

Subject: Zoning By-law Amendment – 178, 180, 182 and 200 Isabella Street

File Number: ACS2023-PRE-PS-0124

Report to Planning and Housing Committee on 1 November 2023

and Council 8 November 2023

**Submitted on October 11, 2023 by Derrick Moodie, Director, Planning Services,
Planning, Real Estate and Economic Development**

Contact Person: Masha Wakula, Planner I, Development Review Central

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Ward: Capital (17)

**Objet: Modification du Règlement de zonage visant le 178, 180, 182 et 200,
rue Isabella**

Dossier : ACS2023-PRE-PS-0124

Rapport au Comité de la planification et du logement

le 1er novembre 2023

et au Conseil le 8 novembre 2023

**Soumis le 11 octobre 2023 par Derrick Moodie, Directeur, Services de la
planification, Direction générale de la planification, des biens immobiliers et du
développement économique**

**Personne ressource: Masha Wakula, Urbaniste, Examen des demandes
d'aménagement centrale**

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Quartier: Capitale (17)

REPORT RECOMMENDATIONS

1. That Planning and Housing Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 178, 180, 182 and 200 Isabella Street, as shown in Document 1, to permit a 19-storey high-rise apartment building, as detailed in Document 2.
2. That Planning and Housing 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 November 8, 2023" 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 la planification et du logement recommande au Conseil d'approuver une modification au Règlement de zonage 2008-250 pour les 178, 180, 182 et 200, rue Isabella, comme le montre le document 1, afin de permettre la construction d'un immeuble à logements de 19 étages, comme l'expose en détail dans le document 2.
2. Que le Comité de la planification et du logement donne son approbation afin 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 8 novembre 2023 », 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 the Zoning By-law Amendment for 178-200 Isabella Street to permit a 19-storey high-rise apartment building with 234 residential units, one potential commercial unit, three-level underground parking garage and surface parking lot with three visitor parking spaces for residential use only.

The applicant has requested a number of reliefs to accommodate the proposed development, including permitting additional residential use of an apartment dwelling, high rise, additional commercial uses, an increased maximum permitted building height as per Schedule YYY, a mechanical penthouse and balconies projections outside of the building envelope as per Schedule YYY, a covered ramp access to an underground parking garage to be located in Area F on Schedule YYY, removal of a floor space index (FSI) requirement, reduced front yard setback, reduced rear yard setback for parking ramp access and one-storey structure over it, reduced landscaped buffer abutting a residential zone and no landscaped buffer abutting a street, no parking for any non-residential use, reduced in size visitor parking spaces, and reduced width of a driveway providing access to a parking garage.

The proposal aligns with applicable Official Plan policies for the Glebe area. The subject site is designated as Neighbourhood with Evolving Neighbourhood Overlay in Inner Urban Transect. It is also subject to the Bank Street in the Glebe Secondary Plan and its North Gateway Policy Area.

Applicable Policy

The following policies support this application:

- The proposal responds to Inner Urban Transect policies by providing a high-density development in “proximity [...] to frequent street transit” with appropriate building height and massing, established through the Bank Street in the Glebe Secondary Plan, as set out in Policy 3) of Subsection 5.2.1 of the Official Plan. The proposed increase in residential density is “supported to sustain the full range of services” provided along the existing Mainstreet Corridor – Bank Street, as set out in Policy 4) of Subsection 5.2.1 of the Official Plan.
- The proposal provides a transition in building height in accordance with the Urban Design Guidelines for High-rise Buildings to minimize the impacts on neighbouring properties “by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane,” responds “to context and transect area policies, and [is] composed of a well-defined base, middle and top,” as set out in Policies 1), 2) and 8) of Subsection 4.6.6 of the Official Plan. As a result, the proposal’s podium, rear yard setback with landscaped rear yard and at-grade amenity area in the rear relate well to the neighbouring properties to the south.

The City of Ottawa Official Plan encourages intensification in the areas where it “will support 15-minute neighbourhoods by being directed to Hubs and Corridors, where the

majority of services and amenities are located, as well as the portions of Neighbourhoods within a short walk to those Hubs and Corridors” as set out in Subsection 3.2 of the Official Plan. Additionally, “the Inner Urban Transect is generally planned for mid- to high-density development” as set out in Policy 3) of Subsection 5.2.1 of the Official Plan.

- High-rise building, maximum of 19 storeys, at the front / north side abutting Isabella Street is permitted as per Policy 7) of Subsection 3.1.3 of the Bank Street in the Glebe Secondary Plan. As per the Secondary Plan the “maximum building height is determined by the 45-degree angular plane in Urban Design Guidelines for High-Rise Buildings, starting at the front lot line of the Pretoria Avenue properties on the north side of Pretoria Avenue at maximum height in existing zoning, or 14.5 metres”.
- The development proposes an active frontage on Isabella Street, providing an amenity space and potentially commercial or live/work space abutting the street, which supports Policy 8) of Subsection 3.1.3 of the Bank Street in the Glebe Secondary Plan.

