

3. **Official Plan Amendment – Corso Italia Station District Secondary Plan; Zoning By-Law Amendments - Minimum Parking Requirements for Corso Italia Station District; and 818 Gladstone Avenue and 933 Gladstone Avenue**
- Modification au Plan officiel – Plan secondaire du secteur de la station Corso Italia; modifications au Règlement de zonage – exigences du nombre minimal de places de stationnement dans le secteur de la station Corso Italia; et 818, avenue Gladstone et 933, avenue Gladstone**

Committee recommendations, as amended

That Council:

1. **approve an amendment to the Official Plan as detailed by Part B and C of the Official Plan Amendment in Document 2, including the introduction of the Corso Italia Station District Secondary Plan into Official Plan Volume 2A, as detailed in Document 3, as amended by the following:**
 - a. **that Council direct staff to include the following text to describe the desired future streetscape typology for the portion of Rochester Street within the Corso Italia Station District Secondary Plan boundaries:**

“Rochester Street will be designed as a complete street with wide sidewalks, bicycle facilities, on-street parking, and street trees, taking into account the context of the corridor and the available right-of-way.”;
2. **approve an amendment to the Zoning By-law 2008-250 to designate the Secondary Plan study area “Area Z: Near Major LRT Station” on Schedule 1A, as detailed by the Table and Maps in Documents 4, 5 and 6;**
3. **approve amendments to the Zoning By-law 2008-250 to permit a range of uses and performance standards allowing low-rise to high-rise buildings at 818 Gladstone Avenue and 933 Gladstone Avenue and parts of 1030 Somerset Street, as detailed by the Table and Maps in Documents 7, 8 and 9;**
4. **direct staff to review and amend the Parkland Dedication By-law**

and to assess the possible introduction of an area-specific Development Charge By-law and to report back to Council on this assessment by no later than Q2 2022 to implement the Corso Italia Station District Secondary Plan policies to achieve public realm improvements;

5. approve the lands that are subject to the Corso Italia Station District Secondary Plan are a Protected Major Transit Station Area under Section 16(15) of the *Planning Act* as detailed by Document 1;
6. direct staff to incorporate the Corso Italia Station District Secondary Plan into the new West Downtown Core Secondary Plan as part of the new Official Plan to be considered for adoption in Q3 2021.

Recommandations du Comité, telles que modifiées

Que le Conseil :

1. approuve une modification au Plan officiel, exposée en détail par les parties B et C de la Modification au Plan officiel dans le document 2, notamment l'ajout du Plan secondaire du secteur de la station Corso Italia dans le Volume 2A du Plan officiel, comme l'expose en détail le document 3, dans sa version modifiée par ce qui suit :
 - a. que le Conseil demande au personnel d'inclure le texte suivant pour décrire la typologie souhaitée du paysage de rue projeté pour le tronçon de la rue Rochester compris dans le périmètre du Plan secondaire du secteur de la station Corso Italia :

« La rue Rochester sera aménagée sous la forme d'une rue complète, avec de larges trottoirs, des infrastructures cyclables, des places de stationnement sur rue et des arbres urbains, en tenant compte du contexte du couloir et de l'emprise disponible; »;
2. approuve la modification du Règlement de zonage (no 2008-250) afin que le secteur à l'étude du plan secondaire soit désigné « Secteur Z : près des principales stations du TLR » sur l'annexe 1A, comme l'indiquent le tableau et les cartes des documents 4, 5 et 6;
3. approuve la modification du Règlement de zonage (no 2008-250) afin

que soit autorisé un ensemble d'utilisations et de normes fonctionnelles qui permettront la construction d'immeubles de faible à grande hauteur au 818 et au 933, avenue Gladstone et sur des parties du 1030, rue Somerset, comme l'indiquent le tableau et les cartes des documents 7, 8 et 9;

4. demande aux membres du personnel d'examiner et de modifier le Règlement visant les terrains réservés à la création de parcs, d'envisager la mise en place d'un Règlement sur les redevances d'aménagement d'application restreinte et de présenter leurs conclusions au Conseil au plus tard au cours du deuxième trimestre de 2022 afin que soient appliquées les politiques relatives au Plan secondaire du secteur de la station Corso Italia permettant d'apporter des améliorations au domaine public;
5. accorde aux terrains visés par le Plan secondaire du secteur de la station Corso Italia le statut de Zone protégée des grandes stations de transport en commun, aux termes de l'article 16(15) de la Loi sur l'aménagement du territoire, comme l'expose en détail le document 1;
6. enjoigne au personnel d'intégrer le Plan secondaire du secteur de la station Corso Italia dans le nouveau Plan secondaire du centre-ville ouest, qui fait partie du nouveau Plan officiel dont l'adoption sera examinée au troisième trimestre de 2021.

For the Information of Council

Planning Committee also approved the following:

➤ **Motion N° PLC 2021-38/3**

THEREFORE BE IT RESOLVED that the text in the "Asset Management Implications" section be replaced from:

" Policy Section 5.2.5 to 5.2.16 proposes the City Centre Underpass Pathway, a primary active transportation route for the Secondary Plan study area. If limited vehicular access is to be permitted using the City Centre Underpass Pathway, it must be subordinate to pedestrian and cycling circulation. This would require the width of the underpass to be enlarged and would require

modification to the existing bridge structure."

to:

"There is major water and sewer infrastructure that encumbers the largely vacant lands controlled by the City and lands expected to be conveyed to the City from the federal government in 2021 (area east of railway cut, north of Gladstone, and west of existing development from Plant Bath south to Balsam). A coordinated plan will be required to relocate this infrastructure and/or to ensure that development avoids the alignment of this infrastructure. A financial plan will also be required to support the funding of infrastructure relocation. This plan may also need to address advancement of renewal of some infrastructure in this area.

While plans specific to infrastructure relocation and servicing for this area are not within the scope of the Infrastructure Master Plan to be updated in 2022, the strategies for servicing increased levels of intensification, as would be permitted by the proposed Official Plan and Zoning By-law amendments, will be addressed as part of this update. While capacity exists to accommodate further intensification in existing urban development areas of the City, there are limits to available capacity and a focused program will be required to manage the impacts of intensification on existing infrastructure. In particular, increased on-site stormwater management requirements may need to be imposed in order to manage these impacts, which could have implications on the design of residential intensification projects."

AND BE IT FURTHER RESOLVED that no further notice be given pursuant to subsection 34 (17) of the *Planning Act*.

➤ **Motion N° PLC 2021-38/4**

THEREFORE BE IT RESOLVED that Planning Committee replace Document 7 with the revised Document 7, attached as Appendix 1 to this motion, showing the modifications in red; and

BE IT FURTHER RESOLVED THAT pursuant to the *Planning Act*, subsection 34(17) no further notice be given.

➤ **Direction to staff**

That staff be directed to provide a letter to Canadian Bank Note with staff's interpretation of when the environmental compliance needs to occur and that the Secondary Plan 4.1.4.5 clearly states that new residential developments need to do the studies and implement mitigation.

Pour la gouverne du Conseil municipal :

Le Comité de l'urbanisme a également approuvé ce qui suit :

➤ **Motion N° PLC 2021-38/3**

**PAR CONSÉQUENT, IL EST RÉSOLU que le texte de la section
« Répercussions sur la gestion des actifs » soit remplacé par le texte qui
suit :**

« Dans les sections 5.2.5 à 5.2.16 de la politique, on propose que le passage inférieur de l'avenue City Centre soit une voie de transport actif primaire pour l'aire de l'étude du Plan secondaire. S'il faut autoriser l'accès automobile limité dans le passage inférieur de l'avenue City Centre, ce droit d'accès soit être subordonné à la circulation piétonnière et cyclable. Il faudrait alors augmenter la largeur du passage inférieur, ce qui obligerait à modifier la structure de la passerelle existante. »

Nouveau texte :

« D'importantes infrastructures d'égout et d'aqueduc viennent grever les terrains essentiellement vagues contrôlés par la Ville, et l'on s'attend à ce que le gouvernement fédéral cède ces terrains à la Ville en 2021 (secteur à l'est de la voie ferrée, au nord de l'avenue Gladstone et à l'ouest de l'aménagement existant entre le Centre récréatif Plant au sud et la rue Balsam). Il faudra adopter un plan concerté pour relocaliser ces infrastructures et s'assurer que le projet d'aménagement permet d'éviter le tracé desdites infrastructures. Il faudra aussi déposer un plan financier pour justifier le financement de la relocalisation des infrastructures. Il se peut que ce plan doive tenir compte de la progression des travaux de réfection de certaines infrastructures dans ce secteur.

« Si les plans propres à la relocalisation des infrastructures et à la

viabilisation du secteur ne font pas partie du périmètre du Plan directeur de l'infrastructure à mettre à jour en 2022, on se penchera, dans le cadre de cette mise à jour, sur les stratégies permettant de viabiliser les niveaux accrus de densification, ce que les modifications que l'on propose d'apporter au Plan officiel et au Règlement de zonage permettent de faire. Si on dispose de la capacité voulue pour permettre d'accroître encore la densification dans les secteurs existants de l'aménagement urbain sur le territoire de la Ville, la capacité disponible est limitée, et il faudra adopter un programme précis pour gérer les répercussions de la densification sur les infrastructures existantes. En particulier, il se peut que l'on doive imposer des exigences rehaussées dans la gestion des eaux pluviales sur le site afin de gérer ces répercussions, qui pourraient avoir des incidences sur la conception des projets de densification résidentielle. »

IL EST EN OUTRE RÉSOLU qu'aucun autre avis ne sera signifié conformément au paragraphe 34 (17) de la *Loi sur l'aménagement du territoire*.

➤ **Motion N° PLC 2021-38/4**

Que le Comité de l'urbanisme remplace la pièce 7 par la pièce 7 révisée, reproduite dans l'annexe 1 de la présente motion, en indiquant **en rouge** les modifications apportées;

IL EST EN OUTRE RÉSOLU QUE conformément au paragraphe 34(17) de la *Loi sur l'aménagement du territoire*, aucun autre avis ne sera signifié.

➤ **Instruction au personnel**

Que l'on donne pour directive au personnel d'adresser à la Canadian Bank Note une lettre faisant état de son interprétation des cas dans lesquels il se peut que l'on doive assurer la conformité environnementale; et que la section 4.1.4.5 du plan secondaire précise qu'il faut mener des études et mettre en œuvre des mesures d'atténuation dans les nouveaux aménagements résidentiels.

Documentation/Documentation

1. Report from the Director, Economic Development and Long-Range Planning, Planning, Infrastructure and Economic Development Department, dated February 12, 2021 (ACS2021-PIE-EDP-0010)

Rapport du Directeur, Développement économique et Planification à long terme, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 12 février 2021 (ACS2021-PIE-EDP-0010)

2. Extract of draft Minutes, Planning Committee, February 25, 2021

Extrait de l'ébauche du procès-verbal du Comité de l'urbanisme, le 25 février 2021

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme
25 February 2021 / 25 février 2021**

**and Council
et au Conseil
10 March 2021 / 10 mars 2021**

**Submitted on 12 February 2021
Soumis le 12 février 2021**

**Submitted by
Soumis par:
Don Herweyer,
Director / Directeur**

**Economic Development and Long-Range Planning / Développement économique
et Planification à long terme**

**Planning, Infrastructure and Economic Development Department / Direction
générale de la planification, de l'infrastructure et du développement économique**

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Ward: SOMERSET (14)

File Number: ACS2021-PIE-EDP-0010

KITCHISSIPPI (15)

**SUBJECT: Official Plan Amendment – Corso Italia Station District Secondary
Plan; Zoning By-law Amendments - Minimum Parking Requirements
for Corso Italia Station District; and 818 Gladstone Avenue and 933
Gladstone Avenue**

**OBJET: Modification au Plan officiel – Plan secondaire du secteur de
la *station Corso Italia*; modifications au Règlement de zonage –
exigences du nombre minimal de places de stationnement dans le**

secteur de la station Corso Italia; et 818, avenue Gladstone
et 933, avenue Gladstone

REPORT RECOMMENDATIONS

1. That Planning Committee recommend Council:
 - a. approve an amendment to the Official Plan as detailed by Part B and C of the Official Plan Amendment in Document 2, including the introduction of the Corso Italia Station District Secondary Plan into Official Plan Volume 2A, as detailed in Document 3;
 - b. approve an amendment to the Zoning By-law 2008-250 to designate the Secondary Plan study area “Area Z: Near Major LRT Station” on Schedule 1A, as detailed by the Table and Maps in Documents 4, 5 and 6;
 - c. approve amendments to the Zoning By-law 2008-250 to permit a range of uses and performance standards allowing low-rise to high-rise buildings at 818 Gladstone Avenue and 933 Gladstone Avenue and parts of 1030 Somerset Street, as detailed by the Table and Maps in Documents 7, 8 and 9;
 - d. direct staff to review and amend the Parkland Dedication By-law and to assess the possible introduction of an area-specific Development Charge By-law and to report back to Council on this assessment by no later than Q2 2022 to implement the Corso Italia Station District Secondary Plan policies to achieve public realm improvements;
 - e. approve the lands that are subject to the Corso Italia Station District Secondary Plan are a Protected Major Transit Station Area under Section 16(15) of the *Planning Act* as detailed by Document 1;
 - f. direct staff to incorporate the Corso Italia Station District Secondary Plan into the new West Downtown Core Secondary Plan as part of the new Official Plan to be considered for adoption in Q3 2021.
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 March 10, 2021," 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 au Conseil :
 - a. approuver une modification au Plan officiel, exposée en détail par les parties B et C de la Modification au Plan officiel dans le document 2, notamment l'ajout du Plan secondaire du secteur de la station Corso Italia dans le Volume 2A du Plan officiel, comme l'expose en détail le document 3;
 - b. approuver la modification du Règlement de zonage (no 2008-250) afin que le secteur à l'étude du plan secondaire soit désigné « Secteur Z : près des principales stations du TLR » sur l'annexe 1A, comme l'indiquent le tableau et les cartes des documents 4, 5 et 6;
 - c. approuver la modification du Règlement de zonage (no 2008-250) afin que soit autorisé un ensemble d'utilisations et de normes fonctionnelles qui permettront la construction d'immeubles de faible à grande hauteur au 818 et au 933, avenue Gladstone et sur des parties du 1030, rue Somerset, comme l'indiquent le tableau et les cartes des documents 7, 8 et 9;
 - d. demander aux membres du personnel d'examiner et de modifier le Règlement visant les terrains réservés à la création de parcs, d'envisager la mise en place d'un Règlement sur les redevances d'aménagement d'application restreinte et de présenter leurs conclusions au Conseil au plus tard au cours du deuxième trimestre de 2022 afin que soient appliquées les politiques relatives au Plan secondaire du secteur de la station Corso Italia permettant d'apporter des améliorations au domaine public;
 - e. accorder aux terrains visés par le Plan secondaire du secteur de la station Corso Italia le statut de Zone protégée des grandes stations de transport en commun, aux termes de l'article 16(15) de la *Loi sur l'aménagement du territoire*, comme l'expose en détail le document 1;

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 10 mars 2021 », à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.

EXECUTIVE SUMMARY

The area for the Corso Italia Station District Secondary Plan (hereafter referred to as “Secondary Plan”) is poised to undergo significant growth and change. In the future, the Corso Italia Station will serve as an important destination to access to downtown Ottawa and the broader network of neighbourhoods making up the city. The district around the station will become a place of connection between established and vibrant neighbourhoods that have long been separated by the rail corridor: Little Italy and Chinatown to the east, and Hintonburg to the west. Much of the area around the station is currently vacant or underutilized and is designated as a Mixed Use Centre (MUC) in the current Official Plan. This makes much of the land in the area prime candidates for redevelopment to support the City’s intensification goals. Taken together, these factors present a rare opportunity to develop an entirely new mixed-use, transit-oriented community in the heart of the city.

The recommendations contained in this report are designed to ensure development in the area unfolds in an orderly manner that is compatible with existing neighbourhoods and in a way that sets up the district for a more sustainable and resilient future.

The Secondary Plan study is the culmination of an extensive and collaborative consultation process which has resulted in a broad and integrated 25-year vision for the Corso Italia Station District policy area, with a focus on: 1) its characters areas and built form; and 2) the public realm and mobility.

This report advances six recommendations key to implementing this vision, including the adoption of the Secondary Plan (Official Plan Amendment), three Zoning By-law amendments (one area-specific and two site-specific), measures for the achieving public realm improvements, and provision of the area as a Protected Major Transit Station Area. These will guide decisions for both the future development and the undertaking of public works within the area.

Because 2021 is also the year in which Council will consider adoption of a new Official Plan, a recommendation has been included to ensure that the Secondary Plan recommended by this report is included in the West Downtown Core Secondary Plan as part of the new Official Plan package.

Discussion of the recommendations within this report highlight the key policy directions for the major character areas or properties within the district. This includes revisions made subsequent proposed Official Plan Amendment and Zoning By-law Amendments based on input from various public consultations, including the technical and public circulations as well as the March 3, 2020, public open house.

Other Matters

The Official Plan Amendment (OPA) and Zoning amendment applications have an impact on Ottawa Community Housing Corporation, and their plans and funding ability to deliver timely affordable housing at 818 Gladstone Avenue and 933 Gladstone Avenue.

Financial Implications

The Secondary Plan directs all cash-in-lieu of parkland collected through development applications within the Corso Italia Station District to be used for the acquisition of new park land and improvements to existing parks within the Corso Italia Station District. In addition, the Secondary Plan directs all Section 37 or Community Benefits Charge By-law (when enacted) contributions collected through development applications within the Corso Italia Station District be used within Corso Italia Station District.

Public Consultation

This Secondary Plan has been prepared through an extensive public consultation process, as detailed in Document 10. Residents, business owners, developers, federal and municipal agencies, affected community associations, local Business Improvement Areas, and Ward Councillors were involved in the process.

The consultation included two public open houses, a design charrette, public advisory group meetings, as well as many small and group meetings. The project website has been updated periodically to provide information. The public awareness campaign included newspaper advertising, public services announcement on the City's website, social media outreach and e-mail distribution.

