FOTENN

75 Breezehill and 35 Laurel

Planning Rationale
Official Plan Amendment and Zoning By-law Amendment
July 24, 2026

FOTENN

Prepared for Unsworth Estate

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1.0
Executive Summary

Fotenn Planning + Design has been retained by the Estate of Carson Unsworth ("the owner") to prepare this Planning Rationale in support of Official Plan and Zoning By-law Amendment Applications for the property municipally known as 75 Breezehill Avenue and 35 Laurel Street in the City of Ottawa ("the subject property"). This Planning rationale assesses the proposed development against the applicable policy and regulatory framework and determines if the development is appropriate for the subject property and compatible with adjacent development and the surrounding community.

The owner is seeking to redevelop the subject property with two mixed-use buildings with tower heights of 31 & 33 storeys each featuring six (6) storey podiums. The taller 33-storey tower has been located on the southeast corner of the subject property adjacent to Laurel Street, while the 31-storey tower, is on the north-east corner of the subject property.

An Official Plan Amendment (OPA) application is required to amend Schedule M - Maximum Building Height and Tower Location of the West Downtown Core Secondary Plan to permit building heights of 33 and 31 storeys where 18 storeys is currently permitted, recognizing the importance of the lands as a transit-oriented development opportunity given the proximity to the Corso Italia LRT Station.

A Zoning By-law Amendment application is also being submitted to facilitate the redevelopment of the subject property, rezoning the lands from "General Industrial, Subzone 1, Maximum Height 11 metres – IG1 H(11)" to "Mixed-Use Centre Zone" in by-law 2008-250, and from H2 H(20) to H2 H(98) & H2 H(104) in by-law 2026-50, permitting the mixed-use, pedestrian-friendly, compact, and transit-oriented development. The proposed Zoning By-law Amendment would include a special exception zone and a height schedule to define the permitted building envelope. The Zoning By-law Amendment is required to align the outdated zoning framework on the site with the proposed future conditions as facilitated in the Secondary Plan and Official Plan.

To facilitate the proposed parkland dedication, that portion of the lands will be rezoned to O1 - Parks and Open Space Zone. This change is at the request of the City, and is the standard zone applied to municipally owned parkland.

It is Fotenn's professional planning opinion that the proposed Official Plan Amendment and Zoning By-law Amendment represent good planning and are in the public interest. This is due to the consistency of the proposed development with the intent of the Provincial Planning Statement; the conformity of the proposed development with the City of Ottawa Official Plan policies regarding intensification, growth management and urban design objectives for the Hub designation within the Downtown Core Transect and the conformity of the proposed development with the West Downtown Core Secondary Plan.

2.0 Introduction

Fotenn Planning + Design has been retained by the Estate of Carson Unsworth ("the owner") to prepare this Planning Rationale in support of Official Plan and Zoning By-law Amendment Applications for the property municipally known as 75 Breezehill Avenue and 35 Laurel Street in the City of Ottawa ("the subject property").

The intent of this Planning Rationale is to assess the proposed development against the applicable policy and regulatory framework and determine if the development is appropriate for the subject property and compatible with adjacent development and the surrounding community.

This Planning Rationale should be read in conjunction with the suite of materials submitted as part of this complete application package. Specifically, the submitted Urban Design Brief prepared by Roderick Lahey Architects and submitted under separate cover provides additional analysis on the architectural and urban design merits of the proposal.

2.1 Application Overview

The owner is seeking to redevelop the subject property with two mixed-use buildings with tower heights of 31 & 33 storeys each featuring six (6) storey podiums. The taller 33-storey tower has been located on the southeast corner of the subject property adjacent to Laurel Street, while the shorter, 31-storey tower, is on the north-east corner of the subject property.

The subject property represents an important opportunity for intensification within the Hub Designation of the Inner Urban Transect which is intended to be served in the future by rapid transit (LRT) with the Corso Italia Station located at Gladstone Avenue, approximately 300 metres south of the subject property.

The proposed development will include a public parkland dedication equal to 10%, or 619 square metres, of the total property area. The proposed park is located via Breezehill Avenue at the east end of the site and is complemented by landscaped open space throughout the subject property.

The subject property will also feature various connections to a future multi-use pathway (MUP) that will transverse north-south along the eastern property boundary.

2.1.1 Official Plan Amendment

An Official Plan Amendment (OPA) application is required to amend Schedule M - Maximum Building Height and Tower Location of the West Downtown Core Secondary Plan to permit building heights of 33 and 31 storeys where 18 storeys is currently permitted, recognizing the importance of the lands as a transit-oriented development opportunity given their proximity to the soon to open Corso Italia LRT Station.

Since the approval and implementation of the Corso Italia Station District Secondary Plan for this area, there has been a major paradigm shift at all three levels of government, with a substantial acknowledgement of the current housing crisis and the legislative and policy tools required to address the prevailing issues. Universally, it has been accepted that Cities like Ottawa must prioritize and accelerate new housing construction in the coming years to adequately address unmet housing demand.

To do this in an efficient and sustainable fashion, Ottawa has established through it's Official Plan that more growth must be achieved via intensification than by greenfield development and that the majority of trips in the city will be made by rapid and active transportation in the future.

Since the adoption of the Secondary Plan, the City of Ottawa has also established in it's new Official Plan an overarching objective to establish a growth management framework that maintains a greater amount of population and employment inside the Greenbelt than outside the Greenbelt and that it must prioritize the location of residential growth to areas with existing municipal infrastructure, rapid transit, neighbourhood facilities, and a diversity of commercial services.

This is reflected in most new Secondary Plans (e.g. Pinecrest Queensview Secondary Plan) written since the adoption of the new OP that now allow for much greater height and density in proximity to LRT stations; a reflection of HUB and PMTSA designations that prioritize the placement of the greatest density and tallest buildings at Transit Stations.

While respecting, facilitating, and implementing the vast majority of policy objectives of the Corso Italia Station District Secondary Plan, the proposal responds appropriately to the ongoing housing crisis and policy and legislative direction now established in the City, Province, and Country as a whole with the inclusion of building heights better aligned with the current growth management context for the area and city.

2.1.2 Zoning By-law Amendment

A Zoning By-law Amendment application is also being submitted to facilitate the redevelopment of the subject property, rezoning the lands from "General Industrial, Subzone 1, Maximum Height 11 metres – IG1 H(11)" to "Mixed-Use Centre Zone" in by-law 2008-250, and from H2 H(20) to H2 H(98) & H2 H(104) in by-law 2026-50, permitting the mixed-use, pedestrian-friendly, compact, and transit-oriented development. The proposed Zoning By-law Amendment would include a special exception zone and a height schedule to define the permitted building envelope.

To facilitate the proposed parkland dedication, that portion of the lands will be rezoned to O1 - Parks and Open Space Zone. This change is at the request of the City, and is the standard zone applied to municipally owned parkland.

The Zoning By-law Amendment is required to align the outdated zoning framework on the site with the proposed future conditions as facilitated in the Secondary Plan and Official Plan.

A Site Plan Control Application for the proposed development will be submitted in the future to resolve site-specific design considerations such as landscaping, servicing locations, and site function.

3.0
Subject Property and Surrounding Area

3.1 Subject Property

The subject property is located on the north side of Laurel Street between Breezehill Avenue to the west and the Trillium Line Light Rail Transit (LRT) corridor to the east. The subject property has a total area of approximately 0.62 hectares (6174.62 square metres) on an irregular 'L' shaped parcel with approximately 20 metres of frontage on Breezehill Avenue and 77 metres of frontage on Laurel Street, with a depth of approximately 98 metres. The front lot line is defined as Breezehill Avenue. The property is currently occupied by a one-storey commercial and light-industrial building, and surface parking area.

3.2 Surrounding Area

The subject property is located west of the City of Ottawa's downtown core, just north of Highway 417 and is in an area generally characterized by light industrial and commercial uses adjacent to the Trillium Line O-Train corridor and in proximity to Highway 417 to the south. To the west of the industrial uses is the low-rise residential Hintonburg-Mechanicsville neighbourhood which consists of a range of detached and semi-detached dwellings as well as low-rise apartments.

The neighbourhood is subject to an ongoing evolution in built-form and residential intensification as facilitated by the upcoming implementation of the north-south LRT network here and recent policy changes including the direction of the new Official Plan and Secondary Plan in 2022.

Gladstone Avenue is an important east-west arterial road, extending between Parkdale Avenue in the west and Elgin Street in the east. Gladstone provides access through the Hintonburg-Mechanicsville, West Centretown, and Centretown neighbourhoods, acting as a Traditional Mainstreet within the Centretown neighbourhood. Abutting the railway corridor on the east side is a large vacant parcel, planned for development by Ottawa Community Housing (OCH) as "Gladstone Village". The plan is for a mixed-income, master-planned community that provides opportunities for affordable housing within proximity of the future transit.

Corso Italia LRT station is planned for Gladstone Avenue along Line 2 and as part of the greater rapid transit network throughout Ottawa. The station is currently under construction as part of the Stage 2 LRT project. Once completed, the Trillium Line will extend to Riverside South, with a spur line connecting to the Ottawa International Airport. To the north the line connects to the east-west Confederation Line, providing access to the downtown core.

The surrounding land uses can be described as follows:

North: North of the subject property are additional light industrial uses and warehouses. These uses generally extend along the west side of the LRT corridor, to Somerset Street in the north. At Somerset Street, two (2) high-rise buildings have been approved for either side of Breezehill Avenue. Further north is the Tom Brown Arena and the Confederation Line LRT.

East: Immediately east of the subject property is the Trillium Line O-Train corridor. A future Multi-Use Pathway is slated to run parallel to the O-Train Corridor, directly abutting the subject property. On the east side of the corridor is a large parcel of vacant land intended for development as a mixed-income, master-planned community known as Gladstone Village. Further east is Preston Street, which is a major north-south road which acts as the Traditional Mainstreet for the neighbourhood, including Little Italy. South of Highway 417, to the southeast are several large office complexes and future development lands. Further east are low and mid-rise residential uses within the West Centretown Neighbourhood.

South: On the south side of Laurel Street and extending across the entity of the block to Gladstone is the Canadian Bank Note Company, an Ottawa-based security printing company. The CBN facility extends between Loretta and Breezehill and between Gladstone and Laurel Street. Southwest of the subject property at Gladstone and Lauretta, three (3) High-rise buildings (at 35, 33, and 30 storeys) have been approved adjacent to Corso Italia Station. Further south is the City of Ottawa's Traffic Operations Centre and storage yard and Highway 417.

West: Immediately west of the subject property there are four (4) properties that front onto Breezehill Avenue each zoned for light industrial uses. On the west side of Breezehill Avenue is the Devonshire Community Public School. Continuing to the west is the residential community of Hintonburg-Mechanicsville.

The subject land's context and location facilitates the proposed additional height on the site. Four key locational elements play a critical role in Fotenn's assessment of the appropriateness of additional height on the lands:

- **Proximity to the future Corso Italia LRT station. The location of both high-rise buildings proposed fall entirely within 300-metres of the LRT Station, a key locational criteria of the Official Plan.**
- **The existing Trillium rail and active transportation rail cut provides additional transitional buffer and separation distances to the east.**
- **Existing approved built-form and tower heights as well as future planned function of the area. Nearby building heights up to 35-storeys are approved.**
- **The subject site does not immediately abut any existing low-rise properties but rather neighbours other light industrial, employment, and commercial lands. The existing distance to the established low-rise ranges from 60 to 100 metres and allows for substantial buffering to mitigate adverse impacts on those properties.**

The proposal for additional building height is appropriate for this area that is located within the City of Ottawa's urban area, immediately adjacent to an existing built-up area with existing and proposed high-rise buildings, and in proximity to planned future rapid transit stations, which allows for the logical and efficient extension of existing services and roads. It will be supported by an immediately adjacent future municipal park and active transportation corridor.

Figure 1 Site Photos

3.3 Transportation Network

The subject property is well situated to promote multi-modal transportation options and provide additional residential density in close proximity to services and amenities as well as local and rapid transportation options. The subject property is located approximately 400 metres from the entrance to the future Corso Italia LRT Station as shown in Figure 2 below. Once the proposed western Trillium MUP is operational, walking distance between the subject property and the LRT station will be reduced to approximately 240 metres. As part of the West Downtown Core Secondary Plan, a new multi-use pathway is proposed to run along the west side of the O-train Line 2 corridor between Beech Street and Prince of Wales Drive providing additional north-south active transportation connectivity.

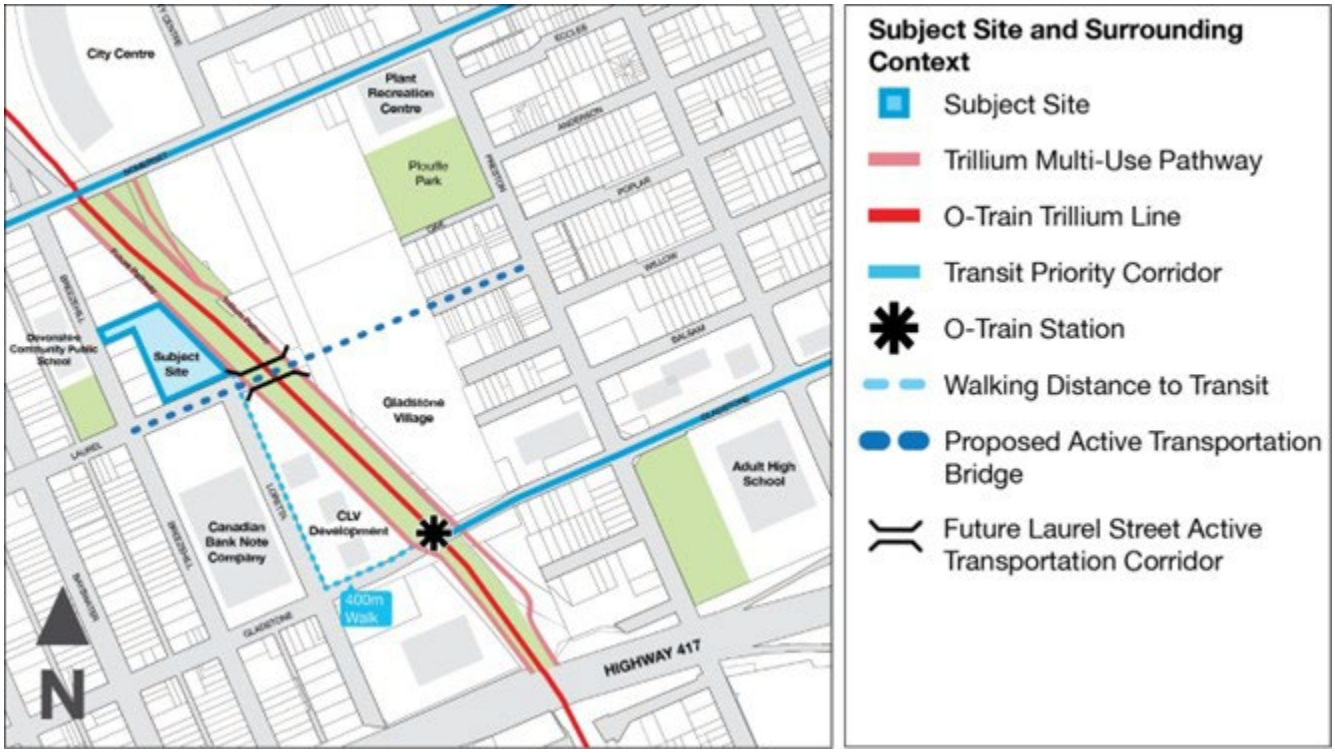

Figure 2 : Subject Site and Surrounding Context

Corso Italia Station, a grade-separated LRT station, is currently under construction and is part of the Line 2 (Trillium) Line expansion, which will include the construction of eight (8) new stations. The Line 2 extension will continue the line south from the existing Greenboro terminus to Limebank Station and will include a spur to the airport. Transit priority measures are also planned for Gladstone Avenue and Somerset Street, which are both identified as Transit Priority Corridors in Schedule C2 – Transit Network Ultimate (below).

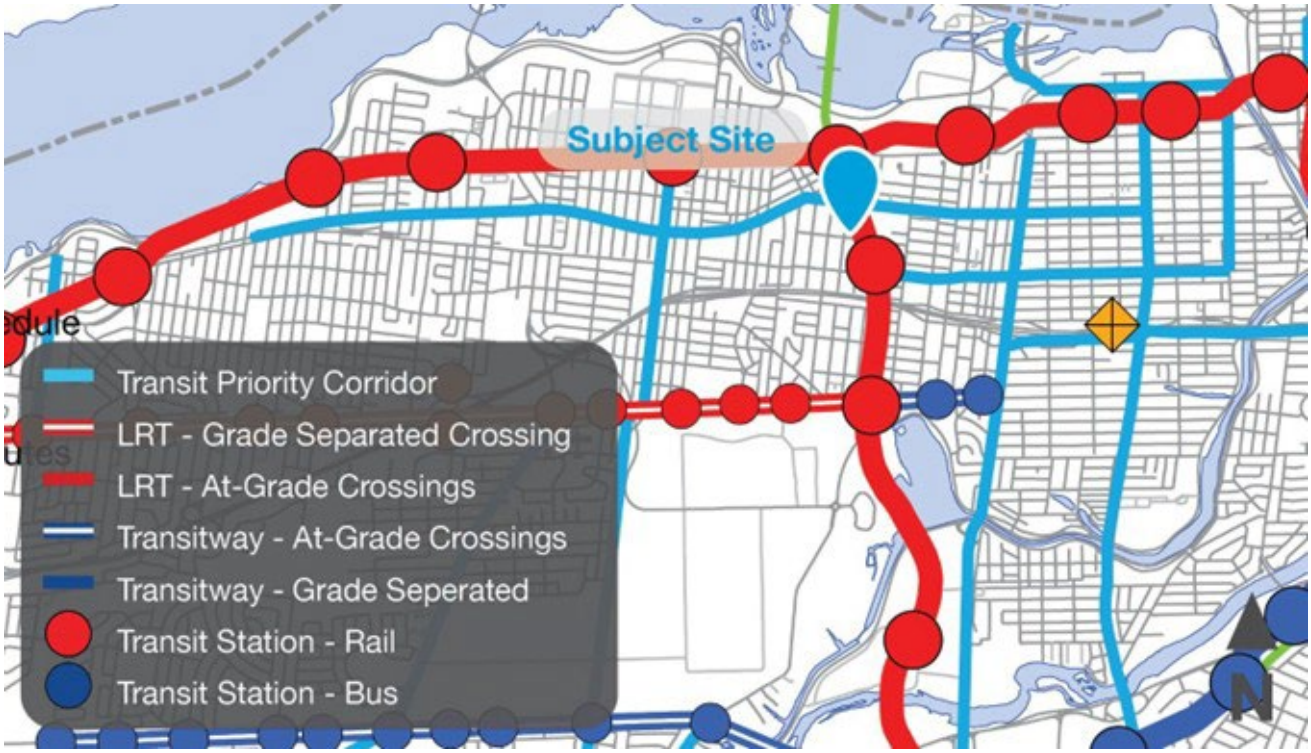

Figure 3 Schedule C2 – Transit Network Ultimate.

The subject site is located near multiple active transportation routes, including the Trillium Pathway which is a Cross-Town Bikeway and the future Multi-Use Path proposed to run along the eastern boundary of the subject site.

