



## **178-200 Isabella Street**

Planning Rationale + Design Brief  
Zoning By-law Amendment  
September 14, 2020



Prepared for Minto Communities

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## 1.0 Introduction

Fotenn has been retained by Minto Communities (“Minto”) to assist in the preparation of a development proposal on Minto’s lands known municipally as 178, 180, 182, and 200 Isabella Street (the “subject property”) in the Glebe neighbourhood of the City of Ottawa. Fotenn has prepared the following Planning Rationale and Design Brief in support of the enclosed Zoning By-law Amendment, required to facilitate appropriate development of the subject lands.

The purpose of the application is to permit the redevelopment of the vacant property with a 16-storey mixed-use building with mezzanine and rooftop enclosed amenity area that features commercial uses at-grade along Isabella Street and residential units above. The proposed development form is being presented as an “I-Rise” given its shape and lower, high-rise built form.

The Zoning By-law Amendment application seeks to facilitate the development of the proposed built form to permit commercial uses at-grade fronting Isabella Street and residential units facing the rear yard and on the upper storeys.



Figure 1: The Proposed Development (Looking Southeast)



## 2.0 Context

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The subject property is located along the south side of Isabella Street, two lots east of Bank Street and one lot west of O'Connor Street. The property is along the northern edge of the Glebe community and fronts onto the elevated Highway 417 to the north. Isabella Street is a single-loaded, three (3) lane arterial roadway characterized along the south side by a mix of commercial buildings including low-rise retail, mid-rise residential, and high-rise office buildings.

### 2.1 Subject Property

The subject property consists of four (4) municipal addresses along Isabella Street, including 178, 180, 182 and 200 Isabella. Together, these properties are rectangular in shape with approximately 77 metres of frontage on Isabella, a depth of approximately 31 metres, and a total lot area of approximately 2,391 square metres.

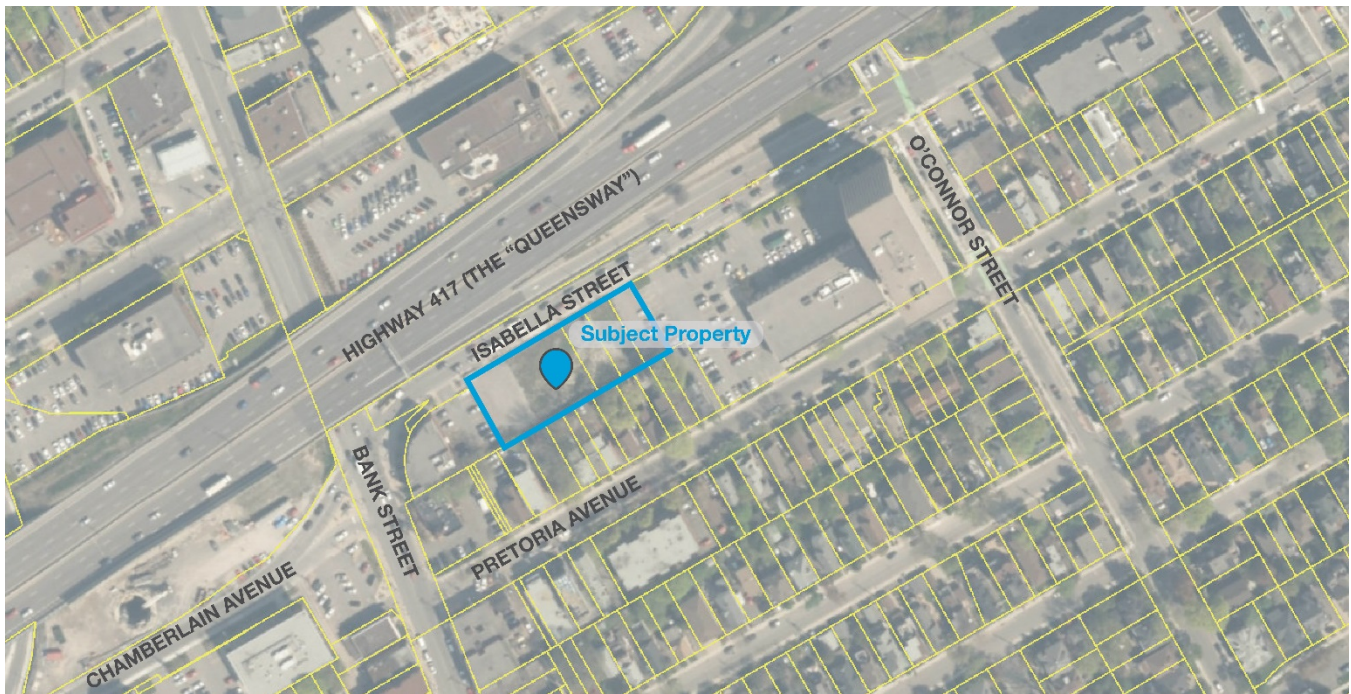


Figure 2: Site Context

The properties are currently vacant, though they were previously occupied by a five (5) storey office building known as the "Queensway Towers". The building was demolished approximately 5 years ago and filled the entire depth of the property at 200 Isabella Street. At 178, 180, and 182, the lands were previously used for a one (1) storey office building and surface parking areas, with the building being demolished approximately 7 years ago.

### 2.2 Land Use Context

The subject property is located on the Isabella Street arterial corridor, a one-way eastbound street (known as Chamberlain Street west of Bank Street) running parallel along the south side of the elevated Highway 417 between Bronson Avenue in the west and Elgin Street in the east. This single-loaded street has a varied character. West of Lyon Street, along Chamberlain Avenue, the street is characterized by rear yard residential, and a municipal park. East of Lyon, the street takes on more of a commercial character, with several low-rise office buildings with surface parking areas.

The following describes the land uses adjacent to the subject property and within the larger vicinity:

**North:** North of the subject property is the elevated Highway 417, a limited access provincial freeway passing through the City east-west. The eight (8) lane highway is elevated through the downtown with an eastbound off-ramp at O'Connor Street located directly adjacent to the subject property. North of the highway is Catherine Street, a similar westbound one-way arterial roadway to Isabella. Further north is the Centretown neighbourhood, characterized by a mid of building heights and typologies.

**East:** East of the subject property is a surface parking area and 13-storey office building at the corner of O'Connor and Isabella. Further east is an eight (8) and nine (9) retirement and residential buildings between O'Connor and Metcalfe Streets, and further east is a retail plaza anchored by a Loblaws retail food store.

**South:** South of the subject property are the rear yards of existing homes along the north side of Pretoria Avenue. Pretoria is a mixed-use street, with commercial uses fronting the street east of the subject property. Directly south of the subject property are single detached, semi-detached, and row house dwellings, many of which have been converted for multi-unit housing, and several others which have been converted to non-residential office uses. Further south is the Glebe neighbourhood.

**West:** West of the subject property is the Randall's Paint property located at the corner of Bank Street and Isabella which includes a retail building on the corner, and a surface parking area abutting the subject property. Southwest of the subject property is a Clocktower Brew Pub restaurant and associated surface parking area. Further west is the Bank Street main street and the Glebe neighbourhood.

## 2.3 Transportation Network

The site is located in proximity to existing cycling infrastructure including the new O'Connor bike lanes that run north-south from Fifth Avenue and Lansdowne Park into the downtown core. Multi-use pathway connections along the Rideau Canal also provides access to the downtown core, and to Dow's Lake and further path systems to the southwest.

In 2019, the City complete a Functional Design Study for Chamberlain Avenue, Catherine Street, and Isabella Street which included a proposed multi-use pathway along the south side of Isabella Street abutting the subject property. This 3 metre wide pathway has been accounted for on the proposed Concept Plan abutting the subject property.

