

1137 Ogilvie Road and 1111 Cummings Avenue

Planning Rationale
Zoning By-law Amendment
July 8, 2024



Prepared for TCU Development Corporation

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1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by TCU Development Corporation to assess the development proposal as per the current and applicable policies and to prepare a Planning Rationale in support of a Major Zoning By-law Amendment at the addresses municipally known as 1137 Ogilvie Road and 1111 Cummings Avenue, “the subject property”, in the City of Ottawa.

1.1 Application Overview

The purpose of this proposal is to formally establish a zoning framework to facilitate the development of the proposed mixed-use development on the subject property, 1137 Ogilvie Road and 1111 Cummings Avenue. The proposed development contemplates a 24-storey tower, with a 4-storey podium, 323 dwelling units, 488 square metres of at-grade commercial space, 186 automobile parking spaces, and 163 bicycle parking spaces.

1.1.1 Required Application

In order to proceed, the following application is required:

Zoning By-law Amendment

The requested Zoning By-law Amendment is proposed to rezone the subject property from Local Commercial, Subzone 6 – **LC6** to Transit Oriented Development, Subzone 3, Urban Exception XXXX – **TD3[XXXX]**.

The urban exception sought will include the following relief from the TD3 zone:

- / Reduce the required resident parking to 0.4 stalls per dwelling, whereas 0.5 stalls (after the first 12) per dwellings are required.

It is our understanding that the requested Zoning By-law Amendment is appropriate given direction in the City of Ottawa Official Plan to locate greater levels of density in close proximity to Rapid Transit Stations and aligns with the policies of the Inner East Lines 1 and 3 Stations Secondary, which identifies the property as appropriate for up to 30-storeys and a minimum density of 350 units per net hectare. Further Section 4.1.4 of the Official Plan aims to minimize and gradually reduce the total land area of the City consumed by surface parking and provides guidance on the reduction or elimination of minimum parking requirements

1.2 Public Consultation Strategy

All public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting. The following Public Engagement steps and activities will/have been undertaken in anticipation of the application submission:

Notification of Ward Councillor, Councillor Tim Tierney

- / The Ward Councillor has been notified via e-mail by the planning consultant of the proposed development in advance of the application submission.

Notification to residents and local registered Community Association(s)

- / Will be completed by the City of Ottawa pursuant to the Planning Act and the City of Ottawa’s Public Notification Policy.

Public Consultation Meeting(s)

- / Should either the Ward Councillor or Community Association request a public consultation meeting, an agreed upon date and meeting format will be accommodated.

Planning Committee Meeting Advertisement and Report Mail out to Public

- / Notification for this statutory public meeting will be undertaken by the City of Ottawa.

Site and Surrounding Context

2.1 Subject Property

The subject property, municipally known as 1137 Ogilvie Road and 1111 Cummings Avenue, is located in the Beacon Hill-Cyrville ward of the City of Ottawa. The property is located at the north-east corner of Ogilvie Road and Cummings Avenue. The subject property has a combined frontage along Ogilvie Road of 69.00 metres and a frontage along Cummings Avenue of 75.82 metres. The total area of the subject property is 4,628.37 square metres. The property is presently occupied by a single-storey commercial building (strip mall) that includes a restaurant and grocery store. Associated parking is provided at the surface and located at both the front and rear of the property. The subject property is located approximately 600 metres from the Cyrville LRT station and 700 metres from the St. Laurent LRT station.



Figure 1: Aerial image of the subject property, its proximity to the, and the surrounding area.



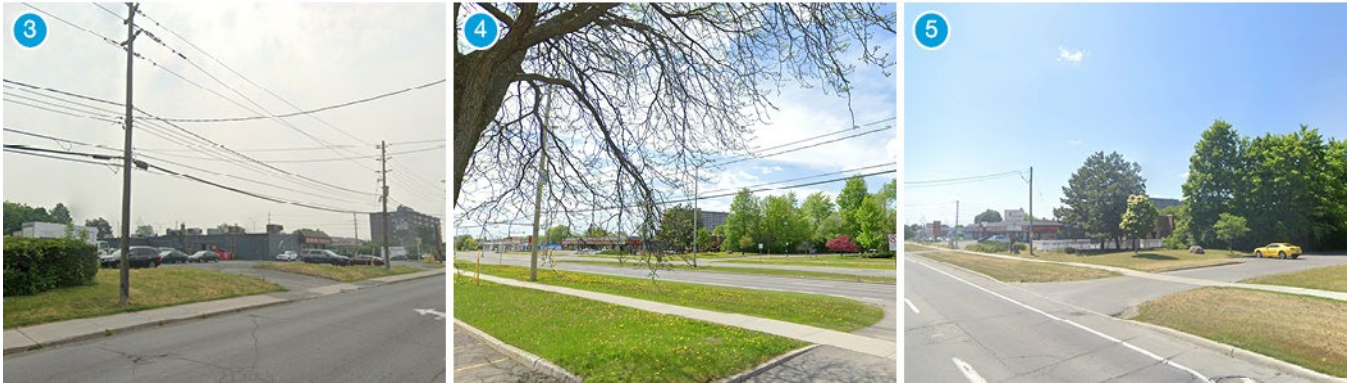


Figure 2: Street views of the subject property from varying locations.

2.2 Surrounding Context

The following uses are located in the area surrounding the subject property:

North: The subject property abuts a community of three-storey townhouse dwellings to the north. The area is primarily characterized by townhouse dwellings, but also includes single detached dwellings and a mid-rise apartment building. Non-residential uses north of the subject property include parkland, multi-use pathways, and a community centre.

East: Immediately abutting the subject property to the east, is a single storey commercial building, which presently appears to be vacant. Ken Steele Park is located approximately 50 metres east of the subject property. The park provides 10 hectares of parkland area. At the eastern edge of the park is the Aviation Pathway, which provides access to the broader multi-use pathways through out the City. East of Aviation Parkway, the area is characterized by townhouse dwellings with some mid and high-rise apartment buildings, which front onto Ogilvie Road. Commercial uses are also located along Ogilvie Road.

West: Immediately west of the subject property, across Cummings Avenue is a gas station with an associated car wash use. Further west is a collection of townhouse dwellings, as well as two high-rise apartments. Along St. Laurent Boulevard are a variety of commercial uses, including the St. Laurent Shopping Centre, restaurants, two grocery stores, and car dealerships. The St. Laurent Rapid Transit station is located 700 metres from the subject property. A 36-storey residential building is presently being built at 1240 Cummings Avenue.

South: Residential uses are predominantly south of Ogilvie Road include a grouping of mid-rise buildings, located in close proximity to the Cyrville LRT station, which is 600 metres from the subject property. Other uses in the area include parkland, the Aviation Pathway extension, a gas station, and commercial uses, located in office buildings.

2.3 Neighbourhood Amenities

Given the subject property's location on a mainstreet, the site enjoys close proximity to a variety of amenities, including many commercial uses such as restaurants, retail shops, grocery facilities, and large amounts of green space. The surrounding neighbourhood benefits from access to two LRT stations within 700 metres. As well, the site is well-served with respect to attractions, parks and community facilities, including Ken Steele Park and Odawa Native Friendship Centre.

A non-exhaustive list of neighbourhood amenities illustrates the wide range of uses, and includes:

- / Multiple active transportation routes, including the Aviation Pathway;
- / Recreational facilities including tennis courts, baseball diamonds, and public swimming pools;
- / Parks include Ken Steele Park, Cummings Park, John Hopps Park, Bathgate Park, and Trillium Park;

/ Schools including Gloucester High School, Ottawa Technical Secondary School, and Queen Mary Street Public School.



Figure 3: Aerial view identifying amenities in close proximity to the subject property.