The Bank Street in the Glebe Secondary Plan’s goal is “to guide future development in the study area, [...] as it relates to maximum building heights and built form character elements. [It] guides future intensification in a way that strengthens built form character and repairs the urban fabric where it is not consistent with mainstreet character and planning policy, as established through the Official Plan, Zoning By-law and Urban Design Guidelines. [It] also identifies where taller buildings may be appropriate, [...] guiding the development of large, under-utilized properties, such as those that are vacant, contain surface parking, [...] since these properties are most likely to see development applications in the coming years”.

Public Consultation/Input

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

An online public consultation facilitated by Councillor Shawn Menard’s office was held on December 10, 2020.

Approximately 10 public comments were received by City staff during the circulation process and were considered in the evaluation of this proposal.

RÉSUMÉ

Recommandation du personnel

Le personnel des Services de planification recommande d'approuver la modification du Règlement de zonage pour les 178 à 200, rue Isabella afin de permettre la construction d'une tour d'habitation de 19 étages comprenant 234 logements résidentiels, un éventuel local commercial, un stationnement souterrain sur trois niveaux et un terrain de stationnement en surface comportant trois places réservées aux visiteurs résidentiels.

Le requérant a demandé un certain nombre de dispenses pour adapter le projet d'aménagement, notamment permettre une utilisation résidentielle supplémentaire d'un immeuble d'appartements, des utilisations commerciales supplémentaires de grande hauteur, une hauteur de bâtiment maximale permise accrue conformément à l'annexe YYY, une salle de mécanique et des balcons en saillie par rapport à l'enveloppe du bâtiment conformément à l'annexe YYY, une rampe couverte donnant accès à un garage de stationnement souterrain qui sera situé dans le secteur F de l'annexe YYY, la suppression de l'exigence de rapport plancher-sol (RPS), la réduction du retrait de la cour avant, la réduction du retrait de la cour arrière pour l'accès à la rampe de stationnement et une structure d'un étage par-dessus, la réduction de la zone tampon paysagée jouxtant une zone résidentielle et l'absence de zone tampon paysagée contiguë à une rue, aucune place de stationnement pour un usage non résidentiel, des places stationnement pour visiteurs de taille réduite et une entrée de cour moins large donnant accès au garage de stationnement.

Le projet est conforme aux politiques pertinentes du Plan officiel pour le secteur Glebe. Le site en question porte la désignation de quartier évolutif dans le transect du secteur urbain intérieur. Il est également assujéti au Plan secondaire de la rue Bank dans le quartier Glebe et à son secteur-cadre du point d'accès nord.

Politique applicable

Les politiques suivantes justifient cette demande :

- Le projet est conforme aux politiques sur le transect du secteur urbain en prévoyant un aménagement de grande densité « non loin [...] des couloirs de transport en commun sur rue fréquemment servis » avec une hauteur et une volumétrie de bâtiment appropriées, établies dans le cadre du Plan secondaire de la rue Bank dans le quartier Glebe, comme stipulé dans la Politique 3) de la sous-section 5.2.1 du Plan officiel. L'augmentation proposée de la densité résidentielle est « favorisée pour permettre d'assurer toute la gamme des services » fournis le long du couloir de rue principale existant, soit la rue Bank, comme stipulé dans la Politique 4) de la sous-section 5.2.1 du Plan officiel.

- Le projet assure une transition dans la hauteur des bâtiments conformément aux Lignes directrices d'esthétique urbaine pour les habitations de grande hauteur afin de minorer les incidences sur les propriétés voisines « en prévoyant un changement graduel dans la hauteur et dans la volumétrie, en abaissant la hauteur des bâtiments et en prévoyant des marges de reculement à partir des propriétés de faible hauteur, en s'en remettant généralement à l'application d'un plan angulaire »; il s'adapte « aux politiques sur le contexte et sur les transects, et [est] constitué d'un socle, d'un milieu et d'une partie supérieure bien définis », comme stipulé dans les Politiques 1), 2) et 8) de la sous-section 4.6.6 du Plan officiel. Par conséquent, le projet de podium, de retrait de cour arrière avec cour arrière paysagée et d'aire d'agrément au niveau du sol à l'arrière s'agence bien avec les propriétés voisines au sud.

Le Plan officiel de la Ville d'Ottawa favorise la densification dans les secteurs où il « permettra d'aménager les quartiers du quart d'heure dans les carrefours et les couloirs où se trouvent la plupart des services et des infrastructures, ainsi que dans les secteurs des quartiers situés non loin de ces carrefours et couloirs », comme décrit dans la sous-section 3.2 du Plan officiel. En outre, « le transect du secteur urbain intérieur est généralement planifié pour les aménagements de moyenne et grande densité », comme stipulé dans la Politique 3) de la sous-section 5.2.1 du Plan officiel.