The subject property is located on Isabella Street, in proximity to Bank Street. Both these streets are designated Transit Priority Corridors in the City of Ottawa's Official Plan. Route 55 provides east-west service across the City between Bayshore and Elmvale stations, including along Isabella Street (eastbound). Route 56 is a peak only local bus that runs through the Glebe, just south of the property connecting King Edward Avenue to Tunney's Pasture station on 30-minute headways. Both Routes 55 and 56 provide connections to stations on the Confederation Line LRT.

Route 7 runs along Bank Street between St. Laurent Shopping Centre and Carleton University. The route has 15-minute headways throughout the day. Route 6 also runs along Bank Street between Greenboro Station and Rockcliffe Park. Route 6 also has 15-minute headways throughout the day. Several other routes operate in proximity to the subject property.

Isabella Street and Bank Street are designated as Arterial Roadways in the City of Ottawa's Official Plan. Arterial roads are intended to carry large volumes of traffic over the longest distance. They function as major public and infrastructure corridors accommodating not only car and truck traffic, but also serving pedestrians, public utilities, cyclists and public transit buses. The property is also adjacent to Highway 417 which is a provincially owned, limited access freeway.

## Proposed Development

The proposed development is a 16-storey, “I-Rise” mixed-use building with mezzanine and enclosed rooftop amenity area featuring commercial uses at-grade and residential uses above. The building is oriented parallel to Isabella Street, enclosing the public street edge, and animating the sidewalk through highly transparent ground floor. A single commercial space wraps the northwest corner of the ground floor frontage along Isabella, relating to the existing commercial tenancies along Bank Street. In total, 366 square metres of commercial space is provided. The residential lobby and main entrance are in the northeast corner of the ground floor with direct access from the public sidewalk. The ground floor features a height of 6.5 metres, allowing for interior loading and servicing space. At the rear of the building on the ground floor are townhouse units with second floor mezzanines and private patios fronting onto the rear yard. The east facade of the ground floor integrates the functional building services while the parking garage access is located in the rear yard and is covered with a green roof.



Figure 3: The Proposed Development Showing the Nested Elements and Offset Shoulders (Looking Northeast)

The upper storeys of the building include 251 total residential units, including a mix of 1 bedroom, 2 bedroom, and 2 bedroom + den units. The ground floor has a smaller footprint, allowing the upper storeys to cantilever over top of the vehicular access on the east side, and over a small plaza/commercial patio space on the west side of the building. At the rear, the building is set back 7.5 metres from the south property line.

The upper storeys of the building are articulated to read as two components nested together, with the lower portion clad in heavier materials, and the upper portion featuring additional glazing and a lighter material palette. A varied fenestration pattern provides further distinction between the two elements. The upper storeys of the building feature stepbacks to further articulate the building. At the 10<sup>th</sup> storey, the building steps back and additional 6.5 metres from the east property line (resulting in a 9.5m setback from the property line), and features a minor step back along Isabella



Street for a portion. At the 12<sup>th</sup> storey, the building steps back an additional 5.8 metres from the west property line (resulting in a 9.1 metre total setback) and the balance of the building also steps back from Isabella Street. The result is a visual interesting and distinguishable offset shoulder effect for the building that effectively breaks down the mass.

Vehicular access is provided via two-way driveway access point on the east side of the site from Isabella Street. Four (4) surface parking spaces at-grade will provide convenience parking for the commercial area, while also providing a space for drop-offs and deliveries for residents. Vehicles accessing the underground parking garage would pass under the upper floors of the building before entering the garage via the covered ramp located in the rear yard. The parking garage ramp has been designed with a green roof to minimize its visual impact. All loading and service vehicles will also access the internal building services area via this breezeway. A single loading bay has been provided to service the building with access along the east side of the ground floor.

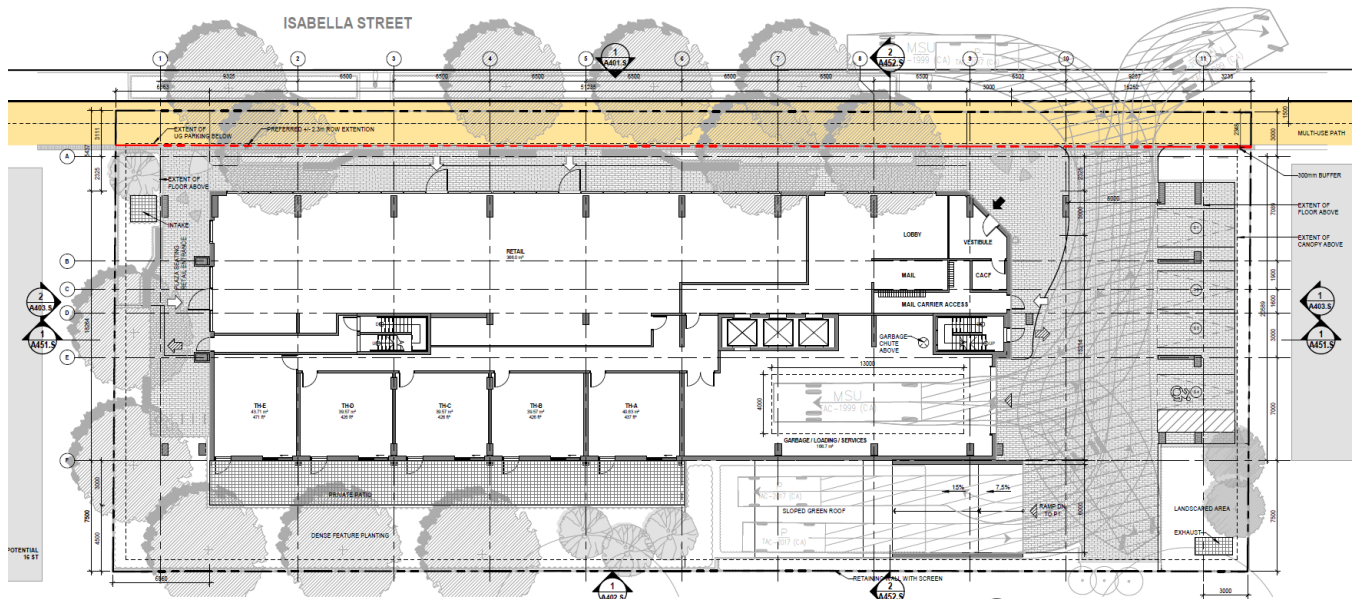


Figure 4: Proposed Ground Floor Plan

A four (4) storey underground parking garage occupies the full area of the subject property. A total of 172 vehicular parking spaces are provided within the garage, in addition to the four (4) spaces provided at-grade. A total of 131 bicycle parking spaces are provided on levels P1 and P2 of the parking garage. This includes horizontal stacked bike parking spaces on level P1 and vertical spaces on level P2.

The building features a number of indoor and outdoor amenity spaces for residents. Nearly all units feature private balconies in addition to the communal space provided throughout. On the second floor, amenity area occupies the entire north half of the floor with a total area of 578 square metres. An additional interior amenity space is provided on the rooftop with a total area of 491 square metres. This rooftop area is complemented by a 416 square metre outdoor roof terrace also available for the use of all residents.

The proposed development has been setback 3 metres from the existing property line along Isabella Street to provide the space required for the multi-use pathway proposed along this frontage. It is proposed that 2.34 metres of this be taken by the City as a widening, with the balance being a landscaped setback to complement the streetscape improvements being planned for the Isabella corridor.





Figure 5: The Proposed South-facing Ground Floor Townhouse Units

The proposed development seeks to bury the existing hydro lines running along the Isabella Street frontage and proposes street trees along the length of the frontage at the curb line. Additional trees are proposed along the frontage within the subject property using soil cells below grade to ensure adequate soil volumes. The rear yard has been landscaped with buffer plantings that will maintain the privacy of the residential and commercial buildings to the south.

