

**Subject: Zoning By-Law Amendment – 84 and 100 Gloucester Street**

**File Number: ACS2024-PRE-PS-0056**

**Report to Planning and Housing Committee on 10 April 2024**

**and Council 17 April 2024**

**Submitted on March 27, 2024 by Derrick Moodie, Director, Planning Services,  
Planning, Real Estate and Economic Development**

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**Ward: Somerset (14)**

**Objet : Modification au règlement de zonage – 84 et 100, rue Gloucester**

**Dossier : ACS2024-PRE-PS-0056**

**Rapport au Comité de la planification et du logement**

**le 10 avril 2024**

**et au Conseil le 17 avril 2024**

**Soumis le 24 mars 2024 par Derrick Moodie, Directeur, Services de la  
planification, Direction générale de la planification, des biens immobiliers et du  
développement économique**

**Personne ressource : Eric Forhan, Urbaniste II, Examen des demandes  
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**Quartier : Somerset (14)**

## REPORT RECOMMENDATIONS

1. That Planning and Housing Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 84 and 100 Gloucester Street, as shown in Document 1, to permit a 27-storey residential use building subject to site-specific zoning exceptions, 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 April 17<sup>th</sup>, 2024, 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 municipal d’apporter une modification au Règlement de zonage (n° 2008-250) pour les 84 et 100, rue Gloucester, comme indiqué dans le document 1, afin d’autoriser la construction d’un immeuble résidentiel de 27 étages, assortie d’exceptions propres à l’emplacement, comme l’explique en détail 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 du 17 avril 2024, 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

This Zoning By-Law Amendment application seeks to rezone the subject lands from “Residential Fifth Density, Subzone B, Urban Exception 482, Maximum Floor Space Index of 3.0 (R5B[482] F[3.0]) Zone”, to “Residential Fifth Density, Subzone B, Urban Exception ‘xxxx’, Schedule ‘yyy’ (R5B[xxxx] Syyy) Zone”, as shown in Document 1, to

permit a 27-storey residential use building subject to site-specific zoning exceptions, as detailed in Document 2. Document 3 provides the recommended Zoning Schedule.

The subject lands are in Centretown in a dense, urban setting which is characterized by a mix of densities and uses. The proposed development, as shown in Document 6, is a 27-storey residential building, consisting of approximately 150 metres squared of commercial space, 315 dwelling units, 315 bicycle parking spaces, 68 residential parking spaces and 30 visitor parking spaces. For zoning interpretation purposes, the proposed development is to be interpreted as an Apartment Dwelling containing permitted commercial uses, as detailed in Document 2. The subject lands are within a short distance of both cycling infrastructure (along O'Connor Street and Laurier Avenue) and rapid transit (Parliament Station).

The details of the Zoning By-Law Amendment application have been reviewed against the policies of the City's Official Plan and the Central and East Downtown Secondary Plan, as well as the guidelines of the Centretown Community Design Plan (CDP) and the Urban Design Guidelines for High-Rise Buildings. At this location, the proposed residential and small-scale commercial uses are supported, and high-rise development is considered appropriate. Staff consider the proposal to be consistent with the applicable policies and guidelines.

Document 4 of this report provides a summary of the public comments received throughout the development review process and Staff's responses to those comments. Staff received comments from approximately 10 residents and the Centretown Community Association (CCA). The Urban Design Review Panel (UDRP) also provided recommendations (Document 5). Public comments and UDRP recommendations aided in the implementation of design changes and informed Staff's recommendation.

Based on the details presented in this report, it is Staff's opinion that the proposed Zoning By-Law Amendment, as shown in Document 1 and detailed in Document 2, is appropriate and the proposed development represents good land use planning.

## **RÉSUMÉ**

Cette demande de modification au Règlement de zonage vise à modifier le zonage des terrains concernés, qui passeraient de « zone résidentielle de densité 5, sous-zone « B », exception urbaine 482, indice de surface de plancher 3.0 (R5B[482] F[3.0]) » à « zone résidentielle de cinquième densité, sous-zone « B », exception urbaine xxxx, annexe yyy (R5B[xxxx] Syyy) », comme indiqué dans le document 1, afin d'autoriser la construction d'un immeuble résidentiel de 27 étages, assortie d'exceptions propres à l'emplacement, comme le précise le document 2. Le document 3 fournit l'annexe de zonage recommandée.

Les biens-fonds en question sont situés au centre-ville dans un cadre urbain dense qui est caractérisé par un mélange de densités et de vocations. L'aménagement proposé,

comme le montre le document 6, est un immeuble résidentiel de 27 étages comprenant environ 150 mètres carrés d'espace commercial, 315 unités d'habitation, 315 places de stationnement pour vélos, 68 places de stationnement pour les résidents et 30 places de stationnement pour les visiteurs. Aux fins d'interprétation du zonage, l'aménagement proposé s'entend d'un immeuble d'appartements contenant des usages commerciaux permis, comme détaillé dans le document 2. Les biens-fonds en question sont à une courte distance des infrastructures cyclables (le long de la rue O'Connor et de l'avenue Laurier) et des transports en commun rapides (station Parlement).

Les détails de la demande de modification du Règlement de zonage ont été examinés en fonction des politiques du Plan officiel de la Ville et du Plan secondaire pour le centre-ville du secteur central et du secteur est, ainsi que des lignes directrices du Plan de conception communautaire (PCC) du Centre-ville et des Lignes directrices d'esthétique urbaine pour les habitations de grande hauteur. À cet endroit, les usages résidentiels et commerciaux proposés sont appuyés, et l'aménagement d'une tour résidentielle est jugé approprié. Le personnel considère que la proposition est conforme aux politiques et aux lignes directrices applicables.

