

1098 OGILVIE ROAD & 1178 CUMMINGS AVENUE, CYRVILLE TOD  
**OFFICIAL PLAN & ZONING BY-LAW AMENDMENT**  
PLANNING RATIONALE



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## PRESENTATION OF THE PROMOTER AND THE ARCHITECTS





6770967 CANADA INC.

6770967 Canada Inc owns the current site free and clear for over 10 years. The beneficial owners of 6770967 Canada Inc are Pierre Moffet, Denis Archambault and Pierre`s son, Francois Moffet.

**Pierre Moffet** in the past 25 years formed successful partnerships with both institutional and private investors. Pierre is currently involved with Ivanhoe Cambridge in both Quartier QB, a successful 684 multi residential units together with a ground floor IGA grocery store completed in 2017 and La Suite, a 500 unit multi residential project currently under construction. Pierre has also been part of the success of Viva Condo in Laval. North of Montreal. Working with the City of Laval, Viva is a fully integrated project comprising 720 units. Pierre is experienced in working in collaboration with municipalities, professionals and contractors. Under his holding company Douville Moffet and Associates DMA, we could say DMA has the wind in its sails since its strategic association with Ivanhoe Cambridge.

**Denis Archambault** was born and raised in Ottawa (actually proud to have deep fourth generation roots from Ottawa). Denis for the past 30 years has always been involved in real estate finance, acquisition and development in the Ottawa, Montreal, Quebec City and Florida markets. Denis has been a long time consultant and partner with The Heafey Group, of which the Ottawa projects include, The Waterbook Condominium, a mid-rise project on River Road and Commodore Quay, a 115 unit two tower on podium project located on Carling Ave. These two project were resurrected from ashes of previous developers that failed to see these projects to fruition. Pierre and Denis have a long partnership history including the development and construction of a grocery store located on Boulevard des Gardins Chemin Sainte-Foy in Lebourgneuf area and a variety of other real estate and real estate finance investments.

**Francois Moffet** is Pierre Moffet son and a professional engineer and holds an MBA. Francois was very involved in Pierre`s Quartier QB and La Suite mentioned above.

Left to right, top to bottom:  
Quartier QB in Quebec City (684 units)  
Viva Condos in Laval City





PMA ARCHITECTES

Pierre Martin and associate Architects (PMA architects) is the new name, since 1 December 2015, of Groupe Gerpatec. Gerpatec Group was formed in the early years of 1970. At that time, several project donors such as the Société d'habitation du Québec, Hydro-Québec, some municipalities and some private developers began to request development proposals based on a program of needs and/or Sketches. It was in this context that the firm was founded, in order to bring together professionals from various disciplines within the same team to plan, coordinate and manage the costs of these projects, from the conception to the delivery of the building to the owner.

Pierre Martin joined the team in 1988. Working on the elaboration of several projects, he subsequently decided to concentrate the activities exclusively on architecture.

Since then, Pierre Martin architect has put all his expertise in the service of developers, real estate and management companies, owners and municipalities.

The firm has distinguished itself in the realization of projects of transformations of buildings, particularly in downtown Quebec (building La Fabrique, CDTI-edifice le Soleil, building le 410 Charest, building Le Cartier, les Quartier de l'Académie, Maison Gomin, les Cours de l'Amérique Française).

PMA Architects has developed a remarkable expertise in the development of projects such as: residential and hotel complexes, shopping malls, administrative and service centers.

In the recent years, the firm worked on a wide variety of projects and realized mid-rise and high-rise residential projects in Québec city but also in Gatineau.

PMA Architects works with promoters, other professionals and entrepreneurs to ensure that projects continually progress in a spirit of collaboration and synergy. In addition, design efforts are being made in order to implement ECO development strategies.

Combining design and practice, while respecting the established objectives, here is the strength of PMA architects.

Left to right, top to bottom:  
Humania 1 in Saint-Augustin-de-Desmaures (67 condos), WE in  
Gatineau (137 Apartments), VIU in Gatineau (154 condos), L'Étoile in  
Québec city (240 condos).