The Secondary Plan has been developed with input from the community and the stakeholders. The Plan is generally supported by the community and the stakeholders. There is concern amongst some local residents on the level of intensification in the area and disagreement on building height at certain locations. Local residents have expressed a strong desire for more parks and open spaces, improved public realm, local grocery stores, and the timely delivery of such amenities and facilities. Property owners of large parcels of land have been engaged and many issues of concern have been addressed through the process. Any outstanding issues are beyond the scope of the Secondary Plan and can only be addressed during subsequent development application processes.

RÉSUMÉ

Le secteur visé par le Plan secondaire du secteur de la *station Corso Italia* (ci-après dénommé le « Plan secondaire ») est sur le point de connaître une croissance et des changements importants. Dans les années qui viennent, la *station Corso Italia* servira de carrefour important pour accéder au centre-ville d'Ottawa et au réseau plus général de quartiers qui constituent la ville. Le secteur entourant la station deviendra un point de correspondance entre des quartiers établis et dynamiques, séparés depuis longtemps par le couloir ferroviaire : la Petite Italie et le quartier chinois à l'est, et Hintonburg à l'ouest. L'essentiel du secteur entourant la station, actuellement inoccupé ou sous-utilisé, est désigné Centre polyvalent dans le Plan officiel actuel. Cette désignation fait des terrains de ce secteur des candidats de choix pour un réaménagement permettant d'atteindre les objectifs de la Ville en matière de densification. Considérés conjointement, ces facteurs offrent une occasion rare d'aménager une collectivité polyvalente et axée sur le transport en commun entièrement nouvelle en plein cœur de la ville.

Les recommandations figurant dans le présent rapport ont pour objet de faire en sorte que l'aménagement se fasse d'une manière ordonnée, qu'il soit compatible avec le caractère des quartiers existants et qu'il prépare le secteur à un avenir plus durable et plus adaptable.

L'étude du Plan secondaire est l'aboutissement d'un processus de consultation étendu et collaboratif, qui a donné lieu à une vision large et intégrée sur 25 ans pour le secteur de la *station Corso Italia*, vision entre autres axée sur : 1) ses zones à caractère particulier et sa forme bâtie; et 2) le domaine public et la mobilité.

Le présent rapport soumet six recommandations fondamentales pour mettre en œuvre cette vision, notamment l'adoption du Plan secondaire (modification au Plan officiel), trois modifications au Règlement de zonage (une visant le secteur et deux propres à des emplacements), des mesures permettant d'améliorer le domaine public et un statut pour le secteur de Zone protégée des grandes stations de transport en commun. Ces recommandations orienteront les décisions entourant à la fois les aménagements futurs et la réalisation de travaux publics dans ce secteur.

Puisque 2021 est également l'année au cours de laquelle le Conseil examinera l'adoption d'un nouveau Plan officiel, il a été proposé de veiller à ce que le Plan secondaire recommandé dans le présent rapport soit intégré au Plan secondaire du centre-ville ouest dans cette nouvelle mouture du Plan officiel.

Les discussions sur les recommandations soumises dans le présent rapport font ressortir les principales orientations politiques pour les grandes zones ou propriétés à caractère particulier du secteur. Il s'agit entre autres de révisions postérieures aux modifications proposées au Plan officiel et au Règlement de zonage, fondées sur diverses consultations publiques, notamment les documents diffusés aux fins d'examen par les spécialistes techniques et les citoyens ainsi que la réunion portes ouvertes du 3 mars 2020.

Autres questions

Les demandes de modification au Plan officiel et de modification au Règlement de zonage ont une incidence sur la Société de logement communautaire d'Ottawa, sur leurs plans et sur leur capacité à financer en temps opportun une offre de logements abordables au 818, avenue Gladstone et au 933, avenue Gladstone.

Répercussions financières

Le plan secondaire prévoit que tous les fonds issus du règlement des frais relatifs aux terrains à vocation de parc dans le cadre des demandes d'aménagement visant des terrains dans le secteur de la station Corso Italia servent à faire l'acquisition de terrains à vocation de parc et à améliorer les parcs existants dans ce même secteur. Il prévoit en outre que tous les fonds recueillis en vertu de l'article 37 ou du Règlement municipal

de redevances pour avantages communautaires (lorsqu'il sera en vigueur) dans le cadre des demandes d'aménagement visant des terrains dans le secteur de la station Corso Italia soient utilisés pour ce même secteur.

Consultation publique

Ce Plan secondaire a été élaboré dans le cadre d'un processus de consultation publique étendu, comme l'expose en détail le document 10. Des résidents, des chefs d'entreprise, des promoteurs, des organismes fédéraux et municipaux, des associations communautaires concernées, des zones d'amélioration commerciale et des conseillers municipaux ont pris part à ce processus.

Le processus de consultation comprenait deux réunions portes ouvertes, une charrette sur la conception, des réunions du groupe consultatif public ainsi que de nombreuses réunions de groupe ou en petit comité. L'information du site Web consacré au projet a été mise à jour périodiquement. La campagne de sensibilisation du public comprenait de la publicité dans les journaux, un message d'intérêt public sur le site Web de la Ville, des communications dans les médias sociaux et la diffusion de courriels.

Le Plan secondaire a été élaboré avec la participation de la collectivité et des parties prenantes, qui le soutiennent globalement. Des préoccupations ont été soulevées par certains résidents concernés au sujet du niveau de densification dans le secteur et de la hauteur des bâtiments à certains endroits. Les résidents du secteur ont exprimé un fort désir de voir apparaître, dans un délai approprié, de nouveaux parcs et espaces verts, un domaine public mis en valeur ainsi que de nouvelles épiceries locales. Des propriétaires de grands terrains ont pris part au processus et en ont profité pour exprimer de nombreuses préoccupations. Toute autre question à régler dépasse la portée du Plan secondaire et ne peut être traitée que dans le cadre de processus subséquents de demande d'aménagement.

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](#).

Brief history of Secondary Plan and Other Planning Studies in the Area

The below provides a summary of the project history in the broader context of the light rail transit initiative and other transportation and secondary planning studies.

- 2006 - The north-south line of the Light Rail Transit (LRT) project became an imminent public investment and Carling-Bayview Rapid Transit Corridor Community Design Plan (CDP) was initiated.
- The City of Ottawa's Transportation Master Plan (TMP) identified three future transit stations along the existing O-train corridor at: Bayview, Gladstone, and Carling Avenues.
- A single, large CDP was undertaken around the three future LRT stations to examine how the areas around them ought to redevelop, especially the vacant or underutilized lands. A few years later they become three separate studies.
- Two secondary plans have been completed and are now in effect:
 - 2013 (May) Bayview Station District Secondary Plan & CDP
 - 2016 (March) Preston-Carling District Secondary Plan
- Fall 2013 Gladstone Station District Secondary Plan and CDP study was initiated
- 2015 Gladstone Station study is put on hold:
 - Federal Government seeks to dispose the 2.9-ha parcel from the "Oak Street Complex" (933 Gladstone Avenue). Without knowing the future property owner, many outstanding questions remained about the best policy direction for this central property of the study area.
- 2018 Ottawa Community Housing purchases the 2.9 ha site at 933 Gladstone Ave.
- 2018+ Stage 2 LRT designing the Gladstone O-Train Station
- 2018+ Federal Government seeking to dispose the remaining parcel (1010 Somerset Street). The City of Ottawa continues to pursue the acquisition of this site
- 2019 (May) Gladstone Station District Secondary Plan study is re-initiated
- 2020 (November) OC Transpo releases new station names and revised lines structure for O-Train system. Gladstone station is renamed Corso Italia Station and will be along Line 2 of the system.
- 2020 (November) City releases new draft Official Plan which includes new secondary plans. The study area is encompassed in the area covered by the draft

West Downtown Core Secondary Plan.

- Once approved by Planning Committee and adopted by Council, the Corso Italia Station District Secondary Plan will mark the completion of this broader planning review for the three O-Train Stations in the area and provide comprehensive policy direction for the west downtown of Ottawa

Site Location

The Official Plan Amendment (D01-01-20-0011) covers the Corso Italia Station District Secondary Plan area, which is generally bounded by Somerset Street to the north, Highway 417 to the south, Breezehill Avenue and Loretta Avenue (south of Gladstone Avenue) to the west, and Preston Street (including properties facing Preston Street on its east side) and Booth Street (south of Balsam Street) to the east, as described by Document 1.

Zoning By-law Amendment (D02-02-20-0106) proposes to amend the lands described by Document 5, so they become consistent with the minimum parking requirements for the entire area of the Corso Italia Station District Secondary Plan.

The site-specific Zoning By-law Amendments (D02-02-20-0067) affect 818 Gladstone Avenue and 933 Gladstone Avenue, as described by the Location and Zoning Key Plans in Document 7.

Applicant / Owner

The proposed Corso Italia District Secondary Plan was undertaken by the Planning Policy and Resiliency Branch in the Planning, Infrastructure and Economic Development. The resulting deliverables are the City-initiated Official Plan Amendment and Zoning By-law amendments. The study area comprises numerous private and public properties within this inner urban area. The Zoning By-law amendment for 818 Gladstone Avenue and 933 Gladstone Avenue are properties both owned by Ottawa Community Housing Corporation.

Description of Site and Surroundings

The lands comprising the Corso Italia Station District exhibit key features creating unique opportunities and challenges for their future redevelopment:

- Large, underutilized or vacant 'superblocks' exist throughout the study area and separate neighbourhoods or creating barriers within them. But they also provide

great potential for establishing new connectivity and uses, and accommodating more residents and workers, and public spaces. (See Areas 1, 2, 3, 5, 7, 8, 10, 11 on Schedules D, in Document 3.)

- Publicly-owned lands in the district have a civic presence in the area; including the City-owned Plant Bath and Plouffe Park (located north-east in study area) and the OCDSB-owned Adult High School (south-east in study area);
- Privately-owned lands characterize the remainder of the study area, with a generally fine-grained, urban fabric east of the rail corridor and the former “Oak Street Complex”, but there are also some larger sites west of the rail corridor;
- Adjacent communities – Little Italy/Dalhousie and Hintonburg - are mature, but ever-evolving. They are mixed-use where residential, commercial and even industrial uses are never far from each other. These vibrant and pedestrian-scaled neighbourhoods are attractive to visitors from around the city.
- The existing multi-use pathway along the east side of the north-south rail corridor is a well-known and well-used active transportation spine in the area and benefits both existing and future residents, as well as, commuting and recreational cyclists and pedestrians who travel through the district;
- Site topography, including bridges and the existing O-Train track, creates barriers.

Current Official Plan Designations

The Official Plan (OP) sets out a vision for the city's future growth and provides a policy framework to guide its physical development and address matters of provincial interest as defined by the Provincial Policy Statement. Much of the 36 hectares of land making up the Corso Italia Station District Secondary Plan study area (Document 1) is designated as Mixed-Use Centre (MUC). Traditional Mainstreet (TM) designation notably applies along Somerset Street, Preston Street and part of Gladstone Avenue. Sizable areas of land are also within the General Urban Area designation, but within proximity to the future Corso Italia O-Train station.

Within the Dalhousie neighbourhood in Ward 14 (Somerset) most of the properties south of Somerset Street to Highway 417 and east of the O-Train corridor to Preston Street are either the MUC or TM designations. Within the MUC area, Public Services and Procurement Canada (PSPC) own a 2.8-hectare parcel of land at 1010 Somerset Street. Ottawa Community Housing Corporation owns two redevelopment parcels: 933

Gladstone Avenue is just south of 1010 Somerset Street (approximately 3.0 hectares), and 818 Gladstone (approximately 1.65 ha). The latter property is currently General Urban Area designation. These are significant parcels in the future of this district.

Within the Hintonburg neighbourhood in Ward 15 (Kitchissippi) primarily industrial lands are designated General Urban" Area in the Official Plan. This area west of the O-Train corridor to Breezehill Avenue offers key opportunities to retain existing employment uses, undertake redevelopment of underutilized lands, and to protect, stable residential areas.

The District is also subject to the Preston-Champagne Secondary Plan, which was approved in 1994. The Preston-Champagne Secondary Plan provides detailed area-based policy direction and envisions the area as a diverse mixed-use, inner-city neighbourhood attractive to redevelopment activities. While the Preston-Champagne Secondary Plan is not in conflict with the Official Plan, it was prepared within a different context. The most noticeable contextual changes include: the introduction of the O-Train in 2001, the current Stage2 construction of new Light Rail Transit (LRT) stations, the significant interest that now exists for developing within the urban area, and the need to acknowledge the area as the southwestern gateway to the downtown urban core. Within this new context, the existing Secondary Plan policies in many cases do not respond well to the need to manage the change that is occurring in the Corso Italia District. As part of the adoption of this new Secondary Plan, the Preston-Champagne Secondary Plan will be repealed in its entirety.

Summary of Proposed Amendments

Official Plan Amendment

The Official Plan Amendment (OPA) advances four main amendments to the Official Plan (Document 2). The primary purpose of the OPA is to adopt the proposed Corso Italia Station District Secondary Plan as part of the Official Plan (Document 3). A planning study was undertaken for the Corso Italia Station District area that identified a vision, goals and objectives, and policies that will guide how growth, intensification and change will throughout the area. It will guide future development on private and public properties and required City works on public lands. The Secondary Plan provides land use and design policies under the *Planning Act*, including broad policies for the area, as well as specific policy direction for its distinct character areas, including matters of land use, built form, and public space and mobility.

Secondly, the OPA proposes to amend Schedule B of the Official Plan by designating the entire study area as Mixed Use Centre (MUC) from previously being part MUC and part General Urban Area. This will update the land use designations within the district to better reflect its proximity to the future Corso Italia O-Train Station and its evolving position in the west downtown core, and to manage growth-related challenges over time.

Thirdly, the Road of Right-of-Way Protection in Annex 1, Table 1 of the Official Plan is proposed to be amended to add new right-of-way widening protections. These changes are intended to support the vision of the Secondary Plan, by ensuring that key major collector streets in the district (Somerset Street, Gladstone Avenue, and Rochester Street,) provide adequate space for facilities that will support active transportation use, such as wider sidewalks, cycling lanes or street trees. Those widenings are specifically not for additional motor vehicle lanes.

Finally, the OPA will repeal the existing Preston-Champagne Secondary Plan in its entirety. This secondary plan is now 27 years old and its subject area has experienced significant change. With the adoption of the Preston-Carling Secondary Plan in 2014 and the present proposed Secondary Plan, the area's policy will provide appropriate guidance for future development.

Zoning By-law amendment:

There are two zoning by-law amendments being proposed to support the implementation of the proposed Secondary Plan. The first amendment will revise the minimum parking space requirements, on Schedule 1A to Zoning By-law No. 2008-250, so that Secondary Plan study area becomes "Area Z: Near Major LRT Station" (Documents 4, 5 and 6). This will update the performance standards for minimum parking space requirements to better align new development with the future of this transit-oriented neighbourhood.

The second zoning amendments are for two separate Ottawa Community Housing properties: 818 Gladstone Avenue and 933 Gladstone Avenue. They both propose to rezone the properties to permit a broad range of housing types, including low-rise, mid-rise and high-rise buildings, and a mix of uses, including significant affordable housing options, commercial, retail, institutional uses, and supporting public realm (Documents 7, 8 and 9).

DISCUSSION

Public Consultation and Input

Public notification was undertaken in accordance with the Council-approved Public Notification and Public Consultation Policy for Zoning By-law amendments.

Document 10 outlines of the public consultations and circulations initiated by the secondary planning study process. It also includes a summary of comments and Planning responses to these concerns, received from the final public open house and the public circulation of the proposals for an Official Plan Amendment and the Zoning By-law Amendments.

Recommendation 1: Official Plan Amendment and Secondary Plan

Recommendation 1 is an amendment to implement the Corso Italia Station District Secondary Plan (Appendix 3, in Document 3) as part of Official Plan Volume 2A. The proposed Secondary Plan provides the basis for the other components of the Official Plan Amendment, summarized above and detailed in Document 2, and for the Zoning By-law amendments (detailed in Documents 4 through 9).

Growth Management

A principal objective of all secondary plans is to implement the City's growth management strategy. The Secondary Plan study process undertook a demonstration plan where gross floor areas devoted to residential, office and retail uses were calculated resulting in a total Gross Floor Area (GFA) of approximately 768,000 m². This GFA amounts to a gross density of approximately 418 people and jobs per hectare (or 600 people and jobs per net hectare) within the study area, with approximately 7000 dwelling units. This represents a transit-supportive net density which achieves the City's Residential Land Strategy minimum intensification targets for the area. Figure 2.3 – Minimum Density Target, in the Official Plan, indicates a base minimum of 200 people and jobs per gross hectare at stations from Bayview-Preston. The densities identified by the study represent an eventual build out scenario for the area that will take years to achieve and is beyond the timeframe of the Secondary Plan.

Given that the Secondary Plan policy area will be able to absorb a significant number of additional units in this community, it is expected that stable residential neighbourhoods outside of the study area, including those within a 600 metre of the transit station, will not be contemplated for development beyond incremental, small-scale infill. In these areas, it is anticipated that there will be no significant change to the population. It is

expected that despite the occurrence of small-scale infill, there will continue to be a slow, but continued decline in the household size.

The Vision and Goals

The Plan's vision and goals set the stage for an orderly transformation of the district area into the south-western edge of the city's growing downtown core. Where two vibrant communities have been long established and will continue to thrive, a new vision for the Corso Italia Station District looks forward to the presence of the new O-Train station and the redevelopment of significantly underutilized tracts of land nearby. These redevelopments will integrate with the existing community and introduce new urban elements that will cumulatively combine to reinforce Little Italy and Hintonburg as diverse neighbourhoods characterized by the right balance of built environment, uses and public realm and mobility for an attractive and resilient future.