Le document 4 de ce rapport fournit un résumé des commentaires publics reçu tout au long du processus d'examen de l'aménagement et les réponses du personnel à ces commentaires. Le personnel a reçu des commentaires d'une dizaine de résidents et de l'Association communautaire du centre-ville (ACC). Le Comité d'examen du design urbain (CEDU) a aussi fait des recommandations (document 5). Les commentaires du public et les recommandations du CEDU ont aidé à mettre en œuvre les modifications de conception et influencé la recommandation du personnel.

D'après les détails fournis dans le présent rapport, le personnel estime que la modification proposée au Règlement de zonage, comme indiquée dans le document 1 et détaillée dans le document 2, est appropriée et que l'aménagement proposé représente une bonne planification de l'utilisation du sol.

## **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**

84 and 100 Gloucester Street

### **Owner**

Claridge Homes (c/o Vincent Denomme)

### **Applicant**

Fotenn Planning + Design (c/o Tim Beed)

### **Architect**

EVOQ Architecture

### **Description of site and surroundings**

The subject lands consist of two properties, being 84 and 100 Gloucester Street, which are located between O'Connor Street (west) and Metcalfe Street (east), in Centretown. The subject lands have approximately 60 metres of frontage along Gloucester Street and an average lot depth of approximately 30 metres. The total lot area is approximately 1,800 metres squared. The lands are occupied by a six-storey office/retail building, surface parking lot use, and a pool which is exclusively used by an adjacent property and accessed via an existing easement. The surface parking lot use will be redeveloped, and the existing building will be demolished. The pool area will remain and continue to be exclusively used by the adjacent property via the existing easement.

The subject lands are in a dense, urban setting characterized by a range and mix of densities, uses, services and community amenities. The neighbourhood to the north represents the downtown core, a historically commercial area characterized by taller buildings and a mix of uses. The area to the east, and west of Elgin Street, consists of recently constructed residential high-rise buildings and office buildings. The areas to the south and to the west are predominantly residential with some surface parking lots and some historic buildings used for a mix of uses. Bus routes and cycling infrastructure are provided on nearby streets. The subject lands are within a walking distance of approximately 400 metres from the nearest O-Train station (Parliament Station).

### **Summary of proposed development**

The proposed development, as shown in Document 6, is a 27-storey residential building, consisting of approximately 150 square metres of commercial space, 315 dwelling units, 315 bicycle parking spaces, 68 residential parking spaces and 30 visitor parking spaces. The proposed tower sits on top of a mixed-use podium. For zoning interpretation purposes, the proposed development is to be interpreted as an Apartment Dwelling containing permitted commercial uses, as detailed in Document 2. A mural is currently proposed on the western exterior wall of the podium. Access to the underground parking entrance will be provided from Gloucester Street via the abutting property to the east, which is also owned by Claridge. Access to the underground

parking garage via the abutting property to the east will be established. All waste, storage, loading and parking are internalized in the building and parking garage. The proposal exceeds the minimum zoning requirements for landscaped area and amenity space. Currently, the proposed unit mix is: 24 studio dwellings, 193 one-bedroom dwellings, 91 two-bedroom dwellings and seven three-bedroom dwellings.

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

This Zoning By-Law Amendment application seeks to rezone the subject lands from “Residential Fifth Density, Subzone B, Urban Exception 482, Maximum Floor Space Index of 3.0 (R5B[482] F[3.0]) Zone”, to “Residential Fifth Density, Subzone B, Urban Exception ‘xxx’, Schedule ‘yyy’ (R5B[xxxx] Syyy) Zone”, as shown in Document 1, to permit a 27-storey residential use building subject to site-specific zoning exceptions, as detailed in Document 2. Document 3 provides the recommended Zoning Schedule. The following site-specific zoning exceptions are proposed:

- Maximum building heights, minimum setbacks and minimum stepbacks per Schedule ‘yyy’ (Syyy):
  - A maximum building height of 27 storeys and no Floor Space Index (FSI), whereas a FSI of 3.0 is required.
  - A minimum front yard setback of between 0.5 metres and 2.5 metres, whereas a minimum front yard setback of 3 metres is required.
- Permitted projections listed in Section 64 and 65 of the Zoning By-law are not subject to the height limits identified on Syyy.
- Additional Permitted Uses:
  - Permitted in Column III: convenience store, personal service business, retail store, place of assembly limited to a club and restaurant.
  - The additional uses permitted in Column III are permitted in an Apartment Dwelling.
  - Additional permitted uses, other than place of assembly limited to a club, are restricted to ground floor or basement of residential use building.
- A convenience store is permitted if it does not exceed a maximum 150 metres squared in gross floor area, whereas the maximum gross floor area is 75 metres squared.

- A decrease to 68 residential parking spaces, whereas 152 residential parking spaces are required.
- An increase to 315 bicycle parking spaces, whereas 158 bicycle parking spaces are required.

## **DISCUSSION**

### **Public consultation**

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. Comments were received from approximately 10 residents and the Centretown Community Association (CCA). Concerns include liveability, housing, dwelling unit type, size and mix, transportation impacts and construction impacts.

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

### **Official Plan**

The subject lands are within the Downtown Core Transect Policy Area per Schedule 'A' and designated 'Hub' per Schedule 'B1'. This Downtown Core is intended for higher density development where the urban context supports it. The Official Plan envisions directing intensification to Hubs within the built-up urban area to support an evolution towards 15-minute neighbourhoods. The Hub designation generally permits high-rise buildings that are consistent with the policies of the transect policy area and that support intensification within a short walking distance of rapid transit stations.