- Un édifice de grande hauteur ne dépassant pas 19 étages dont l'avant du côté nord jouxte la rue Isabella est permis selon la Politique 7) de la sous-section 3.1.3 du Plan secondaire de la rue dans le quartier Glebe. Conformément au Plan secondaire, « la hauteur de bâtiment maximale est déterminée par le plan angulaire de 45 degrés décrit dans les Lignes directrices d'esthétique urbaine pour les habitations de grande hauteur, à partir de la ligne de lot avant des propriétés de l'avenue Pretoria du côté nord de cette avenue, selon la hauteur maximum du zonage existant, ou 14,5 mètres ».
- L'aménagement propose une façade active sur la rue Isabella, qui fournit une aire d'agrément et un éventuel espace commercial ou de vie/travail jouxtant la rue, qui appuie la Politique 8) de la sous-section 3.1.3 du Plan secondaire de la rue Bank dans le quartier Glebe.

Le Plan secondaire de la rue Banque dans le quartier Glebe vise à « orienter l'aménagement projeté de l'aire d'étude, [...] en ce qui a trait à la hauteur maximum des bâtiments et aux éléments du caractère de la forme bâtie. [II] guide la densification projetée de manière à renforcer le caractère de la forme bâtie et répare le tissu urbain lorsqu'il ne cadre pas avec le caractère des rues principales et avec la politique d'urbanisme, selon les modalités établies dans le Plan officiel, dans le Règlement de

zonage et dans les Lignes directrices sur l'esthétique urbaine. [//] fait également état des secteurs où les bâtiments de plus grande hauteur pourraient être à propos, [...] pour orienter l'aménagement des grandes propriétés sous-utilisées, par exemple celles qui sont inoccupées, qui comprennent des places de stationnement en surface, [...] puisqu'il est très probable que ces propriétés fassent l'objet de demandes d'aménagement dans les années à venir ».

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.

Une consultation publique en ligne organisée par le bureau du conseiller Shawn Menard a eu lieu le 10 décembre 2020.

Le personnel de la Ville a reçu une dizaine de commentaires soumis par des membres du public au cours de la période de diffusion et ces commentaires ont été pris en compte dans l'évaluation du projet.

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

178, 180, 182 and 200 Isabella Street

Owner

Istatoria Limited Partnership

Applicant

Minto Communities Inc.

Architect

Quadrangle Architects Limited

Description of site and surroundings

The subject property is located in the Glebe neighbourhood and is an amalgamation of four lots municipally known as 178, 180, 182 and 200 Isabella Street, forming a regular

lot with an area of 2,391 square metres and 77 metres of frontage along Isabella Street. The site is located on the south side of Isabella Street, immediately south of Highway 417, between O'Connor Street to the east and Bank Street to the west. The properties are currently vacant.

The surrounding area contains a mix of uses including low density residential uses to the south and south-east and commercial and residential, typical to Traditional Mainstreet, to the west, along Bank Street. To the north, the property abuts Isabella Street, beyond which is Highway 417. To the east, the property abuts a 13-storey office building with an associated surface parking lot. To the south is a variety of low-rise residential buildings which front onto Pretoria Avenue. To the west is a two-storey retail building with corner entrance from Bank Street / Isabella Street.

Summary of proposed development

The purpose of the proposed redevelopment of the site is to accommodate a 19-storey high-rise apartment building. The development includes 234 dwelling units with a Gross Floor Area (GFA) of 14,189.58 square metres for residential uses and a possibility to provide a commercial space on the ground floor, in the west corner of the building (in proximity to Bank Street). The breakdown of the unit types proposed is as follows: 139 one-bedroom units, 94 two-bedroom units, and one three-bedroom unit. There are 129 vehicular parking spaces, including 19 visitor parking spaces, and 242 bicycle parking spaces proposed within a three-level underground parking garage to be accessed from a two-way driveway on the east side of the site from Isabella Street. There are also three surface visitor parking spaces at-grade, resulting in a total of 132 vehicular parking spaces. Approximately 2,275 square metres of amenity area is provided within indoor and outdoor communal amenity areas, rear yard and private balconies and terraces.

Summary of requested Zoning By-law amendment

The subject site is currently zoned GM4 [168] (General Mixed-Use Zone, Subzone 4, Urban Exception 168), which permits a broad range of non-residential and residential uses, ranging from townhouse dwelling to apartment dwelling, mid rise.