## 4.0 Design Statement

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The following design statement has been prepared by Quadrangle Architects Limited as project architects.

The design for 178-200 Isabella was the fruition of a holistic regional design study that carefully reflects the proposed building's relationship to its immediate and broader regional surroundings.



Figure 6: The Four Edges

### 4.1 Relationship to the Public Realm

First, we identified four distinctive adjacent edges of the immediate context; an active pedestrian edge to the West, a more commercial edge to the east, a 'hard edge' created by the Queensway and its off-ramp to the north, and a softer residential 'Glebe edge' to the south, where the site book-ends the distinguished and historic community.

These four edges specifically informed the proposed building's grade-related design. To the west, a pedestrian plaza links the building visually to Bank Street and aspires to tie into the existing pedestrian walking and cycling traffic, which will also benefit from the city's proposed Multi Use Path (MUP) on Isabella. Exposed columns necessary to anchor the building will be given an artful and eye-catching expression to cast a welcoming wave to those looking from Bank street. Travelling east, the majority of the north façade along Isabella will be occupied by 366 square metres of commercial space, acting as a bridge between the character retail to the west and the more stoic commercial and institutional buildings to the east.

The residential lobby is designed to be welcoming without being assuming and is coupled with a residential drop-off zone under the well landscaped porte-cochere on the eastern edge. Lastly, five two-storey townhouses give residential presence along the south edge. Again, generous landscape design, including tree planting, a privacy wall, and a green



roof atop the parking garage's sloping ramp act to integrate the building and the site into the established residences and mature foliage of the Glebe.

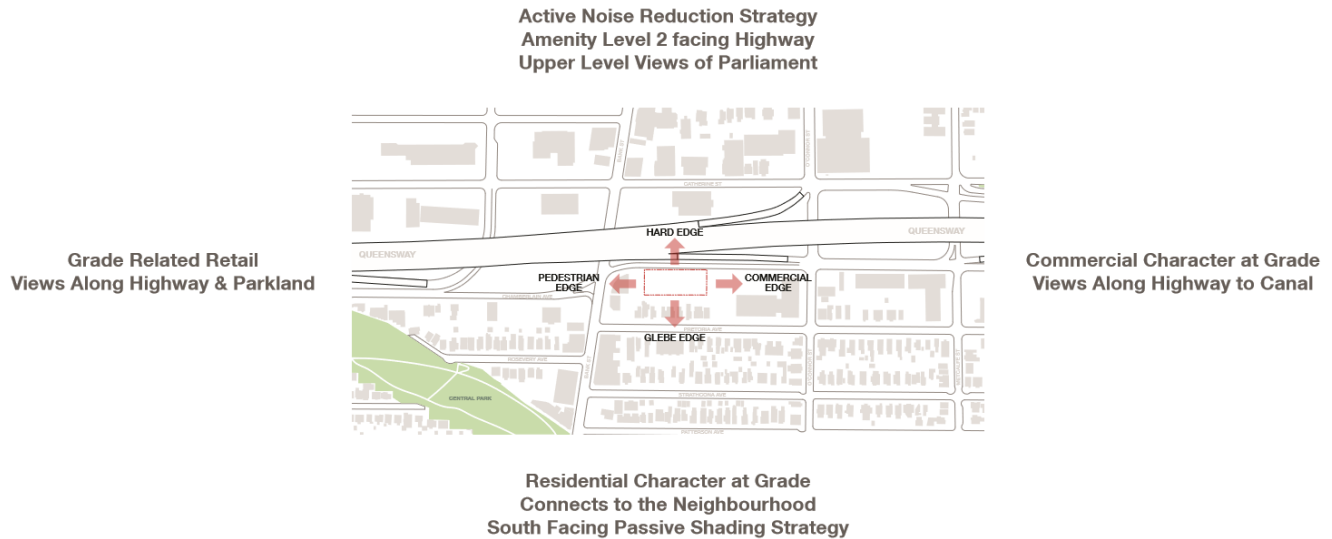


Figure 7: Context Observations

## 4.2 Exterior Architectural Details and Design

The exterior details and design draw on the broader context for inspiration. To break up the massing, it was decided to have a heavier podium anchoring the building and a lighter articulation above, with the two forms nested into one another. This decision took into account both the current built environment adjacent to the subject site as well as the proposed Bank Street in the Glebe Height and Character Study, which shows 178-200 Isabella as one of a corridor of proposed buildings that help to transition between the greater proposed height to the north and the low-rise neighbourhood to the south. The two nested elements further compliment this by putting most of the visual emphasis on the lower portion of the massing.

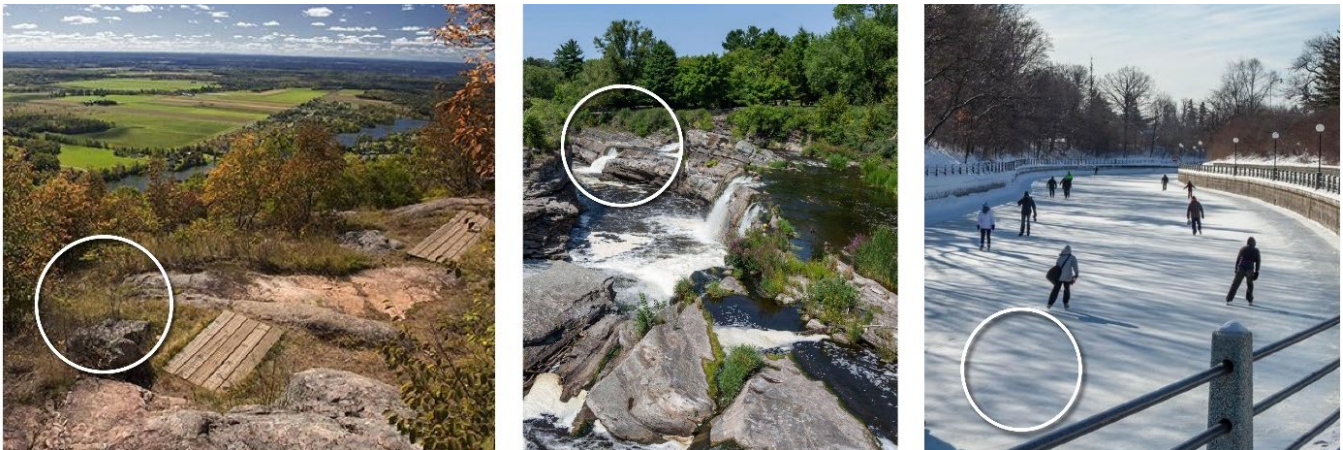


Figure 8: Regional Material Inspiration





## 5.0 Policy and Regulatory Context

### 5.1 Provincial Policy Statement

The latest version of the Provincial Policy Statement (PPS) came into effect on May 1, 2020. It provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

The PPS recognizes that “the long-term prosperity and social well-being of Ontarians depends on planning for strong, sustainable and resilient communities for people of all ages, a clean and healthy environment and a strong and competitive economy”. To this end, the PPS generally promotes the creation of “healthy, liveable and safe communities”, through efficient land use patterns based on densities and a mix of land uses that efficiently use land, resources, infrastructure, and public service facilities, minimize air quality impacts, promote energy efficiency, support active transportation, are transit and freight supportive, and include a range of uses and opportunities for redevelopment and intensification. Planning authorities are to identify appropriate locations for transit-supportive development, including through intensification and redevelopment, taking into account the existing building stock and the availability of suitable existing or planned infrastructure and public service facilities (Policies 1.1.3.2 and 1.1.3.3).