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

1. Expand the opportunities for active transportation to encourage a healthy and sustainable paradigm for area mobility and city-building.
2. Reduce automobile activity and car dependence to minimize conflicts with pedestrians and cyclists, to support the use of transit and active transportation, and to improve the local environment and reduce Greenhouse gasses (GHGs); enhance the public realm by reducing the footprint of automobiles.
3. Improve the amount, types and quality of spaces available for the neighbourhood to balance the increased numbers of people living in, working in and visiting the district.
4. Concentrate the most dense and tallest buildings along the O-Train corridor to support transit use for new residents and to provide built form transitions to existing low-rise areas.
5. Re-establish a strong urban form and design to support and enhance a high-quality public realm where there are existing vacant or underutilized lots.
6. Build on the heritage and character in the area to reinforce the established culture and success of the neighbourhood.
7. Nurture the arts community and other diverse, small-scale activity generators to support a resilient local culture and economy for all members of society.

8. Target the achievement of net zero annual greenhouse gas emissions in new development through the planning, design and development of alternative renewable energy solutions.

Summary of Policy Recommendations for Key Areas within the District

This section summarizes the policy recommendations for the Secondary Plan study area. Specific issues have also been highlighted where there was considerable collaboration and discussion with property owners or stakeholders to arrive at the preferred policy recommendations. Reference to Schedules A, B, C and D of the proposed Secondary Plan (Document 3) provide supporting reference materials for reading this section of this report.

As part of the study process, Planning developed a demonstration concept plan to illustrate what future development could be expected to look like within the district as a result of the policies of the Secondary Plan, once the area has built out. The demonstration plan was presented at the final open house and on-line to help the community to visualize how the policy directions of the study (Annex A, Document 3).

Moreover, Ottawa Community Housing Corporation (OCH), a significant stakeholder in the area, needed to advance its affordable housing projects concurrently with the study. OCH developed demonstration concept plans for its two large sites in the study district, at 818 Gladstone Avenue and 933 Gladstone Avenue. (Annex B and C, Document 3). These demonstration concept plans align with the policies recommended in the Secondary Plan.

Station Area

The Station Area surrounds the Corso Italia O-Train station and abuts Mixed Use Neighbourhood and Park designations (Schedule A, Document 3). It will incorporate a wide range of transit supportive functions and built forms. The tallest buildings and highest densities, and therefore people, in the district are generally proposed to be located in this area. Given its central location within the established community, the Station Area also provides 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. Because of this, a priority for the area is for public realm and mobility improvements, including a high density of pedestrian and cycling routes to provide good quality travel options.

The Station Area is divided into four quadrants, each having policy directions that respond to their unique conditions.

933 Gladstone Avenue is owned by Ottawa Community Housing Corporation (OCH) and occupies most of the north-east Station Area quadrant. The site is central to the study area, and three hectares in area, but vacant. At its western boundary is the future O-Train station and the existing, north-south, multi-use pathway (a significant active transportation route). To its east is an existing, low-rise neighbourhood and the Preston Mainstreet. Given this context and large size, it provides the most potential for development in the study area, and also the most impact in terms of how the heart of the district will function and be experienced by its residents and visitors. OCH is planning a mixed-use, mixed-income redevelopment on this site, often referred to as “Gladstone Village”, that will be a mixture of both public and private projects and provide approximately 1000 residential dwelling units.

Much of the study and public consultation was focussed on this site. Significant time was spent collaborating with members of OCH, as well as other members of the Public Advisory Group, on developing policies that could maximize the mandate to provide affordable housing to the city, on behalf of the City of Ottawa, while advancing a new vision for the area. Policy outcomes aimed to balance the need for a greater density of people brought by new development with the public realm required to support that.

Key policy recommendations for the 933 Gladstone Avenue property include:

1. Introducing a high density of active transportation routes and supporting infrastructure within the site and beyond, including:
 - a. A new active transportation route from Laurel Street West to Preston Street, including a future pedestrian bridge across the O-Train corridor;
 - b. Pedestrian-oriented streets with widened sidewalks, passive recreational space, and a “woonerf” street;
 - c. Connections between buildings to multi-use pathways.
2. Focusing on the quality of the public realm, including the built form that supports active frontages in new development;
3. Minimizing the number of streets with vehicular access and direct routes to encourage destination-oriented automobile user and minimize drivers seeking to cut-through the site. Only Oak Street and Balsam Street are recommended to be

opened up for automobile access. A new "Street B" will provide access onto Gladstone Avenue (as shown on Schedule A in Document 3);

4. Introducing a future, privately-owned public space referred to as "Gladstone Plaza" as a place-making feature and area to serve both public and private functions;
5. Permitting a range of built form to support a mix of uses, especially a diversity in housing types from low-rise to high-rise buildings;
6. Ensuring a gradual transition from areas permitting tall buildings to areas with existing low-rise buildings and the Mainstreet Corridor to support the existing residential and commercial character.

Based on feedback subsequent to final public open house and the circulation of the Official Plan Amendment proposal, there has been further discussion regarding the built form potential at the Preston Hardware block, bounded by Gladstone Avenue, Preston Street, Balsam Street, and Street B, is partially within the Station Area designation and partially within Mainstreet Corridor designation. As a result of review with the property owner and further analysis, Staff conclude that future redevelopment on the block should be limited to two towers: one of 25-storey maximum building height on west end of the site, near Street B, and a second, lower tower of 12-storeys maximum toward the centre of the site (as detailed in Schedule B, Document 3). Draft recommendations had proposed one, 18-storey tower. Further investigation showed that the block is of sufficient size for adequate tower separation of two high-rise buildings, however, it is paramount that new development provides a compatible transition to the low- to mid-rise built form of Mainstreet Corridor designation along Preston Street and Gladstone Avenue.

The Secondary Plan has also incorporated discussions regarding the existing development application for 951 Gladstone/145 Loretta which is within the Station Area and is being reviewed by Development Review Services. The application is on-going, but no Planning Committee date has been set as of the writing of this report. Schedule B outlines the proposed maximum buildings heights. There have been no changes to this since the final open house in March 2020. The proponent's design will incorporate the portion of the new western multi-use pathway for the length of the property, as proposed by this secondary plan.

Mainstreet Corridor

Preston Street, Gladstone Avenue and Somerset Street West will continue to evolve as

animated and active mainstreets. Discussions with the Preston Street Business Improvement Area and public feedback supported the following policy recommendations for Mainstreet Corridors:

1. Maintaining the existing six-storey maximum building height along on Preston Street, Somerset Street West, and Gladstone Avenue. While some mainstreet properties are large and may present opportunities for higher buildings on them, it is important to note that those areas fronting onto mainstreets will continue to be developed to reinforce the fine-grained, low- to mid-rise building envelope onto the Mainstreet. Through appropriate built form transitions, high-rise towers that sufficiently set back and minimize shadow and wind onto the public and private realms may be considered in specific locations.
2. Reinforcing or re-establishing retail character where there are gaps. Whether these are small-scale infill opportunities or as large properties redevelop, these streets will solidify as the commercial spines of the district. Notably areas include the east side of Preston Street, south of Gladstone (Adult High School); Gladstone Avenue between Preston Street and Booth Street; and Somerset Street West, where new development will redevelop up to the Somerset Bridge and provide retail frontage there.

1010 Somerset Street West

1010 Somerset Street West is a Main Street property of significant opportunity and discussion throughout the study process (Schedule D, Document 3). Locally known as the “Oak Street Complex”, the parcel is currently owned by the Federal Government of Canada, under the stewardship of Public Services and Procurement Canada (PSPC). The property abuts the 933 Gladstone Avenue property, which located at its southern boundary, and shares many of the same characteristics: central to the study area, 2.8 hectares in area, and highly underutilized. It is almost equidistant from the future Corso Italia O-Train Station on Line 2 and the Bayview O-Train Station where people transfer to Line 1.

A great deal of attention and public consultation was focussed on this site to develop policies that could advance a new vision for the area.

Several distinct policy recommendations for the 1010 Somerset Street include:

1. Designating a 1-hectare park to be located on the southern half of the 1010 Somerset Street site, from the western edge of Plough Park to the Trillium multi-use

pathway (Schedule C, Document 3). A key principle of the Secondary Plan is balancing high-density development with adequate public realm. This urban area is underserved in terms of large, outdoor active recreational City parks. The 1010 Somerset property is the only available parcel of land in study area that is large enough and vacant to accommodate a significant public park that is near public transit, active transportation routes, streets, and significant existing and future density.

2. Permitting a mixed-use development to a maximum floor space index (FSI) of 1.5. High-rise development may be considered on the site with the dedication of a 1-hectare park on the south half of the property, as described above. New recreational facilities and/or school uses may also be permitted on the site.
3. Creating the City Centre Underpass Pathway, linking 1010 Somerset Street and City Centre Avenue together, to become a primary north-south pedestrian and cycling gateway and route to and from study area to the significant, future developments at City Centre Avenue, LeBreton Flats, and the Bayview O-Train Station
4. Prohibiting a north-south street from Somerset Street to Oak Street or to the 933 Gladstone Avenue site to maximize the amount of parkland at 1010 Somerset Street, its east-west continuity, and to eliminate the potential for cut-through traffic from Somerset Street through to Gladstone Avenue.
5. Vehicular access to development parcels at 1010 Somerset Street site shall be from Somerset Street, in general. Servicing, drop-offs or pick-ups, and parking will occur via a connection from Somerset Street to a podium and/or underground facility.
6. Motor vehicle use of the existing City Centre Underpass Pathway will be generally restricted. If limited vehicular access is to be provided using the City Centre Underpass Pathway, it must be subordinate to pedestrian and cycling circulation.

In 2015, the property at 1010 Somerset Street site was circulated for disposal by Public Services and Procurement Canada (PSPC). At that time, the City of Ottawa's Corporate Real Estate Office (CREO) deemed it a site of strategic importance and declared an interest in its acquisition. CREO recognized this centrally-located property could provide range of opportunities that the City may want to advance in the community. The secondary planning process provided an ideal platform to establish the land use planning and design a framework to achieve the identified opportunities.

The final acquisition terms were negotiated in January 2021 subject to ratification by Treasury Board of Canada (TB) and by Council. CREO is scheduled to bring forward to FEDCO an acquisition report on March 2, 2021 describing the terms of the deal and the potential opportunities it creates. The real estate arm of PSPC is scheduled to bring forward its disposal report to Treasury Board on March 18, 2021. With the FEDCO and Treasury Board approvals in place, the acquisition will rise to Council for its final consideration and approval March 24, 2021. The ratification of this property acquisition constitutes a significant opportunity for the implementation of the policies of the Secondary Plan, and the beginning of several bold steps to planning this community's future.

Mixed-Use Neighbourhoods

The Mixed-Use Neighbourhood designation applies to the areas in the district that are or will be primarily residential in character and function. These areas will provide a range of housing options to support the diversity of needs found and desired in the downtown core, including units with multiple bedrooms to support large families, as well as live-work alternatives and small businesses. The areas include the existing local side streets off of Preston Street, Breezehill Avenue North, and Rochester Heights Phase 2 - 818 Gladstone Avenue (Schedule A, Document 3).

Key policy recommendations for Mixed-Use Neighbourhoods include:

1. Reinforcing existing low-rise buildings with new low-rise redevelopment that complements that context.
2. In limited cases mid-rise development may be permitted on underutilized sites adjacent to low-rise buildings using appropriate design transition in the built form.
3. Supporting pedestrian and cycling as the primary mode of travel for residents and visitors. Within the side streets, west of Preston Street, between Oak Street and Balsam Street, this includes keeping Laurel and Larch Street dead-ended to automobiles, but open to active transportation routes.
4. Where it is possible, taking advantage of large, underutilized sites that may also incorporate mid-rise buildings, and in specific locations, limited high-rise buildings, to diversify the range of housing options in the area.

818 Gladstone Avenue

818 Gladstone Avenue, locally known as the “Rochester Heights”, is a large 2.8-hectare city block bounded by Gladstone Avenue, Rochester Street, Booth Street and Raymond Street, is owned by Ottawa Community Housing Corporation (OCH) (Schedule D, Document 3). It represents a significant opportunity for mixed housing in the downtown core and represents the most significant new Mixed-Use Neighbourhood designated redevelopment site in the district. About 70 townhouses that were constructed in the 1950s had reached the end of their lifecycle and have been demolished to provide a mixed-use, mixed-income redevelopment.

Like OCH's project at 933 Gladstone Avenue, a significant amount of time was spent collaborating with Ottawa Community Housing regarding 818 Gladstone Avenue, as well as incorporating public feedback, for policies that to maximized the opportunities to provide much needed affordable housing to the residents of the city while advancing a new vision that balanced the density of new development with a new public realm that could support it and responded to the context around it.

Key policy recommendations for the property and area include:

1. Breaking down the superblock down into smaller blocks and parcels allowing for fine-grained redevelopment;
2. Creating a high-quality public realm with continuous pedestrian paths that link to surrounding blocks to weave the site back into the surrounding community.
3. Provide a mix of residential housing types, as shown on Schedule B (Document 3), including:
 - Low-rise buildings (1-4 storeys) abutting Booth Street and throughout the interior of the site.
 - Mid-rise buildings (5-9 storey) abutting Rochester Street and Gladstone Avenue, to a maximum of nine storeys on Gladstone Avenue.
 - High-rise buildings (10+ storeys) abutting Raymond Avenue.
4. Provide a transition from low-rise to mid- or high-rise buildings on the site.
5. Provide a minimum of 1700 square metres of parkland dedication that will both increase the existing Piazza Dante urban plaza and provide new public park space that is centrally located within the development block. The exact location of the new

public space will be determined through the development application review process (Schedule C, Document 3).

6. Re-establish the mainstreet character on Gladstone Avenue with new publicly-accessible active frontages, especially retail and commercial uses.

OCH developed demonstration concept plans for 818 Gladstone Avenue. (Annex B, Document 3).

Balsam Street and Larch Street Block

Based on feedback subsequent to final public open house and the circulation of the Official Plan Amendment proposal, there has been further discussion regarding the built form potential at the block bounded by Balsam Street, Preston Street, Larch Street and Street B. This is a block that is under transformation. It does not share the same property and use characteristics as lots on the north side of Larch Street, which are almost exclusively residential uses, each owned by separate individuals. The subject block comprises a mix of commercial and residential uses and most of the parcels on this block are owned by a single entity. In consultation with the principal property owner of the lots on this block this, and with further analysis, staff amended the proposed Secondary Plan to permit buildings up to six storeys, as shown on Schedule B, Document 3. Staff acknowledge, however, that the south blockface of Larch Street is opposite an established, low-rise residential neighbourhood on the north side of Larch Street, and as such any future development requires sensitivity to this context. Policy, therefore, will require that the design of built form shall employ height, massing, scale, and architectural rhythm that transitions to the low-rise residential buildings.

Mixed-Use Blocks

The Mixed-Use Block designations continue to offer uses that are large-scale in operation, and largely singular in use at present. They may include large, private commercial enterprises or public facilities that serve the broader community, such as institutional or recreational uses. As large lots, they also have the potential to provide redevelopment opportunities, in the short- and long-term, that will add to a diverse mix of uses and functions that will reinforce the overall district vision and goals. In the interim, the existing uses are permitted to continue operation.

Key policy recommendations for Mixed-Use Blocks include:

1. Protecting the viability and continuity of the existing uses to enhance the diversity of

uses and benefit they provide to the broader community, including recreational, educational or employment uses.

2. Ensuring that any significant future redevelopment of the large blocks breaks it down to establish convenient pedestrian and bike connections through the site.

Heritage

The Canada Bank Note building (975 Gladstone Avenue) and Adult High School property (300 Rochester Street) are on the City of Ottawa Heritage Register and they will be reviewed through the City's heritage planning process should any modifications or redevelopment of either building or site be contemplated. In addition, the Plant Bath Recreation Centre property is designated under Part IV of the *Ontario Heritage Act* (OHA). Any alterations to the property require Council approval under the OHA.

Urban Design Review Panel

The property is within a Design Priority Area and the proposed Corso Italia Station District Secondary Plan was presented to the UDRP at a formal review meeting on June 5, 2020, which was open to the public. Staff are appreciative to the Panel for their review and suggestions. It is worth noting that there were a number of misunderstandings in the Panel's comprehension of the proposal. This is likely due to their limited exposure to this complex study which includes a number of on-going projects, evolving conditions, and many stakeholders interests over the combined, 8-year study period. These factors have informed the study and its recommendations throughout the project evolution. The Panel has not been involved in the consultation process to the extent that the public and major stakeholders have been involved and who are generally very satisfied with the proposed Secondary Plan and Zoning By-law amendments.

Road of Right-of-Way Protection

The Right-of-Way (ROW) protections of Annex 1 in the Official Plan indicate the width of land that the City has identified will be needed to accommodate the range of possible transportation and public realm infrastructure facilities such as: sidewalks and pathways; central or side boulevards for landscaping; bicycles and/or transit vehicles; roadway lanes for cars or truck; public utilities, lighting; and spaces for street side amenities. This Official Plan Amendment proposes to amend the Table by adding new right-of-way protections with changes intended to support the vision of the Secondary Plan (Part B, Document 2). The additional protections affect Gladstone Avenue and

Rochester Street (key major collector streets) and Somerset Street (arterial) by providing modest widenings to ensure adequate space for facilities that will support active transportation use, such as wider sidewalks, cycling lanes or street trees. They are specifically not intended for additional or wider motor vehicle lanes.

The recommended ROW protections were based on internal consultations and address a number of issues, including availability of abutting land, on-site constraints, competing elements, and City requirements.

Recommendation 2: Zoning By-law Amendments, Revision to minimum parking space requirements on Schedule 1A.

The Zoning By-Law Amendment proposes to modify Schedule 1A to Zoning By-law No. 2008-250 to make the area covered by the Corso Italia Station District Secondary Plan Secondary Plan subject to the minimum parking space requirements defined by “Area Z: Near Major LRT Station”. The zoning details are provided in Documents 4, 5 and 6.

Much of the study area already falls under this Area Z zoning regime, given they are designated by the Official Plan as Mixed-Use Centre (MUC). However, two other minimum parking zoning standards currently apply to the study area are: “Area X: Inner Urban” which currently applies to two large areas east and west of the MUC area (which are currently designated General Urban Area); and Area Y: Inner Urban Mainstreets which currently applies for Preston Street, Somerset Street, and Gladstone Avenue. The areas shown in Document 5 delineate lands to be zoned to “Area Z” on Schedule 1A (Document 6). Once the proposed Secondary Plan is adopted, the entire study area will become a Mixed-Use Centre.