LAPALME RHEULT + ACSL ARCHITECTS + ASSOCIÉS

Founded in 2006, Lapalme Rheault Architectes et Associés (“LRAA”) is the recipient of the PME Excelor 2014 Award in recognition of its leadership role in the architectural industry, the quality of business processes, and community involvement. Through contributing significantly to the transformation of the architectural landscape of the region and providing professional services to a wide range of clients, our reputation has been thoroughly anchored in the National Capital Region. Our fields of expertise include, but are not limited to, the design and construction of various types of buildings such as residential complexes, luxurious private residences, administrative buildings, hotels, community centres, restaurants, and churches, vertical envelope and roofing refurbishment, interior renovations, upgrades and additions, sustainable development, design of urban and public areas, feasibility studies, asset maintenance, etc. In addition, the firm holds extensive experience relating to projects located in Gatineau and Ottawa, which involve complex coordination with multiple stakeholders representing various entities.

Located in Gatineau at 53 St-Raymond Boulevard, LRAA is licensed to practice in the province of Quebec and Ontario. The firm currently employs 34 full-time dedicated team members, and therefore, is able to offer additional support and expertise during the course of the present mandate, should the project or the client call for further resources.

We attribute much of the firms’ success to the fact that our Project Managers focus on teamwork and the profits to be gained by skillfully guiding their team, highlighting the personal qualities available within a given group, as well as showcasing the technical and social skills of each individual. In fact, the scale of successful projects

demonstrates that our Project Managers were able to achieve numerous benefits through teamwork, such as shared tasks, pooled knowledge and expertise, new ideas, easier problem solving, and finally, increased overall motivation. When meeting our Project Manager, we are convinced that you will seize the strong collaborative spirit that animates him as well as their tangible will to successfully achieve your project.

Lapalme Rheault Architectes et Associés is built upon three correlating principles: Integrity, Creativity, and Synergy, in order to achieve Excellence from all point of views, be it in terms of customer care, internal teams or projects. On one hand, our team members are called upon to exercise integrity in all professional interactions, internal and external communications. Staff are to be authentic and transparent. On the other hand, individuals are encouraged to express themselves continually with creativity, whether it be through an innovative design method, a new management approach, or the desire to attain new heights of ecological consciousness. As such, the organisation must demonstrate that each and every project is unique and involves a tailored thought process. Our team must reflect the synergy of the organisation, animated through its relations and projects, ultimately permitting us to stand out and offer value to our clients. These three interconnected key concepts come together to build the foundation of excellence, forging Lapalme Rheault Architectes et Associés’ success and transforming into authentic and lasting partnerships.

Left to right, top to bottom:  
Centre des aînés de Gatineau in Gatineau, 41 Victoria - Brookfield  
Renewable Energy Head Office in Gatineau, Le Vibe in Gatineau.







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## PLANNING RATIONALE

## SECTION 1: INTRODUCTION & OVERVIEW

In 2012, Pierre Moffet and Denis Archambault under 6770967 Canada Inc presented a Site Plan Control Application in order to get the authorization to build 85 Townhomes in a planned unit development (PUD) on the subject lands. To the strong suggestion of the City of Ottawa planners, 6770967 Canada Inc shelved the initial project and accepted to review their previous development project in order to present a new one that better suited the wishes of the City of Ottawa Transit-Oriented Development (TOD) plans. If we were prepared to acquiesce to the City's request we were assured rapid response by the City of Ottawa, for the required change of zoning and project approval.

On July 5, 2018 a new development project was presented to the UDRP in a pre-consultation meeting. Given the importance of this project for the future development of this TOD area and the above mentioned suggestion of the City Staff, a Focused Design Review session with two UDRP members was held on Wednesday September 5th 2018.

After several back and forth with City staff, we believe this revised application provides a balance between the development goals of the applicants and the City's objective of ensuring appropriate TOD development that is consistent with applicable policy and sensitive to the future development on surrounding properties. As the members of the UDRP panel commented, this project will be a categorical game changer for the betterment of the Cyrville Cummings Ogilvie triangle.