Figure 4 Schedule C3 – Active Transportation Network – Urban – Major Pathways.

3.3.1 Road Network

Gladstone Avenue is designated as a Major Collector Road in the City of Ottawa Official Plan. Collector roads connect communities and distribute traffic between the arterial and local roads. Arterial Roads in proximity to the subject property include Preston Street, and Parkdale Avenue while Bayswater Avenue to the west is also designated as a Collector road.

Highway 417 to the south is a Provincial Limited Access Freeway extending across the City from east to west. Access to Highway 417 in proximity to the site is at Rochester Street (westbound only) or Parkdale Avenue (eastbound and westbound).

4.0
Proposed Development

4.1 Development Overview

The subject property is located directly adjacent to the Trillium line LRT and represents a significant opportunity for intensification in proximity to transit. The owner has retained Roderick Lahey Architecture to prepare a development concept, which proposes the construction of two (2) mixed-use buildings of 33-storeys (104 metres) and 31-storeys (98 metres), with a six (6) storey podium at the base of each tower. Building A is proposed to contain 264 residential units while Building B is proposed to contain 279 residential units. Commercial retail will be located in Building B and consist of 424.5 square metres.

Figure 5 At-grade view looking north from future western Trillium MUP.

The existing industrial building is proposed to be demolished to accommodate the proposed redevelopment of the subject property. At full build-out, the two towers will represent a unified, mixed use development block with many aligned and integrated functional elements including amenity, parking, and parkland dedication. In total the proposal would consist of 543 dwelling units in addition to 424.5 square metres of at-grade commercial space.

Figure 6 Proposed Site Plan.

In addition to providing a parkland dedication of 617m2, the proposed development will include a plaza in the southeast corner of the site. The plaza is intended to be a gathering place for the public along the Trillium West MUP and immediately adjacent to the planned pedestrian bridge. Adjacent to the plaza, the ground floor of building B will include active commercial uses at grade which foster a lively/active atmosphere along Laurel Street. Street trees are proposed to be planted along the Laurel Street ROW in addition to a wide sidewalk which enhances the public realm. The entrance to building B will have direct frontage onto the Laurel Street public realm.

The proposal also includes a publicly accessible walkway that will run along the north property line from Breezehill Avenue adjacent to the parkland dedication area and the remainder of the site to the Trillium West MUP. Two additional pedestrian connectivity pathways are included through the centre of the site connecting to Laurel Street, the internal drive aisle, amenity space, and Building A entrances. This provides for through block connections that support active transportation use and connectivity to active transportation infrastructure.

In designing the proposed development, many components were considered to respond to the existing and planned context, and to ensure liveability for future residents of the development. The following sections outline and describe these considerations.

4.2 Building Design

4.2.1 Building Massing and Scale

The proposed development is proposed to include two buildings, each with a distinct podium, tower and top approach. The design will incorporate six (6) storey, mid-rise podiums at the base of each tower, which will serve as the primary interface at the street level and along the future MUP. The podiums' materiality (which consists of a mix of brick and glazing) and larger floorplates, which extends beyond the tower, will establish as a strong visual base and distinguish them from the towers above.

Figure 7 Renderings of the proposed development and surrounding area looking east (right) and north (left).

The middle portion of the towers feature a floorplate of 750 square metres with a chamfered design that provides for more slender point towers.

A tower separation of 23 metres between towers A and B is proposed. This provides for adequate space to minimize shadow and wind impacts, and loss of skyviews, and allow for natural light into interior spaces. The proposed tower separation exceeds the minimum recommended tower separation of 20 metres for towers under 30-storeys in the Secondary Plan and Zoning By-law.

4.3 Relationship with the Surrounding Planned Context

The subject property is in an area that is anticipated to evolve over the near future, particularly as a result of the future Corso Italia LRT Station (Anticipated opening Q1 2025). Planned and approved development within proximity to the subject property include the 1040 Somerset St west project (located approximately 100 metres to the North of the subject site) as well as the three tower (30, 33, and 35 storey) development at 951 Gladstone Ave which is located approximately 100 metres to the south of subject site.

Given the subject property's immediate surrounding context, the proposed high-rise tower will not have any undue adverse impacts on adjacent properties, including their development potential. The abutting commercial lands to the north, south and west will possibly be redeveloped with higher density residential uses, the proposed towers feature generous separation distances from lot lines to the north (13.1 metres) and west (16.8 metres). Further, the tower's recessed positioning and slender floorplate will minimize shadowing and microclimate impacts on abutting properties. The proposed tower location and floorplate will permit the redevelopment of adjacent properties with high-rise buildings that are appropriately distanced from the subject property and proposed development.

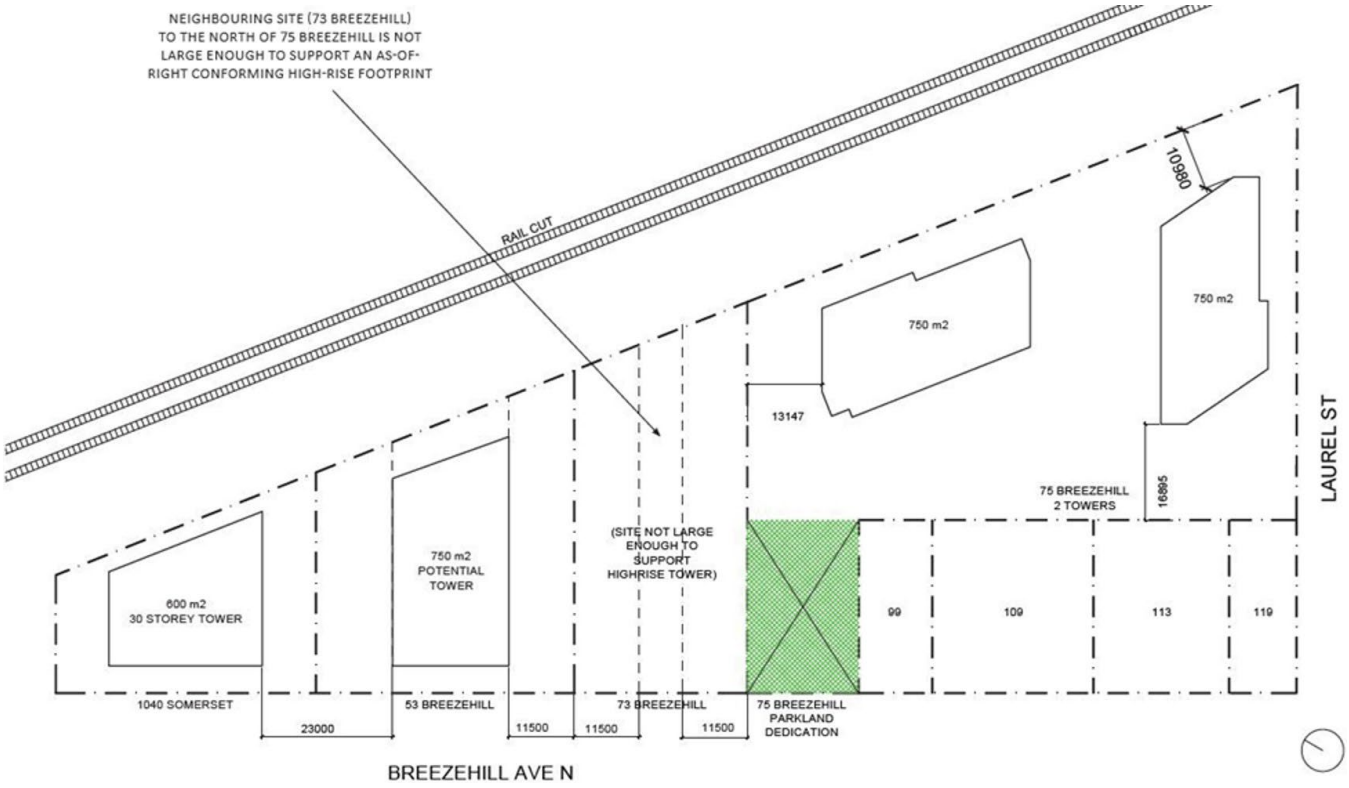

Figure 8 Proposed tower floorplates in relation to neighbouring properties development potential.

4.3.1 Land-Use Context

As shown below, the immediately abutting land-use context consists of light industrial, institutional, transportation corridor, and municipal right-of-way, with the nearest residential uses located from 80 to 120 metres from the building locations on the subject property.

Both the close proximity of less sensitive (non-residential) uses and the significant separation distances to residential properties ensure adequate transition to the existing and planned function of the community and mitigates concerns of adverse impacts. Of note, 119 Breezehill Ave N is the remaining residential property on this portion of Breezehill Ave N and is the one notable outlier as it relates to the community use character assessment below.

Figure 9 Existing land uses (Not Zoning).

4.3.2 Class 4 Noise Receptor Area

In response to ongoing discussions with the City of Ottawa, this proposal will amend the Noise By-law and re-designate the subject property to a Class 4 noise receptor area under Provincial Noise Guidelines (NPC-300) as administered by the Ministry of Environmental, Conservation and Parks (MECP). This is due to the influence of existing stationary noise sources associated with the adjacent Canadian Bank Note facility near the site, which exceed the Class 1 area sound level limits.

A Class 4 Noise Area classification allows for higher daytime and nighttime sound level limits than would otherwise be permitted in relation to a noise sensitive land use such as residential dwellings and associated outdoor living areas. The impact of such higher levels is mitigated by specified noises control measures.

A Class 4 Noise Area classification would allow the existing commercial/industrial uses close to the subject site to rely on this noise classification and related sound level limits in applications for required provincial approvals including operating certificates.

4.4 Unit Typology

The proposal includes a diversity of unit typologies including bachelor, 1-bedroom, 2-bedroom, and 3-bedroom apartments, which is shown below in Table 1 below.

Table 1 Unit Typology

Unit Type	Number of Units	Percentage of Total Units
Studio	56	10.3%
1-bedroom	151	27.8%
1-bedroom + Den Unit	85	15.7%
2-bedroom	193	40.7%
3-bedroom	30	5.5%

4.5 Amenities

A central element of the proposed redevelopment program is the provision of outdoor, landscaped and programmed amenity space as well as a parkland dedication fronting onto Breezehill Avenue. Amenity space will be provided through a combination of, indoor spaces, exterior courtyards, private landscaped space, and private balconies. The total amenity area proposed is 7,828 square metres of which 3,818 square metres is communal amenity space, whereas the zoning by-law requires a total of 3,258 square metres of amenity space of which 1,629 square metres is required to be communal. A further breakdown of the amenity areas in both buildings is shown in Table 2 below.

Table 2 Amenity Area Breakdown.

Amenity Area	Building A	Building B	Total
Private at Grade (m2)	75	0	75
Communal at Grade (m2)	700	700	1400
First Floor Lobbies	60	60	120
First Floor Communal Amenity (m2)	210	95	305
Seventh Floor Communal Amenity (m2)	675	690	1365
Private Balconies (m2)	1611	2324	3935
Rooftop Communal Amenity (m2)	310	318	628
Total (m2)	3641	4187	7828
Total Communal (m2)			3818

The total amenity spaces provided is over double the requirement under the zoning by-law. Further, as is discussed in greater detail throughout this report, the redevelopment program for the subject property also includes a public parkland dedication, and publicly accessible Plaza space.

Figure 10 Aerial of proposed internal drive-aisle and courtyard, providing additional separation distance to the properties to the west.

4.6 Mechanical

Mechanical spaces are allocated in the P1 underground parking structure and the penthouse levels. The current plans have allocated adequate space in both plans to accommodate the mechanical services and equipment for both buildings.

4.7 Access and Parking

Vehicular parking is proposed in an underground parking garage accessed from only one location on Laurel Street with two levels for a total of 124 spaces provided. The single access point and shared underground garage will service both proposed buildings. The proposed parking ratio reflects the subject property's location within proximity to rapid transit and other amenities. In addition to vehicle parking, bicycle parking is proposed on the ground floor and in the underground parking garage. A total of 681 bicycle parking spaces are proposed, including 132 within three (3) secure rooms at grade and 539 within secure rooms in parking level P1 and P2.

Figure 11 At-grade view of proposed building podium and MUP interface.

Figure 12 At-grade bicycle parking and site pedestrian and vehicular access. Red dotted lines indicate vehicular movement, and the blue solid lines indicate pedestrian movement.

4.8 Parkland Dedication

The following policies from Sub-section 4.4 Parks and Recreation Facilities apply to the development proposed for the subject property.

Section 4.4.1 Identifies park priorities within Ottawa's growth areas

1) The City shall provide parks through the following three mechanisms:
    a) As a condition of development, the City shall acquire land for parks or cash-in-lieu as directed by the Planning and the City's Parkland Dedication By-law or any successor By-law;
2) All development, regardless of use, shall meet all of the following criteria to the satisfaction of the City:
    a) Consider land acquisition for parks as directed by the Parkland Dedication By-law to meet community needs for both residential and non-residential development, with an emphasis on active recreation amenities and potential cultural development with new parks acquired to address gaps or community needs; and
    b) Prioritize land for parks on-site over cash-in-lieu of parkland. Cash-in-lieu of parkland shall only be accepted when land or location is not suitable. The land to be conveyed shall, wherever feasible:
        i) Be a minimum of 400 square metres or as described in the upcoming Land First Policy and updated Park Development Manual as directed by the Parks and Recreation Facilities Master Plan;
        ii) Be free of encumbrances above and below ground when land for parks is obtained by parkland dedication; or in the case of land purchases for the creation of new parks in established areas, unless the encumbrances have been approved by the City where reasonable;
        iii) Be of a usable shape, topography and size that reflects its intended use;
        iv) Meet applicable provincial soil regulations; and
        v) Meet the minimum standards for drainage, grading and general condition.
3) For Site Plan Control applications in the Downtown, Inner Urban, Outer Urban and Suburban Transects, where the development site is more than 4,000 square metres, the City shall place a priority on acquisition of land for park(s) as per the Planning Act and the Parkland Dedication By-law.
4) The Parkland Dedication By-law, or any successor by-law, shall include provisions for the rate of parkland dedication. As per the Planning Act the following rates apply at the time of adoption of this Plan:

a) The City shall require the dedication of land for parks in an amount not exceeding 5 per cent of the area of land that is developed or redeveloped for all other purposes except that the City will calculate the park dedication for residential development or redevelopment at densities that exceed 18 units per net hectare using the 'alternative requirement' of 1 hectare for every 300 dwelling units as provided in the Planning Act or some lesser amount based upon this requirement. The Parkland Dedication By-law will identify circumstances when a lesser amount will be considered;

b) In the case of land that is developed or redeveloped for more than one purpose, the owner shall be required to convey land at the rate applicable to the predominant proposed use of the land for the entire site;

5) The Park Development Manual will set out the park typologies to define and standardize the park development process for projects to the satisfaction of the Department responsible for parks and recreation.

Section 4.4.3 discusses the provision of new parks in the Downtown Core and Inner Urban Transects

1) To provide new parks in the Downtown Core and Inner Urban Transects, as identified in the Parks and Recreation Facilities Master Plan, the following will apply:

   b) New park sites will be supported in Hubs, Corridors and, when in Neighbourhoods, in the centre of neighbourhoods;

The proposed parkland dedication fronts onto Breezehill Avenue, with an area of 617 square metres and is a keystone feature of the proposed development. Given the proposed size, the park is considered an "Urban Plaza" as per Section 2.4.5 of the Park Development Manual, however, the new urban plaza is envisioned to be 'green' – while meeting public amenity and facility needs and contributing to urban forestry canopy targets. As a "small park associated with the urban fabric", the park will serve the existing and new demographic of the neighbourhood and will situate between the existing city parks including Plouffe Park, Somerset Square, Hintonburg Park and Tom Brown Arena. In addition to urban green space such as the trillium pathway and NCC Greenspace along the Ottawa River and Dow's Lake.

Figure 13 Conceptual Example of Parkland Design (not intended to be implemented at this stage of development).

Figure 14 Conceptual Aerial view looking east.

4.9 Publicly Accessible Plaza Area

Two privately Plaza Areas are proposed for the site (Figure 15). The North Area (A) is 200 square metres and the South Area (B) is 150 square metres.

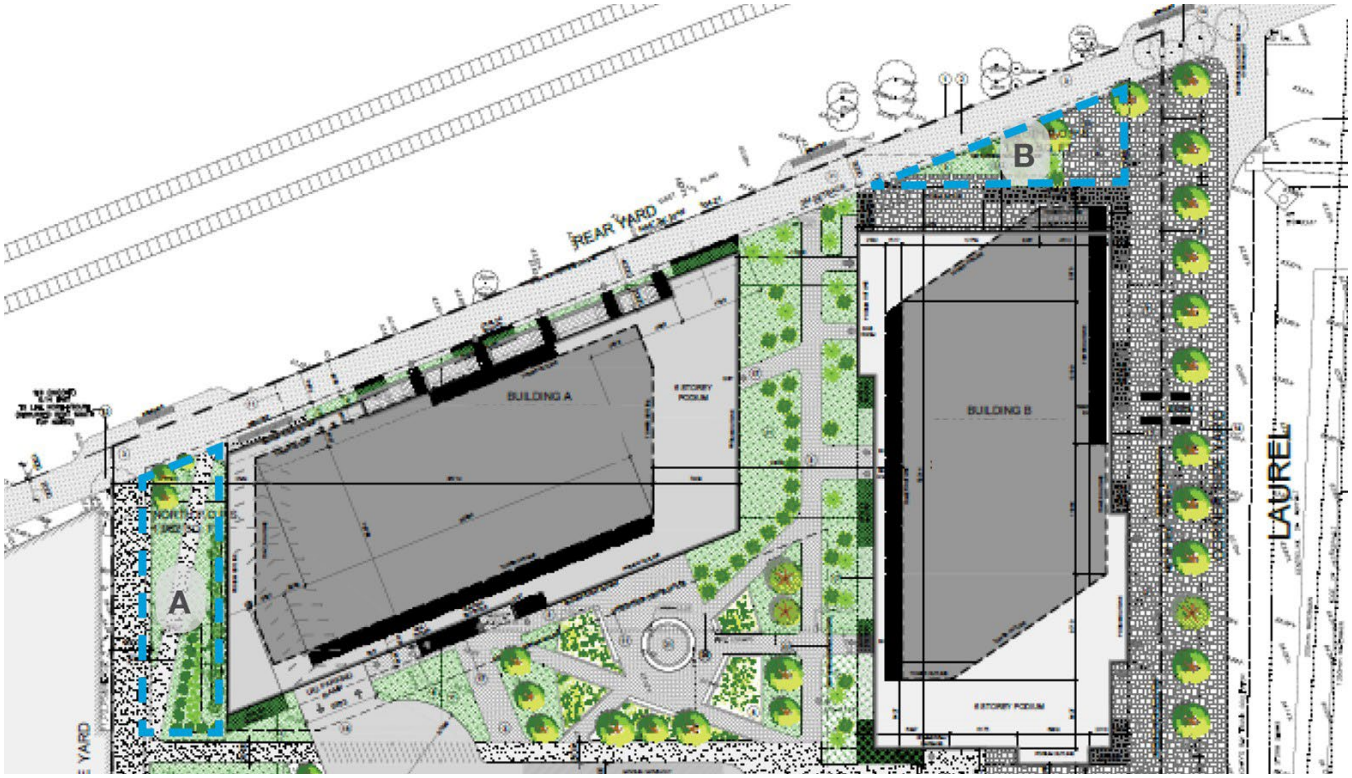

Figure 15 Publicly Accessible Plaza Areas located on the subject site.

