tower floorplate sizes.
  - Coordinating and integrating parking, services, utilities, and public transit into the design of the building and the site; and,
  - Promoting development that responds to the physical environment and microclimate through design.
4. Schedule xxx, as shown in Document 3, provides a minimum tower separation of 25 metres, requires stepbacks above the podium, limits the tower floorplates, and identifies the open spaces and yard setbacks to meet the policies of the Corso Italia Station District Secondary Plan.
5. Inclusion of light industrial uses, limited to a brewery is requested, to recognize the existing self-brew currently on site.
6. Lands to be considered one lot for purposes of zoning. Section 93 of the Zoning By-law permits Mixed-Use Centre as being eligible as one-lot for zoning purposes. Adding this specific provision into the zoning exception will add further clarity and allow the subject site to function as one lot for zoning purposes.

7. Maximum building heights of Schedule 'xxx' do not apply to permitted projections under Section 65 to ensure that projections, such as balconies, canopies, architectural details etc. are regulated as per the parent by-law and not restricted by the schedule.
8. Section 85(3) of the Zoning By-law does not apply. Despite Section 85, an outdoor commercial patio is permitted within 30 metres from a lot in a residential zone, without any requirement for screening. A commercial patio is not specifically proposed but the provision provides flexibility for retail uses that could animate the street at the southwest corner of the subject properties, which is appropriate within the mixed-use centre. The closest residential lot is 28.8 metres and the other abutting context is all zoned industrial. Staff have no concerns with a commercial patio at site, which can promote social interaction and street level animation. Staff do not anticipate any adverse impacts resulting from a patio.
9. The holding symbol approach on this application is the result of a commitment made by the applicant that originated through the review process when Section 37 was in effect. As the timing of this report did not proceed to Council until after the Community Benefits Charge (replaces old Section 37), the negotiated community contributions are recommended to be secured through the use of a holding symbol with requirements to be fulfilled via the Site Plan Agreement, as further detailed in Document 2. The provision to consider a partial lift of hold is to potentially allow the development to proceed in phases.

### **Provincial Policy Statement**

Staff have reviewed this proposal and have determined that it is consistent with the 2020 Provincial Policy Statement.

### **RURAL IMPLICATIONS**

There are no rural implications associated with this report.

### **COMMENTS BY THE WARD COUNCILLOR**

Councillor Leiper provided the following comments:

“There is much to be commended in this proposal, and the work that has gone into it over the past few years. I'd like to first thank both the applicants, city staff, and the community for their time, efforts, and thoughtful contributions in the shaping of this proposed development. We are thrilled to see that the proponents have ensured that

the Enriched Bread Artists will return and remain in the newly provided community space in the heritage building, at affordable rents, in the long term. The retention of the heritage components on the site, alongside the artists' space, ensure that these community spaces will be remarkable ones in the neighbourhood, and the city as a whole.

The heights and density of the buildings proposed for the site illustrate a vision that is appropriate for the context of the area, especially with the site being mere steps away from the future Corso Italia O-Train station. Overall, the layout, as well as the design, of these towers hold up the expectations presented in the planning guidelines put forward by the Corso Italia Station District Secondary Plan.

With the diligent efforts of both staff and the applicants, many of the benefits assured by the previous Section 37 regime will be maintained through a holding symbol on the zoning approval for the site. While significantly less benefits would have been delivered by the Community Benefits program enacted by the province, the applicants have ensured that the most meaningful benefits promised for the site were still delivered. We are pleased that CLV has recommitted to the artists and tenants to ensure a lasting presence in this location, and to ensuring that contributions towards affordable housing and the construction of the Laurel Street pedestrian bridge were still maintained.”

### **ADVISORY COMMITTEE(S) COMMENTS**

No comments were provided from an advisory committee. The Accessibility Advisory Committee will be consulted when a Site Plan application is submitted.

### **LEGAL IMPLICATIONS**

With respect to the provision of benefits set out in this report, the former section 37 of the Planning Act is no longer in force and this report, particularly Document 5 consultation details, sets out that the former section 37 is a vehicle that can no longer be used. The continued provision of the benefits arises from the applicant being prepared to honour prior commitments. It is noted that the Class 4 designation is required to remain in place so long as the industrial operation at 975 Gladstone remains in place.

### **RISK MANAGEMENT IMPLICATIONS**

There are no risk implications associated with this report.

## **ASSET MANAGEMENT IMPLICATIONS**

There are no servicing constraints identified for the proposed rezoning at this time. Servicing capacity requirements to be confirmed at time of site plan.

## **FINANCIAL IMPLICATIONS**

The negotiated community contributions include relocation of existing artists and a secured affordable lease rate for 15 years, a \$1,000,000 contribution towards Ward 15 affordable housing, a \$1,000,000 contribution towards the construction of the Laurel Street pedestrian bridge, construction of a multi-use pathway along the east side of site, public access easements for the privately-owned public space, as well as confirmation for the approach to site development phasing.

For the monetary developer contributions, conditions will be added to the Site Plan Agreement and contribution fees will be identified in the financial schedules for collection at the time of Site Plan Agreement registration. The non-monetary contributions will either be shown on approved plans or identified within the conditions of approval during site plan.