New development is to have a compact form, and a mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

Section 1.4 contains policies specific to housing and states that planning authorities shall provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents. This to be accomplished by:

- / Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are, or will be, available to support current and projected needs;
- / Promoting densities for new housing that efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit in areas where it exists or is to be developed;
- / Establishing development standards for residential intensification, redevelopment, and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

The PPS also states that efficient use should be made of existing and planned transportation systems, including rapid transit and cycling infrastructure. Policy 1.6.7.4 states that land use patterns, densities and a mix of uses should be promoted that minimize the length and number of vehicle trips and supports the development of viable choices and plans for public transit and other alternative transportation modes.

Policy 1.7.1 states that planning authorities shall support long-term economic prosperity by maintaining and enhancing the vitality and viability of Mainstreets.

Section 1.8 of the PPS addresses energy conservation and climate change. Land use planning shall support reduced greenhouse gas emissions and development patterns that are resilient to the impacts of a changing climate in a variety of ways. By encouraging a mix of housing and employment uses, commutes can be shortened, reducing congestion. The impacts of a changing climate are now defined as “the potential for present and future consequences and opportunities from changes in weather patterns at local and regional levels including extreme weather events and increased climate variability.”

**The proposed development is consistent with the 2020 PPS supporting the intensification of an under-utilized property within a built-up area where appropriate infrastructure, cycling, and transit service are in place, and in a form that efficiently uses the land, infrastructure, and public service facilities.**

## 5.2 City of Ottawa Official Plan

The overarching policy document directing development, land use, and growth in the City of Ottawa, the City of Ottawa Official Plan ('Official Plan'), is composed of eight sections. Each of these addresses a different aspect of the planned function of the City as a whole. Section 2 of the Official Plan provides Strategic Directions on growth and development within the City.

The City's population is estimated to grow to 1,136,000 individuals and 489,000 households by 2031. One third of housing growth is anticipated within the greenbelt. At the same time, average household size inside the Greenbelt is expected to decline from approximately 2.18 people in 2021 to approximately 2.12 people in 2031. Therefore, much of the anticipated demand within the Greenbelt will be for new housing in the form of smaller units such as apartments.

The City plans to meet this growth challenge by managing it in ways that support liveable communities and healthy environments. More specifically, the Official Plan pursues strategic directions in four key areas, two of which are relevant to the proposal:

1. Managing Growth
  - a. The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently;
  - b. Growth in the urban area will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.
2. Creating Liveable Communities
  - a. Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing and places to work and shop; and
  - b. Attention to design will help create attractive communities where buildings, open space, and transportation work well together.

These strategic directions are developed further in the policies of Section 2.2.2 (Managing Growth) and 2.5 (Building Liveable Communities), as discussed below.

### 5.2.1 Managing Growth

The Official Plan promotes efficient land-use patterns through intensification of locations strategically aligned with the transportation network and specifically the rapid transit network. Section 2.2.2 deals with the management of growth within the urban area and recognizes that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit, and other infrastructure. Consequently, the Plan directs growth to locations with significant development potential.

Residential intensification is broadly defined in Section 2.2.2, Policy 1 as "the intensification of a property, building or area that results in a net increase in residential units or accommodation and includes the development of vacant or underutilized lots within previously developed areas and infill development".

#### **The proposed development constitutes intensification, as defined by the Official Plan.**

Policy 12 of Section 2.2.2 classifies building heights up to 4 storeys as low-rise, from 5 and 9 storeys as mid-rise, from 10 to 30 storeys as high-rise, and 31 storeys and above as High-rise 31+. Per Policy 14, building heights are established in the land use designation policies of the Official Plan, discussed below.

The Official Plan defines specific land use areas, including the Central Area, Mixed-Use Centres, and Mainstreets, as target areas for intensification primarily given their proximity to rapid transit. Policies 22 and 23 of Section 2.2.2 address intensification outside of these designated target areas, including within the General Urban Area.

Policy 22 states that the City supports compatible intensification within the urban boundary, including areas designated General Urban Area and under the land use policies in Section 3.6.1. Policy 23 states that the interior portions of established low-rise residential neighbourhoods will continue to be characterized by low-rise buildings (4 storeys or less). This policy reiterates that the City supports intensification in the General Urban Area where it will enhance and complement its desirable characteristics and long-term renewal.

**The proposed development constitutes a “high-rise” development per the City’s definition. The subject property is located outside of a target area for intensification however is within the General Urban Area, where the City does support compatible intensification per the policies of Section 3.6.1, discussed below.**

### 5.2.2 Land Use Designation

The subject property is designated General Urban Area on Schedule B of the Official Plan. The General Urban Area designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses.

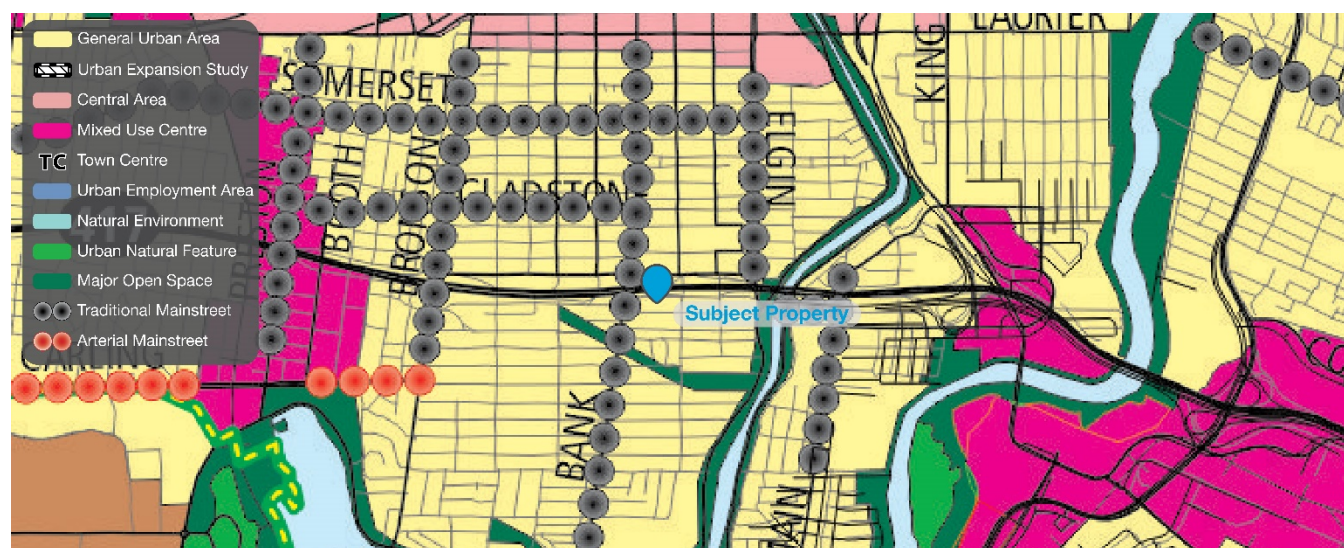


Figure 10: Official Plan Schedule B (Excerpt): Urban Policy Plan

Policy 3 of Section 3.6.1 states that building height in the General Urban Area will continue to be predominantly low-rise (i.e. 4 storeys or less). Notwithstanding this, Policy 4 outlines two scenarios in which new taller buildings may be considered. The first is when a site fronts onto an Arterial Road (like Isabella Street) and is located on a Transit Priority Corridor.

**The subject property fronts Isabella Street, which is identified as an Arterial Road on Schedule E of the Official Plan, and as a Transit Priority Corridor on Schedule D. As a result, the site meets the criteria for consideration of heights greater than low-rise per the policies of Section 3.6.1.**

The second scenario where new taller buildings may be considered within the General Urban Area is when the site is in an area already characterised by taller buildings or sites zoned to permit taller buildings.