The North area is used to expand the green space located between the Building A podium and the pathway connection linking the parkland dedication on Breezehill Avenue and the Multi-use pathway. This both enhances the experience of using that pathway, and creates a wider aperture to the MUP, reinforcing this new through-site connection to the parkland dedication.

The South area space is more linked to the intersection of the North/South Multi-use pathway and the future East/West Laurel Streett pedestrian bridge. This area claims the South east corner of the site offering a place for repose or interaction. It is also strategically placed in proximity to the retail spaces to the west on Laurel Street, with the hope that these two zones of use may be complimentary to one another.

4.10 Proposed Multi-Use Pathways

As per direction of the existing Secondary Plan, and discussions with City Staff, two multi-use pathways (MUPS) are proposed for this project. One traveling east-west along the northern boundary line of the subject property, and one traveling north-south along the eastern boundary of the lands. The north-south MUP is meant to form a portion of the longer MUP planned to travel from Gladstone to Somerset, and elsewhere, and will connect in time to other portions of the MUP as the come online along this route.

4.10.1 East-West MUP:

The east-west MUP connection is proposed along the northern property line linking Breezehill Avenue, the future LRT rail cut MUP, and the proposed parkland. This 3.5 metre pathway is proposed to be fully conveyance to the City.

4.10.2 North-South MUP

The proposed redevelopment of the subject property provides a portion of the western Trillium Multi-use Pathway along its boundary. Buildings have allocated adequate setback for this MUP.

The site plan now shows the new west Trillium Line multi-use pathway on private property, as required by the West Downtown Core Secondary Plan.

The proposed design includes 3.5 metres accommodated on private property which will be accessed via a dedicated easement as per the policy permissions of Section 5.3.3..

Consequently, the revised site plan includes a total width of the proposed new MUP of 3.5 metres to provide ample space to separate pedestrians and cyclists as per policy Section 5.3.4 of the Secondary Plan.

Regarding the proposed new north-south MUP along the western boundaries of the Trillium rail-cut, the applicant proposes it is to be established for public use in perpetuity through a public access easement..

This approach is permitted in the secondary plan through policy 5.3.3) where it states that the MUP could be considered through an easement. The establishment of a portion of this MUP through an easement will not compromise the performance of this piece of mobility infrastructure, and will maintain full, encumbered access to all users at all times.

Both MUPS will be appropriate graded and designed at the appropriate stage of the future Site Plan Control Application process.

5.0
Policy and Regulatory Review

5.1 Provincial Planning Statement

Adopted on October 20, 2024, the Provincial Planning Statement (PPS) is a policy document issued under the Planning Act which provides direction on matters of provincial interest related to land use planning and development. All decisions on planning matters "shall be consistent with" the PPS. Generally, the PPS recognizes that "land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns".

Policy 4 of Section 2.1 (Planning for People and Homes) requires planning authorities to support the achievement of complete communities by, among other things, accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, and parks and open spaces.

Section 2.2 (Housing) expands on this direction, requiring planning authorities to provide for a range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by, among others:

- Permitting and facilitating all housing options required to meet the social, health, economic and well-being requirements of current and future residents;
- Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation;
- Requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors.

Section 2.3 continues the previous PPS policy that settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in "strategic growth areas," which include lands along transit corridors. Within settlement areas generally, land use patterns should be based on densities and a mix of land uses which:

- Efficiently use land and resources;
- Optimize existing and planned infrastructure and public service facilities;
- Support active transportation; and
- Are transit-supportive.

The policies in Section 3.2 state that transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs. Policy 1 of Section 3.3 states that planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation corridors.

Policy 2 of Section 3.6 states that municipal water and sanitary servicing are the preferred form of servicing for settlement areas, continuing the policy direction from the current PPS. Policy 8 states that stormwater management shall be integrated with planning for sewage and water services and ensure that systems are optimized.

Section 3.9 contains policies for public spaces, recreation, parks, trails and open space. Healthy, active, and inclusive communities should be promoted by, among others:

- Planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;

- Planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources; and
- Providing opportunities for public access to shorelines.

The proposed development provides additional residential intensification within an existing walkable community and is within close proximity both to existing bus routes and planned rapid transit. The proposed development is located on an infill site characterized by a low-rise, light industrial uses, and will have environmental benefits as it will reduce development pressure on outlying areas which, in turn, helps to safeguard lands that serve important ecological functions and reduce the amount that people drive, improving air quality and reducing greenhouse gas emissions. The proposed density and compact form are appropriate given the proposed mix of uses, proximity to the rapid transit network, and connectivity to the pedestrian and cycling network which will minimize vehicle trips and encourage active transportation alternatives.

The range of unit sizes provided including three-bedroom units will ensure a diversity of housing opportunities in this area.

In summary, through the provision of residential intensification on a serviced lot, within proximity to the rapid transit network, and connectivity to the pedestrian and cycling network, the proposed development is consistent with the policies and objectives of the Provincial Planning Statement (2024).

5.2 City of Ottawa Official Plan

The Official Plan for the City of Ottawa provides a framework for development in the City until 2046, when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the City will accommodate this growth over time and sets out the policies to guide the development and growth of the City.

5.2.1 Strategic Directions

The Official Plan proposes five (5) broad policy directions as the foundation to becoming the most livable mid-sized city in North America over the next century.

1. **Achieve, by the end of the planning period, more growth by intensification than by greenfield development.** Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions. The remainder of growth will take place through greenfield development in undeveloped greenfield lands and additional developable land assigned through urban boundary expansion.

As an infill development within the established Downtown Core Transect, the proposed development advances the objective to achieve more growth through intensification than greenfield development.

2. **By 2046, the majority of trips in the city will be made by sustainable transportation.** The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities. Achieving this goal relies on the City's investments in transit, particularly the construction of further stages of Light Rail Transit (LRT) and funding of other rapid transit initiatives.

As a property with convenient and nearby access to a range of transportation options including the Corso Italia LRT station, existing and future bicycle routes, and within walking distance of local amenities, this project supports the objective to ensure the majority of trips in the city will be made by sustainable transportation by 2046. The project also includes a bike parking ratio of over 1 space per unit to help support and encourage active transportation options.

3. **Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.**
   A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city. Policies associated with land use designations, including Hubs, Corridors, Neighbourhoods and Rural Villages are specific to the context of each transect.

Through proposing a context sensitive building design that incorporates significant building separation distances and reduced tower floorplate dimensions, while also promoting increased residential density, improvements to the public realm, and active transportation, the proposal contributes towards stronger, more inclusive, and more vibrant neighbourhoods.

4. **Embed environmental, climate and health resiliency and energy into the framework of our planning policies.**
   The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.

The introduction of more-dense residential developments within the existing well-serviced community will reduce the overall loss of open green space to development and discourage urban sprawl and avoid natural habitat loss. Further, the project will encourage a healthy modal split that is not overly reliant on personal vehicle trips.

When compared to the existing condition of the site, over 1,000m2 of land area will be converted from surface parking to landscaped area in the form of the city parkland dedication, and central courtyard.

5. **Embed economic development into the framework of our planning policies.**
   In the Official Plan, an economic development lens is taken to policies throughout. While land use policies in the Official Plan alone do not ensure economic development, they provide a foundation for other City initiatives and programs to support economic development. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

Infill development will contribute to economic vibrancy in the Downtown Core Transect. Further, infill development in an already established and serviced area is proven as a more efficient and cost-effective development pattern for municipalities.

5.2.2 Cross-Cutting Issues

The Official Plan establishes a number of cross-cutting issues. Some of the City's policy goals require implementation policies that span multiple themes and fall under a number of other City policies, plans, by-laws and practices. Six cross cutting issues have been identified that are essential to the achievement of a liveable city, which are implemented through the policies in multiple sections of the Official Plan:

- Intensification

- Economic Development
- Energy and Climate Change
- Healthy and Inclusive Communities
- Gender Equity
- Culture

Section 2.2.1, Intensification and Diversifying Housing Options, provides policy direction for intensification within the City of Ottawa. It is identified that residential growth be directed towards Hubs, Corridors and surrounding Neighbourhoods where daily and weekly needs can be accessed within a short walk.

Section 2.2.3, Energy and Climate Change, provides policy direction for the mitigation and adaptation to climate change. The Official Plan aims to achieve the development of a compact and connected city where higher density development is encourages in areas close to transit and within walking distance of a wide range of services. The Official Plan promotes a compact urban built form with a mx of land uses and housing options to ensure both energy efficiency and sustainable patterns of development over the long term.

The second highest source of greenhouse gas emissions in Ottawa is transportation. The Official Plan supports a shift from the reliance of personal automobiles to active and zero emission transportation modes such as public transit, walking and cycling.

As discussed above, the proposed development implements and complements several of the Official Plan's Cross-Cutting Issues. The proposed development intensifies a property within the Downtown Core that is within close proximity to future higher-order transit infrastructure. Further, the development will significantly contribute towards the creation of 15-minute neighbourhoods as directed by the OP with opportunities to suite many of future resident's day-to-day needs. With 30 three-bedroom units, and 221 two-bedroom units, the unit make-up also includes variety of unit-type options offering potential to attract a wide-selection of new tenants to the community.

The proposed design includes renewed space for ground floor retail/commercial occupancies which will benefit from new residents within the buildings as well as the existing and evolving nearby community. In summary, these merits facilitate the above-mentioned cross cutting issues and promote the overall objectives of the Official Plan.

5.2.3 Growth Management Framework

Section 3 of the Official Plan establishes policies to support intensification. Ottawa's population is projected to grow by 40 per cent between 2018 and 2046 with 51% of that growth targeted to occur through intensification within the built-up areas of the City. This overall intensification target is anticipated to be achieved through a gradual increase in intensification over the life of the Official Plan (stepping from 40% in 2018 up to 60% by 2046).

Table 3: Height and Density Requirements (Table 3a; City of Ottawa Official Plan")

Hub Designation	Minimum Area-wide Density Requirement, People and Jobs per Gross Hectare	Minimum Residential Density Requirement for Intensification, Dwelling Units per Net Hectare	Minimum Proportion of Large-household Dwellings within Intensification
Corso Italia	160	250	Minimum: 5% Target 10%

The proposed development supports the intensification policies of the Official Plan by working towards density requirements established for the Corso Italia Protected Major Transit Station Area (PMTSA). Although meant to apply to the area wholistically, the minimum density target above 250 units per net hectare is exceeded in the proposed development. With 30 three-bedroom units (6.3%) included in the proposed development, the 5% minimum for large-household target is also achieved.

Section 3.2 Policy 3 states that the vast majority of residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations. Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services (in addition to accommodating significant residential opportunities) that are accessible to adjacent Neighbourhood designations on a daily and weekly basis.

The proposed development provides for mixed use intensification within a Hub with access to transit.

Section 3.2 Policy 5 states that intensification is permitted and encouraged on former industrial or commercial sites, including brownfield sites where feasible in order to collectively achieve intensification and sustainable and resilient design goals and targets.

The proposed development represents the intensification of an underutilized industrial site within close proximity to transit that promotes transit connectivity and a reduced reliance on automobile use to achieve intensification and sustainable and resilient design goals of the Official Plan.

Section 3.2 Policy 8 states that intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices. Dwelling sizes are categorized into two broad categories, with a range of floorspaces occurring within each category:

a) Small-household dwellings are units with up to two bedrooms and are typically within apartment-built forms; and

b) Large-household dwellings are units with three or more bedrooms or an equivalent floor area and are typically within ground-oriented built forms.

The proposed development provides for both small-household dwellings and Large-household dwellings. The proposal includes 5.5% three-bedroom units which are predominantly located in the podiums of the proposed buildings which provide for increased housing choice.

Section 3.2 Policy 18 states that where the Official Plan refers to a radius or the walking distance from a rapid transit station or a Transit Priority Corridor, the walking distance shall be measured from the centre point of the station, or the centreline of a corridor. Walking distances shall be measured by using the most direct route along public streets or public pathways, unless otherwise defined by a Secondary Plan.

The 375 metre walking distance from Corso Italia LRT Station was measured from the centre point of the station. This walking distance will be reduced by approximately 100 metres once the west-side MUP is constructed.

Section 4.1 Policy 1 states that, in general, the Official plan equates a walking time of:

a) 5 minutes to be equivalent to a radius of 300 metres, or 400 metres on the pedestrian network;

b) 10 minutes to be equivalent to a radius of 600 metres, or 800 metres on the pedestrian network; and

c) 15 minutes to be equivalent to a radius of 900 metres, or 1,200 metres on the pedestrian network.

The subject site is approximately 400 metres from the centre of the Gladstone LRT Station, representing an equivalent walking time of 5 minutes.

5.2.4 Transect and Land Use Designation

Schedule A of the Official Plan divides the City into six (6) concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban to rural. The subject property is located within the Downtown Core Transect and is designated Hub as shown in Figure 15 below.

Figure 16 Schedule B1 - Downtown Core Transect.

The Downtown Core Transect seeks to maintain and enhance an urban pattern of built form and mix of uses while prioritizing walking cycling and locating the greatest densities within this transect.

Section 5.1 of the Official Plan outlines the policies for lands within the Downtown Core Transect. The following policies apply to the subject property:

Section 5.1.1 Policy 1 states that the Downtown Core's established and intended built form is urban as defined by Table 6. All development shall maintain and enhance the urban pattern of built form and site design.

The proposed development would replace a low-rise industrial building and surface parking lot with an urban built form and site design that prioritizes walking and cycling.

Section 5.1.1 Policy 2 states that the e Downtown Core shall continue to develop as healthy 15-minute neighbourhoods within a highly mixed-use environment, where:

a) Hubs and a dense network of Corridors provide a full range of services;

b) A high concentration of employment is maintained and increased;

c) Existing and new cultural assets are supported, including those that support music and nightlife; and

d) Residential densities are sufficient to support the full range of services noted in Policy a).

The proposed development proposes densities that are sufficient to support a full range of services in addition to at-grade commercial space for future community services that are accessible to the public realm and active transpiration network promoting the area's further evolution towards a healthy 15-minute neighbourhood.

Section 5.1.1 Policy 3 states that in the Downtown Core, the Zoning By-law may:

a) Require mixed uses within individual buildings, such as retail or other services on the ground floor; and

b) Restrict specified areas to residential land uses, in order to preserve the supply of housing and to prevent displacement of residential uses by commercial, office and other non-residential occupants.

Commercial at grade space is proposed, fronting onto Laurel Street.

Section 5.1.1 Policy 4 states that the public realm in the Downtown Core should be of a consistently high quality that compensates for the smaller public, private and semi-private spaces available in the core.

The proposed development includes a range of public, private, and semi-private spaces including parkland dedication, Privately Open Public Space, and private amenities with convenient access to active transportation routes and facilities.

Section 5.1.1 Policy 5 states that to offset its inherently dense built environment and the high proportion of built-up and hardscaped land, particular measures to ensure climate resilience in the Downtown Core Transect should consider the following attributes in the review of a development application:

a) Reducing the urban heat island effect through cool or green roofs, light-coloured reflective materials, retention of mature trees, tree planting and other urban greening;

b) Shaded sidewalks, streets, transit stops, bike lanes and paths to support active mobility and transit during extreme heat through using trees or structures for transit stops;

c) High-quality and intensive urban greenspace, such as parks, shaded public realm and access to cooling amenities to provide relief from the heat, especially for those without air conditioning;

a) On-site stormwater management to mitigate increased imperviousness; and

b) Alignment with other climate adaptation policies and procedures identified in this Plan.

The proposed development includes the provision of high-quality urban greenspace including parkland dedication, private greenspaces, and privately owned public space. Given the site is currently occupied by surface parking and low-rise industrial/employment use buildings, the proposed landscaping program (with parkland dedication), which provides over 1000m2 of landscaped space is a significant improvement on the existing condition of the site.

Section 5.1.1 Policy 6 states that the Downtown Core is planned for higher-density, urban development forms where either no on-site parking is provided, or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway. The following policies apply to private approaches:

a) The privatization of curb space through increasing private approaches, whereby an on-site private parking space for one or two landowners precludes the use of curb space for street parking and other purposes for all users:

   i. Is generally discouraged; and

   ii. May be prohibited on small or narrow lots, or where such private approaches are proposed to serve a small number of parking spaces.

b) Maintaining or enhancing unbroken curb space for short-term, visitor and permit-zone street parking and other common purposes and front yard space for trees and intensive landscaping, is given priority over private approaches;

c) Further to the above, development applications may be required to

   i. Reduce the number and/or width of private approaches on a site;

   ii. Re-use existing private approaches; or

   iii. Relocate and/or combine existing private approaches with no net increase in number or width.

d) In the case of completely new areas or neighbourhoods developed by Plan of Subdivision, each city block shall be planned to minimize the number of vehicular private approaches and combine or share accesses to the greatest extent possible.

The proposed development has been designed to prioritize pedestrian and bicycle access to the site. The number of private vehicle approaches to the site has been reduced to one single location. The Breezehill access will be eliminated (replaced by public parkland dedication) and all vehicle access to the site will be from the existing Laurel Avenue access.

The surface level vehicle parking spaces currently directly accessed from Laurel Street for the existing commercial units will be removed and drastically improve the pedestrian interface in this location.

Section 5.1.2 Policy 1 states that in n the Downtown Core, the Zoning By-law shall prohibit new automobile-oriented land uses and development forms, including but not limited to:

a) Automobile service stations;

b) Automobile dealerships other than showrooms contained entirely within a building;

c) Drive-through facilities;

d) Surface parking lots; and

e) Mini-storage warehouses except as an ancillary use to a major residential development.

The proposed development would replace a low-rise industrial building and surface parking lot with transit supportive housing and ground floor commercial uses that support the creation of a 15-minute neighbourhood.

Section 5.1.2 Policy 2 states that transportation network for the Downtown Core shall prioritize walking and cycling for short trips, and cycling and transit for longer trips, such that convenience and safety for pedestrians, cyclists and transit users shall take priority over private motor vehicle access and movement in the Downtown Core.

The proposed development prioritizes walking and cycling through the internalization of drive aisles and by providing shared underground parking. Building entrances are provided at grade with direct access to the public realm and the Trillium Multi Use Pathway.

Further, the existing condition along Laurel Street provides multiple surface, front-yard parking spaces directly accessed from the ROW. This is an interface which leads to conflict between pedestrian and cyclist street users and will be completely re-worked in the proposed site re-design. The proposal replaces this condition with active at-grade sidewalk and patio space with direct access to grade-level retail uses as well as direct access from the community to the west to the MUP and future pedestrian bridge.

The proposed internal walkway system as well as the building's individual, and main entrances will provide logical and direct access to the existing public street network, and the proposed future Trillium West MUP. This will ensure convenient access to the nearby Corso Italia LRT Station and other amenities, services, and employment areas.