## **ACCESSIBILITY IMPACTS**

There are no accessibility implications for the requested Zoning By-law amendment. The new buildings will be required to meet the accessibility criteria contained within the Ontario Building Code.

## **ENVIRONMENTAL IMPLICATIONS**

A Phase I and a Phase II Environmental Site Assessment were prepared in order to address areas of potential environmental concerns. The presence of soil and groundwater contamination onsite is noted in these reports. Therefore, completion of remedial activities is required. An offsite migration of contaminants is possible, and an offsite management agreement will be required through Site Plan Control. Due to the proposed land use change to a more sensitive use (commercial to residential), filing a Record of Site Condition (RSC) is required prior to issuing a building permit, for each phase of development. A mixed remediation and risk assessment (Tier 3) approach is proposed by the qualified person for RSC filing purposes. The appropriate conditions of approval will be required through Site Plan Control.

## **TERM OF COUNCIL PRIORITIES**

This project addresses the following Term of Council Priorities:

- Economic Growth and Diversification
- Thriving Communities
- Integrated Transportation

## **APPLICATION PROCESS TIMELINE STATUS**

This application (Development Application Number: D02-02-18-0099) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to the complexity of the proposal and resolution on the know stationary noise concerns.

## **SUPPORTING DOCUMENTATION**

Document 1 Zoning Map

Document 2 Details of Recommended Zoning

Document 3 Schedule 'xxx'

Document 4 Noise By-law 2017-155 Amendment

Document 5 Consultation Details

Document 6 Urban Design Review Panel (UDRP) Recommendations February 1, 2019

## **CONCLUSION**

The proposed development introduces intensification through high-rise buildings in a manner consistent with the current Official Plan and Corso Italia Station District Secondary Plan while incorporating the restoration of a heritage building. The development fits within the existing and planned context and is a compatible use. The requested zoning amendments are supported by staff and recommended for approval.

## **DISPOSITION**

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista O'Brien, Program Manager, Tax Billing and Control, Finance Services Department (Mail Code: 26-76) of City Council's decision.

Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services, Innovative Client Services Department to forward the implementing by-law to City Council.

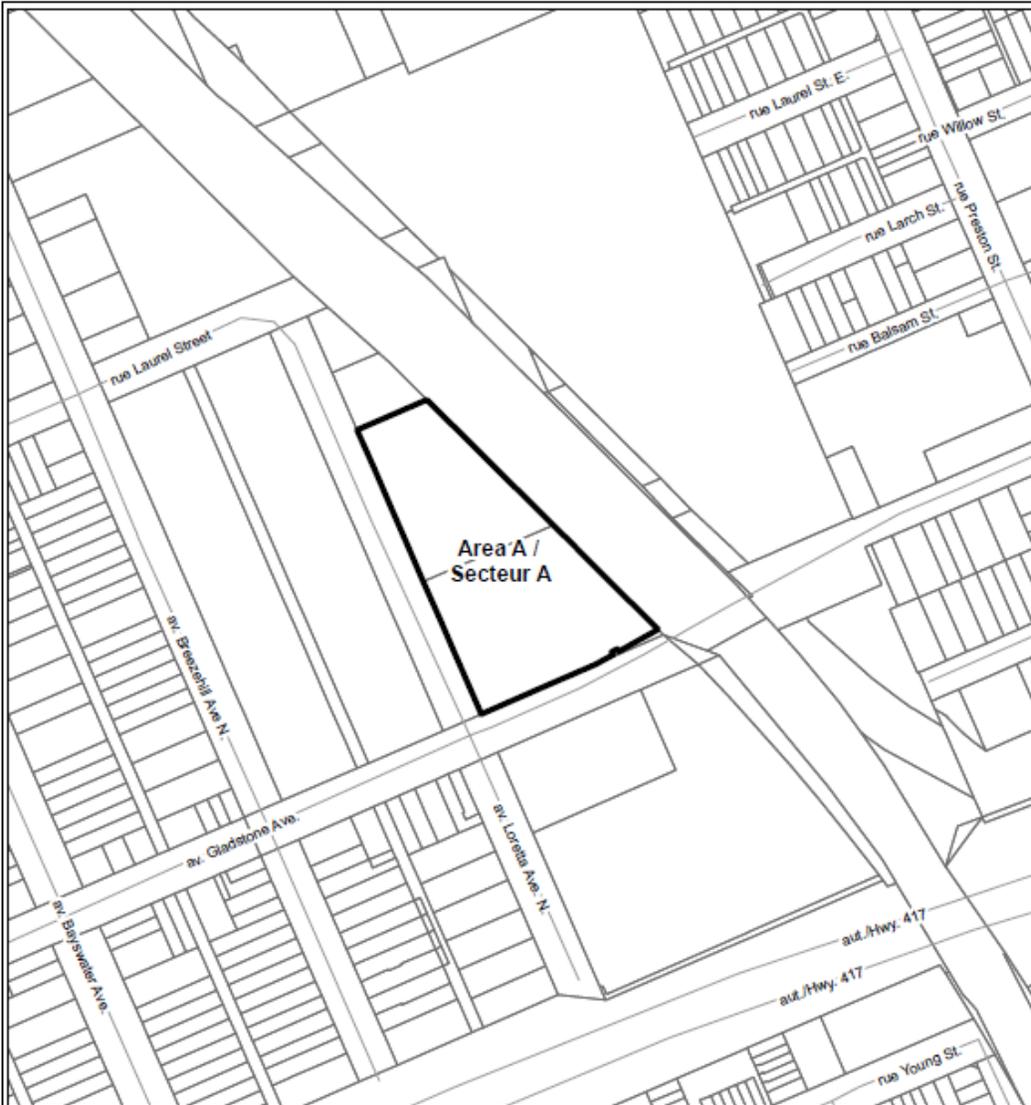
Planning Operations Branch, Planning Services to undertake the statutory notification.