The proposed Zoning By-law Amendment seeks reliefs from existing performance standards associated with GM4 [168] (General Mixed-Use Zone, Subzone 4, Urban Exception 168) to facilitate the development. Specifically, the proposed Zoning By-law Amendment seeks to rezone the subject site to introduce a new site-specific exception to permit the following:

- To permit an Apartment Dwelling, High-Rise, whereas General Mixed-Use Zone currently permits the density up to Apartment Dwelling, Mid-Rise;
- To permit the maximum building height as per Schedule YYY (Document 3), whereas General Mixed-Use Zone, Subzone 4 currently permits building height up to 23.5 metres;
- To permit a number of additional uses, including “Convenience Store”, “Home-based Business”, “Instructional Facility”, “Medical Facility”, “Recreation and Athletic Facility”, “Retail Food Store”, “Retail Store”, “Restaurant”, “Storefront Industry”, and “Service and Repair Shop”;
- To permit the minimum front yard setback of 2.70 metres, whereas the current requirement is 3.0 metres as per Section 187(c) of the Zoning By-law;
- To permit the minimum width of the landscape area abutting a residential zone is 0.75 metres where a minimum 1.4 metre high opaque screen is provided, whereas the current requirement is 1 metre with a minimum of 1.4 metre high opaque screen, as per Section 188(4)(c) of the Zoning By-law;
- To permit no landscaped buffer abutting the street, whereas currently the requirement is 3.0 metres as per Section 187(3)(h)(i) of the Zoning By-law;
- To remove the requirement for floor space index (FSI), whereas the current requirement for floor space index (FSI) is 2.0 as per Section 187(3)(g) of the Zoning By-law;
- To permit no parking for any non-residential use, whereas Section 101 Table 101 of the Zoning By-law requires provision of parking for any non-residential use;
- To permit a visitor parking space to be reduced in size to a minimum of 4.9 metres long and 2.4 metres wide, whereas Section 106(3)(b) of the Zoning By-law does not permit a reduced in size parking space to be allocated as a visitor parking;
- To permit a mechanical penthouse to project above the permitted building height as identified in Schedule YYY;
- To permit balcony projections outside of the permitted building envelope as identified in Schedule YYY, but in compliance with Section 65 of the Zoning By-law;

- To permit a covered ramp access to an underground parking garage to be located in Area F on Schedule YYY, in the rear yard, but with a setback no less than 0.75 metres from a property line and with a maximum height of 3.0 metres.

DISCUSSION

Public consultation

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

An online public consultation facilitated by Councillor Shawn Menard's office was held on December 10, 2020.

Approximately 10 public comments were received by City staff during the circulation process and were considered in the evaluation of this proposal. The public comments generally focused on functionality of the site in terms of loading and garbage collection, overlook from southern balconies, overshadowing impact for the properties to the south, relief for landscaping buffer, development viability of the adjacent parcels, Multi-Use Pathway along Isabella Street and its impact on development potential for properties along Isabella Street, affordability and accessibility of the units, bird safe design, number of parking spaces, overall building mass and height, and survivability of the trees along Isabella Street.

The public comments pertaining to development viability of the adjacent parcels, accessibility of the units, reduction in parking spaces and overall building mass and height were incorporated in the design.

For this proposal's consultation details, see Document 4 of this report.

Official Plan designation(s)

The City of Ottawa Official Plan designates the subject site as Neighbourhood with the Evolving Neighbourhood Overlay on Schedule B2 within the Downtown Core Transect on Schedule A. The following policies of the Official Plan support this application:

- The proposal responds to Inner Urban Transect policies by providing a high-density development in "proximity [...] to frequent street transit" with appropriate building height and massing, established through the Bank Street in the Glebe Secondary Plan, as set out in Policy 3) of Subsection 5.2.1 of the Official Plan. The proposed increase in residential density is "supported to

sustain the full range of services” provided along the existing Mainstreet Corridor – Bank Street, as set out in Policy 4) of Subsection 5.2.1 of the Official Plan.

- The proposal provides a transition in building height in accordance with the Urban Design Guidelines for High-rise Buildings to minimize the impacts on neighbouring properties “by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane,” responds “to context and transect area policies, and [is] composed of a well-defined base, middle and top,” as set out in Policies 1), 2) and 8) of Subsection 4.6.6 of the Official Plan. As a result, the proposal’s podium, accommodated rear yard setback with landscaped rear yard and at-grade amenity area in the rear relate well to the neighbouring properties to the south.

The City of Ottawa Official Plan encourages intensification in the areas where it “will support 15-minute neighbourhoods by being directed to Hubs and Corridors, where the majority of services and amenities are located, as well as the portions of Neighbourhoods within a short walk to those Hubs and Corridors” as set out in Subsection 3.2 of the Official Plan. Additionally, “the Inner Urban Transect is generally planned for mid- to high-density development” as set out in Policy 3) of Subsection 5.2.1 of the Official Plan.

Other applicable policies and guidelines

Bank Street in the Glebe Secondary Plan

The subject site is located in the North Gateway Policy Area on Schedule A (Maximum Building Heights) of the Bank Street in the Glebe Secondary Plan, which limits the building mass and height to a “maximum street wall of four storeys and 15 metres and maximum building heights of six storeys fronting Pretoria Ave and maximum building heights between seventeen (17) storeys and nineteen (19) storeys fronting Isabella St.” The following policies of the Bank Street in the Glebe Secondary Plan support this application:

- High-rise building, maximum of 19 storeys, at the front / north side abutting Isabella Street is permitted as per Policy 7) of Subsection 3.1.3 of the Bank Street in the Glebe Secondary Plan. As per the Secondary Plan the “maximum building height is determined by the 45-degree angular plane in Urban Design Guidelines for High-Rise Buildings, starting at the front lot line of the Pretoria Avenue properties on the north side of Pretoria Avenue at maximum height in existing zoning, or 14.5 metres”.