2.4 Road Network

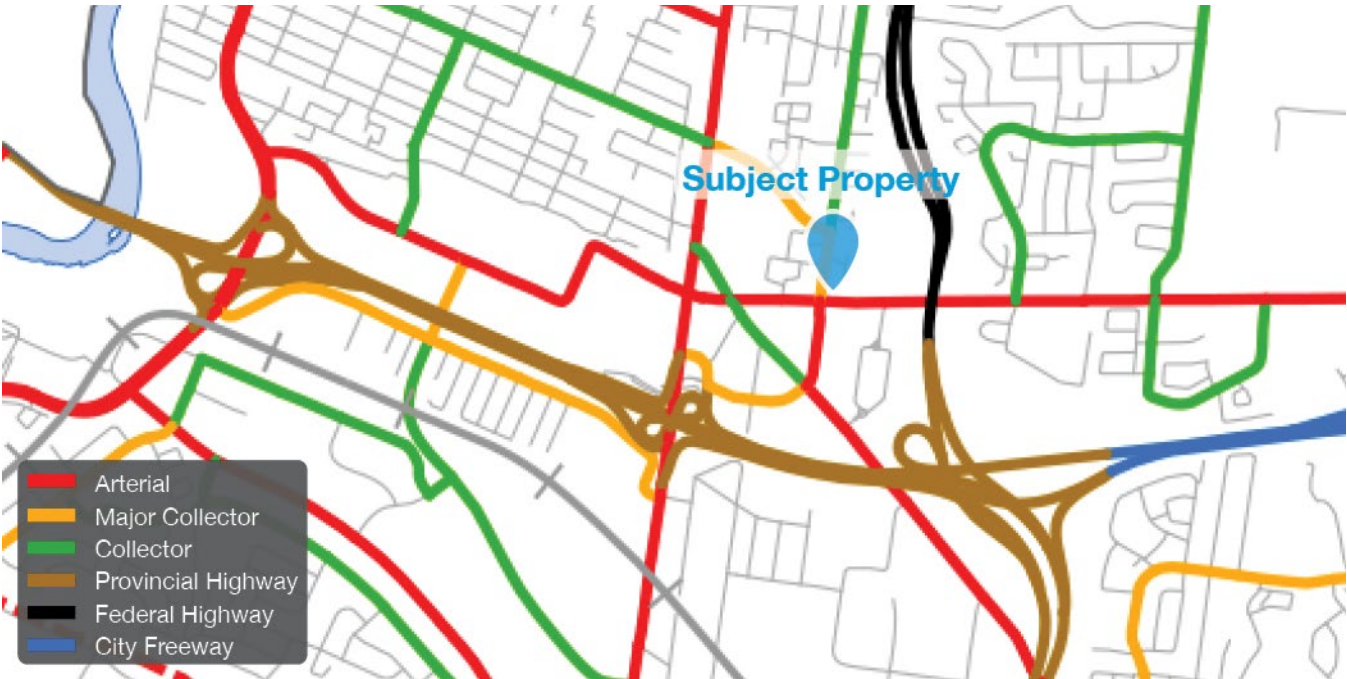


Figure 4: Schedule C4 – Urban Road Network, City of Ottawa Official Plan.

The subject property, as identified on Schedule C4 (Figure 4) fronts on to Ogilvie Road, which is designated as an Arterial Road in the City's Official Plan. Arterial Roads are the major routes of the City's transportation network that generally carry large volumes of traffic over the longest distances. The subject property also front Cummings Avenue, which is identified as a Major Collector Road. Major Collectors act as a connection between arterials and collectors. They are also social places that bring local users together to interact during their daily travels.

The subject property is also close to the federally owned segment of the Aviation Parkway as well as the Provincial Highway 417. These roads are designed to move large volumes of traffic throughout the city with limited stoppages.

2.5 Transit Network

As identified on Schedule C2 of the Official Plan (Figure 5), the subject property is located within 600 metres of the Cyrville LRT station and 700 metres of the St. Laurent LRT station. Additionally, the subject property is located on a Transit Priority Corridor, which indicates the street includes larger volumes of local OC Transpo service. Within 100 metres of the subject property 5 bus stops offering service on the 24, 39, 624, and 633 routes. Further bus stops and routes are available on St. Laurent Boulevard, another Transit Priority Corridor which is approximately 500 metres west from the subject property.

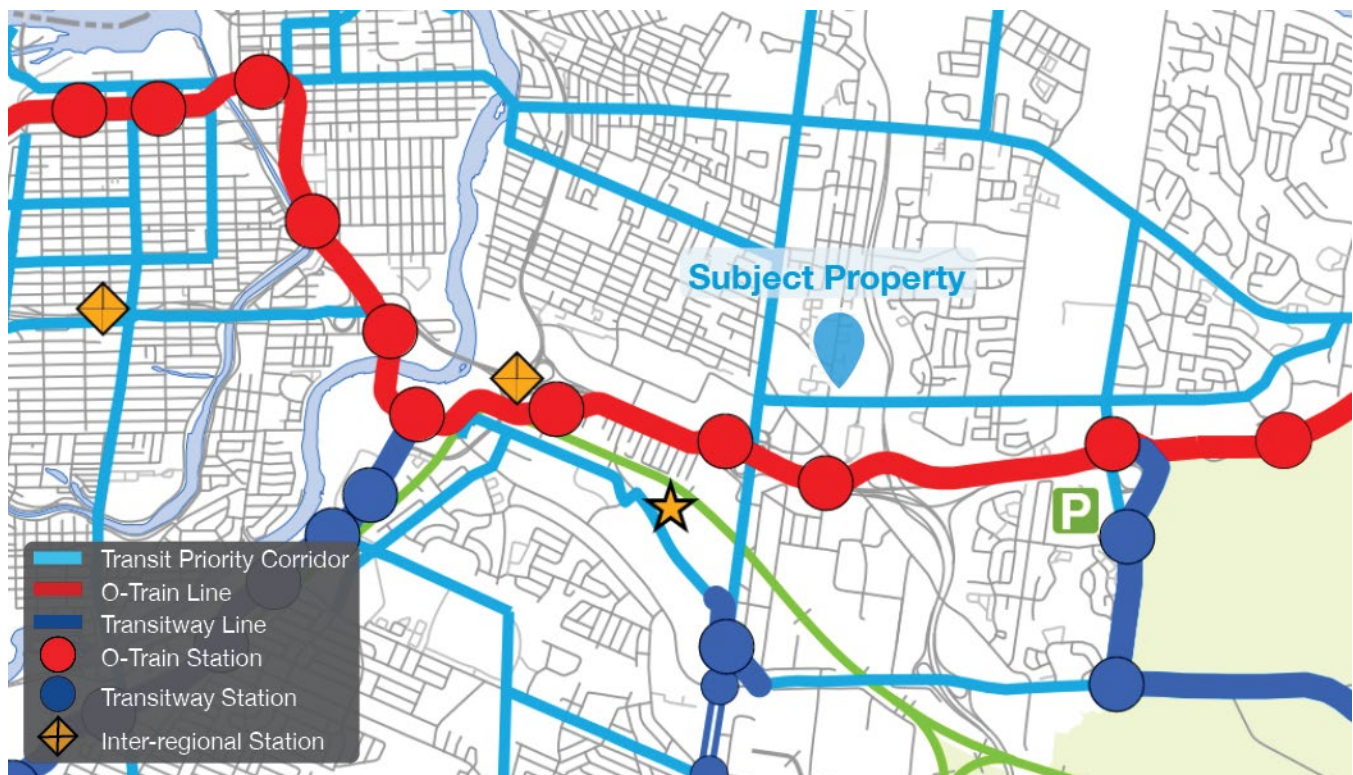


Figure 5: Schedule C2 – Transit Network, City of Ottawa Official Plan.

2.6 Active Transportation Network

As identified on Map 1 (Figure 7) of the City of Ottawa Transportation Masterplan, the subject property is located along a Mainstreet Corridor and within 200 metres of the Cross-town Bikeway network that offers bicycle travel throughout the city. Additionally, several major pathways are located in close proximity to the subject property. These include the Aviation Pathway, as well as a network of paths along Highway 417 that lead to central downtown area.