### 1.1 INTRODUCTION

This Planning rationale has been prepared by the consortium formed by PMA Architectes and the Lapalme Rheault Architectes & Associés inc. on behalf of 6770967 Canada Inc in support of Official Plan Amendment (OPA) and Zoning By-Law Amendment (ZBA) applications for the lands known municipally as 1098 Ogilvie Road & 1178 Cummings Avenue ('Subject Site').

The purpose of this report is to assess the appropriateness of the proposed mixed-use development in the context of the surrounding community, LRT Transit Oriented Development (TOD) and the applicable policy and regulatory framework. Although we've used the appropriate term mixed use project for zoning purposes, let us recognise that this is truly a multi-residential complex comprising mostly rental housing with a hotel component. Supporting the hotel component is a required restaurant and coffee shop. No other commercial or office component is planned for this project.

### 1.2 REQUESTED AMENDMENTS

In order to proceed with the development proposal presented in this document, applications for Official Plan Amendment (OPA) & Zoning By-Law Amendment (ZBA) will be filed concurrently.

The requested OPA amendment would change the maximum number of storeys provided by the Cyrville Secondary Plan of Volume 2A of the City of Ottawa Official Plan and illustrated on Schedule 'C' - Cyrville TOD - Maximum Building Heights from twenty (20) storeys to thirty-six (36) storeys in area B only.

The requested ZBA would change the zoning on the Subject Site from "Residential Third Density, Subzone VV" (R3VV) to appropriate "Transit Oriented Development Zone" (TD), Subzone TD3 with an exception to permit the requested increase in maximum building height above the current 90-metre limit.