### **Central and East Downtown Core Secondary Plan**

The subject lands are within the Centretown Character Area per Schedule 'A' and the North Centretown Character Area per Annex '1' of the Secondary Plan. Within the North Centretown Character Area, the subject lands are designated Local Neighbourhood per Schedule 'B' and the maximum number of storeys is 27 storeys per Schedule 'C'. This area is primarily intended for residential development. There are policies that only allow for some small-scale commercial and institutional uses that support residents.

### **Centretown Community Design Plan**

The Centretown Community Design Plan (CDP) provides the vision for four distinct character areas of Centretown. The subject property is in the Northern Character Area. Proposals for development in the North Character Area shall be guided by the Built Form Guidelines in the CDP per Policy 41) of Section 4.4.9. of the Secondary Plan. Section 6.4.4 of the CDP provides tall building guidelines for podium and tower design.

## **Urban Design Guidelines for High-rise Buildings**

The Urban Design Guidelines for High-rise buildings are council-approved guidelines that are applicable to high-rise proposals. These guidelines were also reviewed for consistency.

## **Urban Design Review Panel**

The subject lands are within a Design Priority Area and the Zoning By-law Amendment application and Site Plan Control application were subject to the Urban Design Review Panel (UDRP) process. The applicant presented their proposal at a formal review meeting. The panel's recommendations, as shown in Document 5, were successful in aiding in the implementation of inset balconies along the most western exterior wall of the tower and improved separation between the podium and the west side lot line. Other recommendations regarding materiality and architectural expression are under consideration with the corresponding Site Plan application.

## **Planning rationale**

The proposed Zoning By-Law Amendment, as detailed in Document 2, has been reviewed against the policies of the Official Plan and the Central and East Downtown Core Secondary Plan, as well as the guidelines of the Centretown Community Design Plan (CDP) and the Urban Design Guidelines for High-rise Buildings.

### Maximum building heights, minimum setbacks and minimum stepbacks per Syyy

The redevelopment of the subject lands for a high-rise building up to 27 storeys is supported by the surrounding mixed-use context and appropriate given the site's location within the Hub designation, in proximity to cycling infrastructure and rapid transit. The proposed height of up to 27 storeys does not exceed the maximum height limit of 27 storeys per Schedule 'C' of the Secondary Plan. The proposed building height is permitted and therefore supported based on policy.

A FSI should not apply to the subject lands. The proposal provides tower heights, setbacks and separation distances that are appropriate in this dense, urban setting. Additionally, the proposed maximum building heights and minimum building setbacks and stepbacks, per Document 3, will ensure a podium and tower design that is consistent with the Centretown CDP's tall building guidelines and the city-wide Urban Design Guidelines for High-rise Buildings. Staff support the removal of the FSI since the proposed maximum building height is permitted by policy and the design is consistent with the applicable high-rise guidelines for tower and podium design.



Finally, a reduced front yard setback of between 0.5 metres and 2.5 metres is appropriate given the articulation of the front façade, the width of the abutting right-of-way and the established pattern of development along the south side of Gloucester Street. The width of the abutting right-of-way is sufficient to accommodate pedestrian walkways and landscaping. Related streetscape details will be further reviewed and confirmed through the concurrent Site Plan Control application. Finally, only a small portion of the building on the west side of the subject lands will have a front yard setback of less than 1.0 metres. The reduced front yard setback is supported for the reasons stated above.

#### Permitted Projections not subject to the height limits of Syyy

This site-specific zoning exception, as detailed in Document 2, seeks to clarify the interpretation of the recommended zoning schedule, as shown in Document 3. For zoning interpretation, the permitted projections listed in Section 64 and 65 of the Zoning By-law are not subject to the height limits identified on Syyy. This means that the permitted projections of Section 64 and 65 will continue to be permitted on the subject lands despite the maximum building height limits of the recommended zoning schedule. Staff support the request to add this site-specific zoning exception to clarify the interpretation of the zoning schedule.

#### Additional Permitted Uses

The proposal is mostly residential with only 150 metres squared of commercial space proposed and, for zoning purposes, is to be interpreted as an Apartment Dwelling containing permitted commercial uses, as detailed in Document 2. Small-scale commercial uses are currently permitted by both policy and the existing zoning. The request to remove the existing zoning restrictions on the additional permitted uses would be consistent with the applicable policies and the surrounding context, which is already characterized by a mix of uses that support residential density in this area. Also, there are existing commercial uses on the subject lands. Staff support the requests to confirm the zoning interpretation of the proposed use and add the additional permitted uses, as detailed in Document 2. Most additional permitted uses will be restricted to the ground floor restriction, as detailed in Document 2.

#### Maximum size of a Convenience Store

Small-scale commercial uses that serve residents are permitted by both policy and the existing zoning, as noted above. The proposed development is mostly residential, and the permitted Convenience Store use would be limited to the ground floor, as detailed in Document 2. Staff have no concerns with the request to increase the maximum size of a Convenience Store, from 75 metres squared to 150 metres squared.

### Residential Parking Rate

This Zoning By-Law Amendment proposes to decrease the number of required residential parking spaces to 68 spaces, whereas 152 residential parking spaces are required. The subject lands are within a Hub designation, in proximity to rapid transit, cycling infrastructure and a mix of uses. The applicable policies and context support the request to reduce the required number of residential parking spaces at this location, as detailed in Document 2.