- The development proposes an active frontage on Isabella Street, providing an amenity space and potentially commercial or live/work space abutting the street, which supports Policy 8) of Subsection 3.1.3 of the Bank Street in the Glebe Secondary Plan.

The Bank Street in the Glebe Secondary Plan's goal is "to guide future development in the study area, [...] as it relates to maximum building heights and built form character elements. [It] guides future intensification in a way that strengthens built form character and repairs the urban fabric where it is not consistent with mainstreet character and planning policy, as established through the Official Plan, Zoning By-law and Urban Design Guidelines. [It] also identifies where taller buildings may be appropriate, [...] guiding the development of large, under-utilized properties, such as those that are vacant, contain surface parking, [...] since these properties are most likely to see development applications in the coming years".

Urban Design Guidelines for High-rise Buildings

The development proposal responds to the following key design guidelines in the City of Ottawa Urban Design Guidelines for High-rise Buildings:

- The proposal is for a background high-rise building that respects and enhances "the overall character of the existing and planned urban fabric by maintaining a harmonious relationship with the neighbouring buildings through means such as height transition [*and*] built form design" by respecting an angular plane of 45° degrees from the relevant property lines, required tower setbacks and step backs as set out in Guidelines 1.9, 1.13, 1.14, 1.16, 2.25, 2.29 of the Urban Design Guidelines for High-rise Buildings.
- The height of the base of a proposed high-rise building does not exceed the width of the ROW protection for Isabella Street (23 metres of the ROW protection as set out in Schedule C16 of the Official Plan) and provides sufficient enclosure for the street without overwhelming the street as set out in Guideline 2.15 of the Urban Design Guidelines for High-rise Buildings.
- The proposal responds to key public realm directions in the Urban Design Guidelines for High-rise Buildings by "providing "additional pedestrian space through pedestrian easement," using "cantilevered building base to augment the width of the pedestrian space at grade" and to "provide permanent pedestrian weather protection" at the same time, incorporating front amenity spaces, locate parking underground, internalizing and integrating servicing, loading, and other required utilities into the design of the base of the building, and co-locating access to servicing and parking in the rear of the building "to minimize the visual

impacts and interference with the pedestrian realm,” as set out in Guidelines 3.2, 3.12, 3.14, 3.16, 3.18, and 3.29.

The objectives of the Urban Design Guidelines for High-rise Buildings are to “address compatibility and the relationship between high-rise buildings and their existing and planned context” and to “create human-scaled, pedestrian-friendly streets, and attractive public spaces that contribute to liveable, safe and healthy communities.”

Urban Design Review Panel

The property is within a Design Priority Area and the Zoning By-law Amendment application was subject to the Urban Design Review Panel (UDRP) process.

Considering that the applicant presented their proposal to the UDRP at an informal review meeting in May 2020 and the proposal responds to key policies in the Bank Street in the Glebe Secondary Plan, it has been agreed upon that the application will attend the City's UDRP for a formal review during the Site Plan Control application process and will not attend the City's UDRP formal meeting during the completion of the Zoning By-law Amendment.

Planning rationale

Having considered the policies in the Official Plan, as highlighted in this report, staff are of the opinion that the proposed development is consistent with the City of Ottawa planning policy framework.

The subject site is currently zoned GM4 [168] (General Mixed-Use Zone, Subzone 4, Urban Exception 168), which permits a broad range of non-residential and residential uses ranging from townhouse dwelling to apartment dwelling, mid-rise. The site is also subject to the Bank Street in the Glebe Secondary Plan and its North Gateway Policy Area, which permits high-rise building, maximum of 19 storeys, at the front / north side abutting Isabella Street. Although the applicant is seeking relief from the Zoning By-law and a number of development standards, including with regards to the built form, the proposal is consistent with the Official Plan policies for this area, Bank Street in the Glebe Secondary Plan policies, and the Urban Design Guidelines for High-rise Buildings guidelines, which suggests that the scale and character of the neighbourhood are maintained and the proposal is compatible with and complement the surrounding existing context.

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 COUNCILLORS

Councillor Menard of Ward 17 is aware of the application related to this report.

ADVISORY COMMITTEE(S) COMMENTS

There are no comments from the Advisory Committee(s) associated with this report.

LEGAL IMPLICATIONS

There are no legal implications associated with implementing the report recommendation.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

ASSET MANAGEMENT IMPLICATIONS

There are no asset management implications resulting from recommendations of this report.