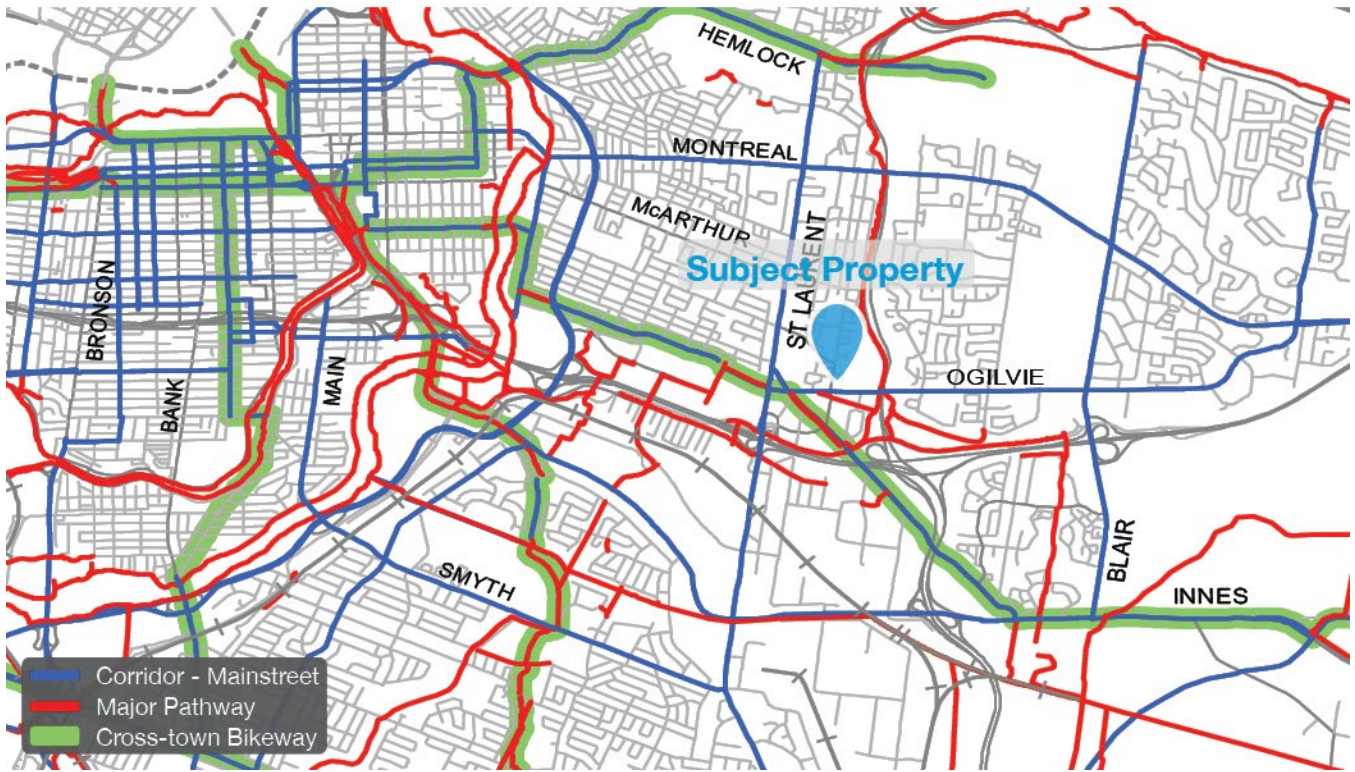


Figure 6: Map 1 – Cycling Network, City of Ottawa Transportation Masterplan.

3.0 Policy and Regulatory Framework

3.1 Provincial Policy Statement

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act and in effect since May 1, 2020, provides policy 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” such policy statements issued under the Act.

The PPS encourages planning authorities to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs. The PPS also encourages efficient development patterns which optimize the use of land, resources and public investment in infrastructure and public service facilities.

The proposed development meets the following policies of the PPS, among others:

- 1.1.1 Healthy, livable, and safe communities are sustained by:
- a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
 - b) Accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs
 - e) Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs; and
 - i) Ensuring that necessary infrastructure and public service facilities are or will be available.
- 1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
- a) Efficiently use land and resources;
 - b) Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
 - e) Support active transportation; and
 - f) Are transit-supportive, where transit is planned, exists or may be developed.
- 1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.
- 1.1.3.5 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.

- 1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:
- a) Establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans.
 - b) Permitting and facilitating:
 1. All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
 2. All types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
 - c) 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;
 - d) Promoting densities for new housing which 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;
 - e) Requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
 - f) 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 proposed development is consistent with the policies of the Provincial Policy Statement. The proposed development on the subject property represents an efficient use of land that has access to existing infrastructure, public facilities, employment, amenities and services. The subject property provides easy access to the active transportation on the existing network of pedestrian and cycling routes in the area. The proposed development supports transit as the subject property is within 600 metres of an existing LRT station and in close proximity to local bus routes along Ogilvie Road and Cummings Avenue. Finally, the proposed development will contribute to the supply of available housing within the surrounding neighbourhood in a built form that will offer greater variety of housing types.

3.2 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa was approved November 4, 2022. The Plan provides a framework for the way that the City will develop 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 set out the policies to guide the development and growth of the City.

3.2.1 Strategic Directions

The Official Plan proposes five broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century. These moves include the following:

a) 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.

b) 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.

c) 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.

d) 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.

e) 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.

3.2.2 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

The Strategic Directions and Cross-Cutting issues are addressed in other City policy documents and plans, and consequently, the Official Plan needs to be read in conjunction with those other policy documents. For this reason this Rationale provides further details of these policy directions and how this proposal meets them in the following sections.

3.2.3 Transect Policy Area

Schedule A of the Official Plan divides the City into six 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 (the Downtown Core) to least urban (Rural). Throughout the Transect policies, references are made to urban and suburban built form and site design. The Transect Policies provide direction on minimum and maximum height based on context through the type of Transect and designation.

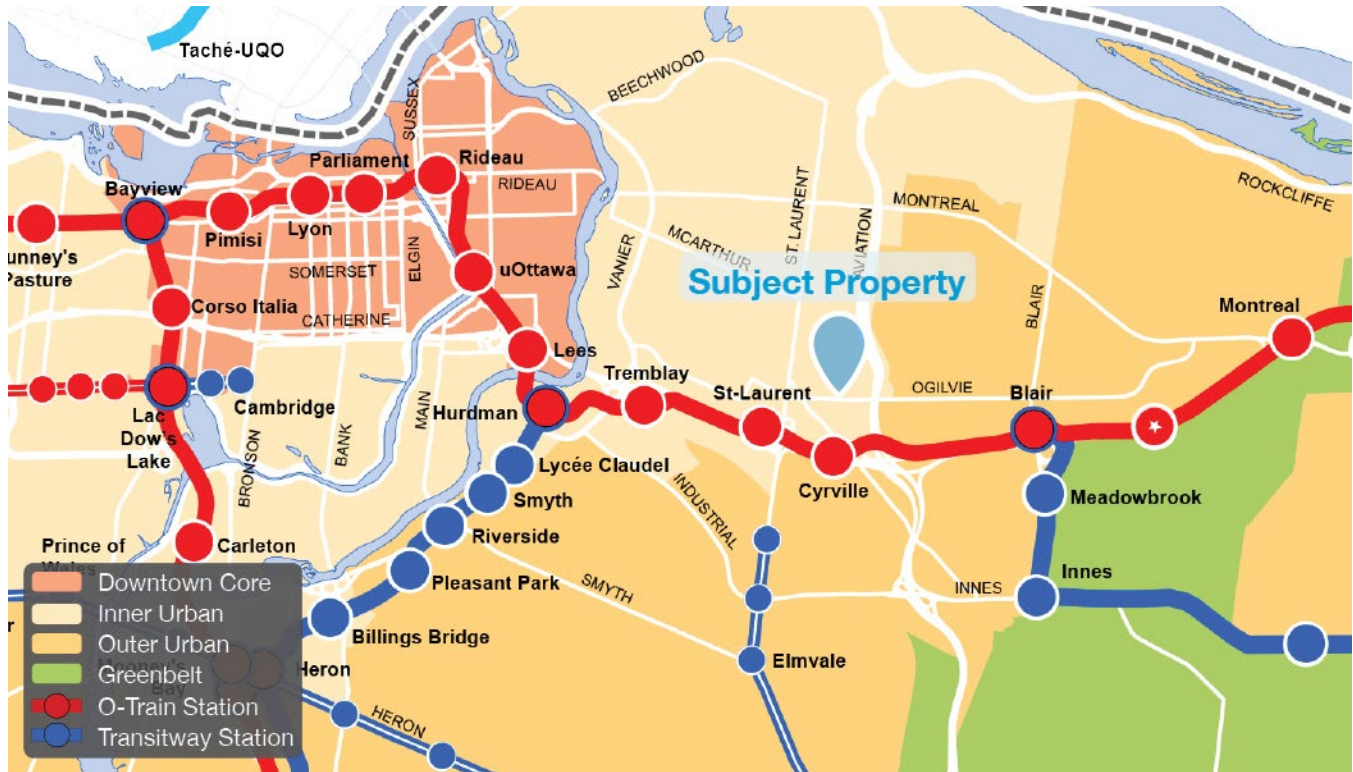


Figure 7: Schedule A – Transect Policy Areas, City of Ottawa Official Plan.

As identified on Schedule A of the City of Ottawa Official Plan (Figure 7), the subject property is in the **Inner Urban Transect**, an area that immediately surrounds the Downtown Core. The built form and site design in this Transect includes both urban and suburban characteristics with the intended pattern being urban. The Official Plan anticipates the Inner Urban transect to continue to develop as a mixed-use environment, where a full range of services are located within a walking distance from home to support the growth of 15-minute neighborhoods.

The proposed development meets the following Inner Urban Transect policies outlined in **Section 5.2**, among others:

Enhance or establish an urban pattern of built form, site design and mix of uses

5.2.1.3 The Inner Urban Transect is generally planned for mid- to high-density development, subject to:

- Proximity and access to frequent street transit or rapid transit;
- Limits on building heights and massing, as per the underlying functional designation, and the separation of tower elements, established through secondary plans or area-specific policy, the functional designations and urban design policies in Subsection 4.6, or as a result of the application of heritage conservation policies in Subsection 4.5; and
- Resolution of any constraints in water, sewer and stormwater capacity

The proposed development meets all the requirements for high-density development. The development is less than 600 metres from the Cyrville transit station, meets the provisions outlined in the Urban Design Guidelines for High-Rise Buildings (summarized in Section 3.4 of this Rationale), and has no constraints with regard to servicing capacity.