### Bicycle Parking Rate

This Zoning By-Law Amendment proposes to increase the number of required bicycle parking spaces to 315 bicycle parking spaces, whereas 158 bicycle parking spaces are required. The subject lands are within a short distance of cycling infrastructure along O'Connor Street and Laurier Avenue. The applicable policies and context support the request to increase the required number of bicycle parking spaces, as detailed in Document 2.

For the reasons stated above, Staff support the details of the Zoning By-Law Amendment, as detailed in Document 2.

### **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(S)**

Councillor Ariel Troster provided the following comments:

“To me, this project is a reflection of the challenges imposed on our planning process by the province. While I appreciate that the applicant is contemplating design changes in response to staff and the UDRP’s recommendation, I remain concerned that largely unarticulated facades create an unwelcoming and sterile streetscape. However, as the province has substantially curtailed the ability of staff to act beyond making suggestions, I am concerned that we will continue to see this type façade in our downtown. I would request that more is done through the site plan process to make the entrance of the building engaged with the streetscape. I remain deeply disappointed in the reluctance of the applicant to engage in public consultation with members of our community. I am a firm believer that community engagement makes projects better – engagement with the

current neighbours often improves the quality of a building and the streetscape for future neighbours.”

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

Staff received comments from the Accessibility Advisory Committee (AAC), as noted below in the summary of Accessibility Impacts.

### **LEGAL IMPLICATIONS**

In the event the recommendations are adopted and the resulting zoning by-law is appealed to the Ontario Land Tribunal, it is expected that a three day hearing would be required. It is anticipated that the hearing could be conducted within staff resources. Should the application be refused, reasons must be provided. In the event of an appeal it would be necessary to retain an external planner.

### **RISK MANAGEMENT IMPLICATIONS**

There are no anticipated risk management implications associated with the recommendations of 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**

There are no direct financial implications. In the event the applications are refused and appealed, it would be necessary to retain an external planner. This expense would be funded from within Planning Services operating budget.

### **ACCESSIBILITY IMPACTS**

There are no anticipated accessibility impacts associated with the recommendations of this report. The proposed development is subject to the requirements of the *Accessibility for Ontarians with Disabilities Act (AODA)* and the Ontario Building Code (OBC) as it pertains to accessibility standards. Accessibility will be reviewed and confirmed prior to Site Plan approval and the issuance of building permit.

### **ENVIRONMENTAL IMPLICATIONS**

There are no anticipated environmental implications associated with the recommendations of this report.

## **TERM OF COUNCIL PRIORITIES**

This project helps to address the following Term of Council Priorities:

- A City that is more affordable housing and is more livable for all.
- A diversified and prosperous economy

## **APPLICATION PROCESS TIMELINE STATUS**

This application (Development Application Number: D02-02-23-0013) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to the number of revisions required to address design comments and the time required to process concurrently planning applications.

## **SUPPORTING DOCUMENTATION**

Document 1 Zoning Key Map

Document 2 Details of Recommended Zoning

Document 3 Schedule 'yyy'

Document 4 Public Consultation Details

Document 5 Urban Design Review Panel (UDRP) recommendations

Document 6 Architectural Drawings

## **CONCLUSION**

The proposal is consistent with the policies of the Provincial Policy Statement (PPS), the City's Official Plan and the Central and East Downtown Core Secondary Plan. The proposal is furthermore consistent with guidelines of the Centretown Community Design Plan (CDP) and the Urban Design Guidelines for High-rise Buildings. For the reasons detailed in this Staff Report, the Zoning By-law Amendment application is considered appropriate, and the proposed development represents good land use planning.

## **DISPOSITION**

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Krista O'Brien, Program Manager, Tax Billing & Control, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.