The recommendations documented in this report are consistent with the City's [Comprehensive Asset Management Policy](#) objectives. The implementation of the Comprehensive Asset Management program enables the City to effectively manage existing and new infrastructure to maximize benefits, reduce risk, and provide safe and reliable levels of service to community users. This is done in a socially, culturally, environmentally, and economically conscious manner.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

No accessibility barriers are anticipated with the proposed development. The development accommodates one visitor accessible parking space (at grade) and five residential accessible parking spaces in a parking garage.

As per the Ontario's Building Code requirements, at least 15 per cent of units within a multi-unit residential building must be designed with basic accessibility features such as a barrier-free path of travel and doorway. Units with accessibility features must be

distributed throughout the building and represent the types and sizes of suites available in the building.

Review of the proposal at the Building Permit stage will ensure that the new building is accessible.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- A city that is more connected with reliable, safe, and accessible mobility options.
- A city that has affordable housing and is more livable for all, which includes a strategic objective to increase housing supply and support intensification.

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-20-0086) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to the complexity of the issues associated with the increase in height and ongoing at that time "Bank Street in the Glebe: Height and Character Study," response to the Urban Design Guidelines for High-rise Buildings requirements in the design, functionality of the site and incorporation of multi-use pathway and pedestrian easement.

SUPPORTING DOCUMENTATION

Document 1 Zoning Key Map

Document 2 Details of Recommended Zoning

Document 3 Zoning Schedule

Document 4 Consultation Details

Document 5 Site Plan

Document 6 Building Section with Angular Plane (45 degrees)

CONCLUSION

The Planning, Real Estate and Economic Development Department supports the application and proposed Zoning By-law Amendment. Staff are of the opinion that the proposed 19-storey high-rise residential building, containing 234 residential units, is appropriate use of land and will provide a substantial number of dwelling units within the

Glebe neighbourhood in proximity to frequent street transit and 15-minute neighbourhood.

Overall, the proposal is consistent with the Provincial Policy Statement, the Official Plan, and the Bank Street in the Glebe Secondary Plan. Accordingly, Staff recommend this Zoning By-law Amendment be approved.

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 & Control, Finance and Corporate 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, City Manager's Office to forward the implementing by-law to City Council.

Planning Operations, Planning Services to undertake the statutory notification.

Document 1 – Zoning Key Map



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE	
D02-02-20-0086	23-0866-D	178, 180, 182, 200 rue Isabella Street	
I:\COV2020\Zoning\Isabella_178_200		 Area A to be rezoned from GM4[168] to GM4[XXXX] SYYY Le zonage du secteur A sera modifié de GM4[168] à GM4[XXXX] SYYY	
<small>©Parcel data is owned by Teranet Enterprises Inc. and its suppliers All rights reserved. May not be produced without permission THIS IS NOT A PLAN OF SURVEY</small>		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)	
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REVISION / RÉVISION - 2023 / 09 / 22			

Document 2 – Details of Recommended Zoning

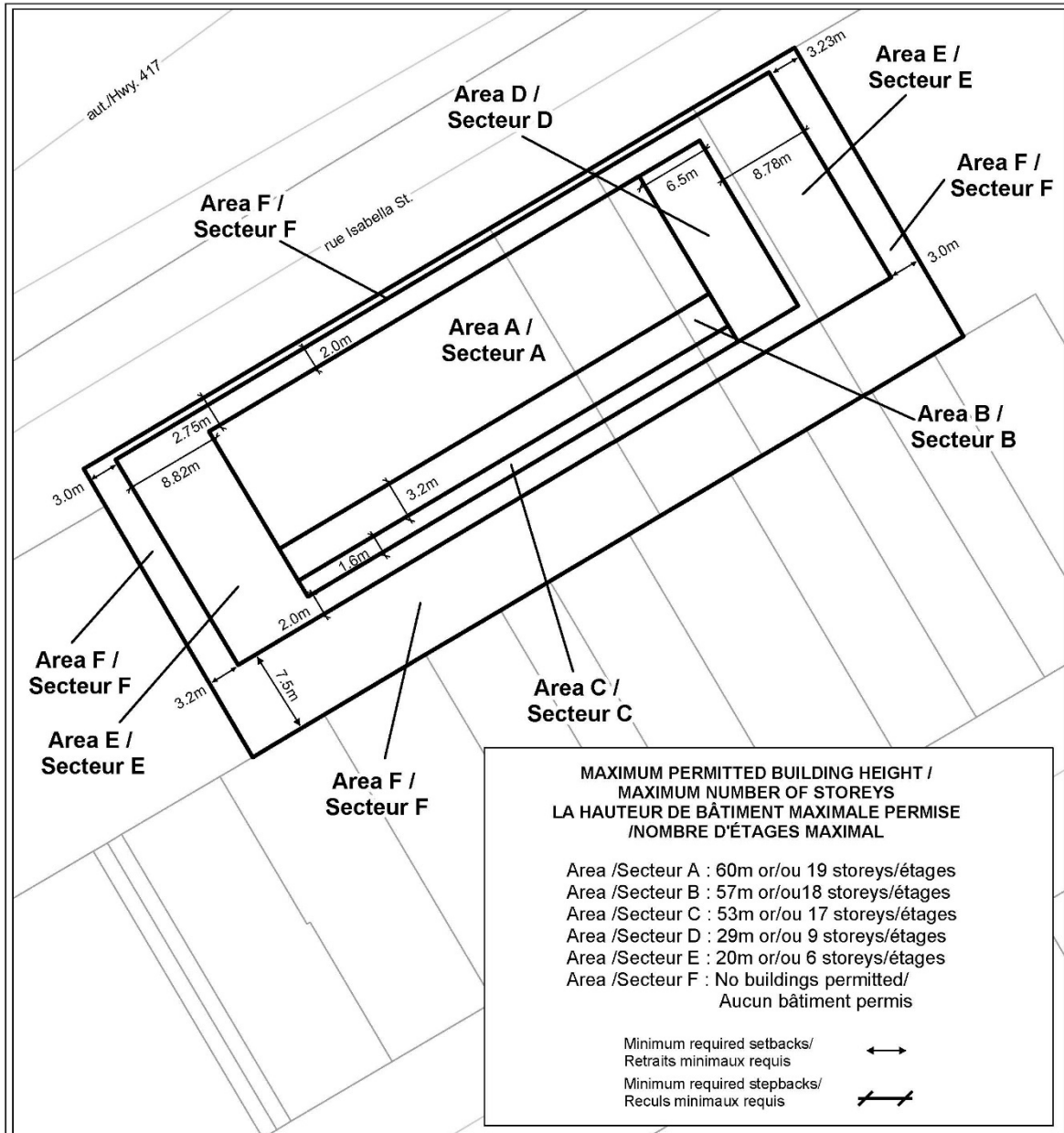
The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 178, 180, 182 and 200 Isabella Street:

1. To rezone the lands as shown in Document 1.
2. 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 add the text “GM4[XXXX] SYYY”;
 - b. In Column III, “Exception Provisions - Additional Land Uses Permitted”, add the following: “Apartment Dwelling, High-Rise”, “Convenience Store”, “Home-based Business”, “Instructional Facility”, “Medical Facility”, “Recreation and Athletic Facility”, “Retail Food Store”, “Retail Store”, “Restaurant”, “Storefront Industry”, and “Service and Repair Shop”.
 - c. In Column V, “Provisions”, add the following:
 - i) Maximum permitted building height is as per Schedule YYY;
 - ii) Despite 187(c), the minimum front yard setback is 2.70 metres;
 - iii) Despite 188(4)(c), the minimum width of the landscape area abutting a residential zone is 0.75 metres, where a 1.4 metres high opaque screen is provided;
 - iv) Despite 187(3)(h)(i), the landscape area abutting a street is not required;
 - v) Despite, 187(3)(g), the maximum floor space index (FSI) is not applicable;
 - vi) Despite Table 101, no parking is required for any non-residential use;
 - vii) Despite 106(3)(b), visitor parking space(s) may be reduced to a minimum of 4.9 metres long and 2.4 metres wide;
 - viii) Despite 107(1)(a)(iii)(aa)(ii), the width of a driveway providing access to a parking garage is 6.0 metres;

- ix) Despite Schedule YYY, a mechanical penthouse can project above the permitted building height;
- x) Despite Schedule YYY, balcony projections are permitted outside the permitted building envelope as identified in Schedule YYY, but in compliance with Section 65;
- xi) Despite Schedule YYY, a covered ramp access to an underground parking garage may be located in Area F on Schedule YYY, in the rear yard but with the setback no less than 0.75 metres from the property line and with a maximum height of 3 metres.

3. Amend Part 17, Schedules, by adding a new Schedule 'YYY', as shown in Document 3.

Document 3 – Zoning Schedule



MAXIMUM PERMITTED BUILDING HEIGHT / MAXIMUM NUMBER OF STOREYS LA HAUTEUR DE BÂTIMENT MAXIMALE PERMISE /NOMBRE D'ÉTAGES MAXIMAL
Area /Secteur A : 60m or/ou 19 storeys/étages
Area /Secteur B : 57m or/ou 18 storeys/étages
Area /Secteur C : 53m or/ou 17 storeys/étages
Area /Secteur D : 29m or/ou 9 storeys/étages
Area /Secteur E : 20m or/ou 6 storeys/étages
Area /Secteur F : No buildings permitted/ Aucun bâtiment permis
Minimum required setbacks/ Retraits minimaux requis \longleftrightarrow
Minimum required stepbacks/ Reculs minimaux requis \rightrightarrows

D02-02-20-0086	23-0742-X
I:\CO\2023\Zoning\Isabella_178_200	
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**This is Schedule ___ to Zoning By-law No. 2008-250
Annexe ___ au Règlement de zonage n° 2008-250**

This is Attachment ___ to By-law Number ____, passed ____, 2023
Pièce jointe n° ___ du Règlement municipal n° ____, adopté le ____, 2023

Document 4 – Consultation Details

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

An online public consultation facilitated by Councillor Shawn Menard's office was held on December 10, 2020.