Section 5.1.2 Policy 3 states that motor vehicle parking in the Downtown Core shall be managed as follows:

a) Motor vehicle parking shall not be required in new development, other than visitor parking for largescale residential development;

b) New surface parking lots, and expansions to existing surface parking lots, shall be prohibited in the Downtown Core; c) Where new development includes parking as an accessory use, such parking shall be located underground or, if within the principal building, never at grade along the frontage of any public street;

c) The City shall encourage car share parking and electric charging facilities in larger parking lots and parking garages; and e) When the City receives proposals for significant reductions in parking below what is required in the Zoning By-law, the City may seek compensatory provision of enhanced bicycle parking.

A proposed bicycle parking provision of 681 spaces (1.25 spaces per unit) is proposed to support public transit use and active transportation options. Car share and electric vehicle charging can be explored at the time of Site Plan Control.

Section 5.1.4 Policy 1 states that maximum and minimum building heights in the Downtown Core where a Hub designation applies, except where a secondary plan permits or restricts otherwise, are as follows:

a) Up to 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned O-Train station, between 4 storeys and High-rise inclusive;

b) Despite Policy a), greater heights, in accordance with Subsection 5.1.3, Policy 1) may be considered subject to a zoning amendment on:

    i. Lands that contain or are adjacent to, and within 100 metres walking distance of an O-Train station; or

    ii. North of Nepean Street.

c) Outside the area described by a) and b), not less than 3 storeys and not more than 6 storeys; and

d) In order to provide a transition from the Hub to the adjacent built form, despite Policy c), on lands within and abutting the boundary of the Hub, heights may be restricted to the maximum height permitted by the Zoning By-law on the lands in the abutting designation.

The proposed amendments align with the policies for the Downtown Core Transect (Section 5.1.1) of the Official Plan. The proposed high-rise development is within 400 metres walking distance of the Corso Italia station, situated in a developing community characterized by a mix of residential, commercial, and institutional uses. Specifically, policy 5.1.4.1 states that building heights of up to high-rise (40-storeys) are permitted within a 400-metre walking distance of an existing or planned O-Train station.

Therefore, the proposed development is consistent with the goals and objectives of the Downtown Core Transect.

Section 6.1 of the Official Plan outlines polices for lands designated Hub.

Hubs are areas centred on planned or existing rapid transit stations and/or frequent street transit stops. The planned function of Hubs is to concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity than the areas abutting and surrounding the Hub.

Appropriate development densities shall create the critical mass essential to make transit viable. They will lead to reduced revenue-cost ratios and help provide cost-effective high levels of transit service. For these reasons, the City is pursuing a strategy that would ensure the implementation of more compact, higher density and mixed-use communities around transit stations.

Section 6.1.1 Policy 1 states that Hubs are defined areas that may include lands adjacent to, or within a short walking distance of an identified rapid transit station or major frequent street transit stop, and:

a) Hubs generally include lands up to 600 metre radius or 800 metres walking distance, whichever is greatest, from an existing or planned rapid transit station or major frequent street transit stop, and are shown on the B-series of schedules;

b) Despite Policy a), the specified walking distance may be reduced where the pedestrian route abuts or crosses features of real or perceived friction to pedestrian movement such as tunnels, grade changes, major intersections and pedestrian dead zones; and

c) In any case, Hubs do not include any lands identified as a Special District on the B-series of schedules.

Section 6.1.1 Policy 2 states that the strategic purpose of Hubs is to:

a) Focus major residential and non-residential origins and destinations including employment within easy walking access of rapid transit stations or major frequent street transit stops;

The proposed development provides for increased residential housing within an easy walking distance of a rapid transit station supporting and encouraging transit use.

b) Integrate with, and provide focus to, Downtown Core and Inner Urban Neighbourhoods and Downtown Core, Inner Urban, Outer Urban and Suburban Corridors to establish a network of residential, commercial, employment and institutional uses that allow residents of all income levels to easily live, work, play and access daily needs without the need to own a private automobile;

The proposed development provides future residents with the opportunity to live without the need of a private automobile given the sites access to transit and amenities within the Downtown Core.

c) Establish higher densities than surrounding areas conditional on an environment that prioritizes transit users, cyclists and pedestrians, as well as excellent urban design; and

The proposed development represents a higher density than the surrounding neighbourhood and periodizes transit use and active transportation given its proximity to active transportation routes and higher order transit.

d) Reduce greenhouse gas emissions and contribute to the goals of 15-minute neighbourhoods be concentrating residential and non-residential uses, including compatible employment uses, within the network referenced in Policy b).

Section 6.1.1 Policy 3 states that development within the Hub:

a) Shall direct the highest density close to the transit station or stop so that transit is the most accessible means of mobility to the greatest number of people;

b) Shall encourage large employment, commercial or institutional uses locate close to the transit station;

c) May be required, through the Zoning By-law, to include mixed uses on sites and within buildings located within 300 metre radius or 400 metres walking distance, whichever is greatest of an existing or planned transit station, through measures including but not limited to:

    i. Requiring commercial and service uses on the ground floor of otherwise residential, office and institutional buildings;

ii. Requiring residential and/or office uses on the upper floors of otherwise commercial buildings; and

iii. May require minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building;

d) Shall establish safe, direct and easy-to-follow public routes for pedestrians and cyclists between transit stations and all locations within the Hub;

e) Shall create a high-quality, comfortable public realm throughout the Hub that prioritizes the needs of pedestrians, cyclists and transit users;

f) Shall establish buildings that:

i. Edge, define, address and enhance the public realm through building placement, entrances, fenestration, signage and building facade design;

ii. Place principal entrances so as to prioritize convenient pedestrian access to the transit station and the public realm; and

iii. Place parking, loading, vehicle access, service entrances and similar facilities so as to minimize their impact on the public realm.

The proposed buildings define the public realm with facades that include fenestration, active entrances at grade and convenient access to sidewalks. Parking is located underground away from the public realm with vehicular access directed to the rear of the site.

g) Shall be subject, through the Zoning By-law, to motor vehicle parking regulations that support the Hub's prioritizing of transit, walking and cycling, including as appropriate:

i) Reduction or elimination of on-site minimum parking requirements;

ii) Maximum limits on parking supply;

iii) Prohibition of surface parking lots as a main or accessory use, other than publicly-operated parkland- ride facilities;

iv) Regulation, pricing, metering and enforcement of public on- and off-street parking to balance supply and demand;

v) Establishment of residential on-street parking permit zones; and

vi) Despite the above, visitor parking shall continue to be required for high-density residential uses, in order to prevent visitor demand for parking from creating undue demand on public parking facilities; and

The proposed development prioritizes walking, cycling and transit use while supporting reduced automobile use where reduced parking is proposed within an underground parking structure.

h) Prohibit uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.

The proposed development aligns with the above policies for Hubs as the proposal aims to direct the highest density close to the transit station, provides for at-grade commercial space, and encourages transit and active transportation over private automobile use. The proposed density creates the critical mass essential to make transit viable.

Section 6.1.2 of the Official Plan establishes policies for lands designated as Protected Major Transit Station Areas (PMTSAs). The subject site is identified as being within the Corso Italia PMTSA as shown on Figure 16 below.

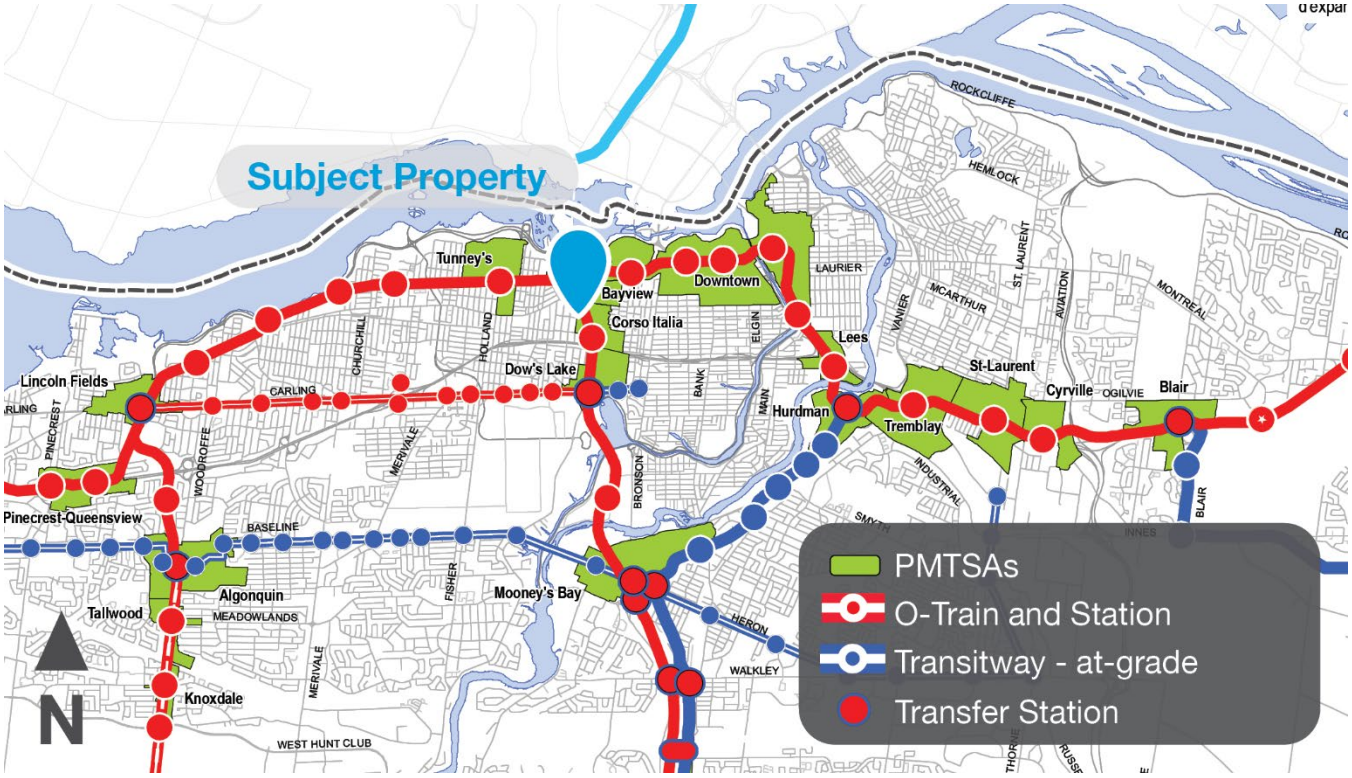

Figure 17 Schedule C1 - Protected Major Transit Station Areas (PMTSA).

Permitted uses within the PMTSAs shall include a range of mid- and high-density housing types as well as a full range of non-residential functions including employment, commercial services and education institutions.

5.2.5 Housing

Section 4.2 of the Official Plan contain policies that support the creation of a diverse range of flexible and context-sensitive housing options in all areas if the City. Healthy communities include a variety of housing typologies. The Official Plan strives to facilitate a diversity of housing options for both private ownership and rental.

Section 4.2.1 Policy 1 b) promotes diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability.

The proposed development which includes a mix of studio, 1-, 2-, and 3-bedroom units provides for a diversity of housing options. With 30 three-bedroom units (5.5%) included in the proposed development, the 5% minimum for large-household target is achieved.

5.2.6 Urban Design

Section 4.6 of the Official Plan contemplates an urban design framework to outline the City's urban design program and provides direction for the sensitive integration of high-rise buildings to ensure that Ottawa meets its intensification targets while considering liveability for all. Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

Section 4.6.3 establishes policies to ensure capital investments enhance the City's streets, sidewalks, and other public spaces supporting a healthy lifestyle.

Section 4.6.6 establishes policies that enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all.

Section 4.6.6 Policy 3 states that where two or more High-rise buildings exist within the immediate context, new High-rise buildings shall relate to the surrounding buildings and provide a variation in height, with progressively lower heights on the edge of the cluster of taller buildings or Hub.

Considering the heights of approved projects on Carling Avenue (45 storeys), 1040 Somerset (30 storeys), 951 Gladstone/ CLV Corso Italia Site (three tower at 30, 33, and 35 storeys) and City Centre (65 storeys) the proposed 31 and 33 storey towers represent a transition in height between these two major LRT stations and a levelling off and matching of heights within the Corso Italia and Somerset precinct.

Figure 18 3D view showing the approved and under construction developments around the site.

Section 4.6.6 Policy 8 states that high-rise buildings shall be designed to respond to context and transect area policies, and should be composed of a well-defined base, middle and top. Floorplate size should generally be limited to 750 square metres for residential buildings and 2000 square metres for commercial buildings with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.

The proposed tower floorplates are 750 square metres with separation distances proposed to range from approximately 13 metres to 16 metres to shared private property lines, and space at grade is provided for soft landscaping and trees.

Section 4.6.6 Policy 9 states that High-rise buildings shall require separation distances between towers to ensure privacy, light and sky views for residents and workers. Responsibilities for providing separation distances shall be shared equally between owners of all properties where High-rise buildings are permitted. Maximum separation distances shall

be achieved through appropriate floorplate sizes and tower orientation, with a 23-metre separation distance desired, however less distance may be permitted in accordance with Council approved design guidelines.

The proposed development provides for tower separation with a 23-metre separation distance between the two proposed towers, and a tower orientation that ensures privacy, light and sky views for residents. The proposed towers feature generous separation distances from lot lines to the north (13.1 metres) and west (16.8 metres).

Section 4.6.6 policy 10 states that development proposals that include High-rise buildings shall demonstrate the potential for future High-rise buildings or High-rise 41+ buildings on adjacent lots or nearby lots in accordance with the relevant policies of this Plan.

The design materials provided illustrate the development potential of adjacent lots and show adequate tower separation can be achieved if and when adjacent properties are developed.

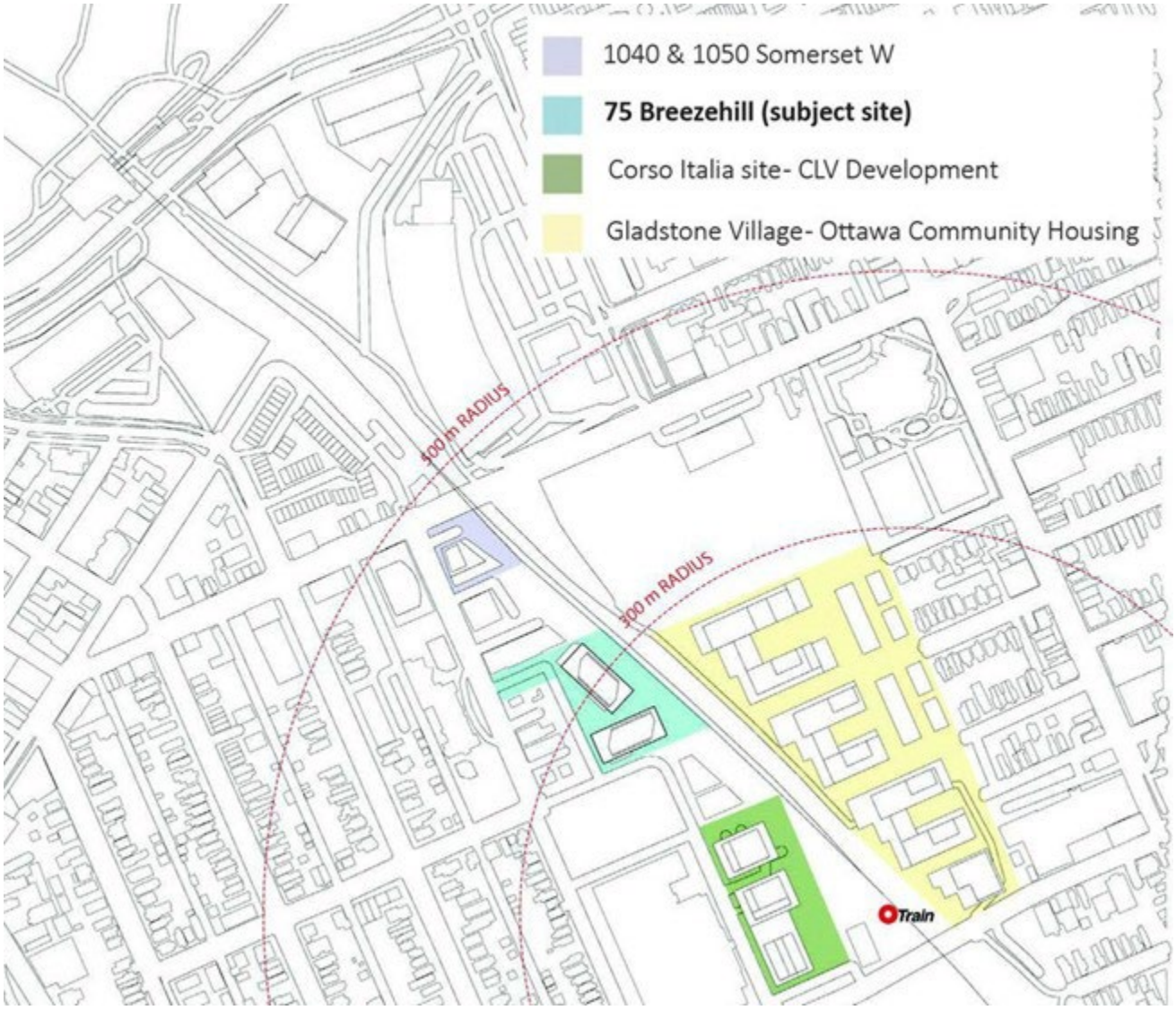

Figure 19 Neighbouring properties development potential (consolidated lots).

Policy 2 of Section 4.6.3 specifically pertains to Privately Owned Publicly Accessible Spaces (POPS). To ensure exceptional design, POPS will:

a) Fit into their context, providing a meaningful contribution to existing and planned connections;

b) Be sited strategically to best animate the streetscape, take advantage of views and vistas, highlight heritage elements and provide a comfortable microclimate environment;

c) Respond to the needs of the community with consideration for neighbourhood character and local demographics;

d) Read as publicly-accessible to the passerby and feel comfortable, welcoming and safe for the user;

e) Be designed in a coordinated manner with the associated building(s); and

f) Bring nature into the built environment, where appropriate.

The two POPS envisioned for the site satisfy the above criteria. They meaningfully contribute to existing and planned connections for the subject property, provide animation to the streetscape along the MUP. The two POPS are publicly accessible to the passerby and are designed in a coordinated manner with the abutting buildings. These POPS feature greenspace and planting bringing nature into the built environment.

Overall, the proposed development conforms with the Urban Design Policies of Section 4.6 of the Official Plan.

5.2.7 Mobility

Land use and transportation are fundamentally connected. Planning for transportation looks beyond moving people and goods, to also guide city-building objectives such as growth management and economic development.

Policy 4.1.2.4 states that development of land abutting an existing or planned cycling facility identified in the TMP and associated plans will be designed to minimize vehicle access across the cycling facility in order to reduce potential conflict points, such as by providing vehicular access to parking and service areas from side streets or rear lanes.

The proposed site plan includes the elimination of one vehicular access along Breezehill with a direct cycling and pedestrian access to the proposed Trillium Multi-use Pathway on the west side of the transit corridor.

Further, the existing condition along Laurel Street provides multiple surface, front-yard parking spaces directly accessed from the ROW. This is an interface which leads to conflict between pedestrian and cyclist street users and will be completely eliminated in the proposed site re-design. The proposal replaces this condition with active at-grade sidewalk and patio space with direct access to grade-level retail uses.