The proposed rezoning to Area Z, from the existing Areas X and Y, will update the performance standards for minimum parking space requirements to better align new development with the future of this transit-oriented neighbourhood, as similarly applied to the entire Preston-Carling Secondary Plan area abutting Corso Italia District to its south. Minimum parking requirements applicable to development (with the exception of visitor parking) will be eliminated on lands within the study area. It should be noted that parking requirements outside of these areas are not proposed to change.

Staff recommend the above zoning by-law amendments as they support the implementation of the new vision for the area, and therefore, achieve key policy objectives of the Official Plan regarding intensification.

Recommendation 3: Zoning By-law Amendments, 818 Gladstone Avenue and 933 Gladstone Avenue

The zoning by-law amendments affect two separate properties: 818 Gladstone Avenue and 933 Gladstone Avenue. Both properties are owned by the Ottawa Community Housing Corporation (OCH), the City of Ottawa's arms length affordable housing provider. Affordable housing is a priority for all three tiers of government: Municipal, Provincial and Federal. OCH is currently poised to act on fulfilling its obligation to partnering governments to begin its implementation of affordable housing development at the subject sites. Ensuring that all approvals have been obtained is of timely importance, and the City of Ottawa has initiated the two zoning amendments given that they coincide with the completion of the comprehensive Secondary Plan study process for the Corso Italia Station District.

The main changes of the Zoning By-Law Amendment proposals for 818 Gladstone Avenue and 933 Gladstone Avenue are described in detail in Documents 4, 7, 8, 9).

and are summarized as follows:

933 Gladstone Avenue

1. Rezone the site from the current MC F(1.5) zone to MC 17 subzone, as shown in Document removing the maximum floor space index requirement of 1.5 and replacing it with specific height provisions.
2. Rezone an area of MC F(1.5) to R4T zone.
3. The proposed MC 17 subzone would also require amending to Section 192 to permit specific uses and performance standards.
4. The proposed MC 17 subzone and R4T amends Part 15 (Exceptions) to address specific site issues.

818 Gladstone Avenue

1. Rezone the site from the current TM and R4 zones to a TM 15 subzone and R5BB and R4T zones. This would permit the development of a range of built forms, including low-rise, mid-rise, and high-rise buildings, as shown in the proposed schedule. High-rise buildings would be located to the southern edge of the property, nearest the Queensway.

2. The proposed TM 15 subzone requires amending to Section 198 (Traditional Mainstreet) to permit specific uses and performance standards.
3. The proposed TM 15 and R5BB amends Part 15 (Exceptions) to address specific site issues.

The proposed Zoning By-law Amendments at 818 Gladstone Avenue and 933 Gladstone Avenue are both consistent with the existing and new Official Plan policy goals and objectives for mixed-use development, in proximity to a transit station. As noted, in Recommendation 1, a significant amount of time was spent on planning and urban design considerations for both of these OCH site. As such matters, relating to land use impacts have been considered over the course of the study process of the Secondary Plan, including the district's policy objectives regarding where mixed-use development and the greatest densities and heights of residential uses should be concentrated, and built form strategies to transition high-rise buildings to mid-rise or low-rise buildings. A transportation study was completed as part of the secondary planning study process for the entire district, including the two subject sites, and anticipated an 80-20 modal split. This points to City's broader expectations for increased transit use and active transportation, particularly in such a downtown setting.

The 933 Gladstone Avenue proposal sites the bulk of redevelopment density permissions along the rail corridor and proposes transitions in building height down to low-rise buildings along the east side of the site (Schedule XX2, Document 9). This matches the existing low-rise residential uses adjacent it. As noted previous in this report, the proposed Secondary Plan will establish a new 1.0 ha, City park abutting the north boundary of this site. Further, a privately-owned public space that is a minimum of 650 square metres is required on the 933 Gladstone site to provide a hard and soft landscaped urban plaza for the public's use, including residents, workers and visitors. A mix of uses, including commercial, office and residential are permitted throughout the site, with a concentration of commercial and retail uses focused at-grade on the block nearest the O-Train station and Gladstone Avenue Mainstreet Corridor to ensure commercial uses remain the character in this area and to support the function of this part of the district as a node. Throughout the site, priority has been placed on active frontages facing public realm to ensure a built form environment that supports a safe and interesting environment that is attractive for use by pedestrians and cyclists. OCH has developed a demonstration concept plan illustrate their general site proposal (Annex C, Document 3).

The proposal for 818 Gladstone Avenue is predominantly mid-and low-rise over the balance of the site. The proposal permits two high-rise towers at the south end of the site, at Raymond and Rochester Street, and at Raymond and Booth Street (Schedule XX1, Document 9). As per the proposed Secondary Plan, the existing Piazza Dante parkland will be significantly extended down Booth St. So, there is generally a good transition over this site too. Consistent with the broader policy for the district a mix of uses, including commercial, office and residential are permitted throughout the site, but commercial and retail uses are focused at-grade fronting the Gladstone Avenue Mainstreet Corridor to re-establish the traditional commercial character of a Main Street function. Throughout the site, priority has been placed on active frontages facing public realm to ensure a built form environment that supports a safe and interesting environment that is attractive for use by pedestrians and cyclists. OCH has developed a demonstration concept plan illustrate their general site proposal. (Annex B, Document 3).

In response to the public notification and circulation of the proposed zoning amendment, at 818 Gladstone Avenue, Staff received correspondence in early July 2020 from one resident living on the east side of Booth Street who opposes the vision for this property, notably the proposed building heights, and advises that the height must remain as it is currently zoned which is for a maximum height of 11m, or three storeys. Staff recognize the concern of the property owner, who lives immediately across Booth Street where a building with a maximum height building of 26 storeys is proposed to be permitted.

In light of the consultation and further review of the site conditions and context, staff submit that new high-rise development can be planned and designed in a manner that can provide appropriate massing, height and character. The two high-rise buildings proposed to be permitted on this block are at the southern boundary abutting Raymond Street, between Rochester and Booth Streets, just east of on-ramp to the 417. Proposed policy and zoning reduced the maximum height from 30-storeys to 26-storeys. Zoning will also require that any podium does not exceed four storeys, which will create a similar building envelope as that on the east side Booth Street. Additional setback of the tower will further distance it and mitigate effect of its scale. Booth Street in itself, provides a 20m buffer from any new development. Appropriate design of the floorplate and its articulation can also minimize the duration of shadow and mitigate against wind. Given there are many benefits to providing a greater range of heights on an underutilized, downtown neighbourhood block at the western edge of the downtown core that is in proximity to LRT transit and other active transportation opportunities, staff maintain this height recommendation.

In response to the notification of the proposed zoning amendment at 933 Gladstone Avenue, Staff received correspondence in August 2020 from Canada Bank Note Company (CBN). CBN does not object to the redevelopment of the area towards a more intensive mixed-use district in support of the transit systems for the City of Ottawa. However, they wished to ensure that their continued use and any expansion of their existing 24/7 industrial use is not hindered or prohibited. They wish to ensure that any proposed new residential uses be required to conduct Noise Impact Studies and instituted at the applicant's own costs, provide any noise mitigation measures that may be required (at-source or otherwise), and further, that if an Amendment is required to permit a Class 4 Noise designation for these proposed residential uses, that CBN be automatically included in the distribution list for comment.

Staff confirm that under the proposed Secondary Plan and Zoning By-law Amendment, the operations and future viability of the Canada Bank Note Company (CBN) is protected and, indeed, that the business will continue to thrive at this location as the area continues to grow and evolve. Through the provision of development permissions for noise-sensitive uses, such as residential developments, we are establishing the requirement for the noise studies that will detail the mitigation measures required for each type of new use on a case-by-case basis, and CBN would be notified when the actual proponents propose new uses through development applications, as per the normal notification requirements, and the requisite studies for noise and mitigation studies are being reviewed. This represents conformity with the policy, in that we are protecting the rights of the established user (CBN) in relation to new development.

The proposed zoning amendments are consistent with the Secondary Plan policy directions proposed at the March 3, 2020 open house and materials from the open house that were subsequently posted on-line since then. Staff recommend the above zoning by-law amendments as they will begin the implementation of the new vision for the area, and therefore, achieve key policy objectives of the Official Plan regarding intensification.

Recommendation 4: Achieving Public Realm Improvements

The achievement of the public realm over time requires the City to establish objectives for public realm evolution and development and for the private sector to help deliver it. It is an important principle that new development will pay for itself and will provide the necessary infrastructure required to accommodate it. With intensification comes a higher expectation regarding the design, delivery, and maintenance of a more parkland and a more generous pedestrian-focused public realm. Various mechanisms are used

to achieve improving our public realm and the policies that support this. Site plan agreements, height and density bonusing, development charges, capital projects and parkland dedication can all play an important role in achieving public realm development.

The Secondary Plan anticipates that much of the pedestrian realm improvements will be delivered through development and confirmed as part of the site plan agreement. However, the revitalization and the expansion of the existing parks and the introduction of new parks and urban squares, the delivery of the off-site public realm improvements such as the local woonerfs, and special traffic calming measures require a change to the way which the cash-in-lieu of parkland dedication funds are collected and used and a review of development charge use in the area.

The Secondary Plan recommends the designation of the entire Corso Italia Station District Secondary Plan are (Document 1) as a special public realm improvement district that will allow the City to:

1. direct all cash-in-lieu of parkland collected through development applications within the Corso Italia Station District to be used for the acquisition of new park land and improvements to existing parks within the Corso Italia Station District.
2. direct that all Section 37 or Community Benefits Charge By-law (when enacted) contributions collected through development applications within the Corso Italia Station District be used within Corso Italia Station District.
3. review the need for an area specific Development Charges By-law for the Corso Italia Station District.

At present monies collected in-lieu of parkland are being directed into two separate accounts with 40 per cent going to the City-wide account and 60 per cent going to the ward-wide account. The implementation of the Secondary Plan will require the provision in the Parkland Dedication By-law to allow all monies to stay within the Corso Italia Station District regardless of the boundaries between the wards. This will also require an amendment to the Parkland Dedication By-law.

The public realm elements identified in the Secondary Plan - such as new or expanded parks, wider sidewalks or enhanced cycling facilities, for example - are not “upgrades” but rather required improvements to facilitate the expected significant intensification supported by Council's growth management strategy. Moreover, policies of this

Secondary Plan expect that mobility in this area will reorient toward active transportation modes within and through the district over the fulness of time.

Recommendation 5: Designation of Protected Major Transit Station Area (PMTSA)

The Corso Italia Station District is an area centred on the planned Corso Italia O-Train station, plus its network of Mainstreet Corridors offer frequent street transit stops. Its planned function is to concentrate a diversity of functions, a higher density of development, a greater degree of mixed land-use, and a higher level of public transit connectivity than the areas abutting and surrounding it. This district is a hub for the highest type of convergence of land uses, density and mobility in the city.

A Protected Major Transit Station Area (PMTSA) is a discretionary tool for municipalities for the establishment of transit-supportive densities and uses in a defined area that surrounds rapid transit stations, and to which Inclusionary Zoning may be applied. PMTSAs will support the future implementation of the rapid transit and accommodate increased residential and employment growth in close proximity to the rapid transit service. There is no appeal with respect to policies that identify a PMTSA or address any items listed in Section 16(15) of the *Planning Act*.

Planning recommends amending the current Official Plan, Section 4.5 to add:

“4.5 (6) Protected Major Transit Station Areas

1. The lands that are subject to the Corso Italia Station District Secondary Plan are a Protected Major Transit Station Area under section 16(15) of the *Planning Act*.
2. The Corso Italia Station PMTSA has a required minimum density of 250 people and jobs per hectare, with site-specific provisions as provided in the Secondary Plan. This target will be achieved based on all existing uses and new development over the long-term. Individual developments within a protected major transit station area are not required to meet the minimum population and employment target.
3. The land use policies and development criteria of the Official Plan, including the Corso Italia Station District Secondary Plan policies, and site-specific provisions, continue to apply.”

RURAL IMPLICATIONS

There are no rural implications associated with this report.

COMMENTS BY THE WARD COUNCILLORS

The Ward Councillor is aware of this report.

LEGAL IMPLICATIONS

Should Recommendation 1 be adopted and the resulting Official Plan amendment be appealed to the Local Planning Appeal Tribunal, it is anticipated that three days' hearing time would be required. It is anticipated that this hearing can be conducted within staff resources.

Should Recommendations 2 and/or 3 be adopted and the resulting zoning by-law be appealed to the Local Planning Appeal Tribunal, it is anticipated that three days' hearing time would be required. It is anticipated that this hearing can be conducted within staff resources.

In the event that Recommendations 1, 2, or 3 are not adopted, no right of appeal would exist as these are City-initiated Official Plan and Zoning By-law amendments.

RISK MANAGEMENT IMPLICATIONS

There are risk implications. These risks have been identified and explained in the report and are being managed by the appropriate staff.

There is a risk that the property acquisition of 1010 Somerset Street, as outlined in the Discussion section of this report, is delayed or is not finalized. However, given the final acquisition terms were negotiated in January 2021 and these terms are scheduled for ratification by Treasury Board of Canada (TB) and by Council in March 2021, the risk is low. If ratification does not advance, the Secondary Plan adoption would need to be held, and the plan would require modifications to account for it.

Ottawa Community Housing Corporation (OCH) has projects planned for 818 Gladstone Avenue and 933 Gladstone Avenue that are time-sensitive and such a delay could impact the projects viability.

ASSET MANAGEMENT IMPLICATIONS: (original text replaced per Planning Committee Motion N° PLC 2021-38/3)

There is major water and sewer infrastructure that encumbers the largely vacant lands controlled by the City and lands expected to be conveyed to the City from the federal government in 2021 (area east of railway cut, north of Gladstone, and west of existing development from Plant Bath south to Balsam). A coordinated plan will be required to

relocate this infrastructure and/or to ensure that development avoids the alignment of this infrastructure. A financial plan will also be required to support the funding of infrastructure relocation. This plan may also need to address advancement of renewal of some infrastructure in this area.

While plans specific to infrastructure relocation and servicing for this area are not within the scope of the Infrastructure Master Plan to be updated in 2022, the strategies for servicing increased levels of intensification, as would be permitted by the proposed Official Plan and Zoning By-law amendments, will be addressed as part of this update. While capacity exists to accommodate further intensification in existing urban development areas of the City, there are limits to available capacity and a focused program will be required to manage the impacts of intensification on existing infrastructure. In particular, increased on-site stormwater management requirements may need to be imposed in order to manage these impacts, which could have implications on the design of residential intensification projects.

FINANCIAL IMPLICATIONS

The Secondary Plan directs all cash-in-lieu of parkland collected through development applications within the Corso Italia Station District to be used for the acquisition of new park land and improvements to existing parks within the Corso Italia Station District. At present, monies collected in-lieu of parkland are being directed into two separate accounts with 40 per cent going to the City-wide account and 60 per cent going to the ward-wide account. The implementation of the Secondary Plan will require the provision in the Parkland Dedication By-law to allow all monies to stay within the Corso Italia Station District regardless of the boundaries between the wards.

In addition, the Secondary Plan directs all Section 37 or Community Benefits Charge By-law (when enacted) contributions collected through development applications within the Corso Italia Station District be used within Corso Italia Station District.

Future infrastructure requirements will be included in the Long-Range Financial Plans and Capital Budgets, as required.

ACCESSIBILITY IMPACTS

Regarding Zoning By-law Amendment - Minimum Parking Requirements for Corso Italia Station District (D02-02-20-0106), The provision of mobility-disabled parking spaces is governed by the Traffic and Parking By-law 2003-530 and is not proposed to be changed.

The [Accessibility Checklist](#) has been designed as a reference tool for staff to ensure that accessibility goals, as set out by the Accessibility for Ontarians with Disabilities Act and the corporate Accessibility Policy, are included in all decision-making and to assess potential accessibility impacts of proposed policies and projects.

ENVIRONMENTAL IMPLICATIONS

The proposed amendments are part of an overall Secondary Plan strategy to encourage and facilitate walking, cycling and public transit use. As such, it is expected to have a positive impact on air pollution and greenhouse gas emissions from motor vehicles, as well as a reduction car-ownership by existing and future residents in the district. The reduction in the amount of paved surfaces required by the Zoning will also enable development with reduced heat island effect and stormwater runoff than more parking-intensive forms. The Secondary Plan has numerous sustainability policies, including a goal to achieve net zero annual greenhouse gas emissions through various design considerations within the district.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- Economic Growth and Diversification;
- Integrated Transportation;
- Thriving Communities;
- Environmental Stewardship;
- Sustainable Infrastructure

APPLICATION PROCESS TIMELINE STATUS

The applications (Development Application Numbers: File No. D01-01-20-0011 (OPA) and D02-02-20-0067 (Zoning By-law Amendment) were City-initiated and followed a 15-month study and public consultation process. File No. D02-02-20-0106 (Zoning By-law Amendment) was City-initiated and followed the standard Development Review public consultation process. All Public Notifications required under the *Planning Act* were followed.

SUPPORTING DOCUMENTATION

- | | |
|-------------|--|
| Document 1 | Location Map: Corso Italia Station District Secondary Plan study area |
| Document 2 | Official Plan Amendment XX to the Official Plan to the City of Ottawa |
| Document 3 | Corso Italia Station District Secondary Plan, Part C: Appendix 3 of Official Plan Amendment XX to the Official Plan to the City of Ottawa (distributed separately) |
| Document 4 | Details of Recommended Zoning: City-wide |
| Document 5 | Zoning Key Plan: Areas to be zoned as “Area Z” on Schedule 1A of the Zoning By-law No. 2008-250 |
| Document 6 | Sch XX1 – Proposed Schedule 1A to Zoning By-law No. 2008-250 “Areas for Minimum Parking Space Requirements” |
| Document 7 | Details of Recommended Zoning: Site-Specific, 818 Gladstone Avenue and 933 Gladstone Avenue |
| Document 8 | Zoning Key Plans: 818 Gladstone Avenue and 933 Gladstone Avenue |
| Document 9 | Proposed Schedules: Schedule XX1 and Schedules XX2 |
| Document 10 | Consultation Details, Comments and Planning Responses |
| Document 11 | Letters Received (distributed separately) |

CONCLUSION

PIED supports these Official Plan Amendment and the Zoning recommendations as they fulfill the planning necessary for this west downtown district that will soon accommodate an LRT station, and prepare it for significant, but orderly growth given the large, vacant or underutilized parcels of land within proximity to this rapid transit line. Approval of these applications will support implementation of the Corso Italia Station District Secondary Plan which provides for new growth by balancing high-density development with public realm improvements and sustainable transportation.