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista O'Brien, Program Manager, Tax Billing and Control, Finance Services Department (Mail Code: 26-76) of City Council's decision.

**Document 1 – Zoning Map**

For an interactive Zoning map of Ottawa visit [geoOttawa](http://geoOttawa)

The subject property is located in the Hintonburg neighbourhood and is an assembly of two lots known as 951 Gladstone Avenue and 145 Loretta Avenue North.



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE	
D02-02-18-0099	22-0851-X	<b>951 avenue Gladstone Avenue,                  145 avenue Loretta Avenue North / nord</b>	
I:\CO\2022\Zoning\Gladstone_951			
<small>©Parcel data is owned by Teraset Enterprises Inc. and its suppliers. All rights reserved. May not be produced without permission. THIS IS NOT A PLAN OF SURVEY.</small>			
<small>©Les données de parcelles appartiennent à Teraset Enterprises Inc. et à ses fournisseurs. Tous droits réservés. Ne peut être reproduit sans autorisation. CECI N'EST PAS UN PLAN D'ARPENTAGE.</small>			
REVISION / RÉVISION - 2022 / 08 / 29		<span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; vertical-align: middle;"></span> Area A to be rezoned from IG1 H(11) to MC[xxxx] Sxxx-h Le zonage du secteur A sera modifié de IG1 H(11) à MC[xxxx] Sxxx-h	
Entire map area is affected by the Mature Neighbourhoods Overlay (section 139) / Tout le secteur de la carte est touché par la Zone sous-jacente de quartiers établis (article 139)			
			

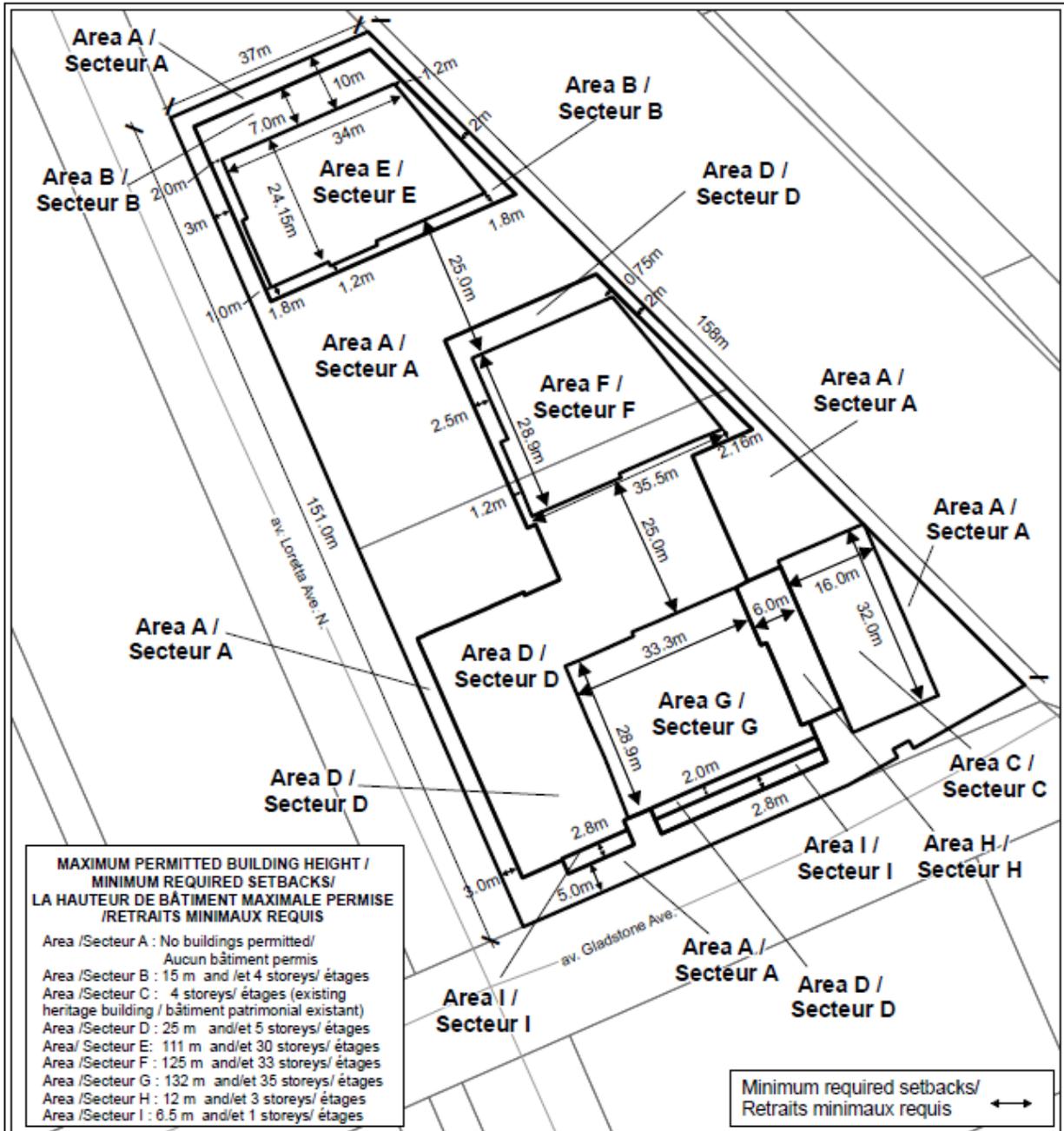
## Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 951 Gladstone Avenue and 145 Loretta Avenue North:

1. Rezone the lands as shown in Document 1
2. Amend Part 17 – Schedules, by adding a new Schedule “xxx” as shown in Document 3.
3. Amend Section 239, Urban Exceptions, by adding a new exception [xxxx] with provisions similar in effect to the following:
  - a) In column II, “Applicable Zones” add the text: “MC [xxxx] Sxxx-h”
  - b) In column III, “Exception Provisions - Additional Land uses permitted”, add “light industrial uses, limited to a brewery”
  - c) In column V, “Exception Provisions - Provisions”, add the following text:
    - i. The lands zoned MC[xxxx] Sxxx-h are considered one lot for zoning purposes.
    - ii. Maximum permitted building height, minimum setbacks and minimum required setbacks as per Schedule Sxxx;
    - iii. Maximum building heights of Sxxx do not apply to permitted projections under Section 65
    - iv. Section 85(3) does not apply.
    - v. The holding symbol (-h) may not be removed until such time as an application for Site Plan Control has been approved; and secures the following:
      1. A Site Plan application has been approved, to the satisfaction of the General Manager, Planning, Real Estate and Economic Development, satisfying the following through conditions or approved plans:
        - a. Confirmation of a relocation strategy for the existing artist tenants;
        - b. Confirmation of a secured affordable unit rent (artist tenants) for a period of 15 years with an approximate rent at 40% below market.

- c. \$1,000,000 contribution, indexed upwardly *from the date of Council approval* towards Ward 15 affordable housing.
  - d. \$1,000,000 contribution, indexed upwardly *from the date of Council approval*, towards the construction of the Laurel Street pedestrian bridge.
  - e. Construction of a multi-use pathway along the east side of site north of Gladstone Avenue to the northern extent of the property limits.
  - f. Provisions for a public access easement on area intended to serve as privately-owned public space.
  - g. A phasing plan should the project be developed in phases and providing for elements to be provided with each phase of development.
  - h. Review of stationary noise study under the Class 4 noise area designation identifying compliant noise levels, and where mitigation is required condition accordingly.
2. Partial removal of the holding symbol may be considered to provide for phased development. The submission and approval of an application to lift the holding provisions on a phased basis may be considered provided the requirements for that development phase satisfy the requirements for the lifting of the holding zone specified above.

Document 3 – Schedule ‘xxx’



		<p><b>This is Schedule ___ to Zoning By-law No. 2008-250</b>  <b>Annexe ___ au Règlement de zonage n° 2008-250</b></p>	
D02-02-18-0099	22-0851-X		
I:\COI\2022\Zoning\Gladstone_9511...Schedule_Ver2			
<small>©Parcel data is owned by Terracel Enterprises Inc. and its suppliers. All rights reserved. May not be produced without permission. THIS IS NOT A PLAN OF SURVEY.</small>		<p>This is Attachment ___ to By-law Number _____, passed _____, 2022                  Pièce jointe n° ___ du Règlement municipal n° _____, adopté le _____ 2022</p>	
<small>©Parcel data appartient à Terracel Enterprises Inc. et à ses fournisseurs. Tous droits réservés. Ne peut être reproduit sans autorisation. CE CI N'EST PAS UN PLAN D'ARPENTAGE.</small>			

**Document 4 – Noise By-law 2017-155 Amendment**

## Addition of site-specific provision

“In respect of the property known as 975 Gladstone, in any instance of noise levels on the property known as 951 Gladstone and 145 Loretta Avenue North, or successor addresses, a violation of this by-law will not be held to have occurred in any instance where this by-law sets a limit of 45 dB(A) or 50 dB(A) and the noise levels at the 951 Gladstone and 145 Loretta Avenue North site resulting from stationary noise sources at 975 Gladstone do not exceed those permitted by the Class 4 designation of 951 Gladstone and 145 Loretta Avenue North”

## **Document 5 – Consultation Details**

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for development applications. Planning Services received approximately 170 public comments on the proposal.

The owner and Councillor Leiper and Councillor McKenney held two community information sessions at the Hintonburg Community Centre. The first session took place on Monday February 4, 2019 where 91 members of the public signed into the event. The second session took place on Tuesday September 10, 2019 where 40 members of the public signed into the event.