5.2.1.4 The Inner Urban Transect shall continue to develop as a mixed-use environment, where:

- Hubs and a network of Mainstreets and Minor Corridors provide residents with a full range of services within a walking distance from home, in order to support the growth of 15-minute neighbourhoods;

- b) Small, locally oriented services may be appropriately located within Neighbourhoods;
- c) Existing and new cultural assets are supported, including those that support music and nightlife;
- d) Larger employment uses are directed to Hubs and Corridors; and
- e) Increases in existing residential densities are supported to sustain the full range of services noted in Policy a).

The proposed development will increase the residential density in the neighbourhood as well as offer 488 square metres of commercial space to help support and sustain new services and existing commercial uses in the neighbourhood, which will contribute to growing the 15-minute neighbourhood.

Prioritize walking, cycling and transit within, and to and from, the Inner Urban Transect

5.2.2.2 The transportation network for the Inner Urban Transect shall:

- a) Prioritize walking cycling and transit; and
- b) Accommodate motor vehicle access and movement provided doing so does not erode the public realm nor undermine the priority of pedestrians, cyclists and transit users.

The proposed development prioritizes transit through its locating of higher density within close proximity to rapid transit and a robust pathway network accommodating both walking and cycling. Additionally, the proposed development exceeds the required bicycle parking to support bicycle use.

5.2.2.3 Motor vehicle parking in the Inner Urban Transect shall be managed as follows:

- c) Surface parking within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, shall be limited to a very small amount of spaces only for short-term drop-off and pick-up, or delivery vehicles; shall not be located between the building and the sidewalk; and shall be accessed and egressed by the narrowest possible driveway; and
- d) Where new development is proposed to include parking as an accessory use, such parking:
 - i. Shall be hidden from view of the public realm by being located behind or within the principal building, or underground;
 - ii. Shall be accessed by driveways that minimize the impact on the public realm and on both City-owned trees and privately-owned distinctive trees, and result in no net increase in vehicular private approaches

Primary parking is located below grade; this includes guest parking stalls. Parking at-grade is limited to eight stalls, which are identified as being used for service vehicles, car-share vehicles, and short term (15 minutes) stalls. Further, parking stalls and access to the site is located on Cummings Avenue to reduce interaction between pedestrians and vehicles on Ogilvie Road, which is an arterial road.

Provide direction to the Hubs and Mainstreet Corridors located within the Inner Urban Transect

5.2.3.2 Along Mainstreets, permitted building heights are as follows, subject to appropriate height transitions, setbacks, and angular planes:

- a) On sites that front on segments of streets whose right-of-way (after widening requirements have been exercised) is 30 metres or greater as identified in Schedule C16 for the planned street context, and where the parcel is of sufficient size to allow for a transition in built form massing, not less than 2 storeys and up to High-rise;
- b) On sites that front on segments of streets whose right-of-way is narrower than 30 metres, generally up to 9 storeys except where a secondary plan or area-specific policy specifies different heights; and

- c) In all cases:
- i. The wall heights directly adjacent to a street, and the heights of the podiums of High-rise buildings, where permitted, shall be proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section on Mid-rise and High-rise built form in Subsection 4.6.6, Policies 7), 8) and 9); and
 - ii. The height of such buildings may be limited further on lots too small to accommodate an appropriate height transition.

As identified on Schedule C16 of the Official Plan, the segment of Ogilvie Road where the subject property is located, the protected road right-of-way is 37.5 metres. Additionally, the proposed development is situated on the site to provide an appropriate transition to the abutting low-rise neighbourhood and meets the angular plane policy for the podium of the building. Further, shadow studies illustrate that the impacts of the shadows cast by the proposed building are minimal, as a result of the narrowness of the tower portion of the building. Finally, as noted in the Inner East Lines 1 and 3 Secondary Plan, the City of Ottawa has identified the subject property for high-rise development, in line with the level of intensification proposed.

3.2.4 Urban Designation and Overlay

Within each Transect, designations further articulate maximum building heights and minimum densities. The four residential designations are Hubs, Mainstreet Corridors, Minor Corridors, and Neighbourhoods. Each designation represents a different progression in the type and evolution of built environment and development heights and densities, from taller and denser (Hubs) to lower and less dense (Neighbourhoods).



Figure 8: Schedule B2 – Inner Urban Transect, City of Ottawa Official Plan.

As identified on Schedule B2 of the City of Ottawa Official Plan (Figure 8), the subject property is designated **Mainstreet Corridor**. The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. The Corridor designation includes two sub-designations, Mainstreet

Corridors (also referred to as Mainstreets) and Minor Corridors. Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building stepbacks where appropriate.

The proposed development meets the following Corridor designation policies outlined in **Section 6.2**, among others:

Define the Corridors and set the stage for their function and change over the life of this Plan

6.2.1.3 Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment. The City may require through the Zoning By-law and/or development applications to amend the Zoning By-law:

- a) Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods;
- b) Residential and/or office uses on the upper floors of otherwise commercial buildings; and/or
- c) c) Minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building.

The proposed development contemplates 488 square metres of commercial space at-grade along Ogilvie Road. The inclusion of at-grade commercial space will provide the opportunity for street activation and contribute to the 15-minute neighbourhood.

Recognize Mainstreet Corridors as having a different context and setting out policies to foster their development

6.2.2.1 In the Mainstreet Corridor designation, this Plan shall permit a mix of uses including offices. These uses are permitted throughout the building; however the Zoning By-law may require active commercial or service uses on the ground floor, which include those that support cultural development in order to maintain, extend, or create a continuous stretch of active frontages along a Mainstreet.

The proposed development includes a mix of residential and commercial uses and locate those commercial uses along the Corridor.

3.2.5 Growth Management Framework

Ottawa is a large municipality with different geographies that will accommodate different amounts and types of growth. **Section 3** of the New Official Plan contemplates how the City aims to guide the evolution of growth to create a city of proximities as opposed to a city of distance. Within the Greenbelt, where most of the housing growth in the built-up area is expected to occur, new housing development will be both in the form of larger dwelling units and apartments.

The policy intent of the City's Growth Management Framework is:

- / To provide an appropriate range and mix of housing that considers the geographic distribution of new dwelling types and/or sizes to 2046;
- / To provide a transportation network that prioritizes sustainable modes over private vehicles, based on the opportunities for mode shifts presented by each transect area context;
- / To prioritize the location of residential growth to areas with existing municipal infrastructure, including piped services, rapid transit, neighbourhood facilities and a diversity of commercial services;
- / To reduce greenhouse gas emissions in the development and building sectors and in the transportation network; and
- / To establish a growth management framework that maintains a greater amount of population and employment inside the Greenbelt than outside the Greenbelt.

The proposed development meets the following Growth Management Framework policies among others:

Designate Sufficient Land for Growth

3.1.3 The urban area and villages shall be the focus of growth and development.

As outlined in the Transect section, the subject property is within the urban area and located in an ideal location for further intensification based on the policy direction to locate higher densities in proximity to rapid transit within Hubs and Corridors.

Support Intensification

3.2.1 The target amount of dwelling growth in the urban area that is to occur through intensification is 51% and represents the proportion of new residential dwelling units, excluding institutional and collective units such as senior's and student residences, based upon building permit issuance within the built-up portion of the urban area

The proposed development looks to replace the current low intensity, commercial use, with a more efficient use of the subject property, which includes a total of 323 dwelling units, and 488 square metres of commercial space on the ground floor.

3.2.2 Intensification may occur in a variety of built forms and height categories, from Low-rise to High-rise 41+ buildings provided density requirements are met. Unless more specific policies provide alternate direction, minimum densities are intended to establish a minimum starting point for the intensity of development, and maximum building heights are intended to establish a limit to building height.

The subject property is designated as a Mainstreet Corridor in the Inner Urban Transect. The Official Plan's height category classifies the subject property as suitable for "Low-rise, Mid-rise, and High-rise: minimum 2 storeys and maximum 40 storeys dependent on road width and transition". As previously stated, the proposed development meets the road width and transition policies to achieve high-rise heights. As discussed below, the redevelopment meets the minimum densities established for this area of the City.

3.2.3 The vast majority of Residential intensification shall focus within 15- minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them as shown on Schedules B1 through B8.

The subject property is located within a Mainstreet Corridor and the proposed development looks to contribute to the intensification of an area designated for greater density. Further, the development of 323 additional dwelling units and accompanying commercial space will contribute to the vitality and sustainability of the goals of a 15-minute neighbourhood in the area.

3.2.4 Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable

The subject property is located along a Mainstreet Corridor within the Inner Urban transect and has sufficient road width and transition distance between buildings to support high-rise development. Further, the subject property is fully serviced and supporting studies included in the Zoning Bylaw Amendment application confirm the available capacity within the municipal water and sewer systems.