The subject property is adjacent to an existing office building complex at 460 O'Connor where the current zoning permits the existing building with a height of 45.7 metres, and a future building with a height of 37.3 metres. Further east are mid-rise buildings within the block between O'Connor and Metcalfe Streets. Lands to the west (the Randall's Paint site) and Clocktower Brew Pub site currently permit 19 metres of height, however the ongoing "Bank Street in the Glebe: Height and Character Study" is currently proposing a high rise building (16 storeys) for these lands.

The subject property satisfies both scenarios in which taller building heights will be considered in the General Urban Area.

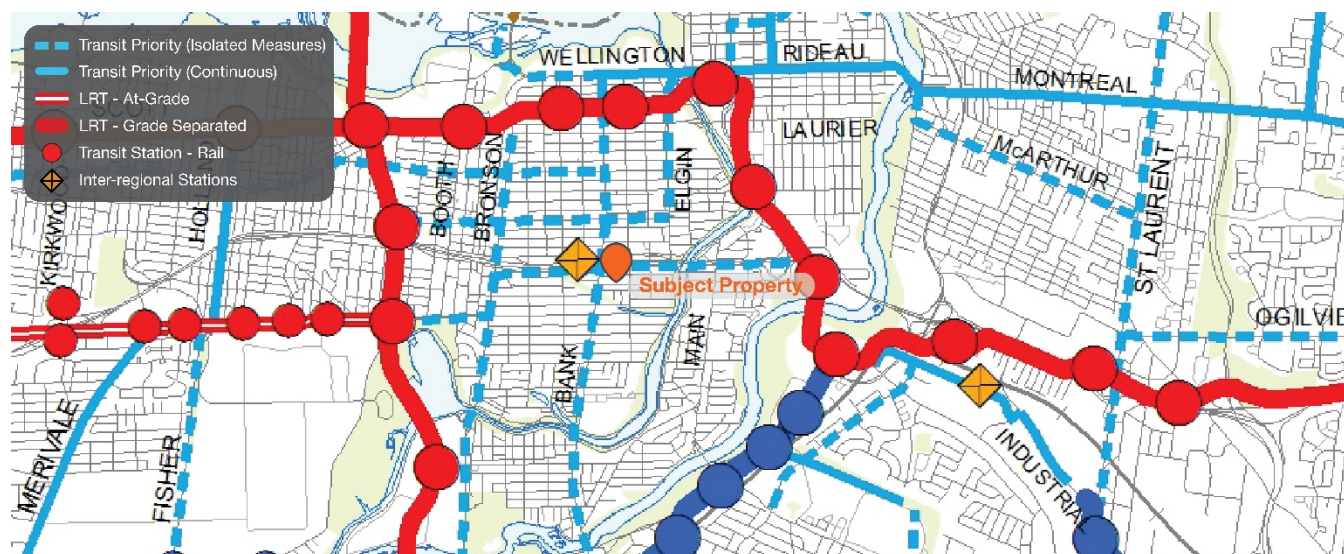


Figure 11: Official Plan Schedule D (Excerpt): Rapid Transit Network

Policy 5 of Section 3.6.1 states that the City supports intensification in the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area. When considering proposals for intensification in the General Urban Area, the City will assess the compatibility of new development as it relates to the existing community character so that it enhances and builds upon desirable established pattern of built form and open spaces, and consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles.

### 5.2.3 Urban Design and Compatibility

Two sections of the Official Plan provide design guidance on achieving high-quality urban design and compatibility with the existing and planned built context. Section 2.5.1 of the Official Plan sets out seven high-level design objectives which are broadly applicable on a city-wide basis. Section 4.11 of the Official Plan sets more specific criteria for certain classes of development.

Section 2.5.1 addresses community design, setting high level objectives to encourage good urban design and high-quality architecture. The section applies particularly to new, higher-density infill in existing urban areas. Development must be sensitive to and compatible with existing communities that have developed over long periods of time. Compatible development is identified as development that, although not necessarily the same as or similar to existing buildings in the vicinity nonetheless enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties. Compatible development 'fits well' within the physical context and 'works well' among those functions that surround it.



The proposed development responds to the identified Design Objectives in the following way:

**1. To enhance the sense of community by creating and maintaining places with their own distinct identity.**

The proposed development will define the northern edge of the Glebe community with an attractive building design that respects the existing identity while creating an identity for the Isabella Street corridor. The building's materiality and finishes reflect the surrounding context and will contribute positively to the public realm along the street.

**2. To define quality public and private spaces through development.**

The proposed development will define the street edge along Isabella Street where a vacant property exists today. Together with the future multi-use pathway along the corridor, the development will contribute to a significantly improved pedestrian realm along the public street frontage. Private amenity space has been distributed throughout the building including on the rooftops. These spaces have been designed to provide residents with outdoor amenities to complement the indoor amenity areas.

**3. To create places that are safe, accessible and are easy to get to, and move through.**

A single vehicular access is proposed for the site, located along Isabella Street, minimizing the conflicts with the multi-use pathway and sidewalk along Isabella. Direct access from the sidewalk to the residential and commercial space will be both safe and convenient.

**4. To ensure that new development respects the character of existing areas.**

The proposed development is located along the Isabella Street corridor, which has a varied, generally commercial, character. The proposed development has been carefully designed to transition from the residential neighbourhood to the south, providing a significant rear yard setback and respecting an angular plane from Pretoria Avenue. The materials and design of the building will reflect the character and context of the building.

**5. To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.**

The proposed development adds compact dwelling units ranging from one to two bedroom + den units to the Glebe neighbourhood. The proposed development will provide the opportunity for people to live in a very walkable, inner-urban neighbourhood with excellent access to existing transit and amenities.

While the site is not located within a designated Design Priority Area, the proposed development was reviewed by the Urban Design Review Panel (UDRP) prior to submission of the applications. Feedback from the Panel was incorporated into a revised concept which forms the basis of the current submission.

Section 4.11 of the Official Plan provides guidance to ensure that new development is compatible with existing areas with respect to specific issues such as noise, parking, light spillover and shadowing. For this reason, some of these policies are best addressed through a Site Plan Control application, which typically provides a higher level of technical detail. The following table explains how the proposed development responds to the applicable policies of Section 4.11:

|    | Policy   | Proposed Development  |
|----|--|---|
| 1. | A Design Brief will be required as part of a complete application, except where identified in the Design Brief Terms of Reference. The focus of this Brief will vary depending on the nature of the development. | This Planning Rationale and Design Brief satisfies the requirement for a Design Brief for the proposed development. |