## **Public Comments and Responses**

### **Displacement of Existing Artists**

The existing artists' studio spaces on the subject property are valued both by local artists and the community at-large. The existing space is valuable because:

- the rents are affordable for artists;
- it allows artists to work, sell and showcase their work;
- it provides opportunities for individual artists to connect to a larger artistic community;
- it provides a sense of connection and inclusiveness;
- it adds diversity, creativity, and vitality to the neighbourhood;
- it provides a unique 'sense of place';
- it supports the local economy and tourism;
- it serves an educational purpose for personal growth

Community benefits that the Enriched Bread Artists are seeking are:

- a long-term arrangement for affordable visual artists' studios and workshops at the Standard Bread Company building.
- Possibly the establishment an arts hub of some kind that would include visual artists, art galleries, and art spaces for theatre, music, dance and other performance arts.

- Consideration for facilities to be built in the Gladstone Village and 1010 Somerset St. West properties.
- Temporary relocation costs for artists while construction takes place.
- Providing affordable below-market rent to visual artists for studios for a defined period of time. Councillor Leiper's office has mentioned a 20-year agreement as a working goal. We would ask why not 50 or 99 years?

### **Response**

While community benefits can no longer be secured through a Section 37 agreement under the *Planning Act*, the owner has agreed to honour the general commitments made to the artist community, including relocation and a secured affordable rental period. Through this report, the proposed community benefits are listed in the holding symbol criteria in Document 2 and will be secured and further detailed, if necessary, through the subsequent site plan approvals.

It is important to emphasize that Section 37 is no longer a vehicle that can be used because of changes in recent legislation, which is now in the regime of a Community Benefits Charge, which also applies to this property. Regarding artist relocation and the specific details of affordable rent, a private agreement will be required between the owner and the artists groups. It has been indicated that the owner intends to honour that commitment, and staff will require confirmation or further Site Plan conditions before the holding symbol is lifted.

### **Affordable Housing**

- Desire to see affordable housing to ensure the community is of mixed income levels.
- Desire to provide affordable housing and/or some below market and/or rental residential units.

### **Response**

Affordable housing is not a requirement for this property through any existing policy or legislative tools. However, as noted in the holding symbol criteria, the owner has committed to providing a monetary contribution (\$1,000,000) or affordable housing units. This requirement will be appropriately secured through conditions of Site Plan approval.

### **Laurel Pedestrian Bridge**

There is a desire for the money that would be used on the elevated bridge connecting the Standard Bread building to the Corso Italia Station to instead be used to provide a new pedestrian bridge that crosses the O-Train corridor approximately 120 metres north of Gladstone Avenue.

- The proposed elevated pedestrian bridge from the Standard Bread building to Corso Italia Station does not serve much purpose. It will not save time for residents, workers or customers of the proposed building to use the elevated walkway compared to using the sidewalk.
- The re-located bridge would also serve as a north access to Corso Italia Station, improving the 'transit-oriented' nature of the proposal.

### **Response:**

The elevated bridge connecting the Standard Bread building to the Corso Italia Station that was included within the original submission has since been removed.

As per the holding symbol criteria in Document 2, the owner has committed, and is required, to provide a \$1,000,000 contribution towards the Laurel Street Bridge.

### **Improvements to Gladstone Avenue and Loretta Avenue North Intersestion**

There is a desire to implement a formal crossing of Gladstone at Loretta, at a minimum for pedestrians, whether it be via stop signs, a pedestrian crossover, or signalization

### **Response:**

The final design of this intersection or frontage of the development site will be determined through the corresponding Site Plan application.

### **Multi-Use Pathway**

A mutli-use pathway is planned along the O-Train Corridor, which will impact all developments along this corridor, and will need to be co-originated. The proponent is required to build the portion of the mutli-use pathway along the eastern frontage next to the O-Train line north of Gladstone Avenue.

- There is support for the transit-oriented nature of the development and the construction of a multi-use pathway that connects to the site.

- One individual indicated concern that the multi-use pathway will replace 'wild green-space' surrounding the Trillium line train tracks. This greenspace is beautiful and full of plant and animal diversity and there's a desire to protect and preserve the wildlife habitat.

**Response:**

Staff are recommending a hold (-h) be placed on Zoning which would require the applicant to construct this portion of the multi-use pathway through the site plan control process.

**Privately-Owned Public Spaces**

- There is a desire to see parkland provided.
- There is a desire for the development to incorporate more green space into the development.
- Ensure the privately owned public space areas remain open to the public indefinitely. Do not create barriers or fences to these spaces.
- The walk-throughs/pedestrian connections are important and will help connect this with the existing community.
- There are concerns about the loss of community space.

**Response**

Parks will require cash-in-lieu of parkland for the proposed site plan for the subject properties.

In addition, two privately owned public spaces (POPs) will be provided. Staff are recommending a hold (-h) be placed on Zoning which would require the applicant to provide a public access easement through the site plan control process.