3.2.5 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. Former industrial sites do not have the Industrial and Logistics or the

Mixed Industrial designations as shown on Schedules B2 through B8, or a corresponding Industrial designation with in a rural secondary plan.

The subject property is presently used as a low-density commercial strip mall. The proposed development replaces the use with a high-rise tower which support the City's intensification goals and targets.

3.2.8 Intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices.

The proposed development will diversify and increase the variety of dwelling units in the neighbourhood. The unit mix includes a range, from studio units to large household dwelling units. The unit mix exceeds the requirement in the Official Plan for large household units.

3.2.10 The residential density and proportion of large household dwelling targets as shown on Schedules B1 through B8 are established in Table 3a for Hubs and Mainstreet Corridors.

Per Table 3a, the minimum area-wide density requirement for Mainstreets is 120 people and jobs per gross hectare. The proposed development's residential density of 715 units per hectare (323 dwelling units on a 0.44 hectare lot) exceeds the Official Plan's density requirements. The proposed development's residential density also meets the Target Residential Density Range for Intensification for the Inner Urban Transect of 60 to 80 dwellings per net hectare. Further, as per the Inner East Lines 1 and 3 Secondary Plan, the proposed development also exceeds the required density of 350 units per net hectare.

3.2.6 Urban Design

Urban Design is the process of giving form and context to our city to create the theatre of public life. It concerns the design of both the built form and the public realm. 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.

The subject property is identified as a Tier 3 – Local (Major) Design Priority Area (DPA) per Table 5 – Design Priority Areas of the Official Plan, as it is located along a Mainstreet Corridor outside of the Downtown Core. Tier 3 areas define the image of the city at the local level. Characterized by neighbourhood commercial streets and village mainstreets, these areas provide a high-quality pedestrian environment. Tier 3 areas also represent emerging areas that may contribute to defining Ottawa's local image in the future and areas that represent hubs of significant economic activity. These include commercial streets reflecting a suburban built form that may transition into a more walkable environment.

Section 4.6 of the Official Plan contemplates an urban design framework to outline the City's urban design program.

Promote design excellence in Design Priority Areas

4.6.1.5 Development and capital projects within DPAs shall consider four season comfort, enjoyment, pedestrian amenities, beauty and interest through the appropriate use of the following elements:

- a) The provision of colour in building materials, coordinated street furniture, fixtures and surface treatments, greening and public art, and other enhanced pedestrian amenities to offset seasonal darkness, promote sustainability and provide visual interest;
- b) Lighting that is context appropriate and in accordance with applicable standards and guidelines; and
- c) Mitigating micro-climate impacts, including in the winter and during extreme heat conditions in the summer, on public and private amenity spaces through such measures as strategic tree planting, shade structures, setbacks, and providing south facing exposure where feasible.

The proposed development will be designed with high-quality materials and include ample fenestration which will help illuminate and animate the streetscape. The details of which will be finalized through the subsequent Site Plan

process. Further, fronting the commercial units along Ogilvie Road and the inclusion of improved landscape spaces will enhance the pedestrian experience of the site along a Mainstreet Corridor. Supporting studies submitted with the application indicate that design strategies have mitigated the majority of inhospitable micro-climate impacts on the subject property.

Protect views and enhance Scenic Routes including those associated with national symbols

- 4.6.2.3 Development which includes a high-rise building or a High-rise 41+ shall consider the impacts of the development on the skyline, by demonstrating:
- a) That the proposed building contributes to a cohesive silhouette comprised a diversity of building heights and architectural expressions; and
 - b) The visual impact of the proposed development from key vantage points identified on Schedule C6A, where applicable, in order to assess impacts on national symbols

The proposed development contributes to a cohesive silhouette comprised of a diversity of building heights in an area already characterize by tall buildings by providing a tower that varies in height from the existing and approved buildings in the surrounding area. The proposed development will have no visual impact from key vantage points identified on Schedule C6A.

Ensure capital investments enhance the City's streets, sidewalks, and other public spaces supporting a healthy lifestyle

- 4.6.3.1 Development and capital projects shall enhance the public realm where appropriate by using methods such as: curb extensions, curbside boulevards that accommodate wider pedestrian walkways, trees, landscaping, and street furniture.

The included exterior amenity spaces will offer the public use of street furniture, improved landscaping, and a significant space to improve the public realm abutting the proposed development.

- 4.6.3.3 Space on streets may be reallocated from vehicular use in favour of pedestrians, to provide a wide range of elements that promote liveability through pedestrian safety, community interaction, greenery, creative and cultural expression and opportunities for rest and play. Locations will generally be guided by Design Priority Areas, and may be streets that:
- a) Function as neighbourhood commercial streets; or
 - b) Border parks or separate two sections of a park; or
 - c) Are adjacent or connect to O-Train or Transitway stations, shopping centres, museums, public markets, places of worship or educational institutions such as schools, colleges and university campuses; or
 - d) Provide an opportunity for neighbourhood placemaking and residential amenity.

The proposed development contemplates removing at-grade parking associated with the existing strip mall and locating the majority of parking for the new development below grade. In place of at-grade parking, programmed landscape features, street furniture, and plantings are integrated into both the development and broader park land strategy for Ogilvie Road.

- 4.6.3.8 Public realm investments such as street furniture and other related streetscape elements will be designed to be welcoming and comfortable for all people, and hostile elements that intentionally prevent people from using the space will be avoided.

All street furniture and publicly available amenities will be welcoming and clearly articulated to be usable by the broader public and will avoid defensive architecture wherever possible.

Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes

4.6.5.2 Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.

As demonstrated throughout Section 3 of this Rationale, the proposed development meets all relevant policies of the Corridors designation. The proposed development, in combination with the POPS, effectively frame the streetscape and offers a setback that presents additional public space to further animate the street in front of the subject property.

4.5.5.3 Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

The proposed development will internalize, where possible, all servicing and loading areas. The vast majority of the proposed parking is located underground, and the small amount of surface parking is shielded and located on Cummings Avenue, which is the lower priority street (versus Ogilvie Road).

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

4.6.6.1 To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:

- a) Between existing buildings of different heights;
- b) Where the planned context anticipates the adjacency of buildings of different heights;
- c) Within a designation that is the target for intensification, specifically:
 - i) Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and
 - ii) Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.

The proposed development is located on a Mainstreet Corridor, on a segment of Ogilvie Road that has a ROW of 37.5 metres and is located within 600 metres of the Cyrville LRT Station. Further, the subject property is in an area already characterized by high-rise buildings, and located in an area where it is expected that future development within Secondary Plan area will continue develop with similar levels of intensification.

4.6.6.2 Transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning Bylaw or by other means in accordance with Council-approved Plans and design guidelines

The proposed development design contemplates densities that align with the planned intensification for the area and heights that correspond to the development's distance from a Rapid Transit Station, while being located on a Mainstreet Corridor. Further, the tower was designed with a small floorplate to mitigate casting shadows on the surrounding area.

This development is in line with the policy advocating for the future density in the area. While the proposed development does not meet the general application of the angular plane, it is just one tool to evaluate appropriate transition to adjacent existing lower density communities. Other considerations include tower floor plate, proximity to other towers, and shadow impacts.

4.6.6.4 Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential

- a) Provide protection from heat, wind, extreme weather, noise and air pollution; and
- b) b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.

The proposed development provides 2,244 square metres of amenity space, which includes a POPS . The proposal will also increase the tree canopy with new plantings.

4.6.6.8 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 development is contemplated on a Mainstreet Corridor, on a section of Ogilvie Road with a ROW of 37.5 metres, and within 600 metres of a Rapid Transit station, in the Inner Urban Transect. The tower floorplate is below 750 square metres. Further, the landscaped condition at-grade will be a mix of hard and soft scaping, including a programmed POPS area on the Ogilvie Road frontage of the subject property.

3.2.7 Parks and Recreational Facilities

Parks are one component of the City's greenspace and are important for our quality of life, active recreation and health. Parks provide spaces for active and passive recreation and opportunities to showcase our diverse cultural communities and for creative expression. The Official Plan provides overarching planning policy for parks. The City of Ottawa has created a classification system to define park typologies, outline standards related to park size, location, configuration, management and amenities in order to inform the selection and design of park blocks.

Section 4.4 of the Official Plan contemplates the parkland strategy undertaken by City staff when requiring a parkland dedication or cash-in-lieu payment:

Identify park priorities within Ottawa's growth areas

4.4.1.1 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 Act and the City's Parkland Dedication By-law or any successor By-law; or
- b) The City may choose to lease or secure parks by agreement from other public agencies such as the National Capital Commission; or
- c) The City may choose to buy land for parks with cash-in-lieu of parkland or through capital expenditures.

As per both the Planning Act and Parkland Dedication By-law, a cash-in-lieu of parkland is requested.

4.4.1.2 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.