### 1.3 SITE CONTEXT

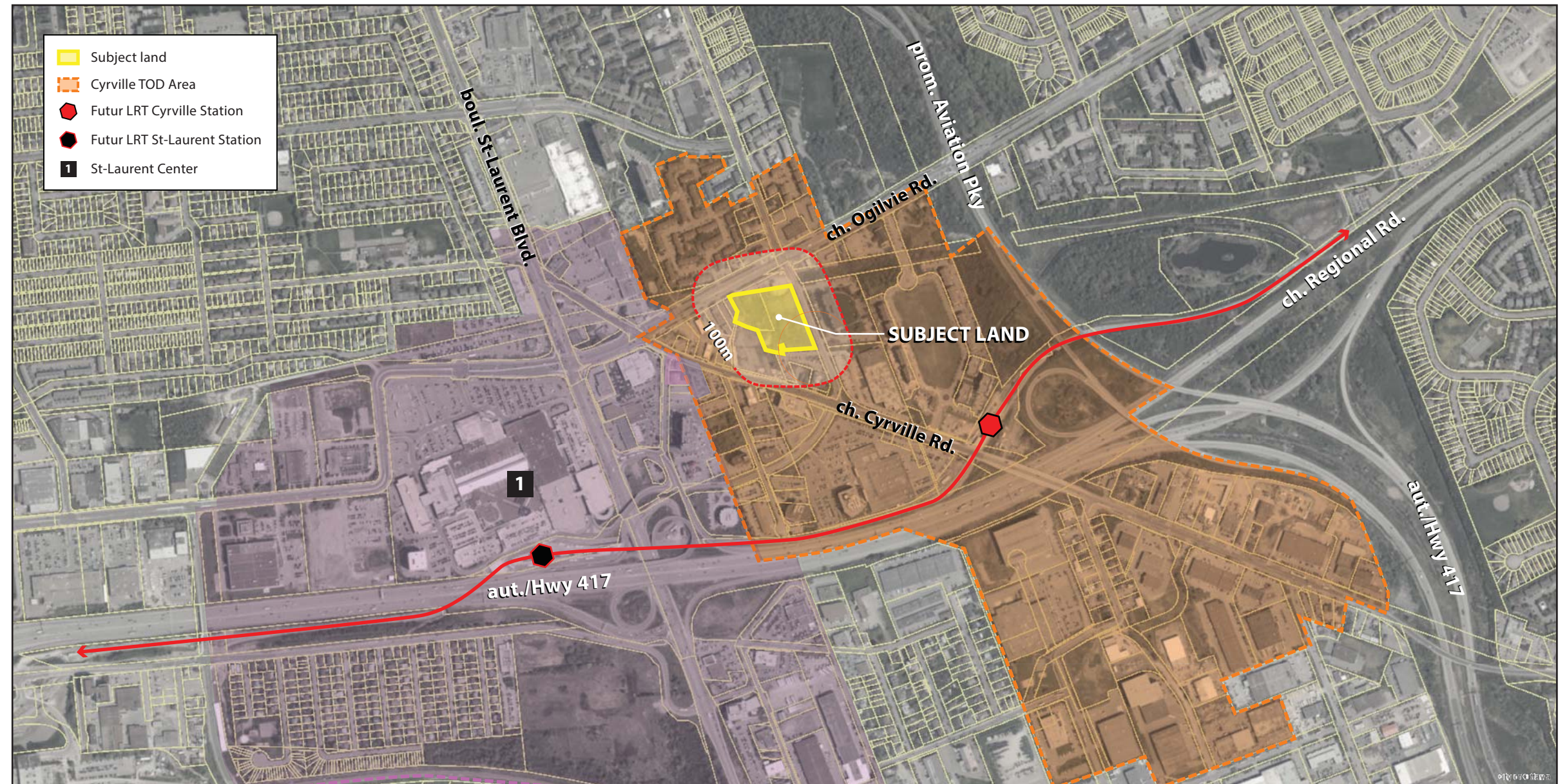


Figure 1 : SUBJECT LAND CONTEXT MAP



### 1.3 SITE CONTEXT



Figure 2 : PINPOINTING MAP





### 1.3 SITE CONTEXT



Figure 3 : CONTEXT NORTH OF THE SITE - OGILVIE ROAD



Figure 4 : CONTEXT NORTH OF THE SITE - OGILVIE ROAD



Figure 5 : VIEW OF THE SITE FROM THE WEST - OGILVIE ROAD



Figure 6 : VIEW OF THE SITE FROM THE NORTH - OGILVIE ROAD



Figure 7 : CONTEXT NORTH OF THE SITE - OGILVIE ROAD



Figure 8 : CONTEXT NORTH OF THE SITE - OGILVIE ROAD



### 1.3 SITE CONTEXT



Figure 9 : CONTEXT WEST OF THE SITE - SOUTH OF OGILVIE ROAD



Figure 10 : CONTEXT NORTH OF THE SITE - OGILVIE ROAD



Figure 11 : CONTEXT NORTH OF THE SITE - OGILVIE ROAD



### 1.3 SITE CONTEXT



Figure 10 : CONTEXT EAST OF THE SITE - CUMMINGS AVENUE



Figure 11 : CONTEXT NORTH OF THE SITE - OGILVIE ROAD



Figure 12 : VIEW OF THE SITE FROM THE EAST AT THE CORNER OF OGILVIE ROAD & CUMMINGS AVENUE



Figure 13 : VIEW OF THE SITE FROM THE EAST AT THE CORNER OF OGILVIE ROAD & CUMMINGS AVENUE



Figure 14 : CONTEXT EAST OF THE SITE VIEW FROM THE NORTH - OGILVIE ROAD



Figure 15 : CONTEXT EAST OF THE SITE VIEW FROM THE NORTH - OGILVIE ROAD



### 1.3 SITE CONTEXT



Figure 18 : CONTEXT EAST OF THE SITE VIEW FROM THE NORTH - OGILVIE ROAD



Figure 19 : CONTEXT NORTH OF THE SITE AT THE CORNER OF OGILVIE ROAD & CUMMINGS AVENUE



Figure 20 : CONTEXT NORTH OF THE SITE AT THE CORNER OF OGILVIE ROAD & CUMMINGS AVENUE



Figure 21 : CONTEXT NORTH OF THE SITE - OGILVIE ROAD



Figure 22 : CONTEXT NORTH OF THE SITE - OGILVIE ROAD



Figure 23 : CONTEXT SOUTH OF THE SITE - SOUTH OF CYRVILLE ROAD



### 1.3 SITE CONTEXT



Figure 24 : CONTEXT SOUTH OF THE SITE - SOUTH OF CYRVILLE ROAD



Figure 25 : CONTEXT SOUTH OF THE SITE - NORTH OF CYRVILLE ROAD



### 1.3 SITE CONTEXT



Figure 26 : CONTEXT SOUTH OF THE SITE - SOUTH OF CYRVILLE ROAD



Figure 27 : CONTEXT EAST OF THE SITE FROM THE SOUTH ON CUMMINGS AVENUE



Figure 28 : VIEW OF THE SITE FROM THE SOUTH-EAST ON CUMMINGS AVENUE



Figure 29 : CONTEXT EAST OF THE SITE - CUMMINGS AVENUE



Figure 30 : CONTEXT EAST OF THE SITE - CUMMINGS AVENUE



Figure 31 : CONTEXT SOUTH OF THE SITE VIEW FROM CUMMINGS AVENUE



### 1.3 SITE CONTEXT

The Subject Site, comprised of the 1098 Ogilvie Road & 1178 Cummings Avenue, is located to the East of St. Laurent Boulevard, north of Queensway, and approximately 400 meters of the Cyrville Confederation Line LRT station. The site consists of two (2) lots irregularly shaped and total approximately 1.54 ha (3.8 acres) and is currently completely vacant. The Subject Site is bounded by:

**NORTH** - a series of multi residential sites of condominium and rental dwellings units located along Ogilvie Road just across the actual site. Behind (up North) that residential development, an 18 storey high density residential rental building is part of the skyline. Commercial buildings such as Gas stations, small restaurants and commercial buildings are also present along Ogilvie road, just across the road from the site.

**EAST** - across from this Subject Site, on the opposite side of Cummings Avenue is an older, eight storey apartment building and a one storey commercial building. More recent, higher density (RichCraft), residential buildings have been built on the eastern side of those buildings.

**SOUTH** - one parcel at the angle of Cummings Avenue and Cyrville Road is occupied by a three (3) storey office building (Caisse Populaire). A few empty and future development lots are located just west of this office building.

**WEST** - an assembly of seven individual sites having frontage on Cyrville Road has occurred for a proposed car dealership. These lands are currently for sale. Many other sites just west of the proposed development are derelict in nature and it is hoped that this development will encourage the betterment of other properties in this Ogilvie Cummings Cyrville triangle.

The development of the actual site does represent a challenge due to the Hydro high voltage line located to the North of the property, and

the electric line on the western side of Cummings Avenue which are part of the visual environment.

### SITE DESCRIPTION

There are two existent vehicular access to the Subject Site. One is currently provided by a private driveway on Ogilvie Road, where an abandoned bungalow was demolished in 2017, the second access is located on Cummings Ave. 100 meters south of the Ogilvie Cummings intersection. Aside from the bungalow, the site has never seen any development.

There is a sidewalk only on the eastern side of Cummings Avenue. There is mostly dense bush and a few trees majorly located on the southeast part of the parcel.

### 1.4 DEVELOPMENT PROPOSAL

The proposed development consist of a mixed-use building complex. The complex is comprised of two podiums and three towers of various height. The project includes approximately 850 dwelling units and approximately 150 hotel rooms. The mixed-use development proposes an approximate total of 990 parking spaces located on a five storey underground parking, with 270 of those spaces being set aside for the hotel use and 720 spaces to be provided for residential and visitor uses. In addition to vehicular parking, a total of 431 bicycle parking spaces are required (425 for residential uses; 6 commercial uses). The requested bicycle parking spaces will be provided and located in the parking garage.

The three (3) towers of the complex are designed with podiums bases. The podiums are designed to be six (6) storeys in height. The proposed building design and shape, divides the building along its three main vertical components; A podium, a middle part and a top part. Specific design features contribute to emphasizing the lower floor of the buildings.