**Scale of Development**

- There is a desire to limit the scale to mid-rise.
- There is a desire for the development to be "human scale".
- There is concern of the shadow impact on surrounding neighbourhood

- There is concern at the city-wide effect of constructing too many high-rises within the City at once.
- There is a desire to see an even distribution of development across the City, including on Rideau Street and Vanier where there are large development gaps.
- There is concern that the surrounding road infrastructure cannot support this scale.
- There is no transition in scale to the rest of the area.
- There is unhappiness with the high-rise developments that have been approved for construction in Little Italy, and a desire not to repeat this height/density within Hintonburg.
- There is a desire for the site to be designed with consideration of the impact it will have within the broader context of neighbourhood redevelopment. Consider the impact of how this redevelopment will impact neighbourhood: public realm, light, traffic, safety, connectivity, and public services / facilities / space (including health/park/hospital/school/recreation space).

**Response:**

The proposal was originally for three high-rise towers at 41, 35 and 30 - storeys. Through the issue resolution phase of this application process, the applicant reduced the heights to 35, 33, and 30 storeys.

Staff are satisfied with the revised maximum building heights as shown on the associated zoning schedule. Infrastructure and transportation staff have reviewed the proposal and confirm that the road infrastructure can support this scale of development. The approval of these applications would allow for a mixed-use transit-oriented development next to the Corso Italia O-Train Station, and in a manner consistent with the Corso Italia Station District Secondary Plan.

**Transition and Context**

- There is concern that the proposal is not sensitive to the surrounding context.
  - 40 + floors do not mix with two-storey century houses.
  - There is concern with the lack of transition in scale.

- There is concern that the proposed uses will be generic and homogenous to other condominium developments in downtown Ottawa. There is a desire for the development to respond to the existing community
- There is concern with the potential impacts on neighbours use and enjoyment of their homes.

**Response:**

The height of the towers reduce as they move away from the transit station. The Corso Italia Station District Secondary Plan and the Transit-Oriented Development Urban Design Guidelines provide direction to provide the highest density closest to transit stations.

Staff are of the opinion that the proposed Zoning By-law amendments are consistent with directions set by the *Planning Act* and Official Plan for managing growth, and more specifically with Corso Italia Secondary Plant.

**Traffic and Roads**

- There is concern about increased traffic from the development.
- There is concern that Gladstone is already congested, as there is no eastbound access to the Queensway between Parkdale and Bank.
- There is concern that Gladstone is very narrow for a major artery.
- Consider the traffic from the Bank Note Company.
- Consider doing a traffic study that includes Gladstone between Parkdale and Rosemount also Sherwood at Parkdale as a current baseline before all the new buildings are occupied.
- Consider that the traffic studies on were conducted in the summer months when traffic was light. As well, the local school, Devonshire PS, was on vacation.
- Make traffic calming a priority.
- Make upgrades to Loretta Street. Add sidewalks. Consider all types of modalities, including wheelchairs and walkers.

**Response:**

The applicant submitted a Transportation Impact Assessment (TIA) Strategy Report completed by CGH Transportation. City transportation staff were satisfied with the report reviewed to date for the purpose of rezoning.

The report identified that the development is planned to be completed alongside the future Corso Italia O-Train Station and is the primary supportive infrastructure element to achieve the assumed mode shares and site success. The TIA thresholds were met for the existing and background conditions for collector roadways along Gladstone Avenue and the forecasted transit-oriented design site traffic will be minimal and it is not considered an issue for the adjacent neighbourhood.

**Vehicular Parking**

- There is concern about a lack of parking
- Some feel that parking should be provided for every person moving into the building
- Should provide more parking than is required. The project should supplement the parking to the neighbourhood, not a drain on the current limited parking.
- Some feel there is too much parking on the site. The large number of parking spaces is a disincentive to the use of other modes of transit.
- Some people would like to see a commitment to reserving at least 20 spaces for car sharing services.

**Response:**

The proposal includes 500+ vehicular parking spaces. A one-way access loop and two underground parking accesses will be provided along Loretta Avenue North and the existing access on Gladstone Avenue will be removed.

The Transportation Impact Assessment (TIA) Strategy Report completed by CGH Transportation identified that the development is planned to be completed alongside the future Corso Italia O-Train Station and is the primary supportive infrastructure element to achieve the assumed mode shares and site success. The TIA thresholds were met for the existing and background conditions for collector roadways along Gladstone Avenue and the forecasted transit-oriented design site traffic will be minimal and it is not considered an issue for the adjacent neighbourhood.

## **Bicycle Parking**

- There is a desire to provide more than the minimum required number of bicycle parking spaces. Reasons to increase bicycle parking:
  - Many cyclists do not solely use one method of transportation for errand or commuting to work. This may fluctuate with the seasons or weather conditions. This would mean that bike parking would be required despite a resident/office worker also being a transit user.
  - The Trinity development is situated at a prime location on the Trillium multi-use pathway between the Ottawa River multi-use pathway as well as Little Italy and Dows Lake multi-use pathway. This means that residents will want to have bikes for recreational use, running errands, or going to dinner.
  - This development is located on the City's winter cycling network. This means that you will have some residents that will own at least two bikes (as most winter cyclists have second bike for winter use).
- Swing space might be a good solution to permit vehicle or bike parking based on different factors including weather, seasons, and increasing number of people using their bikes for transportation as the city builds more cycling infrastructure.
- There will be bicycles showing up in your indoor parking facility with salt and slush during the winter. Recommend installing a bike washing facility underground. This will do two things: reduce a common barrier to winter cycling and keep the bicycle parking clean for other users.
- Provide a repair stand, basic tools and an air pump for residents and office users.