Policy 4.1.2.6 states that new developments will provide direct connections to the existing or planned network of public sidewalks, pathways and cycling facilities.

The proposed development provides a direct connection to the future Trillium Multi-use Pathway and Laurel footbridge on the west side of the transit corridor.

Policy 4.1.2.9 states that proponents of development shall provide an adequate number of bicycle parking facilities as follows:

a) Long-term bicycle parking facilities shall be secure, sheltered and usable by all types of cyclists. Where located inside buildings, long-term bicycle parking facilities shall provide safe, accessible, direct and convenient access to the exterior; and

b) Short-term bicycle parking facilities shall be highly visible, well-lit, near building entrances and where appropriate, sheltered.

The proposed development includes both long-term residential and short-term visitor bicycle parking spaces. A total of 681 bicycle parking spaces are proposed. With a total of 543 residential units, the 681 bicycle parking spaces equal a total ratio of 1.25 spaces per unit, well above the required 1:1 ratio established for this area.

5.3 West Downtown Core Secondary Plan

The subject property is located within the West Downtown Core Secondary Plan, and more specifically, within the Corso Italia Station District. The Corso Italia Station District is centred around the Corso Italia O-Train Station and the redevelopment of significantly underutilized tracts of land nearby.

The goal of the secondary plans is to integrate redevelopment of these underutilized sites 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 amenities for an attractive and resilient future. New development is intended to provide the high-quality facilities and infrastructure needed to attract and support active transportation on a daily basis and in doing so reduce automobile dependence.

The proposal supports the following goals of the Secondary Plan 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 gas emissions and to enhance the public realm by reducing the footprint of automobiles.

/ **The proposal will contribute to the expansion of active transportation opportunities in the community in multiple ways including contributing to this portion of the proposed western Trillium Line MUP, Further, the proposal includes a bicycle parking rate of over 1:1 which will allow for residents to benefit from the nearby active transportation network in the area.**

/ **Walking is also promoted through this development given the area continues to be supported by multiple service, recreational, transit, and employment elements which allow for future residents to rely on multi-modal mobility options which are less reliant on personal vehicle usage and ownership.**

/ **As noted in more detail throughout this report, the proposed site access/egress design proposes to remove the existing vehicle drive-aisle off Breezehill (replaced with City parkland dedication), and to consolidate all vehicle access to the one entry-point along Laurel. Further, the existing surface parking spaces abutting Laurel Street are removed in the proposal and replaced with widened sidewalks, active retail uses, a publicly accessible Plaza Space, and spill-out patio space.**

3. Improve the amount, types and quality of spaces available for the neighbourhood to balance the increased numbers of people living and visiting the district.

/ **The proposal includes a combination of public parkland dedication, publicly accessible Plaza space, expanded sidewalk/animated streetscape along Laurel, and the provision of a portion of the proposed Multi-use Pathway along the western edge of the Trillium Line rail cut (to be combined with other segments north and south of the subject property).**

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.

/ **The proposal includes two high-rise buildings of 33 & 31 storeys respectively and situated atop two 6- storey podiums oriented along the O-Train Corridor, and within 400-metres walk on the reconstructed Corso Italia LRT Station.**

/ **The site layout ensures that the slender, point-towers are oriented towards the rail corridor, with ample separation distances to the existing community to the west.**

/ **The proposed towers contribute to the evolving height character along this corridor with multiple high- rise building proposed and under construction north and south of the subject property**.

5. Re-establish vacant or underutilized lots, across the district, with a strong urban form and design to support and enhance a high-quality public realm.

/ **The proposal includes the redevelopment of the existing low-rise light-industrial/employment uses and significant surface parking with two, mixed-use, high-rise buildings, and a public parkland dedication that will greatly improve the conditions on the site and the surrounding public realm and perfectly aligns with the city's overarching objectives for the area.**

6. Nurture the arts community and other diverse, small-scale activity generators to support a resilient local culture and economy for all members of society.

/ **Multiple at-grade retail spaces will be available through this redevelopment that can be made available to various local businesses, arts groups, and other community building organizations.**

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

/ **The proposal represents strategic infill development on an underutilized lot in close proximity to key services and amenities as well as the City of Ottawa greater active-transportation network and rapid transit infrastructure.**

/ **By enabling people to live closer to jobs and services, infill development reduces driving and greenhouse gas emissions while providing other quality of life and economic benefits. It has been widely established that more compact development reduces greenhouse gas emissions by significant amounts.**

/ **The building performance details will be determined as the project evolves and progress is made towards Site Plan Control and building permit applications.**

5.3.1 Land Use Designation – Schedule A: Character Areas Plan

The subject property is designated as **Mixed-Use Neighbourhood** and located within the **Breezehill Avenue North Character Area**.

Mixed-Use Neighborhood areas are primarily residential in character and function and are intended to provide a range of housing options intended to support the diversity of needs found and desired in the downtown core, including multi bedroom units and small-scale non-residential uses meant to support the daily needs of the neighbourhood.

Figure 20 Corso Italia Station District – Schedule M – Maximum Building Height and Tower Location.

The Breezehill Avenue North Character Area is located between Somerset Street West, Laurel Street, and Breezehill Avenue North, as shown on Schedule O of the Secondary Plan and comprises several large, underutilized parcels including the subject property. This area is intended to develop over time into a fine-grained, mixed-use neighbourhood that responds to the character of the surrounding neighbourhood.

The following polices apply to the Breezehill Avenue North Character Area:

Policy 4.1.52 states that High-rise, mixed-use residential developments up to the maximum building heights detailed in Schedule M: Corso Italia Station District Maximum Building Heights and Tower Location may be permitted.

The proposed maximum height program for the subject property includes building heights of 33 and 31 storeys, which exceeds the previously permitted 18-storeys of Schedule M of the Secondary Plan.

However, despite this discrepancy, the proposed heights are reflective of the notable paradigm shift in Ottawa, and Ontario at-large since the writing of the Secondary Plan. Since the adoption of the Secondary Plan, multiple changes have occurred that require a reconsideration of appropriate height in areas such as this:

- **OP now allows up to 40-storeys in Hubs which are in close proximity to LRT Stations.**
- **The OP is aiming to accommodate up to 60% of growth within the green-belt, and specifically within the Hub Designation of the Downtown Core Transect;**
- **The City has declared a housing emergency.**
- **The province has incentivized municipalities to promote increased opportunities for high-rise residential development in PMTSAs where existing community amenities and rapid transit facilities can accommodate more aggressive levels of intensification.**

Policy 4.1.53 states that the remaining podium building height around the perimeter of a high-rise tower, generally, should be a height of three to six storeys, as further detailed in Section 4.2, for Mid-Rise Buildings. They will be sited and designed to create a built form transition to the existing, mature low-rise character exhibited by the west side of Breezehill Avenue North.

The proposed podium heights for both buildings are proposed at 6-storeys, and have been located strategically on the site to assist in appropriate transition to the proposed parkland dedication, public realm (Laurel, and new MUP, and established low-rise community to the west.

Policy 4.1.55 states that all development within this area shall be designed to support active transportation use along Breezehill Avenue North and Laurel Street, with special consideration of students and visitors to Devonshire Community Public School.

The proposal provides direct connections to the future MUP along the Trillium O-Train rail cut, and includes bicycle parking greater than a 1:1 ratio.

The subject property is within a short walk to the Corso Italian LRT Station as well as other nearby amenities, services, and employment opportunities.

Policy 4.1.56 states that all development within this area shall carefully site buildings and consider through block connections from Breezehill Avenue North to the future Trillium Multi-use Pathway on the west side of the transit corridor.

Multiple through-block connections are provided in the overall site layout including east-west, running parallel to the proposed public parkland dedication connecting Breezehill and the future western Trillium MUP Corridor.

Policy 4.1.57 states that all redevelopment sites shall provide their portion of the future, western Trillium Multi-use Pathway on site and setback buildings accordingly and as needed.

The proposed redevelopment of the subject property provides a portion of the western Trillium Multi-use Pathway along its boundary. Buildings have allocated adequate setback for this MUP.

The revised site plan now shows the new west Trillium Line multi-use pathway on private property, as required by the West Downtown Core Secondary Plan.

The proposed design includes 3.5 metres accommodated on private property which will be provided via a dedicated easement as per the policy permissions of Section 5.3.3.

The revised site plan includes a total width of the proposed new MUP of 3.5 metres to provide ample space to separate pedestrians and cyclists as per policy Section 5.3.4 of the Secondary Plan.

5.3.2 General Built Form Criteria

The Corso Italia Station District will see an eclectic mix of different building heights, massing and typologies that are reflective of the history, the vitality and dynamics of the place. The development within the district shall conform to the Official Plan built form policies pertaining to Hubs and Mainstreet Corridor designations. The applicable Council-approved design guidelines and policies will also provide guidance on built form design. The following policies set out detailed criteria for all development projects to achieve high quality architecture and urban design and to ensure compatibility and transition.

5.3.3 High-Rise Buildings (10 to 40 Storeys)

High-rise buildings are defined as buildings that are 10 to 40 storeys in height. Potential High Rise Building locations are identified on Schedule M of the Secondary Plan. The following criteria apply to developments that incorporate a high-rise building in areas where a high-rise building is permitted:

Policy 4.2.17 states that a development site that accommodates a high-rise building shall have frontage on publicly-owned or publicly-accessible spaces along three of its sides. This could comprise of 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. For example, combinations could include a frontage on three streets; a frontage on two streets plus one frontage on public space, or frontage on one street plus two frontages on publicly-accessible space.

The proposed development will have frontage on publicly-owned or publicly-accessible spaces along three of its sides. This includes frontage along the future Trillium West MUP, future public park on Breezehill Avenue, and Laurel Street. A mid-block pedestrian connection is also proposed along the north property line to provide direct pedestrian access through the site from Breezehill Avenue to the Trillium West MUP, effectively providing public frontage along all four sides of the development.

Policy 4.2.18 states that the remaining podium building height around the perimeter of a tower(s) should generally be a height of three to six storeys: a three-storey maximum height should be developed along local streets where active residential frontage is required or provided and a six-storey maximum height along designated Main Street Corridors or where retail uses are required or provided.

The proposed six storey podiums are appropriate given the context (adjacent to the Trillium LRT line) and is permitted where retail uses are provided, (commercial/retail uses are proposed at grade along Laurel Street).

Policy 4.2.19 The podium and/or base of the development shall incorporate uses and human scale features to animate adjacent streets and open spaces.

The proposal also includes the re-design of the existing at-grade commercial space along Laurel Street to improve the interface between the public and private realm while retaining the existing commercial presence at this location.

Whereas currently the site functions as a converted light-industrial use with surface parking directly abutting Laurel Street and no sidewalks provided; the future condition will include a vibrant, pedestrian friendly design with wide sidewalks, patio space, tree canopy, a publicly accessible Plaza space, and direct interface with the future western MUP, and future Laurel footbridge.

Along the future MUP, the proposal includes individual residential entrances with landing space for each unit. This will improve passive surveillance and add residential presence along the MUP.

Policy 4.2.20 states that point tower design shall be provided for high-rise buildings.

The proposal employs two point tower designs (750m2 tower floorplate) that allows for light to enter into the site and minimizes shadowing impacts on the broader community.

Policy 4.2.21 states that small floor plates will be encouraged with the typical floor area of a residential tower being generally up to 750 square metres and the typical floor area of an office tower being generally up to 2,000 square metres.

The proposed tower floorplates are 750 square metres.

Policy 4.2.22 states that tower portions of high-rise buildings, as defined as between 10 and 30 storeys in height, will have a minimum separation distance of 20 metres. Reductions in this separation distance may only be considered if the development demonstrates compliance with Section 4.6 of the Official Plan.

The proposed tower separation distance between towers A and B is 23 metres while the towers are setback at least 12.5 metres from each relevant property lines (north and west) to ensure a 25-metre setback could be achieved in the abutting lots are redeveloped with high-rise built-form.

Policy 4.2.23 states that the relationship between potential towers within the same street block shall be addressed with towers being located as shown on Schedule M: Corso Italia Station District Maximum Building Height and Tower Location and measures being introduced through the development review process to ensure orderly development of the block.

As demonstrated in the additional studies section of the design report, RLA has overlaid the 'Demonstration' Massing study contained in the Secondary Plan onto the existing lot parcels contained by Breezehill to the West, the rail cut to the East, Somerset Street to the North and Laurel Avenue to the South (see design report). This study clearly shows that the Secondary plan massing does not accurately reflect the existing property boundaries, and that there is a greater level of massing that falls within the subject property, and notably a portion of a second tower.

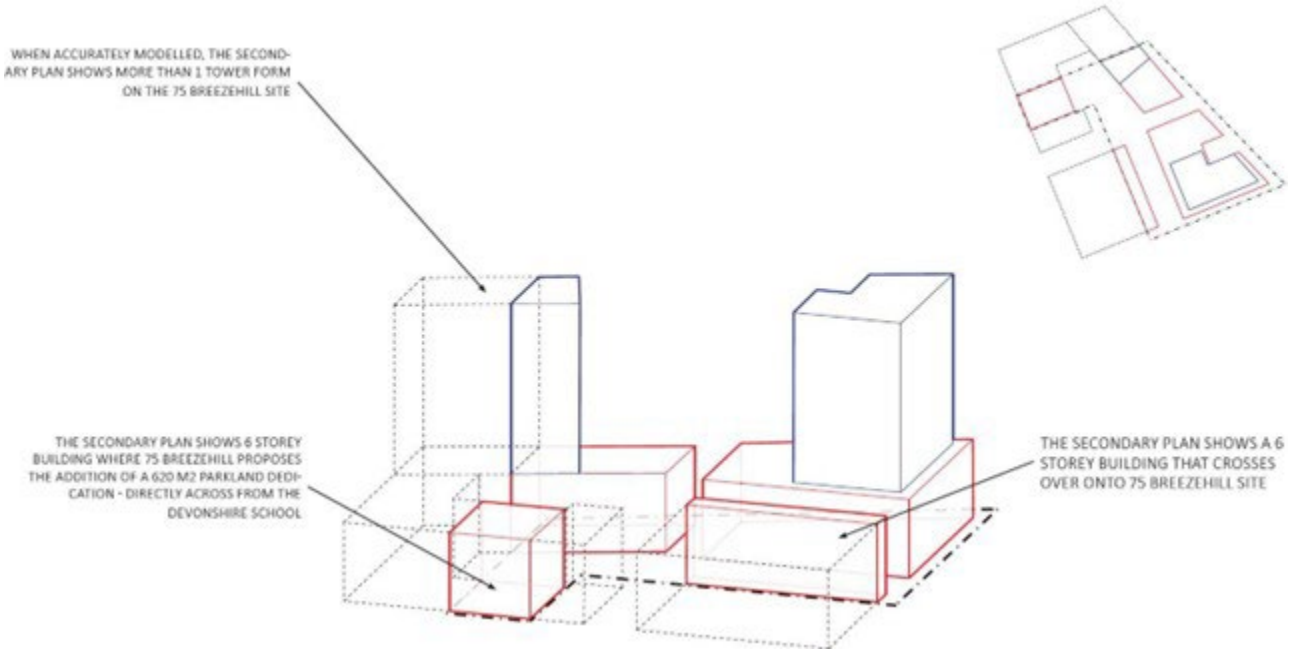

Figure 21 Secondary Plan massing Illustration.

5.3.4 Transition and Neighbourhood Line

The City's built form vision for the Corso Italia Station District allows for high-rise buildings at strategic locations and establishes transitions into the surrounding neighbourhoods and open spaces as detailed in Schedule M. The following policies address transition.

Policy 4.2.29 states that building heights will be tallest adjacent to the Corso Italia O-Train Station and along the Queensway and shall generally reduce in height towards the surrounding established neighbourhoods.

Policy 4.2.30 states that design of the development on properties within the Station Area designation and abutting the Mixed-Use Neighbourhood designation shall be compatible to the height, massing, scale and architectural rhythm of the established low-rise residential buildings to the east and west.

Policy 4.2.31 states that a Neighbourhood Line established along the district's east boundaries (Ward 14) and along the west boundaries (Ward 15), as shown in Schedule M.

Policy 4.2.32 states that new developments within the district along the Neighbourhood Line will be compatible to the height, massing, scale and architectural rhythm of the adjacent low-rise residential buildings when a developing parcel abuts a parcel with an existing low-rise building. Where a street is between new development and existing low-rise residential buildings, the street provides a buffer that can play an important role in building transitions and design considerations.

Policy 4.2.33 states that new developments within the district along the Neighbourhood Line shall explore design techniques such as a strong expression of a two or three-storey base with ground-oriented units and setbacks at the upper floors to reduce the visual and micro-climate impacts, where the building is facing the street. At the rear of the building, where it faces onto existing low-rise residential buildings, new development shall explore setbacks above four storeys.

Breezehill Avenue provides an important role in providing transition between the density proposed along the Trillium line and the existing low-rise existing low-rise residential buildings to the west.

The proposed development is sufficiently set back from the Neighbourhood line and provides for adequate separation from abutting lots.

5.3.5 Public Realm and Mobility

The successful transformation of the Corso Italia Station District will require the provision of a generous and high-quality public realm that attracts and supports people. The public realm is both a destination for people and it determines where and how residents and visitors will be able to move, recreate, rest and socialize in the district, or in other words, their mobility. Together, the public realm within the Corso Italia Station District will comprise public streets (including pedestrian-only streets and other spaces within the right of way), pedestrian and cycling paths, Green Transportation and Utility Corridors, Parks and other Privately-Owned Public Spaces.

The public realm and mobility goals for the Corso Italia District are as follows:

1. Design a network that supports the transportation modal share targets described in the City's Transit-Oriented Development Plans with a minimum 85 per cent modal share for transit, walking and cycling.
2. Maximize the provision of quality infrastructure dedicated to cycling and walking to support the target modal shares and implement a sustainable mobility paradigm that is resilient under a range of possible conditions, such as changing economic or health environments.
3. 3Reduce 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 gas emissions; enhance the public realm by reducing the footprint of automobiles.
4. Improve the amount, types and quality of spaces available for the neighbourhood through increased parks, privately-owned public spaces and create use of public right of way to balance the increased numbers of people living and visiting the district.

The Secondary Plan also supports through block connections on larger parcels of land to facilitate the establishment of a fine-grained pedestrian realm and mobility network.

This development proposes only one driveway (reduced from two access points currently) to the existing street network and parking areas which minimizes interruption the active transportation routes (pedestrian and bicycle). Importantly, no vehicle access is proposed from Breezehill Avenue.

The proposed development is within close proximity to key amenities, services, and institutions as well as the future Corso Italia LRT station and future western Trillium MUP all of which will promote active transportation opportunities for residents and visitors of this new community.

The proposed parkland dedication, plaza, and private amenity spaces will be designed to provide various opportunities for social interaction and enhance the overall well-being of the mixed-use community.

As noted extensively in this report, bicycle parking has been prioritized over private vehicle ownership with a bicycle parking rate of approximately 1.4 spaces to 1 unit compared to the proposed vehicle parking rate of 0.2 parking spaces to every 1 residential unit.

5.3.6 Active Transportation Bridge and Trillium Multi-use Pathways

Policy 5.3.1 states that an Active Transportation Bridge, as shown on Schedule N: Corso Italia Station District Public Realm, shall be built over the O-Train corridor directly connecting pedestrians and cyclists from Laurel Street East, east of the O-Train corridor to Laurel Street, west of the O-Train corridor and to the broader mobility network.