A land acquisition strategy is not necessary, given that a privately owned public space (POPS) is proposed to be provided at the eastern edge of the property. The POPS, which will be overlaid with a public easement, will provide both future and existing community members with an additional parkland condition. Further, the design of the POPS will meet the criteria listed above. Finally, the request for a POPS will also require the payment of cash-in-lieu of parkland. Consequently, a park will be provided for the broader community while also contributing funds to future parkland and maintenance of existing parks in the area.

4.4.1.4 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:

- d) Where cash-in-lieu is taken, it shall be principally for the acquisition and development of new parkland or the improvement of existing local, park and recreational facilities accessible to the area being developed. The City's Parkland Dedication By-law or any successor by-law provides for a portion of these funds to be used for park and recreation purposes that are city-wide in scale or to establish areas where one hundred percent of the funds collected will be directed to an account specific to a special administrative area.

The area immediately surrounding the subject property includes over 10 hectares of parkland. The acquisition of cash-in-lieu of parkland will provide funds to better maintain the existing parkland, while still providing additional parkland (in the form of a POPS) for both new and existing residents of the area.

Provide new parks in the Downtown Core and Inner Urban transects

4.4.3.1 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:

- e) The City shall direct that all cash-in-lieu of park land collected through development applications within these transects, as described in Subsection 4.4.1, Policy 4 d) and Subsection 4.4.2, Policy 3), be used for the acquisition of new park land and the improvements to the existing parks within these transects.

Funds provided as part of the cash-in-lieu agreement will contribute to future improvements to the existing parkland in the surrounding area to the subject property, while the proposed development still provides new parkland for both future and existing residents in the surrounding area.

3.3 Inner East Lines 1 and 3 Stations Secondary Plan

The Inner East Lines 1 and 3 Stations Secondary Plan establishes policy on maximum building heights and minimum densities within the planning area, identified in Schedule A – Maximum Building Heights and Minimum Densities (Figure 9). The minimum densities set out in the Inner East Lines 1 and 3 Stations Secondary Plan will result in the achievement of transit-supportive development densities over the long term. The intent of requiring minimum densities is to set the stage for intensification so that development with increased densities can occur in context-sensitive locations at the time market pressure for density exists. The policies of this Secondary Plan will supersede those in the main Official Plan.

As identified on Schedule A of the Secondary Plan, the subject property is located in **Area A**, which permits a maximum height of 30-storays and minimum density of 350 units per net hectare.

The proposed development contemplates heights and density that are aligned with the planned function of the area, while providing adequate transition to the abutting low-rise neighbourhood.

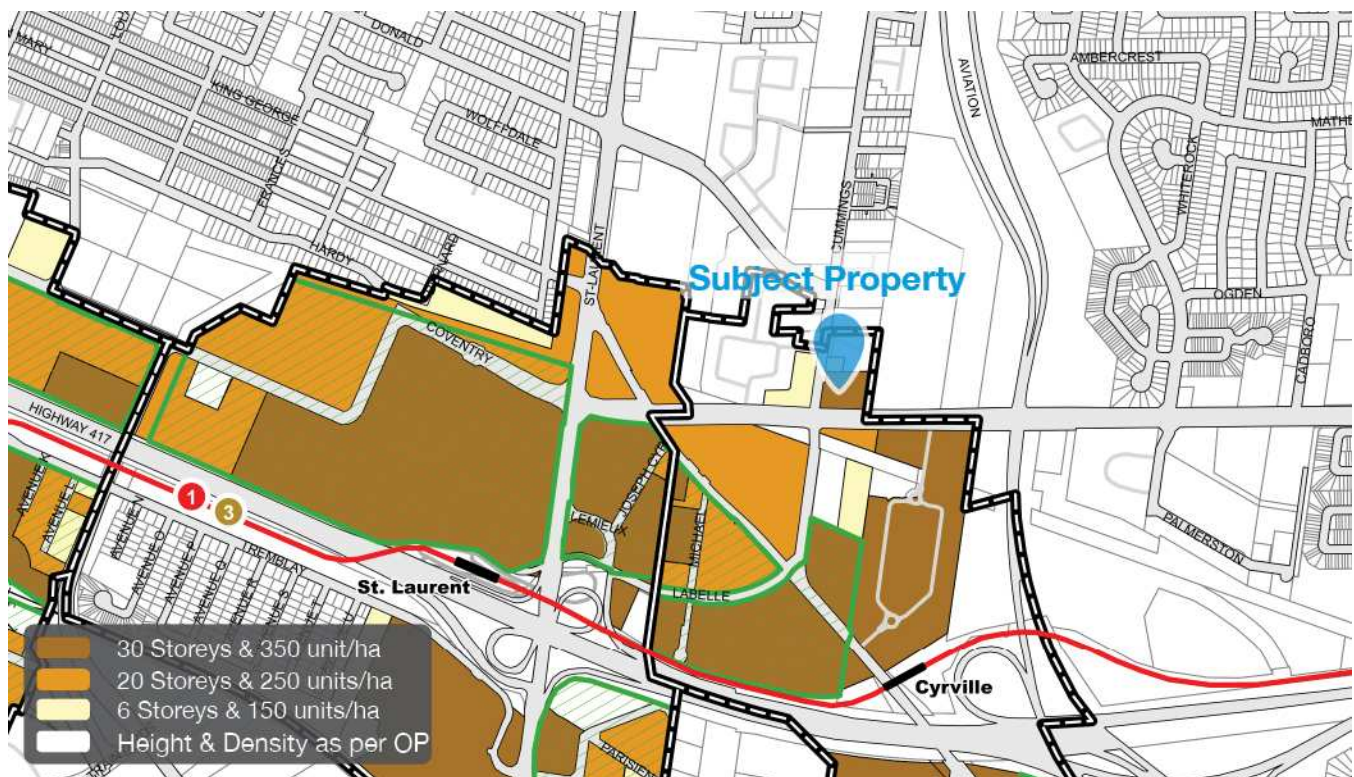


Figure 9: Schedule A – Maximum Building Heights and Minimum Densities, Inner East Lines 1 and 3 Stations.

3.4 Urban Design Guidelines for High-Rise Buildings

Approved by City Council in 2018, the City of Ottawa’s Urban Design Guidelines for High-Rise Buildings are to be used during the review of development proposals to promote and achieve appropriate high-rise development. The design guidelines will be applied wherever high-rise residential and mixed-use buildings are proposed.

These guidelines seek to highlight ways to:

- / Promote high-rise buildings that contribute to views and vistas and enhance the character and the image of the city;
- / Address compatibility and the relationship between high-rise buildings and their existing and planned context;

- / Create human-scaled, pedestrian-friendly streets, and attractive public spaces that contribute to liveable, safe and healthy communities;
- / Coordinate and integrate parking, services, utilities, and public transit into the design of the building and the site; and
- / Promote development that responds to the physical environment and microclimate through design.

They are general guidelines, and not all will apply equally in all circumstances. Each context will inform the application of, and the emphasis on, various guidelines. Specific site context and conditions will be considered in conjunction with these guidelines.

The guidelines are general and are not to be used as a checklist for evaluating a proposal. They were developed to improve and enhance compatibility, transition, and livability, as well as to manage the relationship between high-rise buildings and nearby, buildings, streets, parks, and open spaces.

As with all the guidelines highlighted in this Rationale, these will help shape the final design of the building and will continue to be referenced as the project moves towards Site Plan Approval. As it stands now, the proposed development meets the intent and purpose of several of the City's Urban Design Guidelines for High-Rise Buildings, including the following:

Context

- 1.12 Include base buildings that relate directly to the height and typology of the existing or planned streetwall context.
- 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.

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, which (a) fits into the existing urban fabric, animates existing public spaces, and frames existing views.
- 2.2 Enhance and create the image of a community and a city through the design of the upper portion of the building, which is often comprised of a middle and a top that (b) respects and/or enriches urban fabric and skylines.
- 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.
- 2.13 Place the base of a high-rise building to form continuous building edges along streets, parks, and public spaces or Privately Owned Public Space (POPS):
In the absence of an existing context of street wall buildings, create a new street wall condition to allow for phased development and evolution.
- 2.15 The maximum height of the base of a proposed high-rise building should be equal to the width of the ROW to provide sufficient enclosure for the street without overwhelming the street.
- 2.17 The minimum height of the base should be 2 storeys.

- 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.
- 2.24 Encourage small tower floor plates to minimize shadow and wind impacts, loss of sky views, 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; and Larger tower floor plates may be considered in suburban locations with design features to mitigate shadow and wind impacts, maintain sky views, and allow for access to natural lights.
- 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.
- 2.35 The top should be integral to the overall architecture of a high-rise building, either as a distinct or lighter feature of the building or a termination of the continuous middle portion of the tower.
- 2.36 Integrate roof-top mechanical or telecommunications equipment, signage, and amenity spaces into the design and massing of the upper floors.