### **Response:**

The proposal includes 500+ bicycle parking spaces and meets the requirement of the Zoning By-law. The final number of bicycle parking spaces and location will be determined during Site Plan review and approval.

## **Desired Land Uses**

- There is a desire for a grocery store to be provided.
- There is a desire for a medical facility in each building.

- There is concern that the development will negatively effect neighbouring businesses.

**Response:**

The rezoning allows for a grocery store and a medical facility. All land uses currently permitted will continue to do so, including a brewery which will be added as part of the rezoning. The recommended zoning to Mixed-use Centre (MC) provides for a variety of non-residential and residential uses.

**Types of Dwelling Units**

- There is a question about the breakdown in types of dwelling units proposed to be offered. Clarify the number of 1-, 2-, 3- bedroom units.
- There is a desire to provide more three-bedroom units and to provide them on the lower floors of the buildings and mixed across all the buildings and phases of development.

**Response:**

The project proposes the following unit breakdown:

<b>Unit Type</b>	<b>Residential Totals</b>
Bachelor	51
Urban 1 Bed	52
1 Bed	277
1 Bed + Den	88
2 Bed	314
2 Bed + Den	40
3 Bed	24
<b>Total</b>	<b>846</b>

### **Plan for Community**

There is a desire to have the community design plan for the area completed before this development is approved.

#### **Response:**

The Corso Italia Station District Secondary Plan was finalized after the original submission of this application, which negated the need for the Official Plan amendment application for the subject property.

### **Schools**

There is concern that the existing schools in the area will not be able to support additional students.

#### **Response:**

- School Boards were circulated regarding this proposal and did not indicate a need for lands for schools.

### **Wind**

- There is concern with wind tunnels.
- There is concern on cluster wind effects.
- There is concern that the wind studies undertaken for this project are treating each building as stand-alone and does not reflect the true effects of multiple buildings and their relationships.

#### **Response:**

The Wind Study provided by Gradient Wind considered all buildings on the subject property and their combined potential impact. A wind study addendum was provided by Gradient Wind which indicated that significant architectural changes to the site (reduction in tower height, removal of tower link, removal of Pedestrian bridge to Gladstone Station) occurred since the study was originally issued, These changes resulted in marginally calmer conditions at grade. Mitigation measures were proposed such as vertical wind barriers in the plaza, screens and/or coniferous plantings, and recessing doorway. These mitigation measures will be reviewed and form part of the site plan control review and approval.

### **Site Plan Control Items**

- There is a desire for the waste removal to be adequate and well managed.
- Direct lighting down and away from residential properties. Minimizing of backlit signage is encouraged.
- There is a question of whether the sewer and water work planned for Loretta Avenue will meet the requirements of the new towers.
- There is a request to creating larger sidewalk boulevards around the buildings to make it easy for pedestrians to navigate around traffic on the roads.
- There is concern that the development will negatively impact the Hintonburg community by compromising services such as water, garbage, and security.
- Incorporation of vegetated roofs to reduce the heat island effect and maximize open park space.

#### **Response:**

These items will be reviewed through Site Plan Control.

### **Construction Impacts**

- There is concern with the impact of construction vehicles on traffic.
- Ensure no vibration impacts on existing homes from construction
- There is a request that construction only take place outside of evenings and weekends
- Appropriate dust and dirt control measures should be employed in order to minimize impact during construction.

#### **Response:**

All construction activity will be subject to the Noise By-law and the method for construction has not been determined at this point.

### **Support for proposed development**

- Support for the Preservation of the Standard Bread building
- There is support for intensification – for building “up not out”.

- There is support for the attention to the podium levels. The use of stone and brick is encouraged because it will anchor the development towers and complement the EBA building and provide a street edge along Gladstone Ave.
- There is support for the retail and office uses within the development and a desire to incorporate the existing local businesses, artists, restaurants, and breweries in keeping with the existing activities on site and the evolving character of the neighbourhood.
- There is appreciation that the heights of the towers have been lowered and that the design has adjusted to respond to the recommendations of the UDRP.

**Response:**

The Standard Bread Building, built in 1924, was designated under Part IV of the *Ontario Heritage Act* in 2020. This building is to be retained, rehabilitated and be a prominent component of the proposed redevelopment of the site.

**Comments shared with Applicant for their Consideration (Outside of City Planning Processes)**

- There is concern with the potential impacts on neighbours property values
- There is a question about what the developer's plan is for when the buildings reach their 'end of life' (when there is structural failure in the building over time). Condo boards may be managed by occupants who do not have experience in this field and they should be advised to create a replacement fund.
- There is a desire to understand how the EBA building will be used after it's renovations are completed.
- Incorporate green technology as much as possible
- Provide composting and recycling across the entire development (not just for residential)
- Selection of low emitting materials to benefit indoor air quality
- Use of green concrete where possible;
- Use of low-flow water fixtures to reduce potable water usage;

- Use of materials in the project selected based on their recycled content and that they are regionally extracted (close proximity to the project);
- There are environmental concerns. There is a desire for the developer to take steps to minimize the carbon footprint of the development and build “green” buildings. Consider greenhouse gases and climate change by addressing:
- Construction waste and demolition debris generated by the project diverted from landfills or incinerator facilities;

