
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

ACS2021-PIE-EDP-0010

Somerset (14); Kitchissippi (15)

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.**

Taavi Siitam, Planner II, Planning, Infrastructure and Economic Development department (PIED) provided a presentation and responded to questions. The following staff also responded to questions:

- Alain Miguelez, Manager, Policy Planning, PIED
- Garrett Schromm, Associate Legal Council, Innovative Client Services Department (ICSD)
- Tim Marc, Senior Legal Counsel-Planning, Development & Real Estate, ICSD

The committee heard three delegations on the matter, as follows:

- The Canadian Bank Note Company (CBN), as represented by Christine McCuaig, Principal Senior Planner & Project Manager, Q9 Planning + Design; Greg Meeds, Partner, Vice and Hunter LLP; Gordon McKechnie, Senior Vice-president, CBN. The following persons were also present for CBN to respond to questions: Michael Besley, Assistant General Counsel, CBN; Gregory Clunis, President, and Pier-Gui Lalonde, Engineer, Integral DX Engineering. They argued that the proposal is not in compliance with the Provincial Policy Statement in terms of avoiding, minimizing and mitigating any potential adverse impacts on adjacent properties and taking into account the needs of existing and future businesses by ensuring their continued operation is not jeopardized by the encroachment of noise sensitive uses. They suggested that the proposed

Secondary Plan and Zoning By-law Amendments will change the proposed heights and the "likely future use", creating new, higher points of reception that would be difficult and costly for CBN to mitigate, that compliance would be required imminently, as soon as those likely future uses have changed, not when a Site Plan Control has been submitted. They submitted that the cost of compliance, should the proposal proceed, should be the responsibility of the parties wishing to change the zoning, being the City of Ottawa in this case.

- Dr. Martin de Zuviria stated his opposition to the proposal to rezone Area D (at Raymond and Booth Streets), which would allow the construction of a 26-floor building across the street from his home, in this primarily residential area. He questioned what the impact on his taxes would be and asked about traffic impact studies. He suggested that, given the work that has already occurred on the site, there may be some kind of understanding already in place between the City and the investors but asked that the committee defer the rezoning of this specific area, nonetheless.
- Ottawa Community Housing Corporation (OCH), as presented by Cliff Youdale, Chief Development Officer, OCH; Robert MacNeil, Senior Manager, Realty Initiatives, OCH; Miguel Tremblay, Partner, Fotenn. They thanked everyone involved in the process to date and spoke to the importance of this affordable housing project. In terms of compliance with the Provincial Policy Statement criteria identified by the CBN at this meeting, they noted that: at the time of site plan there will be detailed noise studies that assess what the obligations are for OCH in terms of their construction, being mindful of noise sources in proximity to the site; OCH is trying to work with the City to provide affordable housing in proximity to transit; this Secondary Plan is implementing policies within the current Official Plan, which designated these OCH lands and the majority of the lands within the Secondary Plan area as Mixed-Use Centre, and the principles of height and density in residential in proximity to the station are already there.

The following correspondence was provided to the committee coordinator between February 12 (the date the report was originally published to the City's website with the agenda for this meeting) and the time the matter was considered on February 25, 2021, a copy of which is held on file:

- Email dated February 15 from Dr. Martin de Zuviria

- Email dated February 23 from John Moser, on behalf of Preston Hardware
- Presentation slides from Christine McCuaig, Q9 Planning + Design, for the Canadian Bank Note
- Email dated February 24 from Dave Robertson, Board of Directors, Bike Ottawa
- Email dated February 24 from Paul Black, FoTenn, on behalf of TIP Gladstone LP

Motion N° PLC 2021-38/2

Moved by: Councillor J. Leiper (*on behalf of Councillor C. McKenney*)

THEREFORE BE IT RESOLVED that staff be directed 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.'

CARRIED

Motion N° PLC 2021-38/3

Moved by: Councillor J. Leiper (*on behalf of Councillor C. McKenney*)

WHEREAS Report ACS2021-PIE-EDP-0010, published on February 12, 2021, recommends approval of the Secondary Plan (Official Plan Amendment), three Zoning By-law, zoning 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; and,

WHEREAS Staff have revised comments for the Asset Management Implications for inclusion to the report;

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

Moved by: Councillor J. Leiper (*on behalf of Councillor C. McKenney*)

WHEREAS Report ACS2021-PIE-EDP-0010 recommends the approval of an Official Plan Amendment to establish a Secondary Plan and zoning amendments to implement measures for achieving public realm improvements, and provision

of the area as a Protected Major Transit Station Area; and

WHEREAS the Owner of 818 and 933 Gladstone Avenue, and 1030 Somerset Street, being Ottawa Community Housing, requested amendments to the wording of the proposed site-specific zoning exceptions, which are supported by Planning, Infrastructure and Economic Development staff;

THEREFORE BE IT RESOLVED that Planning Committee replace Document 7 with the revised Document 7, attached as Appendix 1¹ 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.

CARRIED

The committee CARRIED the report recommendations as amended by Motions 2021-38/2, 38/3 and 38/4.

The committee also gave the following 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.

¹ Appendix 1 is attached at the end of these Minutes

APPENDIX 1: Revised ACS2021-PIE-EDP-0010 - Document 7

Document 7 – Details of Recommended Zoning: Site-Specific, 818 Gladstone Avenue, and 933 Gladstone Avenue and part of 1030 Somerset Street

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 stepback 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 stepback 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: 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