DISPOSITION

The Planning, Infrastructure and Economic Development Department to review and amend the existing Park Land Dedication By-law to implement the Corso Italia District

Secondary Plan and report back to Planning Committee in the second quarter of 2021.

The Planning, Infrastructure and Economic Development Department to explore the possibility for an area-specific development charges by-law to implement the Corso Italia District Secondary Plan and report back to Planning Committee in the second quarter of 2021.

The Planning, Infrastructure and Economic Development Department to explore and determine mechanisms and processes for managing the District-wide Section 37, or Community Benefits Charge By-law, contributions to implement the Corso Italia District Secondary Plan.

Planning and Growth Management to prepare the implementing by-laws, forward to Legal Services and undertake the statutory notification.

Legal Services to forward the implementing by-laws to City Council.

Document 1 – Location Map: Corso Italia Station District Secondary Plan study area



Planning, Infrastructure and Economic Development Department,
Geospatial Analytics, Technology and Solutions
Services de la planification, de l'infrastructure et du développement économique,
Analyse géospatiale, technologie et solutions

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Location Map / Plan de révision

**GLADSTONE STATION DISTRICT SECONDARY PLAN
PLAN SECONDAIRE DU SECTEUR DE LA STATION GLADSTONE**

 Boundary / Limites

**Document 2 – Official Plan Amendment XX to the Official Plan of the City of
Ottawa**

PROPOSED OFFICIAL PLAN AMENDMENT

CORSO ITALIA STATION DISTRICT SECONDARY PLAN

**Official Plan Amendment XX to the Official Plan
for the City of Ottawa**



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- 3.0 Basis

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- 3.0 Implementation and Interpretation

PART C – APPENDICES

- 1.0 Schedule A: Amending Schedule B – Urban Policy Plan
- 2.0 Schedule B: Deleting Schedules L and M, Volume 2a – Secondary Plan, City of Ottawa
- 3.0 Corso Italia Station District Secondary Plan

THE STATEMENT OF COMPONENTS

PART A – THE PREAMBLE, introduces the actual Amendment but does not constitute part of Amendment No. **X** to the City of Ottawa Official Plan.

PART B – THE AMENDMENT, consisting of the following text and maps constitutes the actual Amendment No. **X** to the City of Ottawa Official Plan.

PART C – APPENDICES, includes three appendices that constitute part of the actual Amendment No. **X** to the City of Ottawa Official Plan, including the Corso Italia Station District Secondary Plan.

Part A – Preamble

1.0 Purpose

The purpose of this Official Plan Amendment is to implement the Corso Italia Station District Secondary Plan by adding a new Secondary Plan to Volume 2A of the Official Plan by:

- a. Amending Schedule B – Urban Policy Plan of the Official Plan Volume 1 to modify the boundary of the Mixed-Use Centre and the General Urban Area; and to extend the Traditional Mainstreet in the Corso Italia Station District;
- b. Amending the Official Plan, Annex 1, Table 1 – Road of Right-of-Way Protection;
- c. Repealing the existing Preston-Champagne Secondary Plan in the Official Plan Volume 2A; and,
- d. Introducing the Corso Italia Station District Secondary Plan to the Official Plan Volume 2A, included as APPENDIX 3.
- e. Amending the Official Plan, Section 4.5. to add the lands subject to the Corso Italia Station District Secondary Plan as Protected Major Transit Station Area under section 16(15) of the *Planning Act*.

2.0 Location

This Official Plan Amendment affects the lands in the area as shown in the figure below. The Corso Italia Station District Secondary Plan area is generally bounded by: Somerset Street to the north, the Queensway (Highway 417) to the south, Breezehill Avenue and Loretta Avenue (south of Gladstone Avenue) to the west, and Preston Street (including properties directly abutting Preston Street on its east side) and Booth Street (south of Balsam Street) to the east, as shown in the following figure.



3.0 Basis

The Corso Italia Station District Secondary Plan provides statutory policy and was undertaken for the following reasons:

1. The study area includes significant areas designated as Mixed Use Centre and Traditional Mainstreet. According to the Official Plan policies for growth management, such areas of the city will experience significant change through intensification over time. The areas designated General Urban Area will experience moderate and incremental growth.
2. The City has undertaken a landmark investment in rail transit with the east-west Confederation Line Light Rail Transit (LRT) line which intersects with the existing north-south Trillium Line, which is to become a twin-track LRT service by 2023. Moreover, an expansion of the Trillium Line to the south is planned, resulting in the introduction of an LRT station at Gladstone Avenue. This will increase desirability of the study area and the surrounding neighborhoods as places to live and work and put increasing development pressures in the area. Property in this evolving urban area, particularly the underutilized lands in proximity to the future station, are poised for redevelopment.

The planning study undertaken for the Corso Italia Station District area identified a community vision, goals and objectives, and policies that will guide how growth, intensification and change will occur through future development on private and public properties and the required City works on public lands. The attached Corso Italia Station District Secondary Plan contains the land use and design policies required to achieve this new vision under the *Planning Act*.

Part B – The Amendment

1.0 Introductory Statement

All of this part of this document entitled Part B – The Amendment consisting of the following text, and Part C – The Appendices consisting the amending Schedules A (Appendix 1) and B (Appendix 2), and the Secondary Plan shown as Appendix 3, constitute Amendment No. **X** to the City of Ottawa Official Plan.

2.0 Details of the Amendment

The Official Plan is proposed to be amended by:

- a. Amending Volume I, Schedule B – Urban Policy Plan as follows:
 - i. Redesignating the lands from Mixed-Use Centre to General Urban Area, and from General Urban Area to Mixed-Use Centre, as shown on Schedule A, in Part C – Appendices of this amendment; and,
- b. Amending the Official Plan, Annex 1, Table 1 – Road of Right-of-Way Protection, to add the following rows:

Road	From	To	ROW to be protected	Classification	Sector
Somerset	Breezehill	Preston	20 m	arterial	urban
Gladstone	Loretta	106m west of Preston	22 m; 2m maximum from south side.	major collector	urban
Gladstone	106m west of Preston	Preston	10.0m north side only (measured from centre line)	major collector	urban
Gladstone	Preston	Rochester	22 m	major collector	urban
Gladstone	Rochester	Booth	20 m	major collector	urban

Rochester	Gladstone	417 underpass	22m; 1m per side	major collector	urban
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- c. Amending City of Ottawa, Volume 2A Secondary Plans as follows and, as shown on Schedule B, in Part C – Appendices of this amendment:
- i. Repealing “Section 6.0 Preston-Champagne Secondary Plan”; and,
 - ii. Repealing Schedule L – Land use, and Schedule – M – Geotechnical and Hazard Evaluation of the Preston-Champagne Secondary Plan, as shown on Schedule B, located as Part C – Appendices to this amendment; and,
- d. Amending City of Ottawa, Volume 2A Secondary Plans as follows:
- i. Adding the Corso Italia Station District Secondary Plan by adding to the Table of Contents of the Secondary Plans, the heading “Corso Italia Station District Secondary Plan”; and,
 - ii. Adding as a new chapter, following the last approved Secondary Plan in Volume 2A, the “Corso Italia Station District Secondary Plan” attached as “APPENDIX 3” of this Amendment.
- e. Amending Volume I, City of Ottawa Official Plan by amending Section 4.5 to add:

“4.5 (6) Protected Major Transit Station Areas

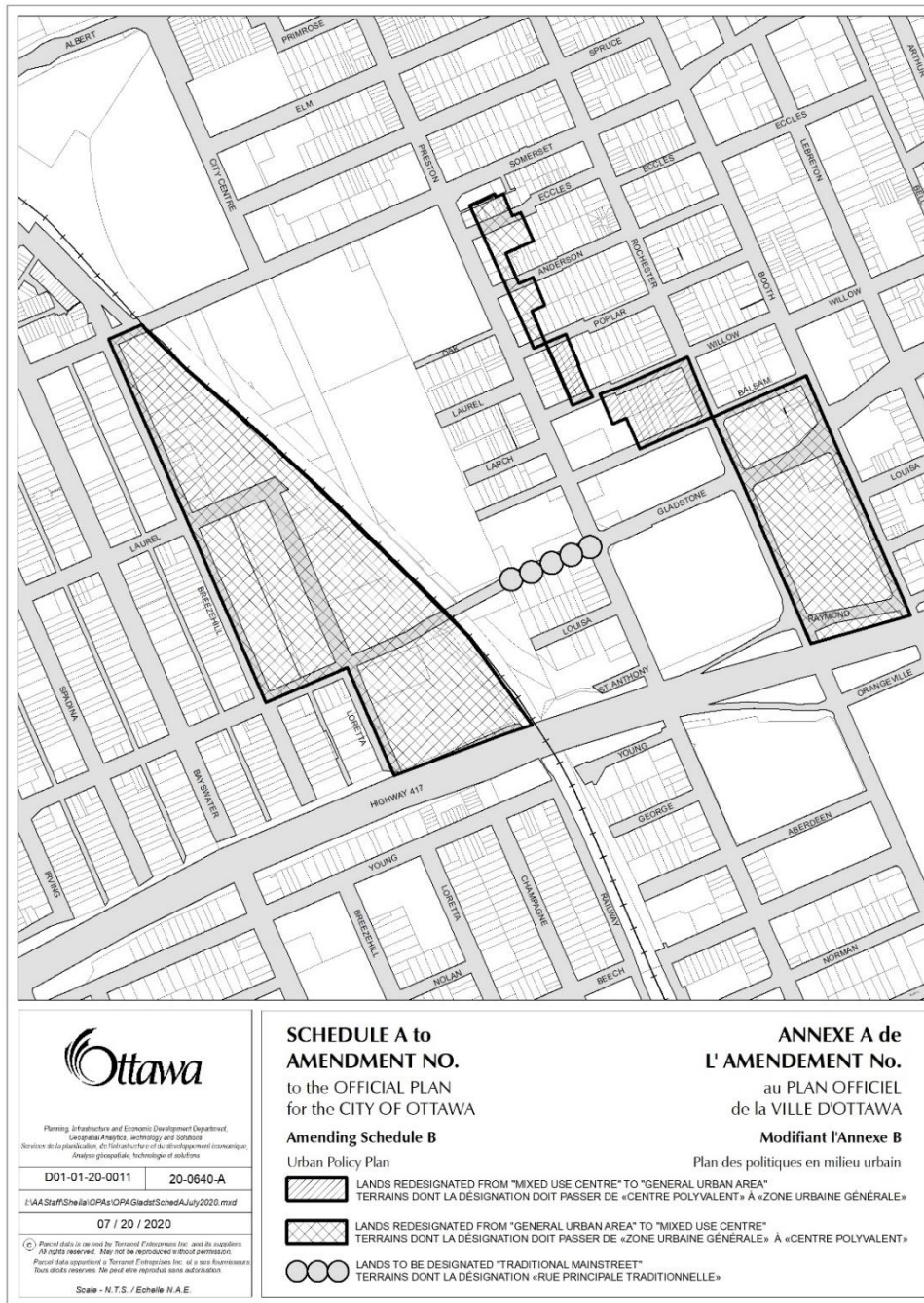
1. The lands that are subject to the Corso Italia Station District Secondary Plan are a Protected Major Transit Station Area under section 16(15) of the *Planning Act*.
2. The Corso Italia Station PMTSA has a required minimum density of 250 people and jobs per hectare, with site-specific provisions as provided in the Secondary Plan. This target will be achieved based on all existing uses and new development over the long-term. Individual developments within a protected major transit station area are not required to meet the minimum population and employment target.
3. The land use policies and development criteria of the Official Plan, including the Corso Italia Station District Secondary Plan policies, and site-specific provisions, continue to apply

3.0 Implementation and Interpretation

Implementation and interpretation of this Amendment shall be in accordance with the policies of the Official Plan.

PART C – APPENDICES

Appendix 1: Schedule A



Appendix 2: Schedule B



Planning, Infrastructure and Economic Development Department,
Geospatial Analytics, Technology and Solutions
Services de la planification, de l'infrastructure et du développement économique
Analyse géospatiale, technologie et solutions

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**SCHEDULE B to
AMENDMENT NO.**
to the OFFICIAL PLAN
for the CITY OF OTTAWA

Amending Schedule L & M
Volume 2a - Secondary Plans - Ottawa
Preston - Champagne



LANDS TO BE REMOVED FROM SCHEDULES "L" AND "M" OF THE PRESTON-CHAMPAGNE SECONDARY PLAN
TERRES À RETIRER DE LES ANNEXES "L" ET "M" DE LES PLANS SECONDAIRE PRESTON-CHAMPAGNE

**ANNEXE B de
L' AMENDMENT No.**
au PLAN OFFICIEL
de la VILLE D'OTTAWA

Modifiant l'Annexe L et M
Volume 2a - Plans Secondaire - Ottawa
Preston - Champagne

Document 4 – Details of Recommended City-Wide Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250:

1. Amend Section 192 – MC Subzones by adding the following new subzone MC 17 with the following provisions:

1. (17) In the MC 17 Subzone:

(a) The following additional uses are permitted:

park

(b) Despite 191(1)(b), the following uses are prohibited:

payday loan establishment

drive-through facility

parking lot

2. Amend Section 198 - Traditional Mainstreet Zone by adding a new subzone TM15 with the following provisions:

(15) In the TM15 zone,

(a) despite 197(1), no residential uses are permitted except:

dwelling unit

(b) despite 197(2), the following uses are prohibited:

payday loan establishment

(c) the following additional uses are permitted:

bar

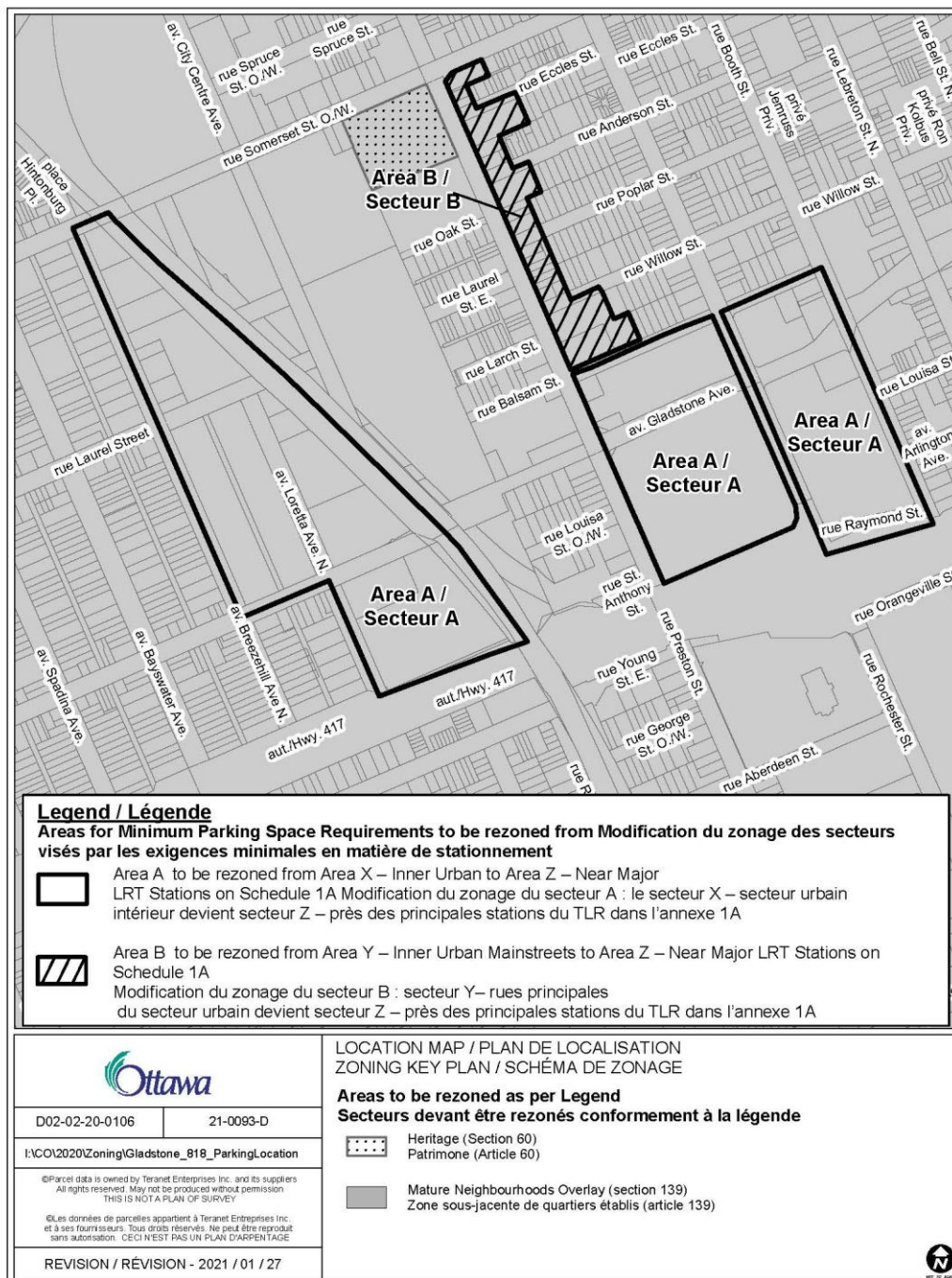
3. Amend Table 164A – R5 Subzone Provisions by adding the following new rows as R5BB:

I Subzone	II Prohibited Uses	III Conditional Uses	IV Principal Dwelling Types	V Minimum Lot Width (m)	VI Minimum Lot Area (m ²)	VII Maximum Building Height (m)	VIII Minimum Front Yard Setback (m)	IX Minimum Corner Side Yard Setback (m)	X Minimum Rear Yard Setback (m)	XI Minimum Interior Side Yard Setback (m)	XII Endnotes (See Table 164B)
	2.		Planned Unit Development	18	1,400	As per dwelling type	3	3	7.5	7.5	1, 27, 30
	3. 4. 5. 6. 7. 8. Duplex,		Apartment dwelling, mid-rise, Apartment Dwelling,	18	540	Per the zone, schedule or exception	3	3	25% of lot depth, to a maximum of	25% of lot depth, to a maximum of	1, 4, 30

BB	Detached , Linked- detached , Semi- Detached dwelling	Uses ¹ Additional Provisions ³⁰	high rise						7.5m	7.5m	
			Apartment dwelling, low-rise, Stacked	18	450	15	3	3	7.5	7.5	1, 28, 30
			Three unit	18	450	11	3	3	6	1.2	1, 30
			Townhouse	6	150	11	3	3	6	1.2	1, 30

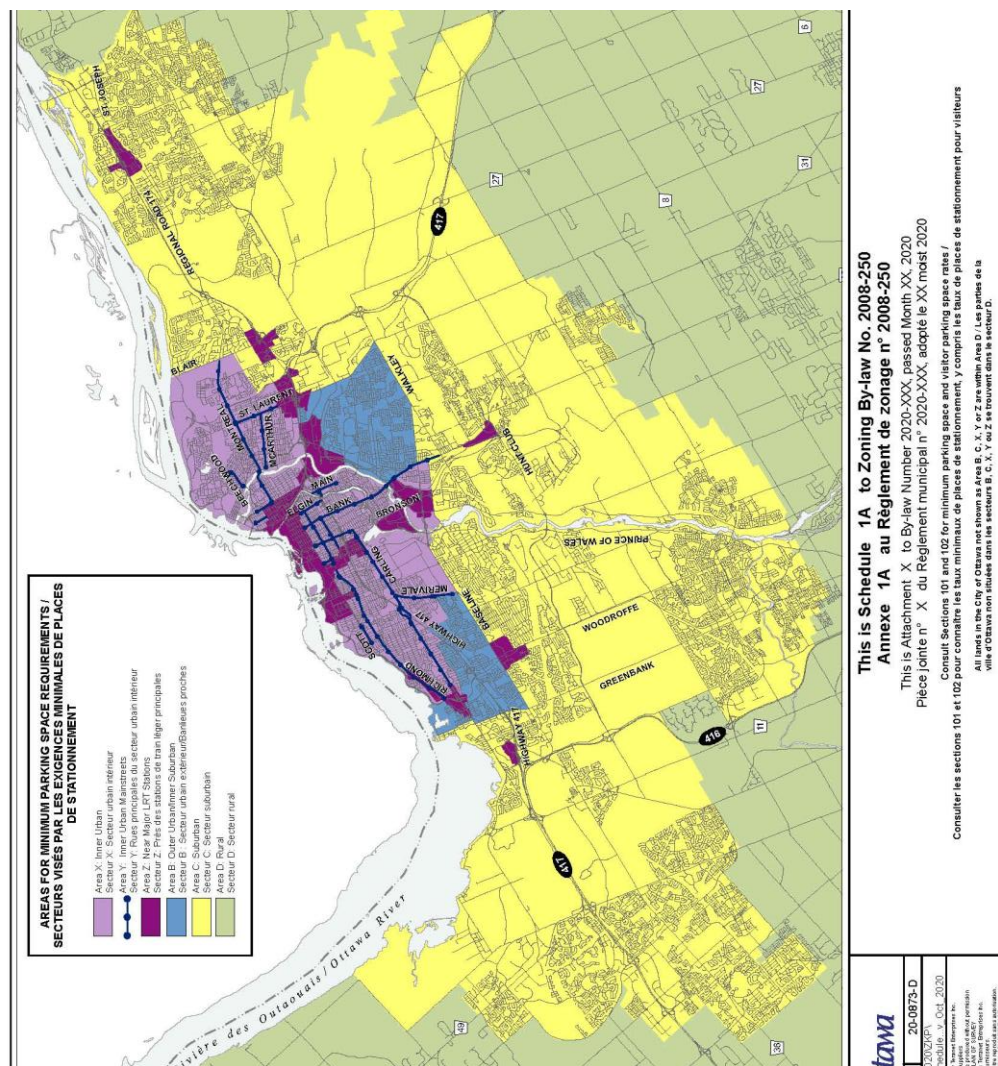
4. Amend Part 17 (Schedules) by amending Schedule 1A as shown in Document 5.

Document 5 – Location and Zoning Plan: Areas to be zoned “Area Z” on Schedule 1A of the Zoning By-law 2008-250.



Document 6 – Schedule SXX1 – Proposed Schedule 1A to Zoning By-law No. 2008-250

“Areas for Minimum Parking Space Requirements



REVISED Document 7 – Details of Recommended Zoning: Site-Specific, 818 Gladstone Avenue and 933 Gladstone Avenue and part of 1030 Somerset Street
(revisions to original Document 7 shown in red, per Planning Committee Motion N° PLC 2021-38/4)

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 **for 818 Gladstone Avenue:**

1. Rezone the lands as shown in the Zoning Key Plan **for 818 Gladstone Avenue** (Document 8),
2. Amend Section 239 – Urban Exceptions by adding a new exception XXX1, with provisions similar in effect to the following:
 - a) In Column II, add the text, multiple
 - b) In Column III, add the following text: artist studio, bank, bank machine, bar, community centre, community health and resource centre, convenience store, day care, hotel, instructional facility, laundromat, library, medical facility, municipal service centre, office, personal service business, pharmacy, post office, recreational and athletic facility, retirement home, restaurant, retail store, retirement home, public parking garage
 - c) In Column V, add the text:
 - Any part of the building exceeding 20m in height must be stepped back a minimum of 2m from the ground floor building face, except on Area D on SXX1
 - In Area C on Schedule SXX1, an additional minimum building setback of 5.0m is required for any portion of the building above 14.5m or 4 storeys, on the Booth Street frontage.
 - In Area D on Schedule SXX1, an additional building setback a minimum of 3.0m is required for any portion of the building above the lesser of 30.0m or 9 storeys
 - Minimum required setback from Gladstone Avenue, Rochester Street, Booth Street and Raymond Street: 0m
 - Where a building wall of the ground floor is located adjacent to a public right of way, the maximum setback from the property line is 3m to the closest portion of the building wall of the ground floor. The storeys above

the ground floor must have the same setback as the ground floor, subject to additional setback requirements.

- A minimum of 50% of the ground floor façade facing a public street, measured from the average grade to a height of 4.5 metres, must comprise transparent windows.
- A parking garage entrance must be setback at least an additional 0.3m from the façade on which it is located.
- Non-residential uses in an R4T or R5BB zone are permitted within a residential use building and where a non-residential use is included within a residential use building, the type of dwelling applicable to the building is determined based on the number of and configuration of the dwelling units
- In the R4T zone, the additional permitted uses, are limited to a maximum GFA of 200m² each
- In the R5BB zone, the additional permitted uses, other than offices, are limited to a maximum GFA of 200m² each
- No principal or accessory parking lot is permitted and no surface parking spaces are permitted except for:
 - i. parallel parking spaces on: 1) a private way in a Planned Unit Development, or 2) for a mid-rise or high-rise building
 - ii. in the case of parking accessory to ground-oriented residential buildings in Area A, B and C on Schedule SXX1, parking spaces are permitted only where they are concealed from any public or private street by buildings
- Minimum bicycle parking space requirement is 1 space per dwelling unit
- The following applies to buildings fronting Gladstone Avenue:
 - i. Except in the case of a residential entrance, the entire width of the ground floor level facing Gladstone Avenue must be occupied by one or more of the uses listed in Column III, except retirement home

- ii. The following uses are prohibited in any part of the ground floor facing Gladstone Avenue of any building with frontage along Gladstone Avenue:

diplomatic mission

hotel

office

park

parking garage

research and development centre

residential care facility

training centre

urban agriculture

- iii. Each use in Column III must provide at least one active entrance on a façade facing a public street.
- iv. Any part of a building adjacent to Gladstone Avenue exceeding six storeys or 20m must be stepped back a minimum of 3.5m.
- v. No entrance to a garage is permitted adjacent to Gladstone Avenue

3. Amend Part 17 – Schedules by adding a new schedule SXX1 as shown in Document 9

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for **933 Gladstone Avenue and part of 1030 Somerset Street**:

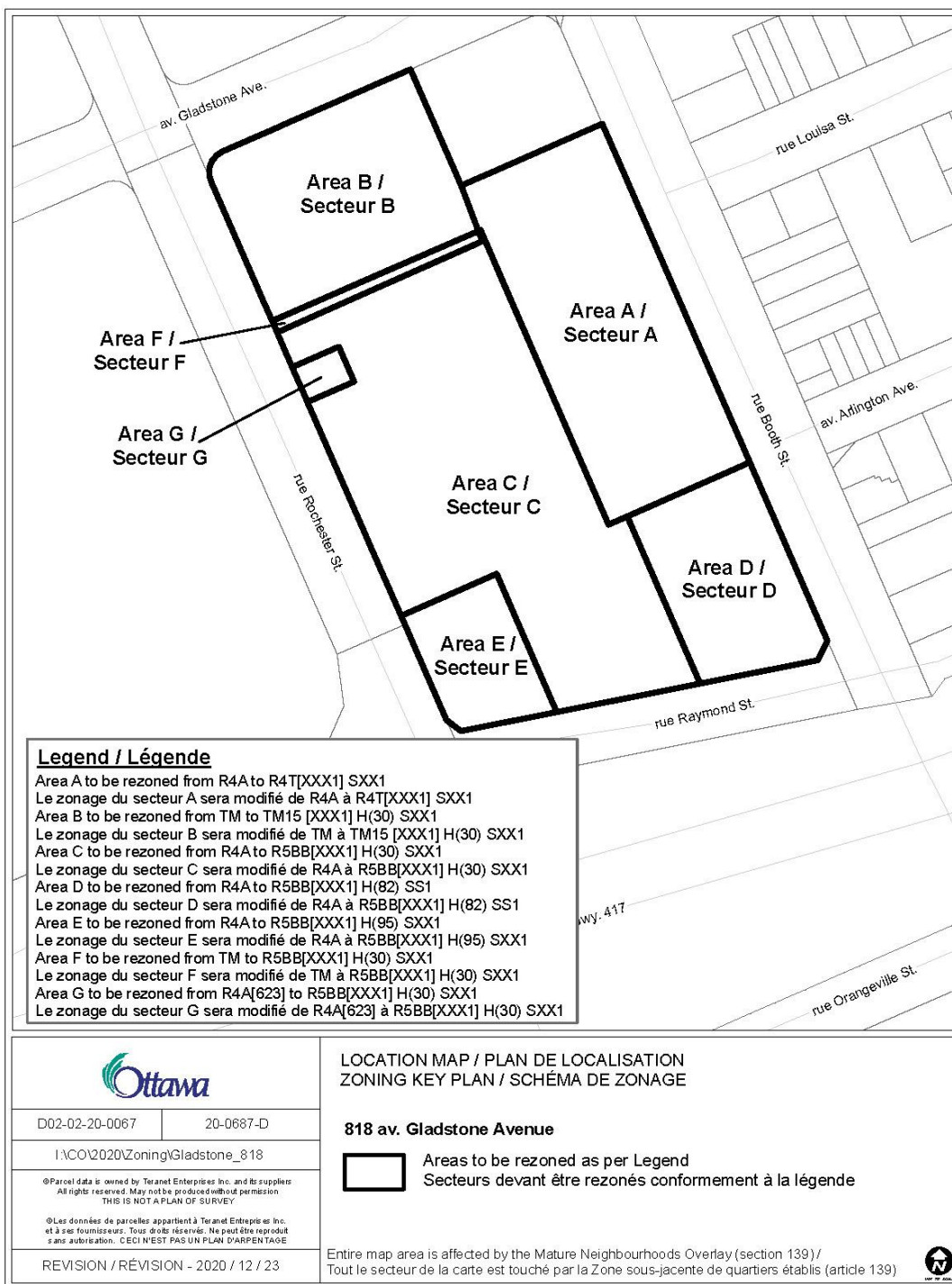
1. Rezone the lands as shown in the Zoning Key Plan **for 933 Gladstone Avenue and part of 1030 Somerset Street** (Document 8).
2. Amend Section 239 - Urban Exceptions by adding the following exception [XXX2] with provisions similar in effect to the following:
 - a) Under Column II, add the text: multiple
 - b) Under Column V, add the text:
 - Any part of the building exceeding the lesser of six storeys or 20m in height must be stepped back a minimum of 2m from the ground floor building face.
 - Garage doors and individual driveways associated with a low-rise residential use are not permitted to face or abut a public street.
 - Any provided parking associated with a low-rise residential use must be accessed from a private lane.
 - Minimum additional setback for a garage entrance to an apartment dwelling: 0.3m
 - No principal or accessory parking lot is permitted and no surface parking spaces are permitted except for parallel parking spaces on a private way in a Planned Unit Development: **1) a private way in a Planned Unit Development or 2) for a mid-rise or high-rise building**
 - Minimum bicycle parking space requirement is 1 space per dwelling unit.
 - Any building along Frontages 1, 2, or 3 in Area E on Schedule SXX2 must provide a minimum of one active entrance, with an additional active entrance for at least every 20 metres of building width for retail and commercial uses, and every 8 metres of building width for residential uses facing such frontage.

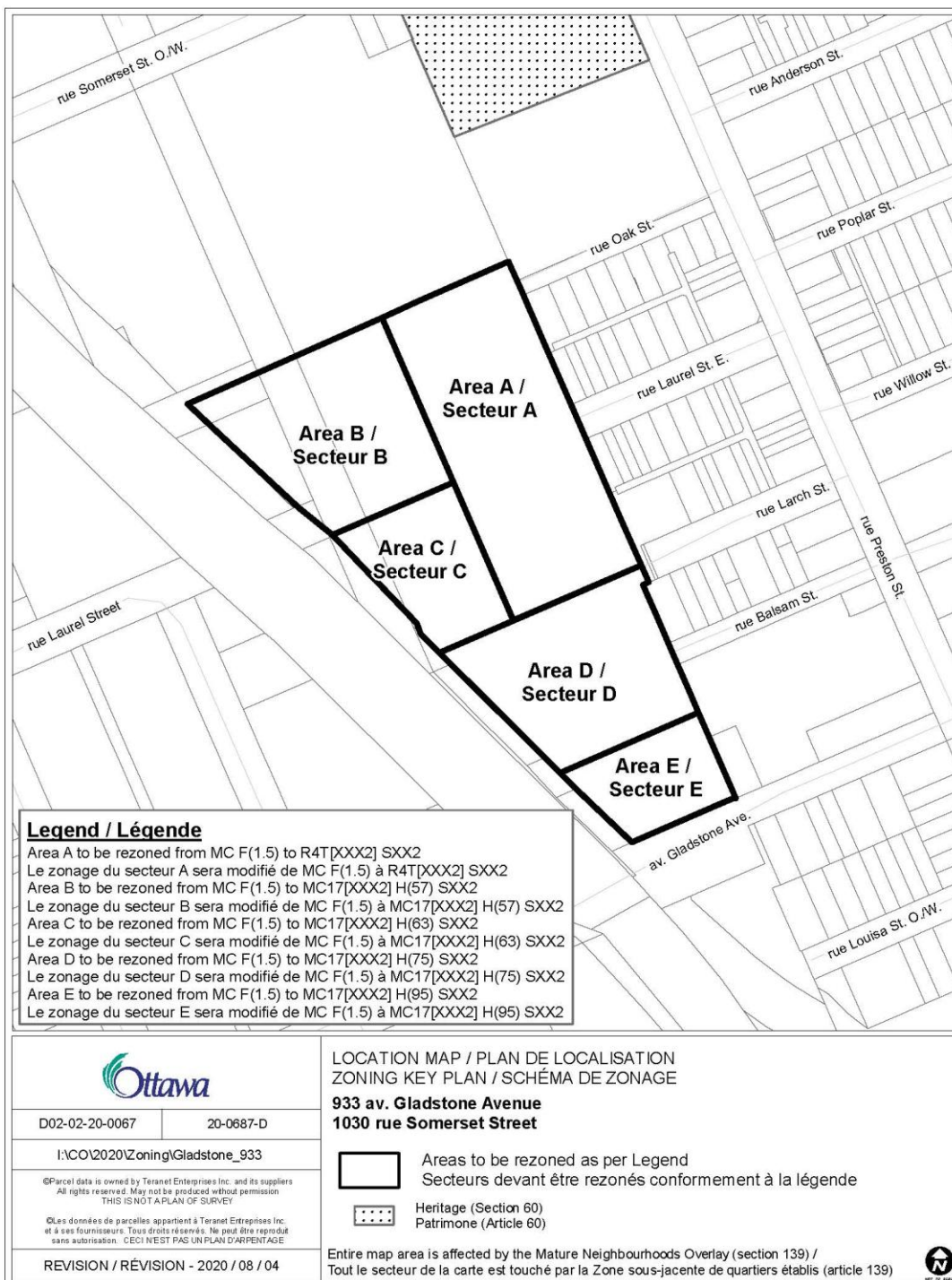
- **For Frontages 1, 2 or 3 in Area E of Schedule SXX2:**
 - i. Any non-residential use on the ground-floor is permitted a maximum individual frontage of 20m
 - ii. Any residential use on the ground-floor is permitted a maximum individual frontage of 8m
- A minimum of 50% of the ground floor façade facing Frontages 1, 2, or 3 in Area E, measured from the average grade to a height of 4.5 metres, must comprise transparent windows.
- **Except in the case of residential entrances**, where any building facade faces Frontages 1, 2, or 3, on Schedule SXX2, the ground floor must be occupied by one or more of the permitted non-residential uses, other than:
 - diplomatic mission
 - park
 - parking garage
 - research and development centre
 - residential care facility
 - training centre
 - urban agriculture
- Despite any other provision of this by-law, in Area E on Schedule XX2 after the first 9 storeys, any part of the building facing Frontage 1, 2 or 3 of Schedule XX2 is subject to an additional minimum stepback of 5m.
- Minimum area for a plaza comprising a mix of hard and soft landscaped area abutting both Frontage 1 and 2, in Area E of Schedule XX2: 650m²
- in Area E on Schedule XX2, the minimum area of hard and soft landscaping of 650m² must comprise one aggregated area of at least

375m², whose longer dimension is generally not more than twice its shorter dimension.