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.
- 3.10 Locate the main pedestrian entrance at the street with a seamless connection to the sidewalk.
- 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; and (d) providing a minimum of 50% of clear bird-friendly glazing on the portions of the ground floor that face the pedestrian realm.
- 3.14 Locate parking underground or at the rear of the building.
- 3.16 Internalize and integrate servicing, loading, and other required utilities into the design of the base of the building, where possible.
- 3.17 When they are not internalized, screen servicing, loading, and required utilities from public view and ensure they are acoustically dampened 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.
- 3.19 Recess, screen, and minimize the size of the garage doors and service openings visible from streets and other public spaces.

3.5 Transit Oriented Development Guidelines

Approved by City Council on September 26, 2007, the City of Ottawa's Transit-Oriented Development Guidelines seek to provide guidance to assess, promote and achieve appropriate Transit-Oriented Development within the City of Ottawa.

These guidelines are to be applied to all development throughout the City within a 600 metre walking distance of a rapid transit stop or station to provide guidance to the proper development of these strategically located properties. Enhanced cycling facilities and cycling infrastructure should be considered within a 1,500 metre cycling distance. Areas served by high-quality transit (frequent service, numerous routes, extended hours of service) rather than rapid transit will also benefit from applying these guidelines.

The proposed development meets the following applicable design guidelines, among others:

Land Use

- Guideline 1 Provide transit supportive land uses within a 600 metre walking distance of a rapid transit stop or station.
- Guideline 3 Create a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally, thereby reducing the need to travel. Elements include a variety of different housing types, employment, local services and amenities that are consistent with the policy framework of the Official Plan and the City's Zoning By-Law. The mix of different uses can all be within one building and/or within different buildings within close proximity of one another.

Layout

- Guideline 10 Orient buildings towards transit stations and provide direct pedestrian access that minimizes conflict with vehicles.

Built Form

- Guideline 11 Step back buildings higher than 4 to 5 storeys in order to maintain a more human scale along the sidewalk and to reduce shadow and wind impacts on the public street.
- Guideline 13 Set large buildings back between 3.0 and 6.0 metres from the front property line, and from the side property line for corner sites, in order to define the street edge and to provide space for pedestrian activities and landscaping.
- Guideline 14 Provide architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians.
- Guideline 15 Use clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order provide ease of entrance, visual interest and increased security through informal viewing.

Pedestrian and Cyclists

- Guideline 28 Design ground floors to be appealing to pedestrians, with such uses as retail, personal service, restaurants, outdoor cafes, and residences.

Vehicles and Parking

- Guideline 35 Locate parking lots to the rear of buildings and not between the public right-of-way and the functional front of the building. For buildings on corner sites, avoid locating parking lots on an exterior side.
- Guideline 39 Encourage underground parking or parking structures over surface parking lots. Locate parking structures so that they do not impede pedestrian flows and design them with active street-level facades, including commercial uses and/or building articulation, non-transparent windows or soft and hard landscaping.

Streetscape and Environment

- Guideline 54 Enclose air conditioner compressors, garbage and recycling containers and other similar equipment within buildings or screen them from public view.

3.6 Urban Design Guidelines for Development along Arterial Mainstreets

The Official Plan considers Arterial and Traditional Mainstreets as areas that provide important opportunities for intensification through more compact forms of development, a mix of uses and a pedestrian-friendly environment. Arterial Mainstreets, generally contain an urban fabric consisting of large lots, large buildings, varied setbacks, lower densities and a more automobile-oriented environment.

The Objectives of the Arterial Mainstreet Design Guidelines are as follows:

- / Foster compatible development that contributes to the recognized or planned character of the streets;
- / Promote a comfortable pedestrian environment and create attractive streetscapes;
- / Achieve high-quality built form and establish a strong street edge along Arterial Mainstreets;
- / Facilitate a gradual transition to more intensive forms of development on Arterial Mainstreets;
- / Accommodate a broad range of uses; and
- / Enhance connections that link development sites to public transit, roads and pedestrian walkways.

The proposed development meets the following applicable design guidelines, among others:

Streetscape

- Guideline 1 Locate new buildings along the public street edge
- Guideline 2 Provide or restore a 2.0 metre wide unobstructed concrete sidewalk. Locate the sidewalk to match the approved streetscape design plans for the area. In addition, provide a 2.0 to 4.0 metre wide planted boulevard and a 1.0 to 3.0 metre landscape area in the right-of-way
- Guideline 3 Plant trees in the boulevard when it is 4.0 metres wide. If the boulevard is less than 4.0 metres wide, plant the trees in the landscape area to ensure healthy tree growth
- Guideline 4 Use buildings, landscaping and other streetscape elements to create continuous streetscapes

Built Form

- Guideline 8 Provide significant architectural or landscape features at the corner on corner sites where there is no building, to emphasize the public streets and enhance the streetscape
- Guideline 11 Create intensified, mixed-use development, incorporating public amenities such as bus stops and transit shelters, at nodes and gateways by concentrating height and mass at these locations
- Guideline 13 Ensure that buildings occupy the majority of the lot frontage. If the site is on a corner, situate the building at the lot line with the entrance at the corner.
- Guideline 17 Orient the front façade to face the public street and locate front doors to be visible, and directly accessible, from the public street.
- Guideline 18 Use clear windows and doors to make the pedestrian level façade of walls, facing the street, highly transparent. Locate active uses along the street at grade, such as restaurants, specialty in-store boutiques, food concessions, seating areas, offices and lobbies

Pedestrians and Cyclists

- Guideline 20 Provide direct, safe, continuous and clearly defined pedestrian access from public sidewalks to building entrances.
- Guideline 21 Provide unobstructed pedestrian walkways that are a minimum of 2.0 metres wide along any façade with a customer entrance, along any façade adjacent to parking areas, and between the primary entrance and the public sidewalk. Provide additional width where doors swing out and car bumpers can potentially interfere with the walkway. Make all other on-site pedestrian walkways at least 1.5 metres wide.
- Guideline 24 Provide site furnishings such as benches, bike racks and shelters, at building entrances and amenity areas. Ensure that these locations do not conflict with pedestrian circulation.

Vehicles and Parking

Guideline 27 Locate surface parking spaces at the side or rear of buildings. Provide only the minimum number of parking spaces required by the Zoning By-law.

Landscape and Environment

Guideline 31 Use continuous landscaping to reinforce pedestrian walkways within parking areas

Guideline 32 Select trees, shrubs and other vegetation considering their tolerance to urban conditions, such as road salt or heat. Give preference to native species of the region of equal suitability.

Service and Utilities

Guideline 49 Share service and utility areas between different users, within a single building or between different buildings, to maximize space efficiencies.

Guideline 50 Enclose all utility equipment within buildings or screen them from both the arterial mainstreet and private properties to the rear. These include utility boxes, garbage and recycling container storage, loading docks and ramps and air conditioner compressors.

Guideline 51 Design lighting so that there is no glare or light spilling onto surrounding uses.

Guideline 52 Provide lighting that is appropriate to the street character and mainstreet ground floor use with a focus on pedestrian areas.

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

3.7.1 Existing Zoning

The subject property is presently zoned Local Commercial, Subzone 6 – LC6. The purpose of the zone is as follows:

- / Allow a variety of small, locally-oriented convenience and service uses as well as residential uses in the General Urban Areas and in the Residential Character Areas of the Central Area designations of the Official Plan;
- / Restrict the non-residential uses to individual occupancies or in groupings as part of a small plaza that would meet the needs of the surrounding residential areas;
- / Provide an opportunity to accommodate residential or mixed uses development; and
- / Impose development standards that will ensure that the size and scale of development are consistent with that of the surrounding residential area.

Given the proximity of the subject property to rapid transit stations, the policy direction of the Inner East Lines 1 and 3 Secondary Plan for intensification, it is appropriate to rezone the subject property to Transit Oriented Development, Subzone 3.