#### 1.4 PERSPECTIVE RENDERING OF PROPOSED DEVELOPMENT



Figure 32 : AERIAL VIEW OF THE PROPOSED DEVELOPMENT VIEW FROM THE EAST - CUMMINGS AVENUE



#### 1.4 PERSPECTIVE RENDERING OF PROPOSED DEVELOPMENT



Figure 33 : PROPOSED DEVELOPMENT VIEW FROM THE EAST AT THE CORNER OF OGILVIE ROAD & CUMMINGS AVENUE

#### 1.4 PERSPECTIVE RENDERING OF PROPOSED DEVELOPMENT



Figure 34 : PROPOSED DEVELOPMENT VIEW FROM CUMMINGS AVENUE LOOKING TO THE SOUTH



1.4 PERSPECTIVE RENDERING  
OF PROPOSED DEVELOPMENT



Figure 35 : PROPOSED DEVELOPMENT VIEW FROM THE WEST - CYRVILLE ROAD



#### 1.4 PERSPECTIVE RENDERING OF PROPOSED DEVELOPMENT



Figure 36 : PROPOSED DEVELOPMENT VIEW FROM THE SOUTH - MICHAEL STREET NORTH

The northwest tower and the northeast tower are identical although the one at the northwest has twenty five (25) storeys and the one at the northeast has twenty seven (27) storeys. The tower at the southwest has a distinctive design. It has a squarer floor plate shape and a height of thirty six (36) storeys. The north podium defines the street edge along Cummings Avenue, Ogilvie Road and the future street, within the said triangle, linking Ogilvie Road and Cyrville Road.

Considering the distance of the building from the front lot line on Cummings Avenue, a step back for the towers is not required. Nevertheless the presented built form uses an architectural articulation to clearly define the base and the middle composing the podium.

As the podiums and the tower's exteriors walls are in the same vertical plan, a setback of twelve (12) meters is respected along current lateral and rear lot lines. Furthermore, a minimum of twenty four (24) meters distances provides proper separation between the three towers helping to minimize shadow and wind impacts, and loss of sky views. Towers are oriented along the north-south direction, again to help to minimize shadow impacts and allow for better access to natural light in a maximum of units and in common spaces that are located in the center of the development.

The eight (8) storeys hotel also addresses the street along Cummings Avenue. The hotel "L" shape and the podium shape creates two inner courtyards. One at ground level for the hotel and a second one raised over the visitor parking. A dedicated multi-residential pool only accessible only via private amenity spaces animate this courtyard. A second pool is located on the hotel roof and is dedicated for the hotel.

The gross area (without balcony) for a typical floor of the two (2) smallest towers is 810 m<sup>2</sup>. The gross area (without balcony) for a typical floor of the tallest tower is 646 m<sup>2</sup>. Horizontal balcony slabs help reduce solar exposure in the summer and create a strong rhythm, accentuated by a slab facing treatment on some facades.

The top of the building has been treated as a termination of the continuous middle portion of the tower. A variation in the height of the towers helps create a more dynamic skyline and helps the transition in height between the center of the Cyrville growth area down to a lower-scale area located north of Ogilvie Road. This architectural gesture is important since the project will be the highest building in the Cyrville TOD for the near future, marking the skyline of this TOD north area district and acting as a landmark in the urban landscape.

#### **PARKING, LOADING AND ACCESS**

Two (2) vehicular access point to the Subject Site are planned. The existing access point on Ogilvie Road at the northwest corner of the site, has been moved slightly to the west and will become the mouth of a future public road linking Ogilvie Road to Cyrville Road. The other new access can be found on Cummings Avenue.

Both access lead to a main aisle that allow access to the different main entrances, visitor parking, underground parking and loading space.

The underground parking area below the apartment buildings and the hotel will also include storage lockers, garbage/recycling room and bicycle parking spaces.

#### **CITY NETWORKS AND GREEN PLAN**

The project development also considers the future potential road widening on Cummings Avenue, the integration of a Small Urban Park and a Multi-Use pathway.