Approximately 10 public comments were received by City staff during the circulation process and were considered in the evaluation of this proposal. The public comments pertained to the following: functionality of the site in terms of loading and garbage collection, overlook from southern balconies, overshadowing impact for the properties to the south, relief for landscaping buffer, development viability of the adjacent parcel, Multi-Use Pathway along Isabella Street and its impact on development potential for properties along Isabella Street, affordability of the units, bird safe design, number of parking spaces, overall building mass and height, and survivability of the trees along Isabella Street.

Public Comments and Responses

Comment: Functionality of the site in terms of loading and garbage collection.

Response: The proposal internalizes and integrates servicing, loading, and other required utilities into the design of the base of the building, and co-locates access to servicing and parking in the rear of the building to minimize the visual impacts and interference with the pedestrian realm. At the time of the Site Plan Control application, the compliance with the Solid Waste Management (By-law No. 2012-370) will be ensured. No restaurant or retail use is planned at that time.

Comment: Overlook from southern balconies.

Response: The proposal complies with the required rear yard setback of 7.5 metres in General Mixed-Use Zone, Subzone 4 (GM4), with height and building mass location requirements in the Bank Street in the Glebe Secondary Plan and respects an angular plane of 45° degrees from the relevant property lines. The final design of the rear elevation will be determined when an application for Site Plan control is submitted.

Comment: Overshadowing impact for the properties to the south.

Response: Sun/Shadow Impact Study was part of the application submission. The proposal demonstrated no adverse overshadowing impacts for the properties to the south.

Comment: Relief for landscaping buffer.

Response: The relief for the landscape buffer in the rear is only with respect to a parking ramp access, one-storey structure over it and a driveway leading to parking garage. The rest of the rear yard provides and exceeds the required 3 metres of landscaped buffer abutting residential zone. The relief for the landscaped buffer abutting the street is considered negligible as the proposal accommodates a pedestrian easement in addition to the multi-use pathway which improves public realm experience along this portion of Isabella Street. In addition, a landscaped buffer with tree plantings will be provided in the City's ROW, along the curb.

Comment: Development viability of the adjacent parcel.

Response: The proposal respects the existing and planned urban fabric by maintaining through means such as providing a height transition, respecting an angular plane of 45° degrees from the relevant property lines, and required tower setbacks and step backs as set out in the Urban Design Guidelines for High-rise Buildings. The proposal respects a 11.5 metres setback from both side lot lines that will provide an adequate tower separation of 23 metres for future high-rise developments along Isabella Street.

Comment: Multi-Use Pathway along Isabella Street and its impact on development potential for properties along Isabella Street

Response: The Multi-use Pathway was provided upon request by the City. The site is located in the area subject to the City of Ottawa's transportation study "Chamberlain, Catherine and Isabella Functional Design Study."

Comment: Affordability and accessibility of the units.

Response: There is no requirement to provide affordable units with this development. As per the Ontario's Building Code requirements, at least 15 per cent of units within a multi-unit residential building must be designed with basic accessibility features such as a barrier-free path of travel and doorway. The development accommodates one visitor accessible parking space (at-grade) and five residential accessible parking spaces in the parking garage. Review of the proposal at the Building Permit stage will ensure that the new building is accessible.

Comment: Bird safe design.

Response: At the time of the Site Plan Control application, the Bird-safe Design Guidelines will be considered.

Comment: Number of parking spaces.

Response: Since the submission of the initial proposal in October 2020, a number of revisions were accommodated, including a reduction in parking. Initially, there were 172 vehicular parking spaces and 131 bicycle parking spaces proposed within a four-storey underground parking garage, and additionally, four surface parking spaces at-grade to serve the commercial use, resulting in a total of 176 vehicular parking spaces.

Currently, there are 129 vehicular parking spaces and 242 bicycle parking spaces proposed within a three-storey underground parking garage, and additionally, three surface visitor parking spaces at-grade, resulting in a total of 132 vehicular parking spaces.

Comment: Overall building mass and height.

Response: As set out in the Bank Street in the Glebe Secondary Plan, high-rise building, maximum of 19 storeys, at the front / north side abutting Isabella Street is a permitted use and height. The proposal respects the required building height transition as set out by an angular plane of 45° degrees from the relevant property lines and built form by complying with the required tower setbacks and step backs as set out in the Urban Design Guidelines for High-rise Buildings.

Comment: Survivability of the trees along Isabella Street

Response: The landscaped buffer with trees is proposed in the City's ROW. The landscape plan was part of review during the application circulation.

Document 6 – Building Section with Angular Plane (45 degrees)