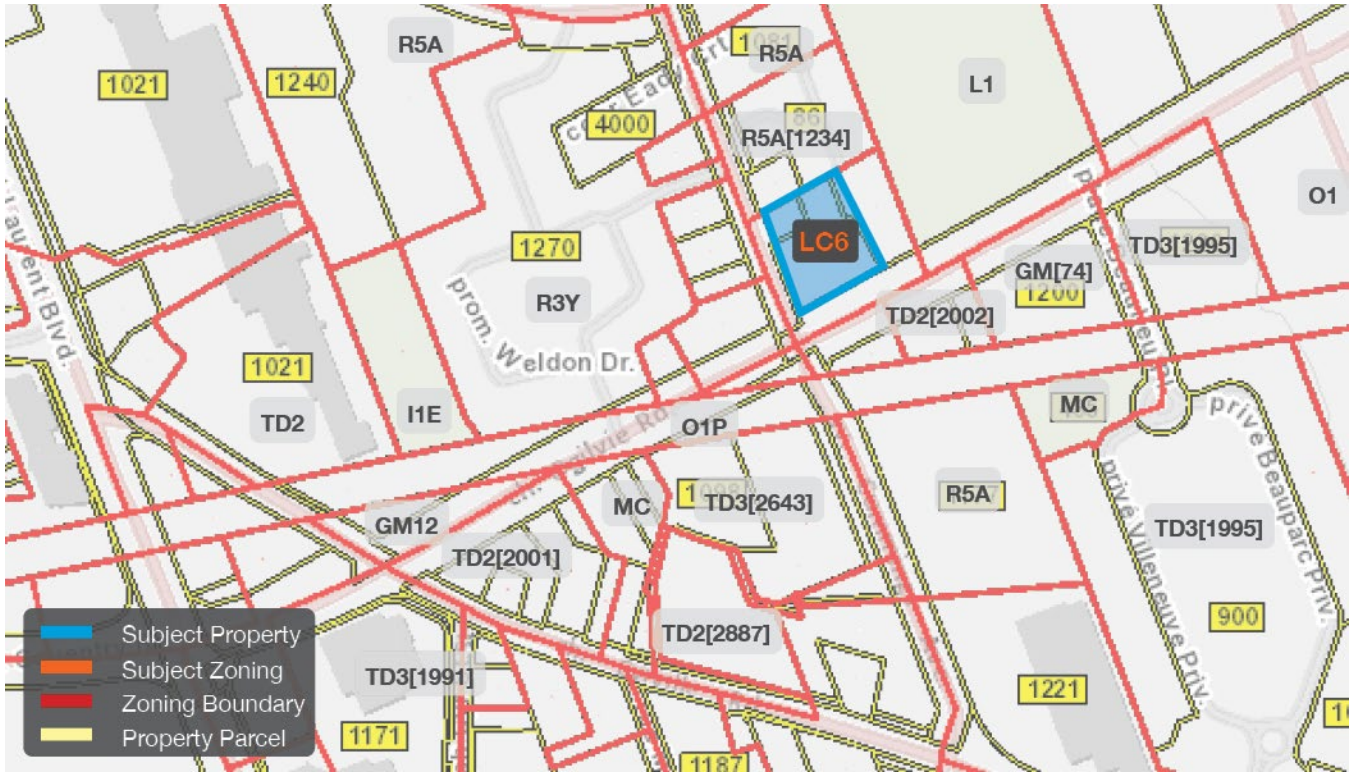


Figure 10: Zoning map of the subject property and surrounding area.

3.7.2 Requested Zoning

The proposed Zoning By-law Amendment would replace the existing zones with Transit Oriented Development, Subzone 3, Urban Exception XXXX – TD3[XXXX].

The purpose of the Transit Oriented Development zone is as follows:

- / Establish minimum density targets needed to support Light Rail Transit (LRT) use for lands within Council approved Transit Oriented Development Plan areas;
- / Accommodate a wide range of transit-supportive land uses such as residential, office, commercial, retail, arts and culture, entertainment, service and institutional uses in a compact pedestrian-oriented built form at medium to high densities;
- / Locate higher densities in proximity to LRT stations to create focal points of activity and promote the use of multiple modes of transportation; and,
- / Impose development standards that ensure the development of attractive urban environments that exhibit high-quality urban design and that establish priority streets for active use frontages and streetscaping investment.

Permitted uses within the TD3 zone include both apartment dwelling, high-rise and commercial uses such as retail store, restaurant, and office.

The following table provides a summary of the Transit Oriented Development zone as detailed in Zoning By-law 2008-250 and demonstrates how the development meets the provisions.

Zoning Mechanism	Provision	Provided	Compliance
Minimum lot area	No minimum	4,626 square metres	✓

Minimum lot width	No minimum	60.0 metres	✓
Minimum front yard setback	3 metres	3.9 metres	✓
Minimum corner yard setback	3 metres	3.0 metres	✓
Minimum interior yard setback	3 metres	16.3 metres	✓
Rear yard setback	6 metres	22.6 metres	✓
Maximum Building Height	30 storeys	24 storeys (78 metres)	✓
Minimum width of landscaped area	No minimum	1.3 metres	✓
Minimum Amenity Area	Total: 6m ² per dwelling unit (1,938 m ²)	2,151 square metres	✓
	Communal: 3m ² per dwelling unit (969 m ²)	1,260.85 square metres	✓

The following table summarizes the proposed development's compliance with zoning relating to parking requirements.

Zoning Mechanism	Provision	Provided	Compliance
Minimum Required Vehicle Parking Spaces	Residential: 0.5 stalls per unit (162)	156	✗
	Visitor: 0.1 stalls per unit (30)	30	✓
Minimum Driveway Width	Parking lot: 6.0 metres	6.0 metres	✓
	Parking garage: 6.0 metres	6.0 metres	✓
Minimum Aisle Width	Parking lot: 6.0 metres	6.0 metres	✓
	Parking garage: 6.0 metres	6.0 metres	✓
Minimum Parking Space Dimensions	Length: 5.2 metres Width: 2.6 metres	5.2 x 2.6 metres	✓
	Up to 40% of required parking spaces may be 4.6 m by 2.4 m if signed for "small cars"	<40%	✓
Minimum Required Bicycle Parking Spaces	Residential: 0.5 per unit (162)	162	✓
	Retail: 1.0/250 square metres (1)	1	✓
Minimum Bicycle Parking Space Dimensions	1.8m x 0.6m	1.8m x 0.6m	✓
Minimum Bicycle Parking Space Aisle Width	1.5 metres	1.5 metres	✓
Maximum Provision of Vertical Bicycle Parking Spaces	50%	<50%	✓
Loading Space Rates	None required	0	✓

As demonstrated in the zoning tables above, the proposed development adheres to the intent of the TD3 zone. Which is to regulate development to reflect the planned function for the area as noted in the Inner East Lines 1 and 3 Secondary Plan. The subject property in an area that is targeted for intensification based on its proximity to Rapid Transit stations. The proposed exception zone will address the reduction in residential vehicle parking spaces.

4.0 Proposed Amendment

4.1 Zoning By-law Amendment

The requested Zoning By-law Amendment is proposed to rezone the subject property from Local Commercial, Subzone 6 (LC6) to Transit Oriented Development, Subzone 3 with an Urban Exception (TD3 [XXXX]).

The requested rezoning to a Transit Oriented Development Zone is appropriate given the proximity of the subject property to rapid transit stations, and the policy direction of the Inner East Lines 1 and 3 Secondary Plan for intensification.

4.2 Requested Relief from the TD3 Zone

The Urban Exception zone will include the following relief:

- / Reduce minimum resident parking to 0.4 stalls per dwelling, whereas 0.5 stalls per dwelling is required.
 - The proposed reduction to resident parking is appropriate given that the subject property is within close proximity to multiple LRT stations, multiple local bus routes, and a broad bicycle network, which provide a number of alternative methods to driving.
 - Section 4.1.4 of the Official Plan aims to minimize and gradually reduce the total land area of the City consumed by surface parking and provides guidance on the reduction or elimination of minimum parking requirements and/or the introduction of maximum parking limits, in strategic locations, including:
 - Hubs and Corridors;
 - Within a 600 metre radius or 800 metres walking distance, whichever is greatest, to existing or planned rapid transit stations;
 - Within a 300 metre radius of 400 metres walking distance, whichever is greatest, to existing or planned street transit stops along a Transit Priority Corridor or a Frequent Street Transit Route; and,
 - Other areas determined by Council.
 - Draft 1 of the forthcoming Zoning By-law looks to remove all resident parking requirements from future developments. It is understood that the City direction is to eliminate parking requirements, where possible.

5.0 Conclusion

It is our professional opinion that the proposed Zoning By-law Amendment is appropriate, represent good planning, and are in the public interest.

- / The proposed development is **consistent with the Provincial Policy Statement (PPS)** by providing efficient and appropriate development on lands within the urban boundary, in an intensification target area contributing to the range of housing options available in the community.
- / The proposed development **conforms to the Official Plan's vision** for managing growth in the urban area and meets the policies for infill and intensification in the areas near Rapid Transit Stations.
- / The proposed development **meets the Urban Design and Growth Management Framework objectives, principles, and policies** in Sections 4.6 and 3 of the Official Plan.
- / The proposed development **provides heights and minimum densities that align with Inner East Lines 1 and 3 Secondary Plan.**
- / The proposed development **responds strongly to the associated Urban Design Guidelines** by proposing appropriately designed high-rise development that is sensitive to its planned context close to transit along an arterial roadway.
- / The **proposed Zoning By-law Amendment is in keeping with Secondary Plan policies** for the subject property, applying a modified Transit Oriented Development zoning to ensure an efficient development pattern of a suitable scale and density.
- / The proposed development is **supported by technical studies and plans** submitted as part of this application.

Sincerely,



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Planner



Lisa Dalla Rosa, MBA MCIP RPP
Associate