|                          | Policy  | Proposed Development   |
|--------------------------|---|--|
| <b>Building Design</b>   |   |  |
| 5.                       | Design of the parts of the structure adjacent to existing buildings and facing the public realm will achieve compatibility through design of: <ul style="list-style-type: none"> <li>/ Setbacks, heights and transition;</li> <li>/ Facade and roofline articulation;</li> <li>/ Colours and materials;</li> <li>/ Architectural elements including windows, doors and projections;</li> <li>/ On site grading; and</li> <li>/ Elements and details that reference common characteristics of the area.</li> </ul> | <p>The proposed development has been articulated through changes in height, setbacks, and materiality to create a compatible and attractive building design. The building has been set back 7.5 metres from the rear lot line providing a comfortable separation from the abutting residential dwellings and offers opportunities for landscaping.</p> <p>The lower portions of the building have been articulated with masonry materials that ground the building while the upper floors are clad with lighter, smoother materials. The two elements are nested together with varied setbacks to provide separation to future buildings to the east and west and add visual interest to the building.</p> |
| 6.                       | Orient the principle facade and entrances to the street, include windows on elevations adjacent to public spaces, and use architectural elements, massing and landscaping to accentuate entrances.  | The residential lobby access is located at the northeast corner of the ground floor and is oriented towards the street. The commercial access points along the ground floor also provide direct access to the public sidewalk.   |
| 8.                       | Servicing and other required equipment should be internalized into the building where possible.   | Servicing has been internalized into the ground floor of the building.   |
| <b>Massing and Scale</b> |   |  |
| 11.                      | The Shadow Analysis and Wind Analysis will evaluate the potential impacts of the development on the adjacent properties and pedestrian amenity areas. The intent of each Analysis is to demonstrate how these impacts have been minimized or avoided.   | <p>A shadow analysis prepared by Quadrangle demonstrates that the majority of the shadows resulting from the proposed building will be cast over the Queensway, with only very limited periods where the shadows will impact the properties to the south and east.</p> <p>A wind study prepared by Gradient Wind Engineers and Scientists demonstrates that the conditions at-grade will be acceptable for the intended pedestrian uses throughout the year.</p>   |
| 12.                      | Transition refers to the integration of buildings that have greater height or massing than their surroundings. Proposals for developments that are taller in height than the existing or planned context should demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as stepping down or varying the building form has been incorporated.  | The proposed development is within an area that is characterise by existing and planned taller buildings, along the Isabella Street corridor. The proposed development reflects this planned context and is an appropriate transition from the high-rise north of the Queensway, into the neighbourhood to the south. An angular plane was used from the north side of Pretoria Avenue at the permitted zoning height (14.5m) to ensure an appropriate transition from the street to the proposed development.   |
| 13.                      | Building height and massing transitions will be accomplished through a variety of means, including incremental changes in building height, massing; and building setbacks and step-backs.   | The proposed development uses a significant rear yard setback to provide separation from existing converted multi-unit residential and commercial units to the south. Townhouse units at the ground floor animate the south  |

|                              | Policy  | Proposed Development  |
|------------------------------|---|---|
|                              |   | <p>building edge at-grade and feature “front yard” patio spaces that, together with the proposed landscape features, will provide an adequate transition and screening of the lots to the south.</p> <p>Building setbacks from the west (9.5m above the 9<sup>th</sup> floor) and west (9.1m above the 11<sup>th</sup> floor) ensure adequate separation from future high-rise buildings on adjacent properties. To ensure no future concerns with the proximity, the units within the proposed development have been primarily oriented to the north and south, mitigating the potential impacts on future residents.</p> <p>The lower floors of the building define a pedestrian scale and street edge through the use of materials and a high proportion of glazing.</p>   |
| <b>High-Rise Buildings</b>   |   |   |
| 15.                          | <p>High-Rise buildings that consist of an integrated base, middle and top can achieve many of the urban design objectives. The tower should step back from the base and incorporate appropriate separation (generally 23 metres) from existing or future towers adjacent lots. Responsibility for tower separation shall be shared between abutting properties. Floor plates may also vary depending on the uses and context.</p> | <p>The proposed development respects the base-middle-top approach but given the abutting Queensway and wide arterials on either side, features a taller podium level that is well-proportioned to the context.</p> <p>The building steps back from the west property line at the 10<sup>th</sup> floor, and from the east property line at the 12<sup>th</sup> floor, providing adequate separation to future potential high-rise buildings on the abutting properties. While the separation may be less than the desired 23 metres, the design of the building accommodates for this with most units oriented north and south. This, together with the provided separation, is in our opinion adequate separation from future towers on abutting properties.</p> <p>The top of the building has been designed to integrate the mechanical with enclosed rooftop amenity area that also connects with an outdoor rooftop terrace on the south side of the building for residents. The continuation of materials to clad the penthouse will ensure a seamless integration.</p> |
| <b>Outdoor Amenity Areas</b> |   |   |
| 19.                          | <p>The development will minimize undesirable impacts on existing private amenity spaces of adjacent residential units through siting and design.</p>  | <p>The south facade of the building has been designed with inset balconies and a wide setback from the south property line to minimize overlook into the adjacent amenity areas. Further, through a review of aerial photography, many of the rear yards have been converted to surface parking area for multi-unit dwellings and commercial operations along the street.</p>   |

|     | Policy  | Proposed Development  |
|-----|---|---|
| 20. | Mixed-use buildings incorporating residences will include well-designed, usable amenity areas, including private and communal amenity spaces such as: balconies, terraces and rooftop patios. | The proposed development includes a range of amenity areas for residents. In addition to private balconies on most units, an expansive indoor amenity area is provided on the second floor, with an addition indoor amenity area provided on the rooftop. Private outdoor terraces and a common exterior amenity are located on the various rooftops of the building. |

**The proposed design respects the compatibility policies set out in Section 2.5.1 and Section 4.11 of the Official Plan.**

#### 5.2.4 Annex 1

Annex 1 to the Official Plan protects a 23 metre right of way along Isabella Street between Bank Street and O'Connor Street.

**Minto has been in discussions with the City on the required widening to accommodate the planned multi-use pathway along the south side of Isabella Street, and the appropriate widening has been incorporated into the concept plan. A widening would be provided as part of the future Site Plan Control application.**

### 5.3 City of Ottawa Official Plan Update

The City of Ottawa is currently undertaking an Official Plan review, which will culminate in a new Official Plan, projected to be adopted by Council in Summer 2021. The first phase of the New Official Plan process was completed in Fall 2019, and Council has approved high-level policy directions. While documents and policy directions published through the new Official Plan process do not yet represent actual policies, five “Big Moves” have been identified. These include the following relevant moves:

1. Achieve more growth through intensification than by greenfield development.
2. By 2046, the majority of trips in Ottawa will be made by sustainable transportation.
4. Embed public health, environmental, climate and energy resiliency into the planning framework.

One of the core organizing concepts for the new Official Plan will be the “15-minute neighbourhood”: the idea that most people will be able to access the majority of their daily destinations, not including employment, within a 15-minute walk of their homes.

**The proposed development will facilitate the development of a 15-minute neighbourhood, add substantial intensification, and contribute to a land use pattern that is consistent with significant emissions reductions.**

### 5.4 Bank Street in the Glebe: Height and Character Study

The Bank Street in the Glebe Height and Character Study was undertaken by the City of Ottawa to review and update planning policy and Zoning By-laws in order to better manage future growth and intensification along Bank Street in the Glebe. The expectation is that the study will result in site-specific Official Plan policies and City-initiated Zoning By-law Amendments that establish minimum and maximum building heights, and appropriate massing, built form and urban design.

The study was initiated in August 2018 and is currently ongoing. The latest recommendations were presented for comment at the second open house in June 2019. In these recommendations, the proposed maximum height for the



subject property was nine (9) storeys. A 16-storey building was envisioned on the Randall's Paint property to the immediate west, four (4) storeys along Pretoria to the rear, and nine (9) storeys to the east.

**Minto has submitted comments on the Character Study and been engaged in the process throughout. The proposed development represents what is, in our opinion, an appropriate transition from the Queensway in the north to the neighbourhood to the south.**

## 5.5 Urban Design Guidelines for High-Rise Buildings

The Urban Design Guidelines for High-Rise Buildings were approved by Ottawa City Council in May 2018. The guidelines focus largely on the context for high-rise buildings and appropriate transition and compatibility, while also looking at the built form. The relevant guidelines have been reviewed for the purposes of this report.