Policy 5.3.3 states that a north-south, Multi-use Pathway shall be provided on the west side of the transit corridor, to continue the route from south of the Queensway bridge to Somerset Street West. It will be developed primarily on privately-owned land and deeded to the City as part of the development application processed. Provision of an easement may be considered in limited cases, if deemed more appropriate. Private property owners will provide a feasibility study, a design, pay for and construct that portion of the pathway that is on or adjacent to their property and deed the property to the City as part of development approval.

The proposed redevelopment has been designed to accommodate the future development of the Laurel Street active-transportation bridge and future Multi-Use Pathway.

5.3.6 Parking and Servicing

Policy 5.5.2 states that bike parking rates should exceed the minimum required by the Zoning By-law for multi-unit residential buildings to support the required active transportation vision for the district. Zoning By-law amendments should reflect a percentage of required spaces for long term parking and match a minimum rate of 1.0 bike parking space per multi-residential unit.

Policy 5.5.3 states that Long term interior bike parking facilities shall:

a) Be located in a secure and comfortable parking area and maximize convenient access to the street and pathway grid to encourage more trips by bicycle. Locations should be nearest to the entrances that do not inhibit coming and going. This may be within the building, such as the basement where automobiles are store; or within a secure, locked and heated outside area. Consider features like automated door openers leading to/from interior bike parking; and

b) Provide storage space that reflects the number and sizes of residential units within in a building, such as a range of one- to four-bedroom units. This ensures support of essential transportation support a diversity of tenants, including larger households.

The proposal includes a bicycle parking rate above the required 1:1 ratio, including spaces indoors, at-grade for easy access, storage, and maintenance. Further, the proposal includes direct connection opportunities to the existing and future active transportation network abutting and in close proximity to the subject site.

Policy 5.5.7 states that all parking for new developments should be provided in below-grade parking structures. Underground parking ensures that scarce ground-level or surface areas and their uses will be occupied and used for people, not vehicles, over the duration of a day. Moreover, these are most accessible lands to pedestrians.

The vehicle parking spaces proposed for this redevelopment are entirely included below grade from a single access point from Laurel Street. This represents a 50% reduction in the vehicle access point for the site, and greatly improves the pedestrian interface for the boundaries of the site. The vehicle access currently on Breezehill is proposed to be replaced by the public parkland dedication, and through-block active transportation connection.

5.3.7 Housing

The Corso Italia Station District is intended to support all members of society through the provision of a broad range of housing choices. The policies below support this objective.

Policy 8.1 states that affordable housing should be provided in accordance with Official Plan targets and in conformity with any requirements that may be enacted in an Inclusionary Zoning Bylaw.

Policy 8.2 states that a range of housing types and tenures are encouraged for residential uses. Twenty-five per cent of all rental and ownership housing in the district should be affordable, meeting Official Plan policies for affordability.

Policy 8.3 states that the City will work to facilitate partnerships with the non-profit and private sectors to develop affordable rental housing for households below the 30th income percentile as defined in the Official Plan.

Policy 8.4 states that the facilitate partnerships with the non-profit and private sectors to develop affordable rental housing for households below the 30th income percentile as defined in the Official Plan.

Policy 8.5 states that affordable housing is encouraged to be incorporated throughout the district and through various means. The City shall include the provision of affordable, artist live work space units on privately-owned lands, as possible, under community benefits as per Volume 1 of the Official Plan, Section 11.6, Policy 15).

Policy 8.6 states that recognition of the difficulty encountered by many people in securing adequate live work space, the City shall encourage the provision for a percentage of live-work space in residential developments in the Corso Italia Station District area, through the Zoning By-law.

Policy 8.7 states the entire Corso Italia Station District area subject to this chapter is designated a Protected Major Transit Station Area. Inclusionary Zoning regulations shall be implemented within the district, once Council approves a broader City strategy and policy for its implementation.

As per the direction of the Official Plan and Secondary Plan, the proposed 543 residential units ranging from 1 to 3 bedrooms will enable greater flexibility and an adequate supply and diversity of housing options throughout the city and particularly at this important location in close proximity to higher-order transit, active transportation networks, and services.

At all levels of government, it has been established that to restore affordability in the housing sector, a significant influx of housing units is needed by 2030. Delivering more housing supply, including a full range of unit types and sizes, will enable a better matching of households with the housing they want & need.

5.3.8 Arts, Culture and Creative Industries

Policy 9.1.1 states new development projects in the area should demonstrate that their proposal has considered how it can support and reinforce the arts and cultural capital of the area. Planning and design initiatives can be directly through

a proponent's project or in coordination with other opportunities that may be private, public, or nongovernmental (not-for-profit).

The new residents in the building is proximity to exist arts and culture facilities will help to support a growing resident base to promote arts, culture, and creative industries in the City of Ottawa.

5.3.9 Small Format Businesses

The Secondary Plan encourages new development that supports the provision of smaller format retail and maker spaces for family-operated or small, local entrepreneurial business that serve the community, such as retail or serviced-base shops, such as coffee, dessert, floral, shoe and other repair shops, or mobile phone and courier pick-up shops. These types of businesses appeal to commuters who can access these services on route and on foot and don't rely heavily on vehicular traffic.

The proposal includes the replacement of the existing retail/commercial spaces which will be removed in preparation for the re-construction process on the property. The new spaces will facilitate active connections with the public realm, and include substantial improvement to the public/private interface along Laurel and at the north-east corner of the site where the new MUP and pedestrian bridge will be located.

5.4 Urban Design Guidelines for High-Rise Buildings (2018)

The City of Ottawa's Urban Design Guidelines for High-rise Buildings (the "Guidelines") were approved by City Council on May 23, 2018, and provide recommendations for urban design and guidelines to be used during the review of development proposals.

As stated on page 2 of the Guidelines, "they are not intended to be used as a checklist for evaluating a proposal and not all of the guidelines are applicable to every site." As the Guidelines note, the given context of a site will inform the development and that each site will have its own opportunities and challenges.

Further, the guidelines indicated that the context of each development proposal will inform the application of, and the emphasis on, the particular guidelines that are relevant to the site. Proponents of a development proposal and City staff participating in the review of the proposal should review these guidelines holistically and work collaboratively to determine which guidelines are priorities for implementation and how they may be applied in the preparation and review of the development proposal.

The proposed development responds to the guidelines in the following ways:

Guideline Number	Guideline	Design Response
Section 1 – Context		
1.2	The Official Plan has established a series of views and angular planes in the Central Area and the vicinity to protect the visual integrity of the Parliament Buildings and other important national symbols. These views and angular planes must be respected in the development process.	**The proposed development does not impact any views or angular planes in the vicinity to protect the visual integrity of the Parliament Buildings and other important national symbols**.

1.15	The lot should abut the public realm, including streets, parks, plazas, and privately owned public spaces (POPS) on at least two sides.	**The proposed development will front onto the public realm at three distinct locations.**
1.16	When a proposed high-rise building abuts properties where a high-rise building is permitted, the lot should be of sufficient size to achieve tower separation, setback, and step back: a) a. 1,350m² for a corner lot;	**The subject site has a total area of 6,172 m2, over four (4) times larger than the minimum lot area for a corner lot (1,350m2). As such , adequate tower separation and setbacks are provided to adjacent properties.** **The proposed towers are setback a minimum of 13 metres to the developable property to the north, and 16 metres to the developable property to the west both allowing for at least the minimum tower separation distances of 20 – 25 metres from another high-rise development.**
Section 2 – Built Form		
2.1	Enhance and create the overall pedestrian experience in the immediate surrounding public spaces (including POPS) through the design of the lower portion, typically the base, of the building.	**Various elements integrated in the overall project design will ensure that the public realm will be enhanced.** **The subject property is currently dominated by low-rise light industrial/employment buildings, and surface parking the proposal greatly improves on this condition.** **Sidewalks and landscaping elements are provided adjacent to the buildings and throughout the site. The massing and scale of the proposed development is designed to define and enclose public and private spaces along all street frontages, while creating a positive pedestrian-level experience.** **Active entrances and commercial uses at grade that front onto the public realm will enhance the overall pedestrian experience.**

		The internal site layout also provides robust porosity, fully integrating to the existing pedestrian network along Breezehill, Laurel, and the proposed new western Trillium MUP. **Moreover, publicly accessible Plaza space, and public parkland dedications are included within the site, which further improve the overall pedestrian experience.**
2.3	Depending on the function and context, high-rise buildings can take many different forms to serve both the experience and expression functions: a) a high-rise building that includes three distinctive and integrated parts – base, middle, and top is generally accepted as a good approach to built form design in order to effectively achieve many urban design objectives. b) a high-rise building that has a tower (middle + top) with a small floor plate can effectively achieve many design objectives in the urban environment.	**The proposed high-rise buildings include a base-middle- top design with a smaller floor plate for the tower (middle-top) portion of the buildings (750 square metres).** **The podium and tower are differentiated with step- backs and a change in materiality & fenestration pattern emphasizing the different aspects of the building.**
2.16	Additional height may be appropriate through the provision of step backs and architectural articulation, particularly on wider streets and deeper lots.	**The proposed high-rise buildings include step-backs above the 6th storey to provide transition and articulation in height and scale.**
2.21	Use high-quality, durable, and environmentally sustainable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the facade.	**The proposed development will include high-quality, durable, and environmentally sustainable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the facades.** **Specifics of the materiality will be further developed at Site Plan Control.**

2.22	Use bird-friendly best management practices in accordance with the City's guidelines. In particular, apply visual markers or use low reflectance materials on all exterior glazing within the first 20 m of the building above grade.	**The recently adopted bird-friendly guidelines may be utilized and implemented where appropriate at the detailed design stage at the time of Site Plan Control.**
2.23	The ground floor of the base should be animated and highly transparent. Avoid blank walls, but if necessary, articulate them with the same materials, rhythm, and high-quality design as more active and animated frontages.	**The ground floors of the proposed development will include active frontages abutting both Laurel Street and the proposed Multi-Use Pathway, Commercial uses and amenity areas will front onto and animate the sidewalk and are proposed to be highly transparent. Blank walls have been avoided as much as possible and are internal the site, where they are articulated through materiality.**
2.24	Encourage small tower floor plates to minimize shadow and wind impacts, loss of skyviews, and allow for the passage of natural light into interior spaces: a) the maximum tower floor plate for a high-rise residential building should be 750m²; b) the maximum tower floor plate for a high-rise office building should 2,000m²; c) larger tower floor plates may be considered in suburban locations with design features to mitigate shadow and wind impacts, maintain skyviews, and allow for access to natural lights.	**The proposed tower floor plates are 750 square metres to minimize shadow and wind impacts, loss of sky- views, and allow for the passage of natural light into interior of the site.**
2.25	Provide proper separation distances between towers to minimize shadow and wind impacts, and loss of skyviews, and allow for natural light into interior spaces: a) the minimum separation between towers should be 23m;	**The proposed towers provide appropriate separation distance to adjacent property lines to minimize shadow and wind impacts, loss of sky views, and to allow for natural light into interior spaces.** **The proposed development provides a 23-metre separation distance**

	b) a tower must provide a minimum 11.5m setback from the side and/or rear property lines when abutting another high-rise building; c) the minimum separation between a tower over 30-storeys and a neighbouring tower should be 25m; and d) a tower over 30 storeys should setback a minimum of 12.5m from the side and/or rear property line when abutting another tower over 30 storeys, and 13.5m when abutting a tower up to 30 storeys.	**between the two proposed towers, and a tower orientation that ensures privacy, light and sky views for residents. The proposed towers feature generous separation distances from lot lines to the north (13 metres) and west (16 metres).**
2.29	Step back the tower, including the balconies, from the base to allow the base to be the primary defining element for the site and the adjacent public realm, reducing the wind impacts, and opening sky-views: a) a step back of 3 m or greater is encouraged. b) the minimum step back, including the balconies, should be 1.5 m; and c) where development lots are very narrow (less than 30 m), such as in the Central Area and emerging downtown.	**Along with the change in materiality, the tower portion of the building's steps back from the podium after the sixth-storey to allow the base to be the primary defining element for the site.**
2.31	Orient and shape the tower to minimize shadow and wind impacts on the public and private spaces.	**The tower location and floorplate has been oriented and shaped to minimize shadow and wind impacts on the public and private spaces. The slender tower design and ample setbacks from sensitive abutting properties ensures any shadows move quickly across impacted areas.** **The towers have been oriented to ensure the narrower façade faces east/west, directing the majority of the massing away from the existing low-rise neighbourhood to the west.**

		The subject property abuts the proposed west Trillium MUP and rail-cut to the east, allowing for additional separation buffers to residential development.
Section 3 – Pedestrian Realm		
3.1	Provide a minimum 6m space between the curb and the building face along the primary frontages of a high-rise building, including the City-owned portion within the right-of-way (ROW) and the building setback area: a) the pedestrian clearway must be within the ROW; b) on a street with commercial character, introduce hard surfaces between the curb and the building face to maximize the walkable area and provide flexible spaces to accommodate seasonal uses such as outdoor patios, where appropriate;	**The existing character of Laurel Street along the frontage of the subject property does not include a sidewalk at this time, but rather at-grade surface parking directly fronting the current retail units.** **The proposal includes a dramatic improvement along this portion of Laurel with the inclusion of sidewalks & ample setbacks to the building frontage to allow for retail space to spill-out along the public realm.** **Further, at the south-east corner of the site, where Laurel, the future western Trillium MUP, and the Laurel Street footbridge all meet, a publicly accessible Plaza space is proposed to allow for the successful interface of public and private space at this critical intersection.**
3.4	Where appropriate, particularly in densely populated areas such as the Central Area and the emerging downtown districts, provide at grade or grade-related public spaces such as plazas, forecourts, and public courtyards, which may be under public or private ownership.	**A semi-public plaza is proposed as part of the proposed development, in addition to the parkland dedication (617m2). The ground floor amenity space is intended to "spill onto" the plaza which will include seating and hard landscaping. This will assist in animating the ground-floor of the building as well as the adjacent proposed parkland.**
3.8	Where appropriate, break up larger street blocks or larger development parcels by introducing mid- block pedestrian or multi-use connections, public or private, outdoor or indoor to increase and enhance the overall pedestrian accessibility and walkability of the area.	**Mid-block connections are proposed between the proposed western Trillium MUP and Breezehill Ave to the north, and the interior of the site further south.** **Further, connections are included traveling north-south between the internal walkway system and Laurel**

		Avenue along the western boundary of the site.
3.10	Locate the main pedestrian entrance at the street with a seamless connection to the sidewalk.	**The main pedestrian entrances to at-grade commercial and residential uses are linked with a seamless connection to the sidewalk along the proposed western Trillium MUP to the east, and Laurel Street to the south and glazing is provided at the pedestrian level to better frame and animate the public realm along both important frontages.**
3.11	Where the main pedestrian entrance is located away from the sidewalk provide a direct, clearly defined pedestrian connection such as a walkway or a pedestrian plaza, between the main pedestrian entrance and the sidewalk.	**Direct access from the City ROW is provided for pedestrians to access the at grade commercial uses and residential building lobbies.**
3.12	Animate the streets, pathways, parks, open spaces, and POPS by: a) introducing commercial and retail uses at grade on streets with commercial character; b) incorporating ground-oriented units with useable front entrances, and front amenity spaces on streets with residential character; c) providing greater floor to ceiling height at the ground floor to allow for flexibility in use over time; d) providing a minimum of 50% of clear bird- friendly glazing on the portions of the ground floor that face the pedestrian realm; e) providing a range of amenities appropriate to the context to meet the needs of a diversity of potential uses, including seniors and children, residents and employers, local people and visitors; and	**Ground oriented units are proposed along Laurel and the MUP to help animate the public right-of-way with an active and vibrant commercial and residential character.** **Greater floor to ceiling heights at grade are proposed for the commercial uses at grade.** **A range of outdoor and indoor amenity spaces are provided to offer a range of programable, and passive amenity uses for all ages.** **Commercial and amenity space is proposed with glazing and entrances along the interior public plaza and with connectivity to the proposed public park.**

	f) providing public arts that suits the scale and character of the high-rise building and the surrounding pedestrian realm.	
3.14	Locate parking underground or at the rear of the building.	**Parking is located underground and accessed at only one location from Laurel Street.** **The existing access and egress location along Breezehill Avenue is proposed to be closed and replaced by the public parkland dedication through this application; a drastically improved condition for this portion of the public ROW.** **Loading, servicing, and utilities are screened from view and underground.**
3.15	Locate drop-off and pick up areas on private lands and where possible, at the rear of the property.	
3.16	Internalize and integrate servicing, loading, and other required utilities into the design of the base of the building, where possible	
3.18	Locate and co-locate access to servicing and parking appropriately, ideally from the rear of the building, a public lane, or a shared driveway, to minimize the visual impacts and interference with the pedestrian realm.	
3.23	Infill development should fit in and enhance the character of the street by: a) implementing the applicable City's streetscape design standards; and b) implementing streetscape design visions and policies of a CDP and Secondary Plan, where applicable.	**This portion of Breezehill Avenue and Laurel Street is underdeveloped with low-rise light industrial/employment uses and surface parking.** **The proposed development will improve on the existing condition and provide building podiums the improve the pedestrian experience through framing the ROW and provide glazing and landscaping for visual amenity.**
3.26	Conduct a wind analysis for all high-rise developments in accordance with the Wind Analysis Terms of Reference and indicate: c) how the building is placed and built form is designed to minimize the potential impacts; and how measures have been introduced to mitigate any potential wind impacts.	**A Pedestrian Level Wind Analysis has been conducted by Gradient Wind and Engineering. The design of the towers incorporates the findings of the wind analysis to minimize the potential impacts on the outdoor amenity spaces and public realm**

3.27	Conduct a shadow analysis for all high-rise developments in accordance with the Shadow Analysis Terms of Reference and indicate how the placement and the built form is designed and shaped to minimize shadow impacts on the surrounding public and private realms.	**A shadow analysis was conducted by RLA in accordance with the Shadow Analysis Terms of Reference. The shadows move quickly through the site and surrounding area. The majority of shadows are cast along the adjacent rail corridor.**

5.5 Transit-Oriented Development Guidelines

In September 2007, City Council approved design guidelines to address Transit-Oriented Development. The guidelines apply to all development throughout the City that is within 600 metres walking distance of a rapid transit stop or station and provide guidance for the proper development of these strategically located properties. The guidelines address six elements of urban design including: land use, layout, built form, pedestrians and cyclists, vehicles and parking, and streetscape and environment.

The proposed development meets the following applicable design guidelines:

- **Proposes development upon a lot that is within a 600-metre walking distance of a rapid transit station. The site is 200 metres north of the future Corsa Italia LRT station, currently under construction (Opening Q1 2025).**
- **Creates a multi-purpose destination for both transit users and local residents by developing the site with a mix of residential unit types that are close to vibrant and expanding mix-use community where they can meet many of their daily needs locally, thereby reducing the need to travel by personal vehicle.**
- **The proposed development has frontages along public realm elements (MUPs, pathways, sidewalk) to encourage ease of walking between the buildings and to public transit.**
- **Locates a high-density residential development close to the transit station.**
- **The proposed Site Plan is arranged to promote a development that is intended to define the interface edge with the public realm.**
- **The proposed development will take advantage of the neighbouring pedestrian connections that are convenient, comfortable, safe, easily navigable, continuous, and barrier-free and that lead directly to transit and nearby amenities.**
- **The proposed development provides high-quality, accessible, and connected public and private outdoor, at-grade amenity and parkland space to improve the existing condition in the community and balance the pressures of increased development with the community need for additional spaces to gather and meet.**

5.6 Bird Safe Design Guidelines

In November 2020, the City of Ottawa approved design guidelines to ensure bird health is considered in building design. Ottawa's Bird-Safe Design Guidelines are intended to be used during the planning stage of private or public development projects to minimize the potential risks to birds.