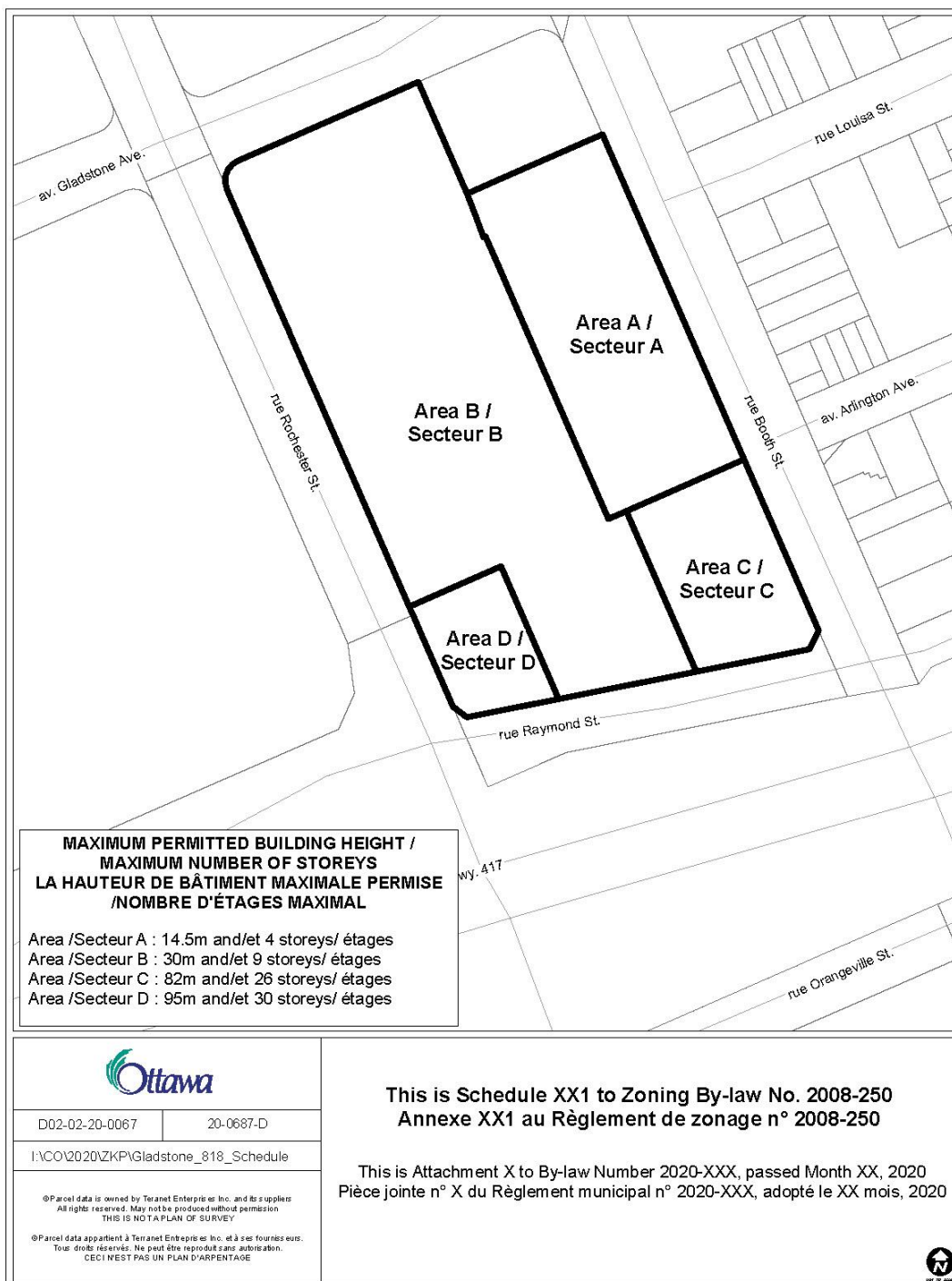
3. Amend Part 17 – Schedules by adding a new schedule SXX2 as shown in Document 9

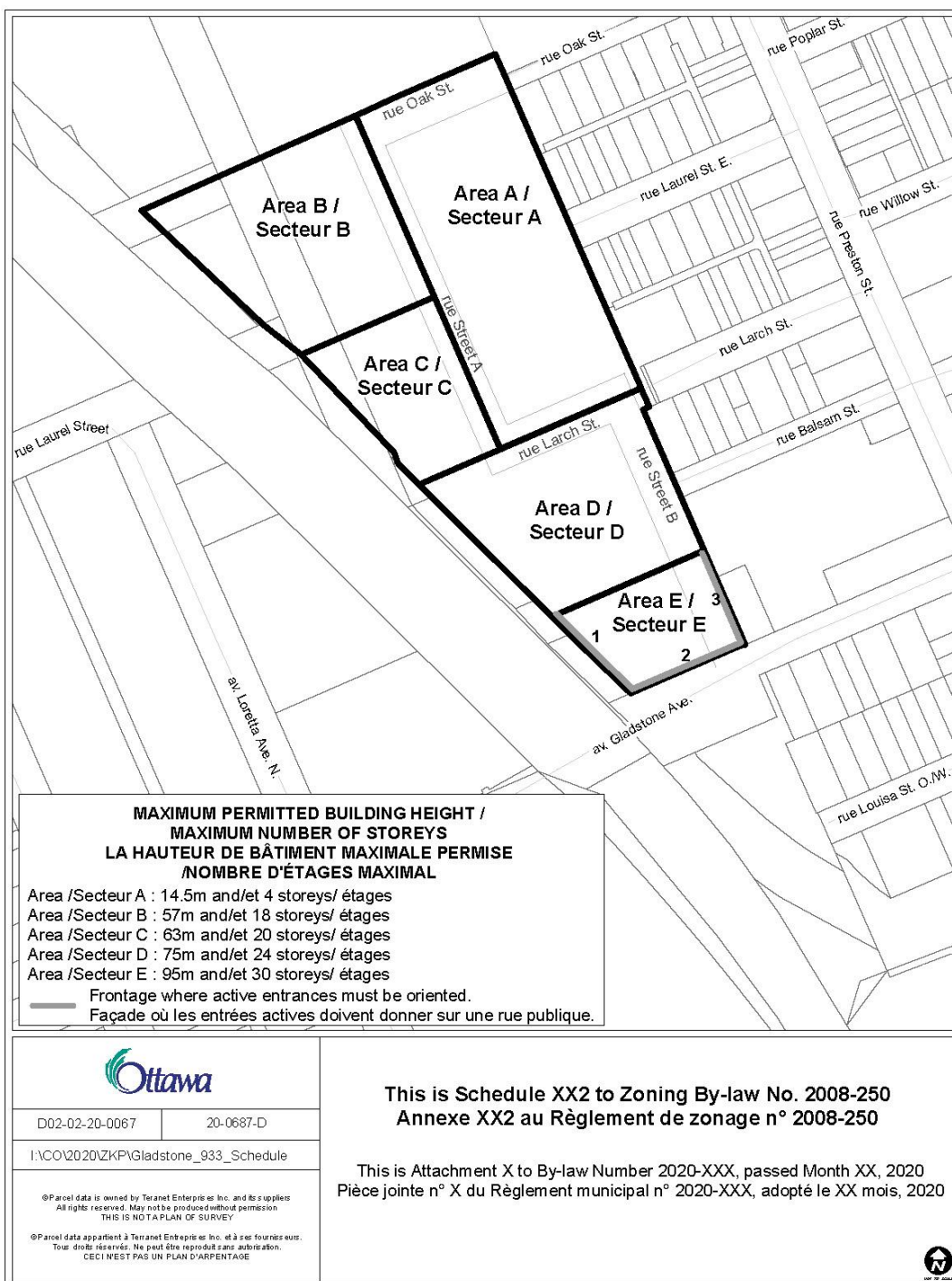
Document 8 – Location and Zoning Plan: 818 Gladstone Avenue and 933 Gladstone Avenue





Document 9 – Proposed Schedules: Schedule SXX1 and Schedule SXX2





Document 10 – Consultation Details

Notification and Consultation Process

Notification and consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. The below provides a summary of the public consultation events and initiatives undertaken to inform the study informing the proposed Official Plan Amendment and Zoning By-law amendments:

Public Consultation Event 1. Public Open House #1 was held May 27, 2020, at St. Anthony's Banquet Hall. 86 people signed-in, including both Councillors and representatives from area community associations. The open house introduced the study and gained initial public feedback on the study area, its context and community aspirations.

Public Consultation Event 2: A Design Workshop was held on September 24, 2020, at St. Anthony's Banquet Hall. 33 people signed-in from Public Advisory Groups and Technical Advisory Groups. The workshop discussed community hopes and fears; updated the vision, objectives, planning and design principles, and undertook design charette to establish "big moves" that should be undertaken.

Public Consultation Event 3: A joint-meeting of Advisory Groups was held on December 11, 2020. 16 people attended and provided feedback on a revised vision, proposed policy directions and draft demonstration plan.

Public Consultation Event 4: Open House #2 was held March 3, 2020. 57 people signed-in, including both Councillors and representatives from area community associations. The open house presented the new vision and a summary of the draft Secondary Plan policies; and received feedback on draft Plan directions.

Public Comments and Responses

1. Comment: Without the City of Ottawa land acquisition of the property at 1010 Somerset Street (currently owned by Public Services and Procurement Canada, or PSPC), there will not be adequate green space or recreation space to support the density proposed by the Secondary Plan.

Response:

Given the proposed density, diversity of building typologies, and the diversity of differing needs associated with these, the Secondary Plan recognizes the need to likewise provide for a range in the types and sizes of public spaces within the study area. The plan recommends a range of soft and hardscaped public spaces, including parks, plazas, privately-owned public spaces (or POPS, provided by the developer), as well as, as other smaller, non-traditional spaces along the Laurel Street Active Transportation Corridor or mid-block connections that help to ensure that high-quality public realm is ubiquitous over the district.

The proposed 1.0 ha park along the south half of the 1010 Somerset Street parcel provides the largest, consolidated opportunity for green space that can provide active recreational space for the whole community. The final acquisition terms were negotiated between PSPC and by the City of Ottawa's real estate department (CREO) in January 2021. The ratification of these lands by Treasury Board of Canada (TB) and CREO's acquisition report to FEDCO are both scheduled for approval in March 2021. With these approvals in place, the acquisition of the parcel at 1010 Somerset Street is likely rise to Council for its final consideration and approval in March or April 2021.

2. Comment: This is opportunity to ensure that trees are integrated so they can provide the multiple benefits that they provide and consistently over the study area. This is currently a very urban environment and it will only become increasingly so. Trees must be considered in street, block and pathway design from the beginning, including street trees and along paths, especially along the existing MUP. There should be targets and specific policies in the Secondary Plan around increasing tree cover, e.g. requirements for adequate soil volume, planting only trees that will achieve large sizes only, and requirements for soil cell technology in all hardscape areas. This can't be left to each developer

Response: The Secondary Plan places a priority on ensuring a high-quality public realm is developed across the district. Within the public realm, there are a number of competing elements each aiming to maximize the space needed to accommodate them, for example, sidewalks, bike lanes, car lanes (travel and parking). This also includes boulevards, which also compete for space, including utilities, snow storage, benches, paving, public art, bicycle parking, and, of course, street trees. A key vision and goal of the Secondary Plan is to make active transportation (walking, cycling, rollerblading and so forth) safe and

attractive. Ensuring the dominant presence of trees through the study area plays a critical part of this, and the Secondary Plan supports this in a few different ways. Where new streets are being proposed on large sites, such as at 933 Gladstone Avenue, a great deal of emphasis has been placed on ensuring that the right-of-way (ROW) width must be able to accommodate medium to large street trees on both sides amongst the competing elements. The amendment to the ROW protection table in the Official Plan is also an implementation response to the existing condition of streets, such as Gladstone, Somerset and Rochester. For the same reason, trees play a significant role in the improvement of active transportation conditions, and therefore, there will be road widenings on those streets to provide for an improved public realm (when a road reconstruction project is initiated).

3. Comment: Concern that new large-scale development will be car-oriented, and this will override the need of good pathways through the site for walking and cycling, and connecting people, businesses and transit; this should include providing east-west connections from the existing MUP to the “tree” streets.

Response: Through feedback from the community, including a design charette, the Secondary Plan vision establishes a priority on active transportation. This includes ensuring that the “tree” streets of Oak, Laurel, Larch and Balsam have direct pedestrian and cycling paths from extending the existing streets to the MUP, using a combination of street, mid-block connection or active transportation route. Laurel and Larch will remain closed off to cars at their present dead-ends, but routes will be created to let pedestrians and cyclists through. A key principle of the Secondary Plan is to maximize the density of pedestrian and cycling network to increase the choice of potential travel routes for pedestrians and cyclists over the district.

4. Comment: Gladstone and Somerset need to be made safer for cyclists, as there are no east-west routes in our neighbourhood downtown, and many people from the neighbourhood currently cycle or walk to/from downtown. Notably there is poor connectivity to schools.

Response: The right-of-way width of Gladstone Avenue and Somerset Street will either be protected or enlarged by the Official Plan Amendment ROW protection table in the Official Plan. Any additional width will be allocated to prioritize improved conditions for active transportation, such as provision of a cycle lane or track, widened sidewalk, and/or street trees. All of these contribute to an

improved cycling environment. Also, the Secondary Plan directs that a new active transportation bridge be built over the O-Train corridor, connecting Laurel Street East and Laurel Street West, which will provide an excellent third, east-west option for all walkers and cyclists, including school children, to move east-west within or through the district. The plan also foresees that such an east-west route could continue west along Laurel Street and east along Willow Street to Rochester Street.

5. Comment: Concern that there will be a loss in the number of parking spaces for persons with accessibility needs, either in private developments or on-street, and this may affect support of local business.

Response: While accessibility needs can place limitations on mobility choices, reducing minimum parking requirements does not necessarily limit the ability of those with limited mobility choices from accessing services. The zoning amendment does not contemplate changing any mandatory City requirements, and all AODA requirements will continue to apply. This amendment seeks to offer choice in the provision of minimum parking so as to balance the needs of a wide variety of residents reflective of conditions that have existed in inner urban locations that developed in the pre-auto era.

6. Comment: The area is currently a food desert, so there is concern with the amount population that people will need to drive to a grocery store if there isn't one established locally.

Response: The Secondary proposes to permit significant retail space and has several large sites which could include an urban-scaled grocery store. The proposed zoning amendments further permit a grocery store. Such a use is most likely to locate along a Mainstreet Corridor or other areas with active street frontages. The precise location and size of a store will depend on the market and is beyond the scope of the Secondary Plan.

7. Comment: Concern that future development on existing, vacant properties may create cut-through traffic; for example, there should be no through street from Gladstone to Somerset or City Centre Drive, i.e. through to "Gladstone Village".

Response: The vision of the Secondary Plan is to foster a mobility network that promotes active transportation. The design of the street framework intentionally does not connect Somerset Street to the internal street network at 933 Gladstone Avenue. This both eliminates any opportunity for "cut-through" traffic (that should

use Preston Street), but also keeps the proposed 1.0ha park as one continuous space. The street framework is also designed to be local in scale and non-linear to further discourage traffic from seeking to by-pass Preston Street. Policy also directs the design of streets to support slow-speeds, that is 30 km per hour, to support a safe and attractive active transportation environment.

8. Comment: Concern that the existing connection under Somerset Street at City Centre Avenue will not be preserved for cyclists and pedestrians, and it will be either closed off or become a route for cars into underground parking for future development at the 1010 Somerset Street site.

Response: Through community feedback, including the design charette, Planning heard that this is a well-used, although informal pathway used by the public (currently to get to and from the Somerset Street Bridge). Given its existing familiarity with the community, and its proximity to a number of significant redevelopment sites, including LeBreton Flats, 900 Albert, City Centre, and the Bayview O-Train Station, the Secondary Plan will establish this portal as the City Centre Underpass Pathway, a primary north-south connection for pedestrians and cyclists.

9. Comment: 40-storey buildings are too tall and not in keeping with the traditions of the neighbourhood.

Response: While the Secondary Plan does permit some high-rise towers above 30-storeys, it does not contemplate any buildings of this height. A general principle is to locate the tallest buildings on vacant or underutilized sites, especially near the O-Train corridor where there is virtually no impact on existing residential uses. This growth management strategy has allowed the existing low-rise residential clusters within the study area to maintain their character.

10. Comment: Heights should be kept near Gladstone and Somerset only, to ensure the rest of the development is in-keeping with the rest of the neighbourhood.

Response: The majority of the tallest buildings are designated to be located along either side of the O-Train corridor. However, on sites that are not as isolated, an important principle is to use urban design massing techniques to help to transition or mitigate the potential impacts of a high-rise tower on existing low-rise uses within proximity to them. There are few areas like this proposed in the Secondary Plan.

11. Comment: Concern that parcels are too large and need to be small, so small developers can create unique spaces. The area is diverse because the commercial and housing stock is small and diverse.