The proposed development advances the following guidelines:

- / A 45-degree angular plane is measured from the property lines along the north side of Pretoria Avenue up towards the subject property to evaluate transition to the lower scale areas [Guideline 1.13];

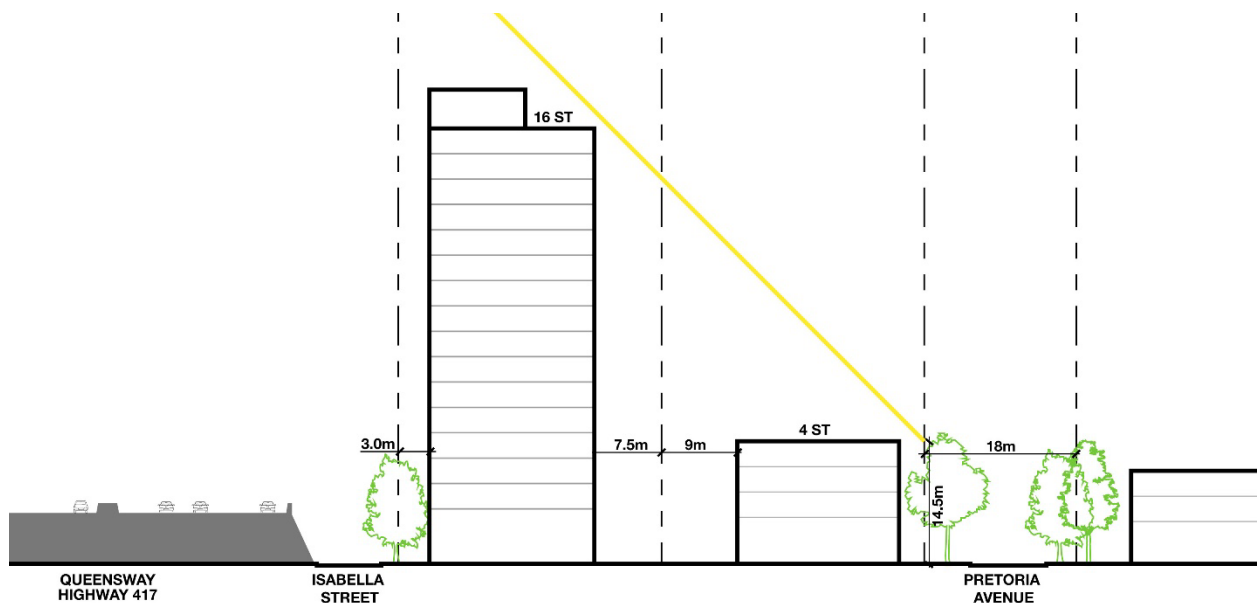


Figure 12: Angular Plane from Pretoria Avenue

- / The interior lot has an area great than 1,800 square metres [Guideline 1.16];
- / Enhances and creates the overall pedestrian experience in the immediate surrounding public realm through the design of the lower portion which animates existing street edge [Guideline 2.1];
- / Enhances and creates the image of a community and a city through the design of the upper portion of the building that respects and enhances the skyline [Guideline 2.2];
- / Appropriately places a bar building to effectively frame the street edge [Guideline 2.4(b)];
- / The base and middle of the proposed building contribute to enhancing the existing street wall condition [Guideline 2.10];
- / The facades of the base and middle are articulated to break up the overall mass [Guideline 2.11];
- / Places the base of the building to form a continuous building edge along the street [Guideline 2.13];
- / Provides a greater setback at-grade to accommodate a planned multi-use pathway [Guideline 2.14];
- / Provides a minimum base height of two storeys [Guideline 2.17];

- / Uses high-quality, durable, and environmentally sustainable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the façade [Guideline 2.21];
- / Features a highly transparent and animated ground floor [Guideline 2.23];
- / Ensures appropriate separation between future high-rise buildings with a 9.5 metre setback from the west above the 9<sup>th</sup> storey, and a 9.1 metre setback from the east above the 11<sup>th</sup> storey [Guideline 2.25];
- / Creates a fenestration pattern and applies colour and texture on the facades that are consistent with and complement the surrounding context [Guideline 2.33];
- / Integrates rooftop mechanical equipment into the architecture [Guideline 2.36];
- / Locates the main building accesses at the same level as the street [Guideline 3.10];
- / Animates the ground floor frontage with commercial uses, with greater floor to ceiling height at the ground floor, and ensuring transparency [Guideline 3.12];
- / Locates parking underground [Guideline 3.14];
- / Internalizes loading and service facilities [Guideline 3.16];
- / Minimizes the size of garage and service doors [Guideline 3.19];
- / Considered wind impacts in the design of the building [Guideline 3.26]; and,
- / Analyzed shadow impacts resulting from the proposed building [Guideline 3.27].

**The proposed development advance several of the City's Urban Design Guidelines for High-rise Buildings.**

## 5.6 City of Ottawa Zoning By-law 2008-250

The subject property is zoned "General Mixed Use, Subzone 4, Maximum Floor Space Index 3.0 (GM4 F(3.0))" in the City of Ottawa's Comprehensive Zoning By-law. The purpose of the GM zone is to allow residential, commercial and institutional uses or mixed-use development in several designations of the Official Plan. The GM4 subzone restricts the permitted non-residential uses on the site and contains some specific provisions for parking structures. Further, the subzone specifies maximum building heights, including a maximum of 23.5 metres for the subject property.

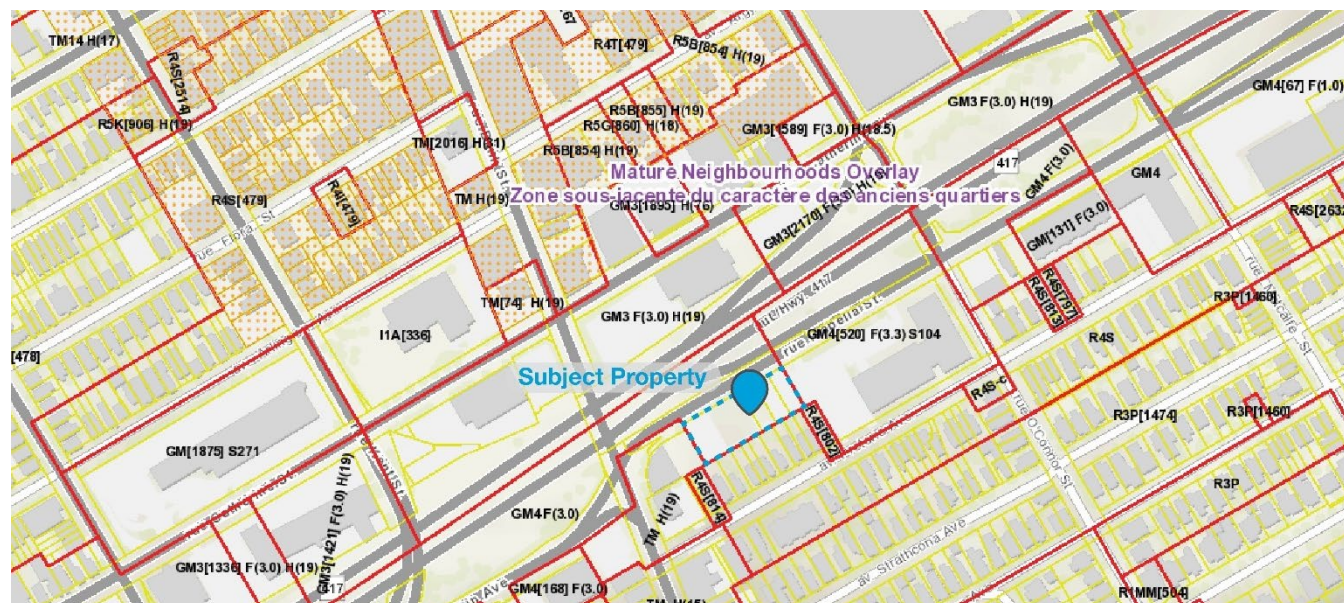


Figure 13: City of Ottawa Zoning By-law 2008-250 Map

The proposed development is compared to the GM4 F(3.0) zone in the table below. Areas requiring a variance are **highlighted**.