As indicated on the Site Plan, the protected road allowance width of 18.75 metres measured from the centre of Cummings Avenue current road allowance has been respected. As discussed with City Staff, a 0.08 ha located south of the Subject Site will be taken as parkland dedication for the creation of a Small Urban Park. The balance owing (0.04 ha.) will be taken as cash-in-lieu of parkland. In addition, a three (3) meter and a six (6) meter strip of land at the southwest of the parcel were reserved for the creation Multi-Use Pathway. This setup allows the creation of a public network (future public road) making the connection from



Cummings Avenue and Ogilvie Road, thus enhancing the pedestrian realm in the area.

More information on the proposed landscaping is provided in the Landscape Plan Concept.

Discussion about a small irregular parcel of land of a few square meters is underway with the Caisse Populaire to make possible the connection of the Multi-Use pathway.

Land conveyed to the city for parkland dedication requirements, Mutli-Use Pathway and road widening represent  $\pm$  23% of the total lot area.

## **SECTION 2: PLANNING POLICY & REGULATORY FRAMEWORK**

### **2.1 CITY OF OTTAWA OFFICIAL PLAN**

The City of Ottawa Official Plan (OP) provides a vision of the future growth of the city and a policy framework to guide its physical development to the year 2036. The population of Ottawa just past the one million mark and according to the OP it will possibly reach 1.1 million by 2036. This level of growth will open new opportunities for the city and its residents, but will also bring enormous change and new challenges.

The City of Ottawa intends to meet the challenge of growth by managing it in ways that support liveable communities and healthy environments. To achieve that, the city intent to direct growth towards key locations with a mix of housing, shopping, recreation and employment – locations that are easily accessible by transit and that encourage walking and cycling because destinations are conveniently grouped together. By building at higher densities in nodes around

rapid-transit stations and along corridors well-served by transit the City can secure the greatest returns on its transit investment.

The OP contains policy direction supporting land use intensification and improved urban design in areas with proximity to rapid transit stations (Section 2.2.2, Policy 4). All new development within the boundary of the designation or TOD Area will be required to meet the target densities set out in Section 2.2.2, policy 7.

According to policy 11 of section 2.2, denser development, that often means taller buildings, should be located in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses. Building heights and densities for the Subject Site have been established through a secondary plan (Tremblay, St Laurent and Cyrville Secondary Plan) that have to be implemented through zoning.

The OP also gives guidance for the planning of Transit-Oriented Development Plans (TOD) areas. Those guidance are in line with the policies for Mixed-Use Centres (3.6.2).

#### **Mixed Use Centre Designation (3.6.2)**

The Subject Site is located in an area designated Mixed-Use Centre as per Schedule B of the Official Plan. Mixed-Use Centres areas are strategically located in proximity to rapid-transit stations and offer substantial opportunities to achieve high densities of jobs and housing through intensification and redevelopment of older sites and development of vacant land. Mixed-use Centres permit a broad variety of land uses at transit-supportive densities such as high- and medium-density residential uses.

#### **Annex 1 – Road Classification and Right-of-Way (ROW)**

Table 1 of Annex 1 – Road Classification and Rights-of-Way of section 7 of the OP indicates that a rights-of-way protection of 37.5 meters on Cummings Avenue from Ogilvie Road to Cyrville Road is required. Land for a road widening will be taken equally from both sides of the road, measured from the centreline in existence at the time of the future widening if eventually required by the City.