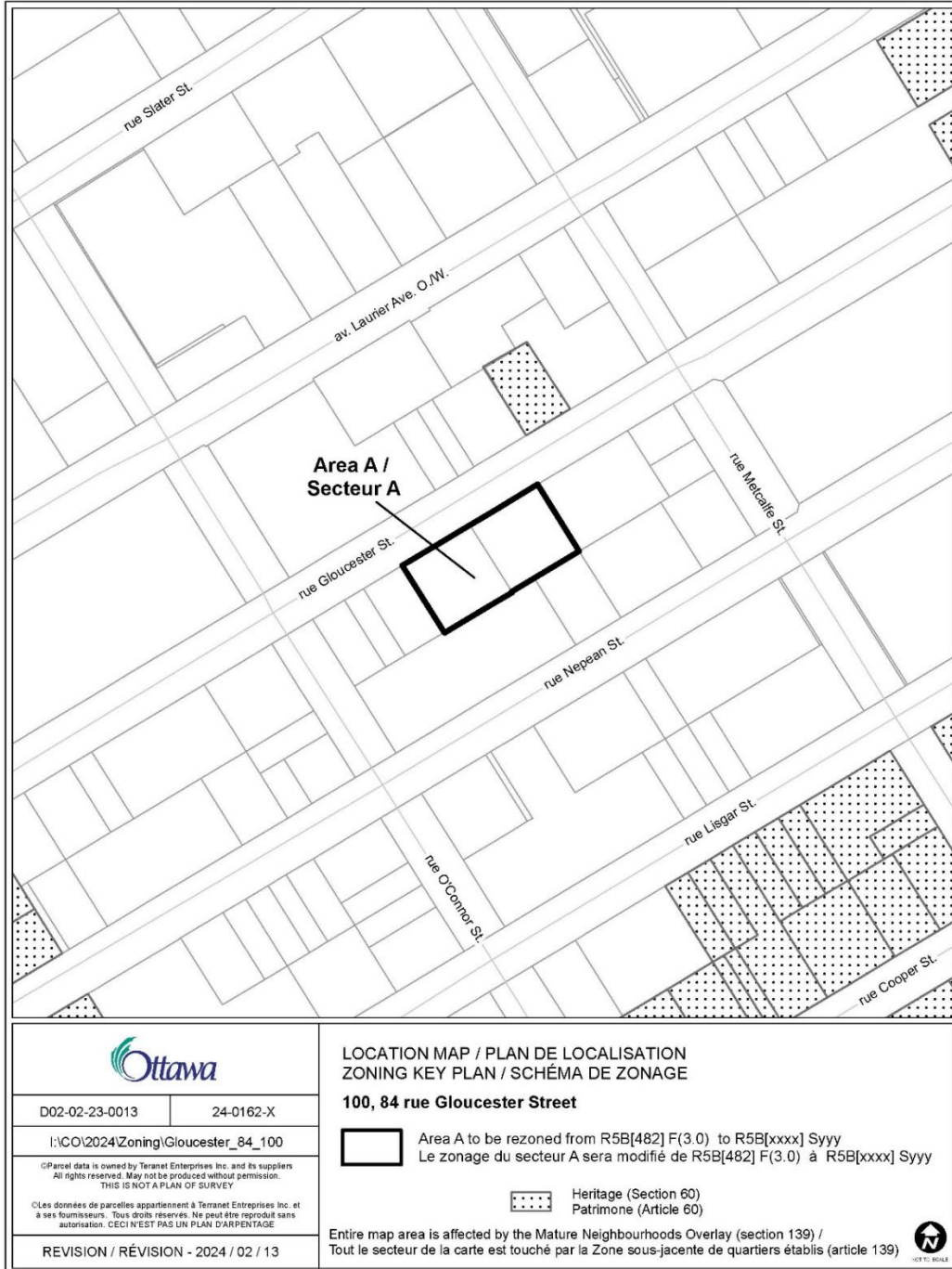
Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

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

For an interactive Zoning map of Ottawa visit [geoOttawa](https://geoottawa.com)



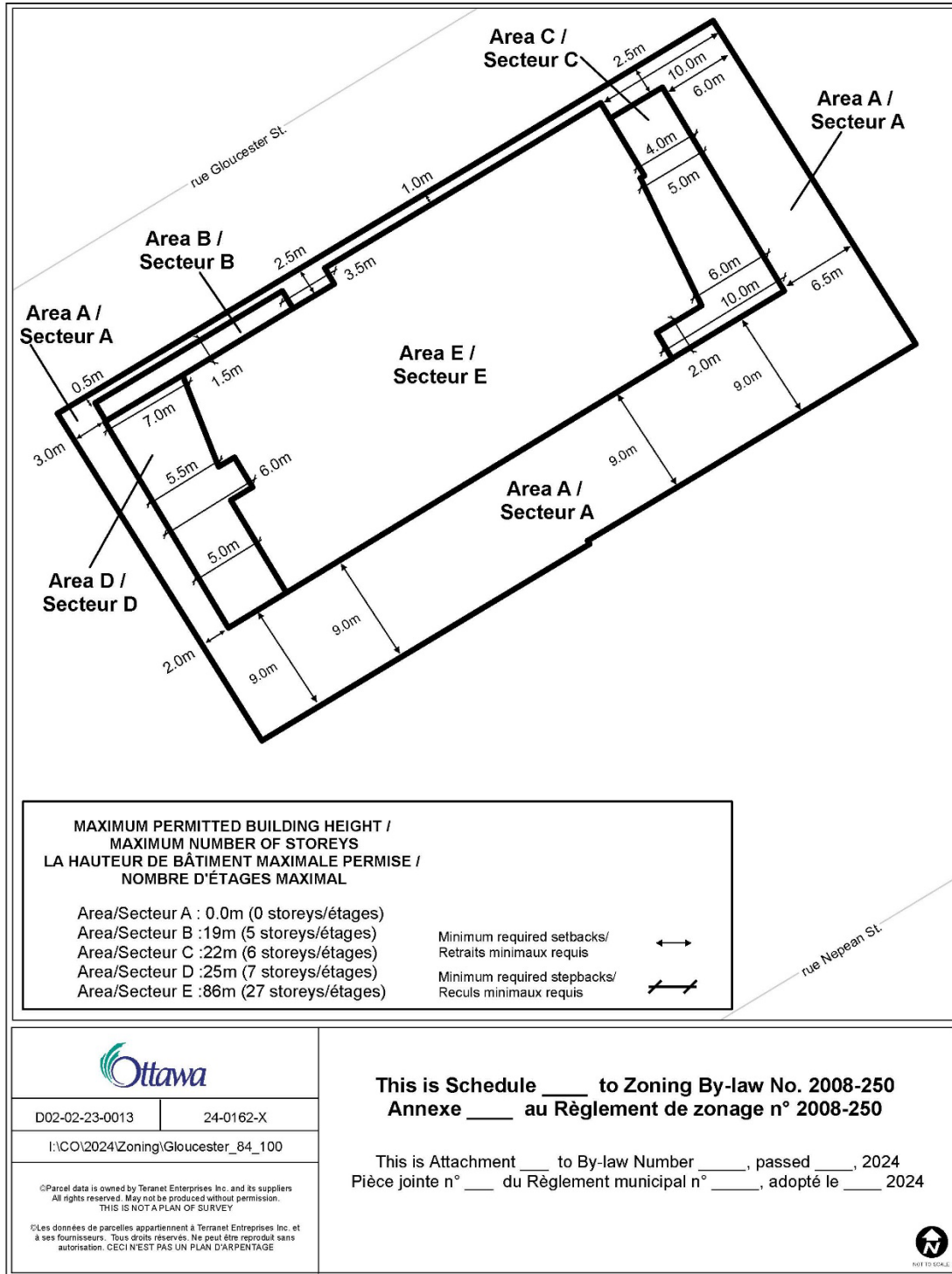
## Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 84 and 100 Gloucester Street:

Add a new exception with provisions similar in effect to the following:

- 1) Rezone the lands as shown in Document 1.
- 2) Add a new exception xxxx to Section 239 – Urban Exceptions with provisions similar in effect to the following:
  - a) In Column I, Exception Number, add the text “[xxxx]”
  - b) In Column II, Applicable Zones add the text “R5B[xxxx] Syyy”
  - c) In Column III, Additional Permitted Uses, add the text:
    - “personal service business
    - retail store
    - place of assembly limited to a club
    - restaurant
    - convenience store”
  - d) In Column V, Provisions, add the text:
    - “Maximum building heights, minimum setbacks and minimum stepbacks per Syyy.
    - The additional uses permitted in Column III are permitted in an Apartment Dwelling.
    - Permitted projections listed in Section 64 and 65 of the Zoning By-law are not subject to the height limits identified on Syyy.
    - A convenience store is permitted if it does not exceed a maximum 150 square metres in gross floor area.
    - Additional permitted uses, other than place of assembly limited to a club, are restricted to ground floor and/or basement of residential use building.
    - Minimum bicycle parking rate: 1 per dwelling unit
    - Minimum residential parking rate: 0.20 per dwelling unit”
- 3) Add Document 3 as new schedule yyy to Part 17 - Schedules

Document 3 – Schedule ‘yyy’





## Document 4 – Public Consultation Details

### Notification and Consultation Process

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. Comments were received from approximately 10 residents and the Centretown Community Association (CCA). Concerns include: the developer, liveability, housing, dwelling unit type, size and mix, transportation impacts and construction impacts.

### Public Comments and Responses:

#### **Theme 1:** Supportive Comments

- As a resident of this ward, I joyously welcome all the housing we could possibly cram in.
- This project seems great, I have no concerns. Great location for the density.

#### **Theme 2 Comments:** General concerns with the developer and their proposal.

#### Response:

- Under Section 34 of the *Planning Act*, the developer has the right to ask for and submit an Amendment to the City's Zoning By-law, provided application requirements are met. Per Section 34, and the Council approved procedures, the statutory requirements for public notification and a public meeting (Planning and Housing Committee) have been satisfied.
- As it relates to construction standards and structural design, the applicant must adhere to the relevant City by-laws and the Ontario Building Code.
- The applicant is responsible for its frontage and not general "road repair" within the surrounding neighbourhood. These are projects that are undertaken by the City when a capital project is approved by Council.

#### **Theme 3 Comments:** Concerns with the liveability of the development, housing affordability and unit type and mix.

#### Response:

- To Staff's knowledge, the provision of affordable housing units is under consideration by the applicant.
- A range and mix of dwelling unit types and sizes are proposed. Approximately 1/3 of all units are two or more bedrooms.
- The growth management section of the Official Plan has targets for large dwelling sizes in Hub designated areas, including a minimum requirement of 5 per cent and a target of 10 per cent three-bedroom units or "an equivalent floor area". There are seven three-bedroom units being proposed, which constitutes approximately 2 per cent of the total unit count. There are 91 two-bedroom units being proposed which constitutes approximately 28 per cent of the total unit count. The two-bedroom units' range in size and approximately 5 per cent of the units are larger two-bedroom units (over 800 metres squared) which is consistent with the intent of the growth management framework policy to accommodate larger family households. Please be advised that these targets are not enforceable until the Zoning By-Law has been updated accordingly with minimum requirements for three-bedroom units or "an equivalent floor area".

**Theme 4 Comments:** Concerns with transportation impacts

Response:

- The proposal generally seeks to reduce the number of residential vehicles that would generate traffic to and from the subject lands, in favour of walking, cycling and transit use.
- The applicant has prepared a Transportation Impact Assessment (TIA) and staff are satisfied with the findings for the purpose of rezoning. The TIA will continue being reviewed with the concurrent Site Plan Control application. Staff presently do not have any concerns.

**Theme 5 Comments:** Concerns with construction plans

Response:

- The developer will be responsible for the preparation of the site and monitoring the construction of the site in accordance with all applicable City's by-laws and any applicable provincial standards. At the time of building permit review at Building Code Services, the developer will be required to submit shoring details and obtain the required construction permits. The Owner will be required to

obtain permission from the neighbouring property owners if any portion of the shoring is located on the neighbouring property.

Community Organization Comments:

The Centretown Community Association (CCA) is astonished that a developer is proposing to build a 27-storey skyscraper having conducted zero public or community consultation. But that is the case with the proposed development at 84 & 100 Gloucester.

The developer has conducted no public consultation whatsoever. There was no public meeting. The developer has not contacted the CCA to present its proposal and receive input. (A single CCA representative attended a pre-application consultation. However, the CCA rep is bound by non-disclosure and can discuss the proposal with no one. A pre-app consult is in no way a consultation with the community association.