The guidelines address the design of buildings, lighting and landscaping. During planning and design, applicants would need to:

- Consider the environmental context and surroundings.

- Minimize the transparency and reflectivity of glass.
- Avoid or mitigate design traps, such as glass passageways or corners that are invisible to birds.
- Consider non-glass structural features that might pose a hazard.
- Create bird-friendly landscaping.
- Design exterior lighting to minimize light spill at night.
- Minimize nighttime light spill from inside the building.

As part of the project development, strategies are being considered to address the requirements and recommendations for avoiding bird strikes per the City of Ottawa Bird-Safe Design Guidelines. This includes a multi-fold approach including glazing treatments within the first 16 metres of building height, eliminating design traps such as glass passageways, designing landscape to reduce the risk of collisions, and designing exterior lighting to minimize impacts on night migration. The details of the bird safe measures applied to the proposed buildings will be further investigated and refined during the Site Plan Control process.

5.7 City of Ottawa Comprehensive Zoning By-law (2008-250)

Under Zoning By-law (2008-250), The subject property is zoned “General Industrial, Subzone 1, Maximum Height 11 metres (IG1 H(11))” in the City of Ottawa’s Comprehensive Zoning By-law 2008-250. The purpose of the General Industrial zone is to permit industrial uses of a low or moderate impact.

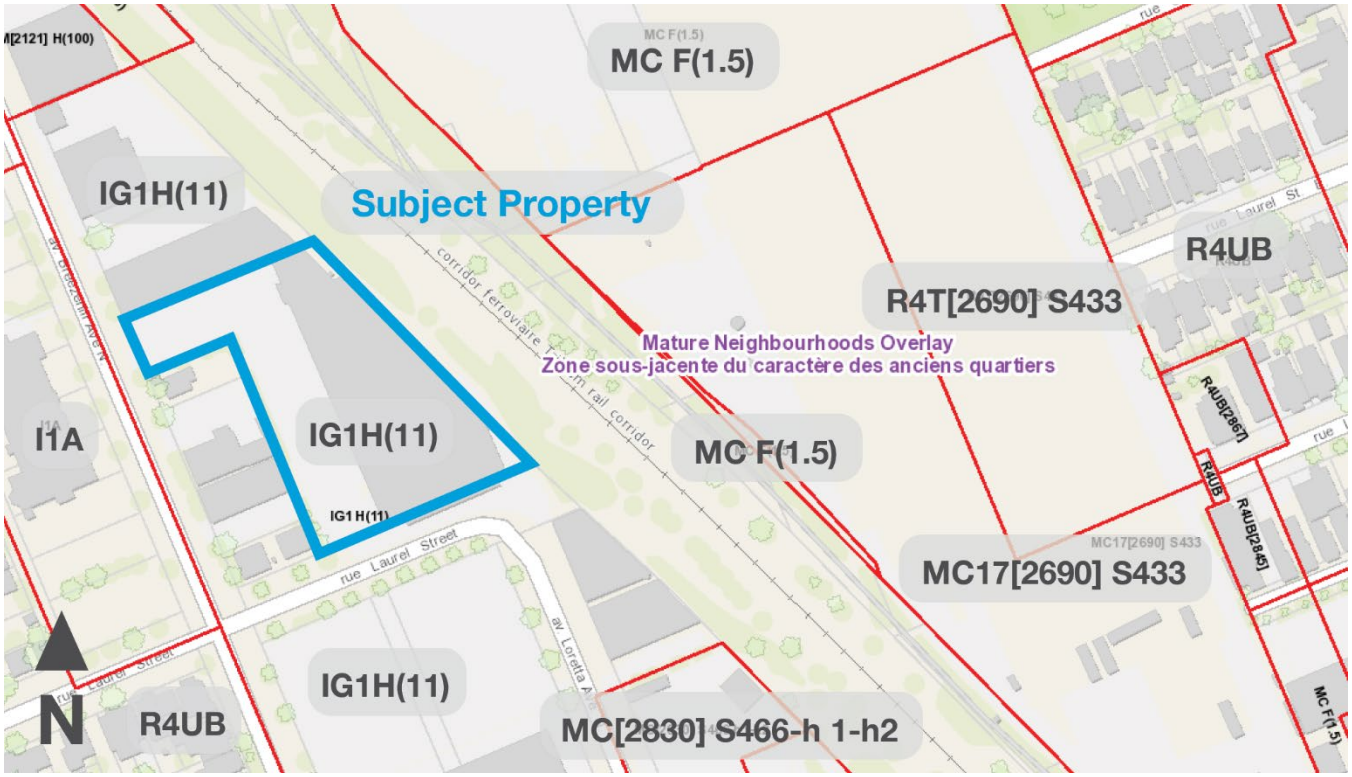

Figure 22 City of Ottawa Zoning By-law 2008-250 (Excerpt from GeoOttawa).

While this zoning reflects the historic use of the lands, a Zoning By-law Amendment is proposed to amend the zoning of the subject property to the “Mixed-Use Centre” zone. The MC zone is appropriate here as is intended to accommodate a

combination of transit-supportive uses such as offices, hotels, hospitals, institutional buildings, retail and entertainment uses, restaurants, and high and medium density residential uses. The uses are permitted in a compact, pedestrian-oriented built form in mixed-use building or side-by-side in separate buildings.

The existing general industrial zoning is not reflective of the anticipated future development conditions for the neighbourhood which is intended to evolve over time to accommodate federal, provincial, and municipal growth objectives due to the close proximity of rapid transit and active transit infrastructure as well as proximity to key amenities, services, employment opportunities in the immediate area and nearby downtown core of Ottawa.

The proposed zoning by-law amendment to apply the MC zone to the subject property is appropriate as it will ensure that the zoning framework on the lands is aligned with the overarching Secondary Plan and Official Plan direction.

The zoning conformance table below provides a summary of the proposed MC zone. The table demonstrates how the development meets the provisions.

Zoning Mechanism	Requirement	Provided	Compliance
Minimum lot area **S. 191 Table 191 (a)**	No minimum	6,172 m^2	**Yes**
Minimum lot width **S. 191 Table 191 (b)**	No minimum	19.79 m	**Yes**
Minimum front yard setback **S. 191 Table 191 (c) (iii) Breezehill Ave**	No minimum	30 m	**Yes**
Minimum corner side yard setback **S. 191 Table 191 (c) (iii) Laurel Street**	No minimum	3 m	**Yes**
Minimum interior side yard setback **S. 191 Table 191 (d) (iii)**	No minimum	10.5 m	**Yes**
Minimum rear yard setback (abutting the rapid transit corridor) **S. 191 Table 191 (e) (ii)**	2 m	13 m	**Yes**
Minimum Building Height (for all uses within 400 metres of a rapid transit station) **S. 191 Table 191 (g) (i)**	6.7 m	Building A: 31 Storeys – 98 m with 6-storey podium Building B: 33 Storeys – 104 m with 6-storey podium	**Yes**
Maximum building height **S. 191 Table 191 (h) (i)**	i) in any area up to and including 20 metres from a property line abutting a R1, R2, R3 or R4 zone (By-law 2011-124): 11 m	The subject site does not abut any properties zoned R1, R2, R3 or R4.	**Yes**

	ii) in any area over 20 metres and up to and including 30 metres from a property line abutting a R1, R2, R3 or R4 residential zone (By-law 2011- 124): 20 m	The subject site does not abut any properties zoned R1, R2, R3 or R4.	**Yes**
	iii) in all other cases: No maximum, or as shown by the suffix "H", on a zoning map, or specified in a subzone or exception where applicable	Building A: 31 Storeys – 98 m Building B: 33 Storeys – 104 m	**YES** Proposed to be implemented through a height schedule.
Minimum width of landscaped area **S. 191 Table 191 (i)**	No minimum, except that where a yard is provided and not used for required driveways, aisles, parking, loading spaces or outdoor commercial patio, the whole yard must be landscaped	Landscape provided throughout the site.	**Yes**
Outdoor Storage **S. 191 (3)**	Storage must be completely enclosed within a building.	No outdoor storage is proposed.	**Yes**
Permitted Projections	See Section Zoning Bylaw Section 64 & 65	Compliant	**Yes**
The following table summarizes the proposed development's compliance with zoning relating to parking requirements.			
Minimum Required Vehicle Parking Spaces **Area X of Schedule 1A**	Residential: (0.1 per dwelling unit, minus first 12 units): 52	124 spaces	**No** **No parking required in PMTSA as per Bill 185 amendments to the planning act.**
	Commercial: 0		**Yes**
	Visitor: (0.1 per dwelling unit, minus first 12 units; no more than 30 required): 52 No parking required in PMTSA as per Bill 185 amendments to the planning act.	124 spaces	**Yes**

Maximum Permitted Vehicle Parking Spaces **S. 103 Table 103 (a)**	1.75 per dwelling unit 479 units * 1.75 = 838 spaces	Total: 124 spaces	**Yes**
Minimum Driveway Width **S. 107 (1) (a) (ii)**	6.0 m	Minimum 6.0 m	**Yes**
Minimum Aisle Width **S. 107 (1) (c) (ii)**	Parking Lot: 6.7 m Parking Garage: 6.0 m	Parking Lot: N/A Garage: 6.0 m	**Yes**
Minimum Parking Space Dimensions **S. 106 (1)**	Length: 5.2 m Width: 2.6 m	Length: 5.2 m Width: 2.6 m	**Yes**
Minimum Required Bicycle Parking Spaces **S. 111 Table 111A**	Residential (0.5 per dwelling unit): 274 Commercial (1 per 250 m2 of GFA): 2	Exterior: 10 Indoor on ground floor: 132 Indoor in parking garage: 539 Total: 681	**Yes**
Minimum Bicycle Parking Space Aisle Width **S. 111 (9)**	1.5 m	1.5 m	**Yes**
Loading Space Rates **S. 113 Table 113A**	No loading spaces required for commercial uses with a GFA under 1,000 m^2 No loading spaces required for residential uses	No loading spaces are proposed	**Yes**
Provisions for High-rise Buildings (Section 77) **The subject property is within Area A on Schedule 402. Therefore, the following zoning provisions apply:**			
Minimum lot area for a tower on an interior lot **S. 77 (3) (b)**	1,350 m^2	6,172 m^2	**Yes**
Minimum interior side and rear yard setback for a tower. **S. 77 (3) (c)**	Rear (east): 10 m Interior (East): 10 m	Rear: Tower A: 5.86 metres Tower B: 11 metres Interior: Tower A – North interior lot line: 13.1 m Tower B – West Interior lot line: 16.8 m	**Yes** **Yes**

Minimum separation distance between towers on the same lot S. 77 (3) (d)	20 m	23 m	**Yes**
Minimum lot area for a tower on an interior lot S. 77 (3) (b)	1,350 m^2	6,172 m^2	**Yes**

As demonstrated above, the proposed redevelopment of the subject site adheres to the majority of the provisions of the proposed Mixed-Use Centre Zone and other relevant provisions of Zoning By-law (2008-250).

5.8 City of Ottawa Comprehensive Zoning By-law (2026-50)

Under Zoning By-law (2026-50), The subject property is currently zoned "Hub Zone 2, Maximum Height 20 metres (H2 H(20))" in the City of Ottawa's Comprehensive Zoning By-law 2026-50. The purpose of the Hub Zone 2 is to:

- Permit a broad range of uses and promote an urban form in mixed-used nodes throughout the city.
- Lands in this zone will accommodate a mid- to high-density built environment and mixed-use neighbourhoods that provide a full range of services to residents.

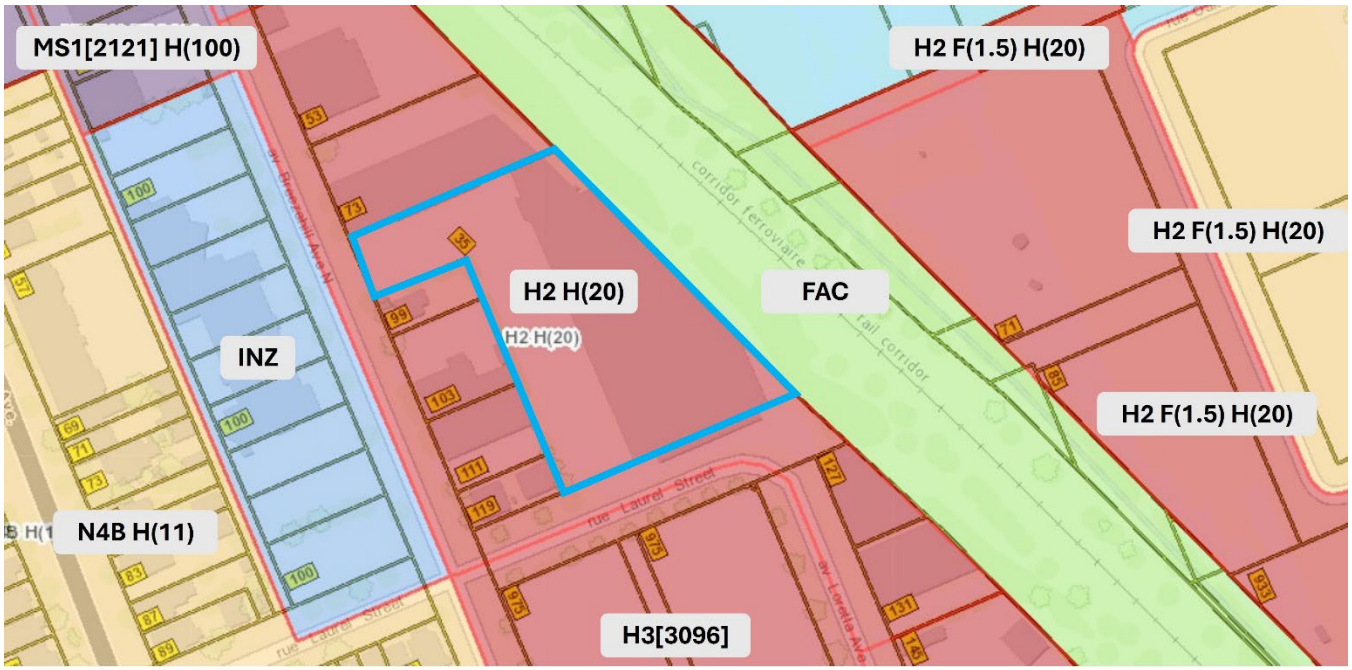

Figure 23 Zoning Map (By-law 2026-50).

Table 1: Zoning Conformance

Zoning Provisions	By-law Requirement or Applicable Section, Exception or Schedule	Proposal	Compliant (Y/N)
Principal Land Use(s)	Dwelling unit, Various commercial tenancies	High-rise apartment, Various commercial tenancies	**Y**

Zoning Provisions	By-law Requirement or Applicable Section, Exception or Schedule	Proposal	Compliant (Y/N)
Minimum Lot Area Table 902(a)	No minimum	6,172 m^2	Y
Minimum Lot Width Table 902(b)	No minimum	19.79 m	Y
Minimum Front Yard Setback Table 902(c) Front - Breezehill	(i) For any part of the building 15m or less above grade – no minimum (ii) For any part of the building greater than 15 m above grade – 1.5 m (iii) For any part of the building greater than 30 m above grade – 3 m	30 m	Y
Minimum Exterior Side Yard Setback Table 902(c) Exterior - Laurel	(i) For any part of the building 15m or less above grade – no minimum (ii) For any part of the building greater than 15 m above grade – 1.5 m (iii) For any part of the building greater than 30 m above grade – 3 m	3.04 m	Y
Minimum Interior Side Yard Setbacks Table 902(d) **To North**	(i) Where abutting an N1-N6 zone – 3 m (ii) Abutting a rapid transit corridor – 2 m (iii) All other cases – no minimum	10.5 m	Y
Minimum Interior Side Yard Setbacks Table 902(d) **To West**	(i) Where abutting an N1-N6 zone – 3 m (ii) Abutting a rapid transit corridor – 2 m (iii) All other cases – no minimum	8.7 m	Y
Minimum Rear Yard Setback Table 902(e) Trillium MUP	(i) Where abutting an N1-N6 zone – 6 m (ii) Were abutting a rapid transit corridor – 2 m (iii) All other cases – no minimum	4 m	Y

Zoning Provisions	By-law Requirement or Applicable Section, Exception or Schedule	Proposal	Compliant (Y/N)
Minimum Building Height Table 902(f)	(i) Within 300 m radius or 400 m radius of an MTSA on Schedule C1 of the Official Plan – 13 m (ii) In Areas B and C on Schedule A1-Transects – 7 m	Building A: 31 Storeys – 98 m with 6-storey podium Building B: 33 Storeys – 104 mwith 6-storey podium	Y
Maximum Building Height Table 902(g) Section 902(9), (10)	20 metres as per height suffix	Building A: 31 Storeys – 98 m Building B: 33 Storeys – 104 m	N Proposed to be implemented through a height schedule.
Minimum Ground Floor Height Section 902(2)	4 m	6-storey podium	Y
Active Entrances and Glazing Section 902(3)	Exterior building walls located on the ground floor and located within 4.5 metres of a front or exterior side lot line must: (a) provide a minimum of one active entrance from each individual occupancy on the ground floor located adjacent to the front lot line or exterior side lot line in the case of non-residential uses; (b) provide a minimum of one active entrance in the case of a residential use building; and (c) a minimum of 40 per cent of the surface area of the ground floor façade, measured from the average grade up to a height of 4 metres, facing a public street must be comprised of transparent glazing and active customer or resident entrance access doors.	one active entrance from each individual occupancy on the ground floor	Y
Site Layout and Landscaping – Front and Exterior Side Yards Section 902(4)	Where a front or exterior side yard is provided that is 1 metre or greater in depth, that yard must contain any of the following: (a) an outdoor commercial patio;	Each of the required items is provided.	Y

Zoning Provisions	By-law Requirement or Applicable Section, Exception or Schedule	Proposal	Compliant (Y/N)
	(b) bicycle parking; (c) soft landscaping; or (d) benches, street furniture or other similar features		
Site Layout and Landscaping – Outdoor Storage Section 902(5)	Outdoor storage accessory to the use on the lot: (a) is prohibited in a front or exterior side yard; (b) is permitted in all other yards, subject to being completely screened from a public street, and from N1, N2, N3, N4, N5 and N6 – Neighbourhood Zones or INZ – Institutional Zone; and	Outdoor storage is not proposed.	Y
Site Layout and Landscaping – Landscaped Buffer Section 902(6)	A soft landscaped buffer of a minimum of 3 metres must be provided abutting any lot line shared with lands in the N1, N2, N3, N4, N5 and N6 – Neighbourhood Zones, or (a) where an opaque screen with a minimum height of 1.5 metres is provided, the soft landscaping buffer may be reduced to 1 metre; and (b) where parking spaces are provided, an opaque screen with a minimum height of 1.5 metres must be provided.	No portion of lot abuts N1, N2, N3, N4, N5 and N6 – Neighbourhood Zones.	Y
Site Layout and Landscaping – Private Approaches Section 902(8)	A maximum of one private approach may be provided for each property having a lot frontage of 45 metres or less.	1-private approach from Laurel is provided.	Y
Housing Provisions Part 7			
Large Dwelling Unit Requirements Section 708	5% of dwelling units must have at least three bedrooms, or a minimum gross floor area of at least 80 m^2 (rounded down to the nearest whole number)	5.5% of units provide at least at least three bedrooms.	Y