## Document 6 – Urban Design Review Panel (UDRP) Recommendations February 1, 2019

### Summary

- The Panel is very supportive of the preservation and restoration of the Standard Bread Company building and incorporating this heritage building as an iconic part of the development.
- The Panel is supportive of increased density on this site but is concerned with the height and scale of the proposed project, given the surrounding context. The impacts of similar intensification projects on the other side of the railway tracks must be considered. Particular contextual concerns are as follows:
  - The surrounding streetscape fabric is characterized by narrow streets, particularly in comparison to the nearby Carling-Preston area, where similar densities exist or are approved;
  - The future Gladstone station will be a neighbourhood transit station on the Trillium Line, rather than a major transit hub. The opinion of the Panel is that densities of the scale proposed are more appropriate within the vicinity of major transit hubs.
- The combination of light industrial uses and the long history of artist's spaces has helped to define this site with a charming live-work characteristic. The Panel recommends that these uses are reintegrated into the program, which would allow the development to make a positive impact, and better integrate into the surrounding area.
- As the first major redevelopment project within close proximity to the future Gladstone station, the Panel considers this a precedent setting development. There is heightened importance with respect to the approach to heritage conservation, increased density, the establishment of setbacks, and the design of the public realm. Given the precedent setting nature of this site and its prominence within the area, the Panel recommends a dedicated focused review session involving Panel members and potentially members of the Tall Building Review Panel.

## **Gladstone Treatment and Standard Bread Company Building**

- The Panel recommends redesigning the podium of the tower along Gladstone Avenue, in order to better tie-in the new building to the existing Standard Bread Company building. The Panel emphasizes the need to allow the heritage building to stand out with a three dimensional expression, and the need for the podium to better establish a transition to the surrounding neighbourhood:
  - Lower the streetwall of the podium height to three or four storeys in order to relate better to the heritage building;
  - Setback the podium to be more consistent with the setback of the heritage building and achieve a wider sidewalk;
  - Extend the brick cladding down to the ground.
- The Panel is concerned with the conflict created between the multi-use pathway, the plaza, the underground connection, and the pedestrian link to the transit station. Avoid compromising the success of the plaza by reexamining these connections to ensure a better circulation of pedestrians, particularly in relation to the sidewalk:
  - Increase the sidewalk widths along Gladstone;
  - Explore opportunities to establish a more prominent plaza;
  - Place emphasis on connecting the development to the street, rather than the proposed pedestrian bridge.
- Recognizing the potential for spatial displacement, the Panel advises that space for artists and other stable industrial users are considered and integrated into the programming.

## **Overall Site Plan and Tower Design**

- The Panel advises taking cues from the Canadian Bank Note Limited building, and the residential neighbourhood to the west in order to better transition this development into the larger context:
  - Consider grade related units along the street that tie into the existing residential neighbourhood and avoid blank walls at grade.

- The Panel is of the opinion that the proposed tower designs could better refer to specific characteristics of the site:
  - More emphasis on distinguishing the Gladstone tower from the other two is encouraged. Consider bringing the brick material from the podium up into the tower;
  - Weave the development into the neighbourhood by providing east-west linkages between the towers.
- Since there is not a provision of a park, nor relief at the ground plane, the Panel recommends the full tower separation distance of 25 metres, as recommended in the City's High-Rise Building Guidelines, be respected. No compelling rationale for a reduction to 22 metres has been presented. The required setback on the north property line is also recommended.
- The Panel believes that the ground plane is overbuilt in its current form, with a particular concern regarding the proposed loading area for a future grocery store. It is the opinion of the Panel that the site is not conducive to the frequency of truck traffic that would be generated by this use.
- The Panel highlights the potentially limiting noise related requirements triggered by the close proximity to the Canadian Bank Note Limited building, as there will likely be design limitations on balconies, as well as the location and size of openings, etc.
- The Panel suggests that Liberty Village in Toronto represents a similar type of development, linking existing industrial uses with a new residential community. Some lessons can be learned in terms of establishing a more human scale, as well as with respect to limiting shadows, to ensure a higher quality of life for residents.

### **Parks, Open Space and Relation to Multi-Use Pathway**

- The Panel strongly supports the introduction of an on-site park, despite the transit-oriented nature of the development. Parks are vital in order to support the future population which will include dogs, children, seniors, etc.
- The Panel recognizes the dimensions of this site result in a 'superblock', and it is the opinion of the Panel that more porosity is needed. It is advised that the block

be broken up into a series of blocks, particularly from Loretta Avenue to the multi-use pathway.

- In order to enhance the linkage to the multi-use pathway, and the integration of the multi-use pathway into the development, the Panel suggests the following:
  - Treat the multi-use pathway as a tree lined promenade on the edge of the development, using recent projects at Carling and Preston as examples as to how to integrate this feature into the plan;
  - Internalize the loading between Tower 1 and 2, and create a privately owned public space that connects into the multi-use pathway;
  - Add grade related units or other program that helps animate the multi-use pathway and enhance its safety;
  - Consider additional greenspaces and parks that connect Loretta to the multi-use pathway;
  - Current site organization results in the multi-use pathway being shaded all afternoon. Consider alternatives that result in less shading.