For public consultation to be meaningful, it must occur while plans still can be altered. The City should reject this proposal because of the utter failure to consult. The developer should be instructed to conduct community consultations, including with the CCA, and then amend its proposal. It is the 21st century; why are we even discussing this?

The basic design proposed is unaesthetic. It is a box with balconies hanging off. It is pedestrian and unappealing.

The developer asks that the requirement for a 3.0-metres setback at the front be dropped to zero metres. We strongly oppose this. Buildings must be set back to allow for big trees and other greenery, and for light, air and openness for pedestrians.

The existing buildings along Gloucester that crowd the sidewalk and the street are relics of a past era. They were a mistake; this mistake should not be perpetuated. Gloucester already resembles a box canyon. New buildings, including this one, must mitigate the "box canyon effect," not make it worse.

As well, a tall building with no setback is a safety hazard. It exposes pedestrians to ice falling off the building. Why make this another skyscraper that needs a sign: Danger: Falling Ice?

This building fails to address Ottawa's declared housing emergency. There is no mention of affordable housing. We recommend the developer provide affordable housing, perhaps by taking advantage of federal programs.

In addition to the proposed indoor bike parking, there must be outdoor bike parking for visitors.

We applaud the environmental features proposed for this building. These include a reflective roof treatment, a cistern to collect rain water for irrigating the landscaping, and EV charging stations in the underground garage. The developer also proposes a ratio of bicycle parking spaces per unit of 1.0. These measures are excellent.

However, more can be done to address Ottawa's declared climate emergency. The proposal provides for the planting of small trees. It should include large trees, to provide much needed additions in Centretown to the urban canopy.

There is too much hard surfacing, such as pavers. There should be permeable surfacing instead, to reduce the heat-island effect.

In summary, the CCA has many concerns and suggestions. The biggest concern is the failure to consult, and on that grounds alone the City must reject this proposal.

Responses:

- Regarding public consultation concerns: Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. Comments were received from residents and Staff's responses to these comments are provided above.
- Regarding the 0 metres front yard setback and 0 metres interior side yard setback: there are no 0 metres setbacks proposed. The minimum front yard setback ranges between 0.5 metres to 2.5 metres, as recommended, and reflects the articulation of the front building façade. The front yard setback will be consistent with the existing development to the east and there will be ample room within the City's ROW for tree planting and a city standard sidewalk. Planter beds and six trees are currently proposed in the ROW and a 2.0 metres wide city standard sidewalk is expected. The landscape plan is still being reviewed as a part of the Site Plan Control application and details will be confirmed through this process. More details on Staff's planning rationale regarding the reduced front yard setback is provided above. There is no longer a request to reduce the interior side yard setback, as the applicant revised the western exterior wall of the tower and podium, as mentioned above.

- Regarding affordable housing: to our knowledge, there are no affordable housing units proposed at this time. A range and mix of units are expected.
- Regarding bicycle parking: some outdoor bicycle parking spaces would be permissible under the current Zoning By-Law. Staff encourage bicycle parking spaces to be secured within the building (e.g. secure storage rooms).
- Regarding streetscape/ trees: the comments about the trees are noted and Forestry will continue to review this item and the landscape plan through the Site Plan Control application. A City standard 2.0 metres sidewalk/ clearway is expected. Some special pavers and landscaping, outside this sidewalk area, are proposed (details to be confirmed through SPC process).
- Supportive CCA comments about the sustainability features of the proposed design and the bicycle parking rate are noted.

## Document 5 – Urban Design Review Panel (UDRP) Recommendations

### Key Recommendations

- The Panel appreciates the finessing of the site and architecture.
- The Panel suggests further investigating how this block is going to develop and giving greater consideration to the replicability of the proposed development.
- The Panel has strong concerns with the lack of appropriate tower separation between this site and its adjacent properties with both existing and future development potential.
- The Panel appreciates the architectural expression of the proposed development, and its efforts to pick up on the eclectic nature of the neighbourhood.
- The Panel appreciates the proponent connecting the parking garages through the existing building.
- The Panel has concerns with the cantilever and the dark portion of the building being too close to the adjacent heritage building.
  - Consider providing more breathing room for the heritage building, allowing for a pedestrian connection wrapping around the rebuilt building.
- The Panel is supportive of the public realm treatment, and the efforts to provide good connectivity through the site.
- The Panel has concerns with the at-grade units.
  - Consider raising them (1-1.5 metres) above grade for greater privacy or changing residential uses for other uses (e.g., commercial).

### Site Design & Public Realm

- The Panel appreciates the challenges of the site and the efforts made to bring all the pieces together.
- The Panel is encouraged and supportive of the building working with its neighbouring development to consolidate the parking entrance.
- The Panel appreciates the setbacks and variety provided at grade.
- The Panel has concerns with the relationship to the existing pool but understands the proponent has done the best they can regarding the surface easement and the pool.
- The Panel is encouraged and supportive of the design team's efforts to provide site porosity and publicly accessible space on the site.

- The Panel recommends further work with the adjacent properties to help bolster the pedestrian connections through the site and invite the public into the nicely designed spaces.
- The Panel does not support the at-grade units on the east side of the building between towers as proposed.
  - The Panel appreciates the efforts to encourage people to walk into the site but doesn't think having residential units there is a good fit.
- The Panel suggests the at-grade units on the east side would need greater privacy to work as residential units.
  - Consider perhaps improving the privacy of those units or changing the uses of those spaces.
- The Panel notes that the pedestrian experience at ground-level needs to be enriched in this area and appreciates the proposed designs unique response to creating a more interesting ground-level plane.
  - The Panel is encouraged by the innovation that is brought to the site design.
- The Panel recommends further studying the ability for light to reach the courtyard and public spaces.
  - Consider how to allow light to penetrate to the street level.