Zoning Provisions	By-law Requirement or Applicable Section, Exception or Schedule	Proposal	Compliant (Y/N)
Parking, Queuing and Loading Provisions Part 6			
Minimum Visitor Parking Spaces Rates Section 603 Area A on Schedule A3	No visitor parking is required in Area A on Schedule A3 – Areas for Visitor Parking Requirements.	124 spaces	Y
Parking Space Provisions Section 605(1)&(4)	Minimum size – 2.6m x 5.2m (standard space); 2.5m x 6.7m (parallel space) Up to 50% of spaces provided may be reduced to a minimum of 2.4m x 4.6m, provided the space is identified for a compact car; is not a visitor space; and is not abutting a wall or column that obstructs the opening of doors, in which case the minimum width is 2.6m	Minimum size – 2.6m x 5.2m (standard space); 2.5m x 6.7m	Y
Minimum Driveway and Aisle Width & Vertical Clearance Section 607(2)&(3)	Double traffic lane - 6 m Vertical clearance – 2 m Aisle – 6.7 m	Double traffic lane – > 6.0 m Vertical clearance – > 6.0 m Aisle – > 6.7 m	Y Y
Parking Garage Provisions Section 608(1), (2), (3)	Minimum width of a driveway leading to a parking garage (double-traffic lane) – 6 m Vertical clearance in accordance with OBC Aisle (residential use building) – 6 m Aisle All Other Cases: 6.7 m	> 6 m Drive aisle width less than 6.7 metres	Y N
Electric Vehicle Parking Space Provisions Section 611(2)(a)	25% of the spaces provided, or an equivalent per 611(2)(c), must be designed as electric vehicle parking spaces capable of supporting level 2 charging A level 2 charger may be shared between two parking spaces. Where a shared level 3 charger is provided, it is equivalent to servicing 16 parking spaces where only one vehicle is capable of being charged, or 32 spaces where two vehicles are	0 spaces	N

Zoning Provisions	By-law Requirement or Applicable Section, Exception or Schedule	Proposal	Compliant (Y/N)
	capable of being charged simultaneously.		
Minimum Bicycle Parking Space Dimensions Table 613A	Horizontal – 0.6m x 1.8m x 2m Vertical – 0.6m x 1.5m x 2m Stacked – 0.37m x 1.8m x 1.2m per space for a total of 2.4m for 2 spaces Inclusive – 1m x 2.75m x 2m	Will comply	Y
Minimum Bicycle Parking Space Requirements Section 613(24) Table 613B Building with 13 or more dwelling units in Area B	Short-Term – ***minimum 2 spaces plus 1 space per 20 dwelling units: 29 spaces*** Long Term – ***1 per unit: 543 spaces*** Inclusive – 5% of spaces (11 spaces) Commercial:	Short term – 59 Long term – 572 Inclusive – 35 Commercial: 50	Y Y Y Y
Short Term Bicycle Parking Space Requirements **Section 613(6), (7), (9)**	Minimum Aisle – 1.5 m Must be located within the ground floor of a building Must not be stacked or vertical	Short term spaces are proposed at-grade outside	Y
Long Term Bicycle Parking Space Requirements **Section 613(10), (12), (13), (14)**	Must be located in a secure enclosure that provides protection from the elements and is accessed by a locking door with a minimum width of 0.85 m Must be located inside a building or structure Must be accessed by: a hallway, aisle, sidewalk or walkway with a width of 1.5m; and the path leading to these spaces cannot be comprised of steps or stairways (an elevator or ramp needs to be provided) A minimum of 50% of spaces must be horizontal. Spaces on the lower level of a stacked rack is considered horizontal.	Long term spaces are located within secured areas of the parking garage	Y
General Provisions			

Zoning Provisions	By-law Requirement or Applicable Section, Exception or Schedule	Proposal	Compliant (Y/N)
Part 2			
Permitted Projections Above the Height Limit Section 203(4)	The following may permit above the height limit (among other features): elevator, mechanical and service equipment, or a stairway; indoor amenity area;	elevator, mechanical and service equipment project above the height limit	Y
Minimum Required Lot Area for High-Rise Buildings Section 207(4)(b)	900 m^2	6,172m^2	Y
Minimum Interior and Rear Yard Setback for High-Rise Buildings Section 207(4)(c)	10 m	Interior North: 10m Interior West: Approx.. 10m Rear: 4m	Y Y N
Minimum Separation Distance between Towers on the Same Lot Section 207(4)(d)	20 m	23 metres	Y
Amenity Area Section 208(1)(6)	Total - 6 m^2/unit Communal – 50% of the required total amenity area Total = 3,358m2 Communal = 1629m2 At least one communal area must be 54 m^2 or more in size	Total = 7,828m2 Communal = 3,819m2 At least one communal area is provided at 54m^2	Y Y
Provisions for Underground Structures Section 210	Where the below-grade portion of a building not including a projection permitted under Section 204 projects into a rear yard, a minimum contiguous soft landscaped area must be provided in that yard as follows: (a) 30 square metres; and (b) on a lot 30 metres in width or greater, an additional 30 square metres for every full 15 metres increment of lot width.	**tbd**	**tbd**
Minimum Size of Waste Storage Area Section 217(3)	10 m^2	>10 m^2	Y

Zoning Provisions	By-law Requirement or Applicable Section, Exception or Schedule	Proposal	Compliant (Y/N)
Table 217 More than 10 dwelling units			
Location of Required Storage Areas for Garbage and Organics **Section 217(4)**	(a) inside a main or accessory building; (b) inside a fully-enclosed structure other than an accessory building; (c) where waste or organics are to be stored in a metal front-end loader container, may be located outdoors in a rear yard; (d) despite clause (c), in the case of a planned unit development, may be located in any yard other than a front or exterior side yard.	Storage for garbage is located inside the main building and within a fully enclosed accessory building	Y
Location of Required Storage Areas for Recyclables Section 217(5)	(a) inside a main or accessory building; (b) inside a fully-enclosed structure other than an accessory building; or (c) in a rear yard; (d) despite clause (c), in the case of a planned unit development, may be located in any yard other than a front or exterior side yard;	Storage for recycling is located inside the main building and within a fully enclosed accessory building	Y
Outdoor Refuse Collection and Refuse Loading Areas Section 217(6)	All outdoor refuse collection and refuse loading areas contained within or accessed via a parking lot must be screened from view by an opaque screen with a minimum height of 2 metres, subject to the following: (a) in the case of a parking lot with 50 or more parking spaces, all outdoor refuse or refuse loading areas must be located at least 9 metres from a lot line abutting a public street and at least 3 metres from any other lot line; and (b) despite subsection (6), where an in-ground refuse container is	TBD, will comply.	Y

Zoning Provisions	By-law Requirement or Applicable Section, Exception or Schedule	Proposal	Compliant (Y/N)
	provided, the screening requirement may be achieved with soft landscaping and must be a minimum height of 1.5 metres.		

6.0
Requested Amendments

6.1 Official Plan Amendment

A site-specific Official Plan Amendment (OPA) is proposed to the West Downtown Core Secondary Plan. The OPA would amend schedule M - Maximum Building Height and Tower Locations to permit two towers with heights of 33 and 31 storeys whereas, currently, the Secondary Plan allows maximum building heights up to 18-storeys.

As discussed above, the proposed amendments are appropriate. The proposed Official Plan Amendment respects the goals and objectives of the West Downtown Core Secondary Plan and is appropriate for the subject site within the context and its proximity to transit.

Further, the Secondary Plan height permissions were implemented prior to the writing and adoption of the City's new Official Plan. In the Official Plan, the subject property is within the Hub Designation and identified as a Protected Major Transit Area.

As discussed in greater detail throughout this report, the intent of both the Hub and the Protected Major Transit Area designations are to direct the tallest buildings (up to 40-storeys) to areas in close proximity to rapid transit stations which should accommodate increased building heights and development intensification. The proposed building heights, at 31 & 33 storeys, are in keeping with the overarching direction of the Official Plan.

As per the City of Ottawa, infill high-rise development to facilitate residential intensification in close proximity to rapid transit is:

- **Good for the Environment:**
  - **Uses less land, reduces pressure on agricultural and environmental lands from urban expansion, supports existing and future planned transit, walking, cycling.**
- **Good for Affordability:**
  - **Reduces costs for extending roads and infrastructure, allows use of services already in place, provides residential units close to services, amenities, schools, and employment reducing the need for private vehicle ownership.**
- **Good for the Community:**
  - **Creates residential population growth that supports existing and new parks, schools, community centres, stores & services in neighbourhoods.**

Infill housing such promotes the efficient use of serviced lands adjacent to existing infrastructure and transportation modes. The proposal appropriately and responsively integrates respectfully into a local landscape, and improves and enriches this existing neighbourhood through providing public parkland, a publicly accessible Plaza space, contributing to the MUP, and improving the public realm along Laurel.

The proposal represents quality design which is vital to Ottawa as evolving city and is necessary for increasing densities. As noted in the Official Plan, the critical factor to consider for good infill is recognizing the scale and visual lot pattern of the desirable neighbourhoods that exist, and those planned for the future, and not permitting the car to dominate the public realm which is supported and facilitated by this proposal. Finally, the from the early design discussions, the proposal has designed for the requirements of pedestrians and cyclists, and minimized impacts of the private automobile into a planned urban fabric, and therefore improves the quality of the city streetscape and facilitates livable 15-minute communities.

Although the towers can be seen from the surrounding community, the ability to see a taller building is not an adverse impact. The proposed towers are a significant feature in the skyline from within the neighbourhood for only those within the immediate area surrounding the site, which, is not an impact worthy of restricting development.

The buildings have been designed as a high-rise towers atop mid-rise podiums responding to the City's design objectives and compatibility criteria of the Official Plan and advancing several of the City's Urban Design Guidelines for High-rise Buildings. The proposed building heights provide appropriate transition to the low-rise area to the west through a significant setback for the towers, and mid-rise podiums located with frontage along the existing rail-cut to the east rather than residential community to the west.

6.2 Zoning Bylaw Amendment

The Zoning By-law Amendment seeks to rezone the subject property from "General Industrial, Subzone 1, Maximum Height 11 metres – IG1 H(11)" to "Mixed-Use Centre Zone", Urban Exception XXXX, Schedule YYYY, (MC## [XXXX] SYYY)" in by-law 2008-250, and from H2 H(20) to H2 H(98) & H2 H(104) in by-law 2026-50, to establish site-specific zoning exceptions, a site-specific zoning schedule. The O1 zone will also be applied to the site to accommodate the zoning for the proposed parkland dedication tot the City of Ottawa.

The following site-specific zoning exceptions are proposed:

- Maximum building heights, minimum setbacks and minimum stepbacks are as per Schedule 'YYY':
  - A maximum building height of 104 metres and 98 metres in Areas XX and YY on Schedule YYY.
    - Discussed below
  - 0 Electric Vehicle Parking Space will be provided;
    - **The project has focused on active transportation and public transportation options rather than electric vehicles infrastructure. The site is well suited for walking, cycling, and rapid transit use which will reduce reliance of personal vehicle trips. Further, The proposed development was designed prior to this zoning requirement becoming enacted, and would be difficult to adhere to at this point.**
  - Proposed Drive aisle width of 6.0m where 6.7m is required;
    - **The proposed development is predominantly residential with only small, locally serving convenience commercial proposed at-grade along Laurel. It is therefore anticipated that commercial use and demand on the underground parking and drive aisles will be minimal and will be accommodated by the 6m proposed aisle width.**
  - Proposed Rear setback for high-rise building of 4m where 10m is required.
    - **The intent of the tower setback requirements is to ensure appropriate total setbacks for other tall buildings in the neighborhood and allow for appropriate distancing and transition. The rear-yard interface here abuts the MUP and LRT cut, which provides a significant permanent buffer to properties to the east. Therefore, the setback to the internal property line is not required here to achieve the intent of the by-law provision.**

6.2.1 Maximum Height Increase

The following key considerations informed Fotenn's conclusions that additional building heights above those established in the Corso Italia Station District Secondary Plan are appropriate on the subject lands:

- **Evolving policy and legislative context**.

- **Ottawa's New Official Plan (OP), which was adopted after approval of the Secondary Plan, permits up to 40 storeys within areas designated as Hubs such as subject lands, with additional height permissions (40+) potentially available in Secondary Plan areas or directly adjacent to LRT Stations.**
- **Many emerging Secondary Plans which have been drafted after the adoption of the new OP consider taller building height permissions in proximity to Transit Stations (up to 40-storeys).**

/ **Housing and Homeless Emergency.**

- **In February 2022, Ottawa declared a housing and homelessness emergency.**
- **The City is not achieving housing targets of the OP, with recent CMHC statistics indicating that housing starts in Ottawa are proceeding at roughly 50 to 65 per cent of the target pace.**

/ **New Housing Accelerator Funding**

- **Housing Accelerator Funding through the Federal Government was approved in February 2024, with an agreement between the Province and City mandating a number of new criteria to assure continued housing funding, including requiring additional height and density permissions near rapid transit.**

/ **Existing and Future Context.**

- **The lands are in close proximity to other nearby properties with similar attributes that are already afforded permission for greater heights in the Secondary Plan such at 950 Gladstone which benefits from Secondary Plan height maximums of 35 storeys.**

/ **Geographic Location**

- **The geographic location and physical attributes of the lands are ideal to accommodate additional building height due to their proximity to the new LRT station, location abutting the rail-cut, and proximity to nearby amenities and services.**
- **These contextual elements are critical in ensuring additional building heights can adhere to the City's overarching design and transition objectives, and facilitate a modal-split that relies less on personal vehicle use and ownership with a focus on active and public transportation options.**
- **The proposed towers are each over 10 metres setback from the western lot line. Aside from one residential property abutting the subject property, the proposed towers are each 65metres distance away from the beginning of the established low-rise residential community and even further from the majority of the neighbourhood here further west. This significant setback distance allows for ample transition and separation distances to mitigate adverse impacts sometimes associated with high-rise development.**

6.2.2 Zoning By-law Amendment:

The Zoning By-law amendment proposes to rezone the lands from "General Industrial, Subzone 1, Maximum Height 11 metres – IG1 H(11)" to "Mixed-Use Centre Zone" in by-law 2008-250 and from H2 H(20) to H2 H(98) & H2 H(104) in by-law 2026-50, permitting the mixed-use, pedestrian-friendly, compact, and transit-oriented development. A new site-specific zoning schedule will establish permitted building heights and required setbacks while the site-specific exception will provide the necessary relief from specific provisions of the current zone as discussed above.

They ZBLA proposes to amend the zoning on the properties to permit a broad range of housing types, including high-rise buildings, and a mix of uses, including commercial, retail, institutional uses, and supporting public realm and bring consistency to the zoning framework on the subject property in-line with the Official Plan and Secondary Plan direction.

The zoning by-law amendment request supports the Secondary Plan goals for the district are as follows:

Policy Goals	Adherence
1. The proposed development expands the opportunities for active transportation to encourage a healthy and sustainable paradigm for area mobility and city-building.	Yes
2. The proposed development reduces 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.	Yes
3. The proposed development improves 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.	Yes
4. The proposed development concentrates 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.	Yes
5. The proposed development re-establishes a strong urban form and design to support and enhance a high-quality public realm where there are existing vacant or underutilized lots.	Yes
6. Build on the heritage and character in the area to reinforce the established culture and success of the neighbourhood.	N/A
7. The proposed development nurtures the arts community and other diverse, small- scale activity generators to support a resilient local culture and economy for all members of society.	Yes
8. The proposed development targets the achievement of net zero annual greenhouse gas emissions in new development through the planning, design and development of alternative renewable energy solutions.	Yes

6.2.3 Parkland Zoning

To facilitate the proposed parkland dedication, that portion of the lands will be rezoned to O1 - Parks and Open Space Zone. This change is at the request of the City, and is the standard zone applied to municipally owned parkland.

7.0
Public Engagement Strategy

All public engagement activities will comply with applicable Planning Act requirements, such as and including the circulation of notices. The following Public Engagement steps and activities have already been undertaken in preparation of this application submission or will be undertaken in the following months after the application has been submitted:

- Pre- Consultation - The pre-application consultation for this file has included community representatives to add community contributions to the preliminary input received.
- Pre-Consultation with the Ward Councillor – Several meetings with the Ward Councillor have been held to discuss the proposed development.
- Notification of Ward Councillor – The Ward Councillor has been consulted multiple times during the pre-application phases of this project and will be notified by the City of Ottawa's "Heads Up" e-mail once the application is received.
- Notification to residents and local registered Community Associations - Will be completed by the City of Ottawa pursuant to the Planning Act and the City of Ottawa's Public Notification Policy.
- Community Information Session - If requested by the Ward Councillor, a community information session will be held to discuss the proposed development.
- Planning and Housing Committee Meeting Advertisement and Report Mail out to Public
  - Notification for the statutory public meeting will be undertaken by the City of Ottawa.
- Statutory Public Meeting for Official Plan Amendment & Zoning By-law Amendment at Planning and Housing Committee
  - The statutory public meeting will take place at the City of Ottawa Planning and Housing Committee.
- Final Decision is made by vote at Ottawa City Council.

8.0 Conclusions

It is our professional planning opinion that the proposed Official Plan Amendment and Zoning By-law Amendment represent good planning and are in the public interest for the following reasons:

- The proposed development is consistent with the intent of the Provincial Planning Statement, proposing the intensification of a property within the built-up area where existing infrastructure and public service facilities are available, and where active transportation and transit will be supported and encouraged;
- The proposed development conforms to the City of Ottawa Official Plan policies regarding intensification, growth management and urban design objectives and is appropriate for the Hub designation within the Downtown Core Transect;
- The proposed development conforms to the West Downtown Core Secondary Plan regarding land use, public and mobility and is consistent with the goals and objectives of the Secondary Plan as follows:
  - The proposed development advances the goals of the Corso Italia District SP by providing for increased density and tall buildings along the light rapid transit corridor to support transit use and increase the number of people living in the district (goal 4).
  - The proposed development also helps to encourage active transportation while reducing automobile dependency through the provision of adequate bike parking and reduced parking space minimums within proximity to transit and active transportation routes (goals 1 and 2).
  - The proposal will also add to the provision of a public park and open space within the Corso Italia District through the dedication of parkland and privately accessible Public Space (goal 3).
  - The proposed development will establish a strong urban form that will enhance the public realm on an underutilized industrial property. (goal 5).
- The proposed development complies with the general intent of the Zoning By-law, subject to the proposed site-specific Zoning By-law Amendment.

Sincerely,

Timothy Beed, RPP MCIP
Associate, Planning

Mark Ouseley, MES
Planner