| Zoning Mechanism                 | Zoning Provision  | Provided  |
|----------------------------------|---|---|
| Minimum Lot Area                 | No minimum  | 2,391m <sup>2</sup>   |
| Minimum Lot Width                | No minimum  | 76.9m   |
| Front Yard Setback               | 3m  | 3m  |
| Interior Side Yard Setback       | No Minimum  | 3.23m (east); 3.0m (west)   |
| Minimum Rear Yard Setback        | 7.5m  | <b>0.8m (parking ramp);</b> 7.5m for balance of building  |
| Maximum Building Height          | 23.5m   | <b>57.1m</b>  |
| Maximum Floor Space Index        | 3.0   | <b>4.46</b>   |
| Minimum Width of Landscaped Area | Abutting Isabella: 3m<br>Abutting Rear Lot Line: 1m (with 1.4m opaque fence)<br>Abutting Side Lot Lines: No minimum   | Abutting Isabella: 5.44m<br>Abutting Rear Lot Line: <b>0.8m with opaque fence</b><br>Abutting Side Lot Lines: 3m west; 0.9m east  |
| Amenity Area Requirements        | 6m <sup>2</sup> per unit, and 50% communal: 1,506m <sup>2</sup> total, 753m <sup>2</sup> communal. One area min 54m <sup>2</sup>  | Communal - Interior: 1,077m <sup>2</sup><br>Communal - Exterior: 416m <sup>2</sup><br>Private Balconies: 842m <sup>2</sup><br>Total: 1,493m <sup>2</sup> (communal) + 842m <sup>2</sup> (private) |
| Access                           | Driveway: 6m (double-lane)<br>Aisle in a parking garage: 6m   | Driveway: 6m<br>Aisle: 6m   |
| Minimum Parking Spaces (Area X)  | Residential: 0.5/unit after first 12 units: (251-12)*0.5 = 120<br>Visitor: 0.1/unit after first 12 units – (250-12)*0.1 = 24<br>Retail: 1.25/100m <sup>2</sup> of GFA = 5<br>Total: 149 | Residential: 146 spaces<br>Visitor: 25 spaces<br>Retail: 5 spaces<br>Total: 176 spaces  |
| Bicycle Parking Spaces           | Residential: 0.5/unit: 251*0.5 = 126<br>Retail: 1/250 m <sup>2</sup> GFA: 2<br>Total: 127   | Residential: 129 spaces<br>Retail: 2 spaces<br>Total: 131 spaces  |
| Loading Spaces                   | 0 required  | 1 provided  |

The proposed development reflects the intent of the General Mixed-Use zone, but a number of site-specific adjustments to the zoning are proposed, including:

/ **Relief from the Rear Yard Setback requirement for the Covered Parking Garage Ramp**

The proposed development includes the ramp to the parking garage in the rear yard. The ramp occupies only a small portion of the rear yard and is proposed to be covered with a green roof to minimize the disruption to the rear yard. The sloped access will be screened by the proposed privacy screening along the south property line, and the balance of the building is setback the required 7.5 metres. In our opinion, this Zoning By-law Amendment to permit the garage ramp improves the site layout and design and is appropriate.

/ **An Increase to the Permitted Maximum Building Height**

As part of the proposal to permit an “I-Rise” High-Rise building on the subject property, the permitted maximum height of 23.5 metres is proposed to be increased to 57.1 metres. This includes the height of the building, including the partial mezzanine at the rear of the site, and the enclosed rooftop amenity space.

The increased height is appropriate, in our opinion, given the width of the Catherine Street and Queensway corridor to the north. Further, the application of an angular plane from the north side of Pretoria Avenue, at a height of 14.5 metres reflecting the permitted height for low-rise apartments along the street, demonstrates an appropriate transition from the Isabella Street corridor to the low-rise neighbourhood to the south. The building has been articulated as a high-rise bar building advancing several of the City’s Urban Design Guidelines for High-Rise buildings. The nesting of the various building elements creates a visually interesting and attractive built form that will positively contribute to the skyline along the Queensway. The upper storeys of the building also provide 9.5 metres of separation from the west (above the 9<sup>th</sup> storey), and 9.1 metres of separation from the east (above the 11<sup>th</sup> storey) ensuring adequate separation from potential future high-rise buildings on adjacent sites.

The requested increase in building height also includes an interior amenity space on the rooftop that has been integrated with the mechanical penthouse. While a penthouse would be a permitted projection over the height limit, enclosed amenity space is not. The interior amenity area will provide residents with an addition amenity area and will relate well with the exterior amenity also proposed for the rooftop.

/ **Removal of the Maximum Floor Space Index**

The previous maximum floor space index would no longer be applicable to the subject property. It is anticipated that a site-specific zoning schedule would be used to ensure that the future development of the lands respects the built form concept currently proposed.

/ **Relief from the required landscaped area abutting the Rear Lot Line for the Covered Parking Ramp**

Further to the reduction of the required rear yard setback as a result of the covered parking garage ramp, a reduction to the required landscaped buffer abutting the rear lot line is also requested. The requirement is for a 1 metre buffer, where a 1.4 metre high opaque screen is also provided. A slight reduction of the buffer to 0.8 metres is requested and will be accompanied by a retaining wall and decorative screening along the rear lot line.

/ **Permission for Stacked Bike Parking**

In recognition of the newer bicycle parking systems currently available on the market, and the desire to ensure a sufficient number of bike parking spaces to serve the building, it is proposed that bike parking be permitted to be stacked, whereas the Zoning By-law requires that spaces either be horizontal or vertical and does not permit stacking. The proposed zoning would permit horizontal spaces to be stacked, doubling the capacity of the provided bicycle parking room on level P1 and making a better use of the space internal to the building.



## Public Consultation Strategy

A Public Consultation Strategy is planned to ensure adequate consultation of members of the community. At the time of application submission, the Province of Ontario is in a state of emergency due to the global COVID-19 pandemic, and in-person meetings and open houses may not be desirable. Accordingly, some components of the strategy may be adjusted, in consultation with the Ward Councillor and municipal staff.

The following steps in the consultation strategy are proposed:

- / Email notification to Councillor Menard's office in advance of application circulation;
- / If requested by the Councillor, an online public consultation and information package;
- / Notification of neighbouring property owners and posting of public signage, to be completed by City staff; and
- / Statutory public meeting at Planning Committee.

In partnership with the City of Ottawa, all public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting.

## Conclusions

It is our professional opinion that the proposed Zoning By-law Amendment constitutes good planning and is in the public interest. As outlined in the preceding sections:

- / The proposed development supports the evolution of a healthy, liveable and safe community, contributes to a land use pattern that efficiently uses infrastructure, and supports the viability and vibrancy of the Glebe Community, consistent with the policies of the PPS 2020;
- / The proposed development intensifies an under-utilized property in an area that has been identified as a location where additional building height may be appropriate, in conformity with the growth management objectives of the Official Plan;
- / The requested Zoning By-law Amendment will facilitate the redevelopment of the vacant lot into a mixed-use project that meets the policies of the General Urban Area designation of the Official Plan;
- / The requested zoning relief will facilitate a high-quality design that has been carefully crafted to ensure an appropriate transition to the surrounding low-rise neighbourhood, and that appropriately responds to the planned context for the area. The proposed height increase ;
- / The requested building height, setback and stepback relief complies with the intent of the Zoning By-law; and,
- / The proposed development is supported by technical studies submitted as part of this application.



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