Response: A vibrant and visible part of the district along Preston Street and branching off of it is made up of an eclectic mix of small, fine-grained parcels that make up much of the existing low-rise residential areas, as well as, the traditional mainstreet character. However, a significant number of parcels running on either side of the O-Train corridor and Gladstone Avenue are large, often as a result of an industrial or institutional legacy. The Secondary Plan and Zoning Amendments propose numerous measures that will ensure that a fine-grained public realm and a diverse mix of uses is the outcome of future development. For example, all new development projects must be oriented to the local and internal streets, parks and pathways, including through-block connections, and walkways. Likewise, all uses facing on the public realm are required to have active frontages, which means building frontage need to animate the public spaces that they face. There are other zoning performance standards require that each non-residential use is required to provide at least one active entrance on the façade facing a public street.

12. Comment: Concern that because the neighbourhood will have a train, reliable bus service will no longer be prioritized.

Response: The introduction of the O-Train will provide faster, more consistent and convenient service to the downtown core, however, supporting multi-modal transportation and transit is a priority of this Secondary Plan. More people and jobs to this district will necessitate more of all forms of transit, and while there may be adjustments to routes and frequency (as periodically happens), we do not anticipate the reduction of transit options, rather it is likely to improve transit in the area.

13. Comment: The proposal is overbuilding vs. mirroring actual demand, and there is concern that this will leave a few tall buildings with lots of undeveloped land around them. It is better to have more low-rise housing, like townhomes or rowhouses.

Response: The Secondary Plan provides guidance for private and public development and City public works initiatives for over the next 20-years. It can address where, what and how development ought to occur so that it meets the

City's growth management strategy in a way that translates appropriately to the local context. While the study does consider some of the questions around "when", it cannot predict market activity, only long-term trends. This Secondary Plan provides and anticipates a diversity in built forms that will be beneficial to the area, and its diversity of residents. These include a mix of opportunities for various typologies, including low-rise, mid-rise and high-rise buildings. Hence, permissions for these are provided. It is possible that the market may shift over time to favour one form over another, and this plan will provide the flexibility to accommodate that.

14. Comment: Preston Street needs to be developed as Mainstreet, not as a commuter corridor.

Response: The policy direction for Preston Street is that it continues to develop and function largely as it is existing, which is very vibrant, human-scaled and successful. It will continue to be designated with a six-storey maximum height. There are no plans to increase the width of street to increase traffic.

15. Comment: There are a number of businesses that will be displaced by the Trinity Development (Coffee, gym, brewery, music studio.) How can we help these businesses stick around?

Response: The Secondary Plan recognizes this is a district where arts, cultural, and creative industries have organically grown to be a defining element of the area's identity. Much of this has to do with land economics, market conditions and the economy. The main thing this plan can do is to ensure that the flexibility to permit such land uses is retained. Another thing the Secondary Plan specifies is that a percentage of contributions pursuant to Section 37 of the *Planning Act* - or any successor Community Benefits provision - for development applications may be collected and used within the Corso Italia Station district for: provision of artist live-work space; the development of an Art's Hub which will serve as a focal point and community anchor to the area's creative cultural industries; or the provision of art and creative industry workspace.

16. Comment: Concern that maybe what should actually be amended, in addition to eliminating the minimum parking space requirements, is setting a maximum parking space requirement.

Response: The entire district falls under Area B on Schedule 1 in Zoning By-law Consolidation 2008-250, and the parking maximums are given by Table 103,

Column III. Using both minimum and maximum parking requirements helps to support the adoption of pedestrian, cycling or transit modal uses. Both reflect downtown urban conditions and ratios that support high transit use. Surface parking tends to be the most attractive form of parking, given it is cheapest to provide; however, surface parking in general has been largely prohibited by the Secondary Plan.

17. Comment: Concern regarding why the City is not taking this opportunity to mandate parking for electric vehicles and car sharing. This is particularly relevant for City-owned land, where the City has complete control over development.

Response: The City encourages energy-efficient modes of transportation. Further, shared parking arrangements between tenants, buildings, and lots is encouraged, particularly for uses that operate at different times, and opportunities for such will be considered at the time of development applications.

18. Comment: Concern and opposition to the proposal for a high-rise building at the corner of Raymond and Booth Street, including traffic and parking impacts especially given this already a busy area. The area would be better served by mid-rise, affordable housing buildings and focusing on quality of life for existing and future residents.

Response: Staff recognize the concern. In terms of traffic and parking impacts. A broad, network transportation study was completed as part of the secondary planning process and concluded that there is capacity for the density proposed by the Secondary Plan. When an actual proposal is made for this specific site, a Traffic Impact Assessment would need to be completed as part of the development review application process. As a general statement, a key goal of this Secondary Plan is to support built form and a public realm that will lead to a high level of walking and cycling, given the area's proximity to the downtown core and transit. As a result, it is anticipated that there would be reduction in car-ownership, both amongst existing and new residents.

The new high-rise development can be planned and designed in a manner that can provide appropriate massing, height and character. Based on feedback, the proposed policy and zoning has reduced the maximum height from 30-storeys to 26-storeys and will require that any podium does not exceed four storeys mirroring the scale of low-rise buildings across the street on the east side Booth Street. Additional setback of the tower will further distance it and mitigate effect

of its scale. Booth Street in itself provides a 20m buffer from any new development. Appropriate design of the floorplate and its articulation can also minimize the duration of shadow and mitigate against wind.

It is also worth noting that the majority of this block, at 818 Gladstone, will be either low-rise or mid-rise buildings. This will provide a greater range in housing options and mix of people to the area.

Given there are many benefits to providing a greater range of heights on a underutilized, downtown neighbourhood block at the western edge of the downtown core that is in proximity to LRT transit and other active transportation opportunities, staff maintain this height recommendation.

19. Comment: Concern that one bicycle parking space per unit is unrealistic, and its double the existing requirement in the zoning by-law for residential units. Bike sharing can provide for multiple users of individual bikes and provide efficiency in terms of storage requirements.

Response: It is important to provide more bike spaces to achieve 80-85% modal share. Biking can only become a preferred mobility choice when it becomes as convenient or more convenient than other competing options. Making active transportation facilities a priority is needed. Each unit may have more than one person using a bike, and hence there could well be the need for more than one bike parking space per unit, which should offset units that where tenants may not use bicycles.

20. Comment: It is too restrictive to require a development site that accommodates a high-rise building to have frontage onto public spaces along three of its sides and cannot be met on many sites in the plan.

Response: Public spaces can include a combination of streets and/or publicly-owned or publicly-accessible spaces, such as a park, a multi-use pathway, or an easement created for public use. Where towers do not front existing publicly accessible lands on three sides, they should be created as part of the development application process, for example, an easement over private land for the public. This can take the form of a mid-block connection. This policy will help to ensure that high-rise podiums don't sprawl across an entire block without some form of mid-block connection. By keep blocks from becoming too large and creating an obstacle, the district can be more "porous" to pedestrian mobility, and encourage more of.

21. Comment: Prohibiting new surface parking across the district, in general, is too restrictive, and limits the ability to provide short-term parking, lay-bys, visitor parking and so forth.

Response: In general, land is a scarce resource and this plan seeks to balance a range of competing interests for this scarce resource. A key element of the plan is to place greater priority on accommodating the needs of people in use and design. Where land can be better used to house people or provide a path or a park space, the plan in general aims to do this over providing the space for a car that will occupy that space. That said, cars are important tools for people and policy recognizes that. In limited cases, along private streets, surface parking may be permitted where it can be provided by parallel, on-street parking. Surface parking for ground-oriented residential units should be provided in the interior of the block, but those spaces should never abut a public street creating gaps in street character. Similarly drop-offs or lay-bys are not permitted on public or private streets, but drop-offs, deliveries, etc. may be considered on the interior of the site. Cars can always be parked at a parking spot on a public street, and visitors are better suited to go to underground parking. Surface parking is cheap alternative for car parking for a development in the short-term, but it is costly in many ways to the public good in dense, downtown environment.

Community Organization Comments and Responses

Dalhousie Community Association

August 23, 2020 response to Planning circulations of Official Plan Amendment and Zoning Amendments for 818 Gladstone Avenue and 933 Gladstone Avenue:

22. Comment: Parkland: 1010 Somerset & 933 Gladstone

- Until such time as the City is in possession of the land to extend Plouffe Park westward, an equivalent part of the 933 Gladstone site should set aside for parkland.
- Therefore a hold on re-development should be placed on the full width of 933 Gladstone between Oak and Laurel, or else, between Oak and Larch east of Street "A". This area should be, in the interim, designated "park". The proposed re-zoning should also be so revised to put this area on hold.
- The development of 933 Gladstone provides no park space. The extension of

Plouffe Park is supposed to take care of this (and the existing community) parkland deficit.

- Without addressing the parkland issue this Secondary Plan is untenable.

Response: The final acquisition terms for the parcel at 1010 Somerset Street (owned by Government of Canada, Public Services and Procurement Canada) were negotiated between PSPC and by the City of Ottawa's Corporate Real Estate Office (CREO) in January 2021. The ratification of these lands by Treasury Board of Canada (TB) and CREO's acquisition report to FEDCO are both scheduled for approval in March 2021. With these approvals in place, the acquisition of the parcel at 1010 Somerset Street will rise to Council for its final consideration and approval in March or April 2021. While the City is not in possession of this property by the time of Planning Committee's deliberation of the proposed Secondary Plan and accompanying Zoning By-law Amendments, it is the intention of PIED and CREO to take each of the approved reports to Council at the same time for adoption.

23. Comment: Mature Residential Neighbourhood (BLISS). The mature residential low-rise neighbourhood between Oak and Balsam should be designated differently than "Mixed Use Neighbourhood". The proposal to introduce "live/work alternatives" (4.1.4 & 8.7) beyond those already permitted in residential zones will denigrate the character of this enclave. This was what was fundamental to the 2015 version of the CDP and should not be watered down despite being included in the Carling CDP. Such an approach was achieved in a revision to the Bayview CDP for the Spruce, Elm and Primrose area north of Somerset. So it can be done here too.

Response: The area is designated by the existing Official Plan as a "Mixed Use Centre" (MUC). The policy direction of MUC is permit a broad variety of land uses at transit-supportive densities, such as offices, secondary and post-secondary schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, daycare centres, retail uses, entertainment uses, services (such as restaurants), high- and medium-density residential uses and mixed-use development containing combinations of these. The Official Plan states that the Zoning By-law will require employment and housing as part of a larger mix of uses and permit a mix of uses within a building or in adjacent buildings. The New Official Plan will designate this area as a "Hub" which permits both residential uses and non-residential uses. These are areas that are

centred on planned rapid transit stations and have a planned function to concentrate a diversity of functions a greater degree of mixed land-use.

The proposed Secondary Plan designates this area as Mixed Use Neighbourhood which establishes it as primarily residential in character and function but permitting small-scale non-residential uses to support the daily local needs of the neighbourhood. The proposed policies permitting live/work alternatives are consistent with the planned function for the area and could provide a key opportunity to preserving and reinforcing the eclectic and diverse community of today.

24. Comment: Larch vs. Balsam. We can see absolutely no justification for allowing Larch St. to be a through traffic access street, rather than, or in addition to, Balsam. Balsam is already compromised by Preston Hardware's operations. Why also ruin Larch. These Larch options negate the Secondary Plans "Goals" (#2) of reducing car and truck activity. Let's not allow "transportation studies" to supersede our urban design goals. We should remove all reference to Larch as a through street and any reference to "studies".

Response: Balsam and/or Larch Streets may be connected to 933 Gladstone site, if appropriate transportation studies clearly demonstrate that there is no other option to ensure a sound management of automobile circulation based on mode shares that reflect the downtown location and mode share goals that may apply under the Transportation Master Plan. The preferred option is to open Balsam Street only. Given the development context and an active transportation policy to increasingly develop the various mobility networks and supporting infrastructure over the fulness of time, Planning believes that will be the outcome.

25. Comment: Lanes and Alleys; Oak/Laurel/Larch

1. It has always been our understanding that the west end of Laurel, like Larch, would be opened to east-west bicyclists and pedestrians, but definitely not to cars. The north-south back lane shown on Schedule "C", running between Oak and Larch (almost) should not allow car vehicular connection to Laurel. Please correct.

2. As presently illustrated this north-south lane would allow a traffic loop down Laurel and back up Oak unless made discontinuous somewhere between Oak and Laurel. Correcting item 1 above will solve this problem.

3. Article 5.2.32: The redundant east-west back lanes located between Oak and Laurel, and Laurel and Larch, have largely been replaced with legal front yard parking. There seems no point whatsoever thinking of creating additional east west bicycle/pedestrian routes when Laurel, and even Oak and Larch, perform this function. this article should be deleted.

Response: 1. The DCA understanding is correct on both accounts. Laurel and Larch will be closed to cars, but open to pedestrians and cyclists. 2. The north-south lanes only connect to Oak Street and to Larch Street (the new segment, west of the dead-end of the existing terminus). 3. The lanes could still provide convenient pedestrian access for local residents and add the density of options for people to walk. It's possible that the City would still consider the purchase of a portion of a property that currently blocks access from the existing east-west rear lanes to future north-south rear lanes to the west, at 933 Gladstone Avenue. However, the opening of these lanes would be only to provide improved pedestrian connectivity and enhance the pedestrian network; no car access between the existing and future rear lanes would be permitted. It is also likely that this would not rank as highly as other public realm improvements in the area, so funding for such acquisition is possible, but not likely.

26. Comment: Affordable Housing

Articles 8.1 and 8.2 use the term "should be" in reference to affordable housing. that's meaningless. They should read "shall be" since that's what's intended. Say what we mean, even if inclusionary rezoning is still required.

Response: These policies echo Official Plan policy intent. There may be instances where area developments do not match affordable housing targets, and it may not necessarily be prudent to require an Official Plan Amendment as a result of this.

27. Comment: Schedules (maps)

These maps have yet to be updated to reflect on-going changes and discussions. For example: the reduced recreation area on Schedule A and B should be like Schedule D. Additional park space is both required and intended at 818 Gladstone so Piazza Dante should be shown expanded accordingly on Schedules A, B, C and D.

Response: Schedules have been modified as consultation has been received and/or policies refined or modified.

BLISS – Believe in Livable Side Streets

August 27, 2020 response to Planning circulations of the Official Plan Amendment and Zoning Amendments for 818 Gladstone Avenue and 933 Gladstone Avenue:

28. Comment: Unacceptable imbalance between increased density and new community green space (1010 Somerset and 933 Gladstone). The entire Secondary Plan, west of Preston, only works if land is acquired to extend Plouffe Park westward. We are concerned that this might never happen or would take a long time, while all the proposed dense housing would go ahead. We are very familiar with the history of Lebreton Flats and are also aware and experience the already existing parkland deficit in our ward. We support the Dalhousie Community Association's request to place a hold on re-development on the full width of 933 Gladstone between Oak and Laurel, or else, between Oak and Larch east of Street "A".

Response: Staff acknowledge this concern. Please see "Response" to Item #18.

29. Comment: Appropriate zoning for the residential side street. Our mature residential low-rise neighbourhood streets between Oak and Balsam should be designated differently than "Mixed Use Neighbourhood". The proposal to introduce "live/work alternatives" (4.1.4 and 8.7) beyond those already permitted in residential zones will weaken the uniform character of our streets.

Response: Staff acknowledge this concern. Please see "Response" to Item #19.
Note: There is no zoning by-law amendment being proposed as part of this study to the residential streets as referenced.

30. Comment: We are glad to see the clustering of height along the tracks but are opposed to the introduction of zoning that would allow 16-storey buildings for the Preston Hardware parking lot.

Response: Transition is an important part of this Secondary Plan. This enables higher levels of density to be achieved, where land is a scarce resource such as this west downtown core area, while protecting the essence the existing context. Please note: There is no Zoning By-law amendment being proposed as part of this study to Preston Hardware site. However, policy recommendation is to

permit a 12-storey building toward the centre of the block, and a 25-storey tower close to Street B (the new street connecting to Gladstone Avenue). Staff believe that both of those are sited on and within a block that is sufficiently distanced from Balsam Street, and other streets further north that there would be little or no negative impact on the existing low-rise residential area.

31. Comment: Maintaining the livability of our residential rump streets. We remain strongly opposed to opening up Oak Street to deliver traffic to the Oak Street campus and to connect Gladstone and Preston. Neither can we see any justification for allowing Larch Street to be a through traffic access street, rather than, or in addition to, Balsam. Balsam is already compromised by Preston Hardware's operations thus making it the access street would save Larch. The proposed Larch options negate the Secondary Plans "Goals" (#2) of reducing car and truck activity. We should uphold these urban design goals by removing all reference to Larch as a through street and any reference to "transportation studies". Keeping these streets dead-end would mimic the current, well-functioning set up on Elm and Spruce Streets, North of Somerset.

Response: 933 Gladstone Avenue is a large site that is largely "land-locked" by the O-Train corridor, 1010 Somerset and the existing dead-end streets to its east. Through public consultation, including a design charette, development of design principles and analysis it was determined that car-access into the 933 Gladstone Avenue site should be limited and not promote "cut-through" traffic. Another street was needed to permit vehicular access to the site, beyond just Gladstone Avenue. To minimize impact on existing residents Oak Street was determined to be the best option, not only because it is single-loaded, but it also suffered regularly being a dead-end adjacent to the popular Plough Park. Feedback indicated that cars would go down Oak Street become completely congested by cars that could not get out, or even turn around, and sometimes they would back up and queue onto Preston Street. By opening up Oak Street, this problem could be remedied.

The Secondary Plan notes that the re-design of Oak Street shall incorporate speed management measures to ensure the street maintains the characteristics of a local residential street, including a maximum driving speed of 30 km/h.

32. Comment: Lanes and alleyways. We are alarmed to see the proposed treatment of the existing lanes and alleys between Oak/Laurel/Larch.

Response: Staff acknowledge this concern. Please see "Response" to Item #21.

Hintonburg Community Association

September 4, 2020 response to Planning circulations of Official Plan Amendment and Zoning Amendments for 818 Gladstone Avenue and 933 Gladstone Avenue:

33. Comment: The Hintonburg Community Association has reviewed the draft Secondary Plan and has the following comments (Note: Full comments provided in letter in Document 11)

Response: Staff acknowledge Hintonburg Community Association's comments and general support for the proposed amendments.