### **Sustainability**

- The Panel recommends a comprehensive study of the area and building potential for the block to ensure sound urban design.
  - The Panel is concerned that the development of this site is neutralizing the adjacent properties for future development.
- The Panel recommends giving greater consideration to the other sites on the block and how they can develop similarly.
  - Consider the replicability of the site.
- The Panel recommends investigating access to sunlight as a matter of environmental and social sustainability of the site.
- The Panel recommends the proponent commit further to sustainability standards and review the new High Performance Development Standards that are part of the Official Plan.
  - Consider more innovative technologies for energy efficiency and sustainability.
  - The Panel has concerns regarding the use of corten steel and other materials in terms of long-term durability and sustainability.

## Built Form & Architecture

- The Panel is supportive of the tower and height of the proposed development.
- The Panel has concerns with the size of the floorplates, setbacks and separation distances between buildings.
  - The Panel recommends the tower would have to be less than 750 square metres in floorplate size to work on this site.
- The Panel recommends greater side-yard setbacks around the darker volume on Gloucester Street and connecting the pathway around the back of that rebuilt building volume.
- The Panel recommends against neutralizing future development of adjacent sites or future opportunities for connectivity.
- The Panel appreciates the general architectural expression having a quiet built fabric with key elements of interest.
- The Panel recommends further study into the architectural expression on the west and south elevations.
  - As currently proposed, the broad tower dimensions make the building look flat and imposing, especially on the south side. Refining the tower proportions so that it is not as broad will help mitigate these issues.
- The Panel appreciates the finessing of the site and the proportions of the base and the podium.
- The Panel has concerns with how the proposed tower floorplate will affect the quality of life of residents and adjacent residents and highly recommends a small floorplate size.
  - The Panel suggests taking the rebuilt brick portion and lowering it by at least a floor.
  - The Panel suggests setting back the black glazing portion rather than projecting it forward over the pedestrian realm would greatly benefit the micro-climate conditions, trim the floorplate a bit, and significantly improve the pedestrian experience.
- The Panel generally appreciates the way the massing and the materiality of the design has been expressed.
  - The Panel is encouraged to see the eclectic nature of the neighbourhood expressed in the design.
- The Panel appreciates the proportions of the podium, and the contrasting between materials.
- The Panel is supportive of the window to wall ratio being proposed.



- The Panel has strong concerns with the separation between towers. The proposed clustering of towers is problematic and does not speak to the Official Plan's vision of a liveable city.
- The Panel recommends the scale of the towers and the space in between them needs to be reconsidered to help mitigate uncomfortable public spaces and living conditions on this block.
- The Panel has concerns with the projected balconies and their sustainability. As proposed, many of them are small and not very functional. Consider the usability of the balconies, perhaps better off as Juliet balconies or inset.

Document 6 – Architectural Drawings



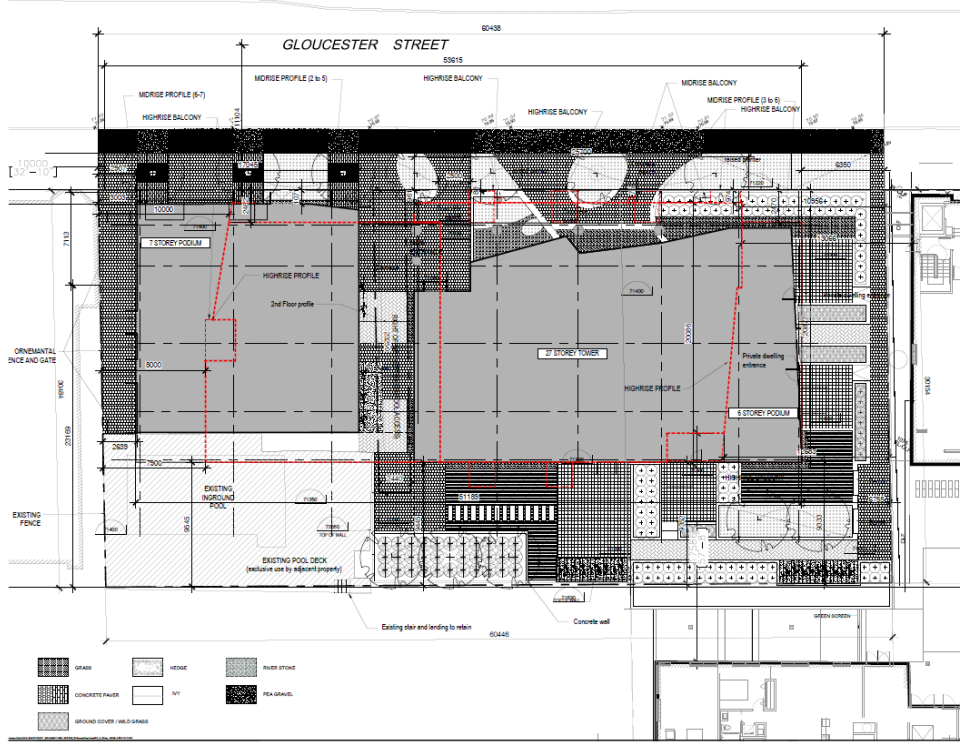
Southwest facing perspective from Gloucester Street



East-facing perspective from O'Connor Street



Southwest facing perspective (aerial view)



Site Plan (A1 010) drawing



East and North Elevations