#### 4.0 PLANNING POLICY & REGULATORY FRAMEWORK

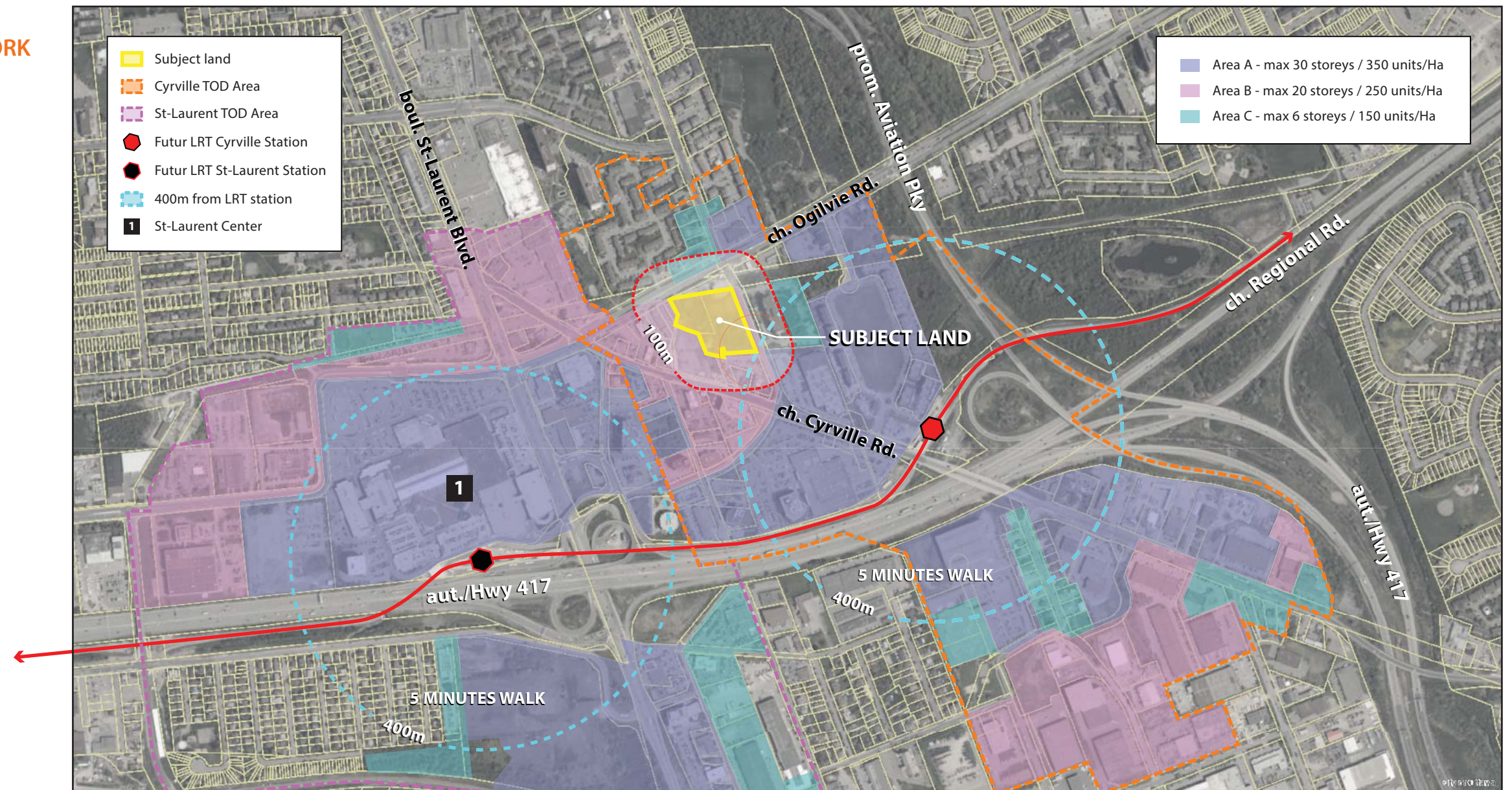


Figure 37 : SUBJECT LAND CONTEXT MAP SHOWING ST-LAURENT AND CYRVILLE TOD'S MAXIMUM HEIGHT AND MINIMUM DENSITY





#### 4.0 PLANNING POLICY & REGULATORY FRAMEWORK



Figure 38 : TOD PLAN - CYRVILLE  
EXISTING AND PROJECTED PEDESTRIAN NETWORK, BICYCLE NETWORK, STREET NETWORK AND GREEN PLAN





### 3.2 PROPOSED NETWORKS

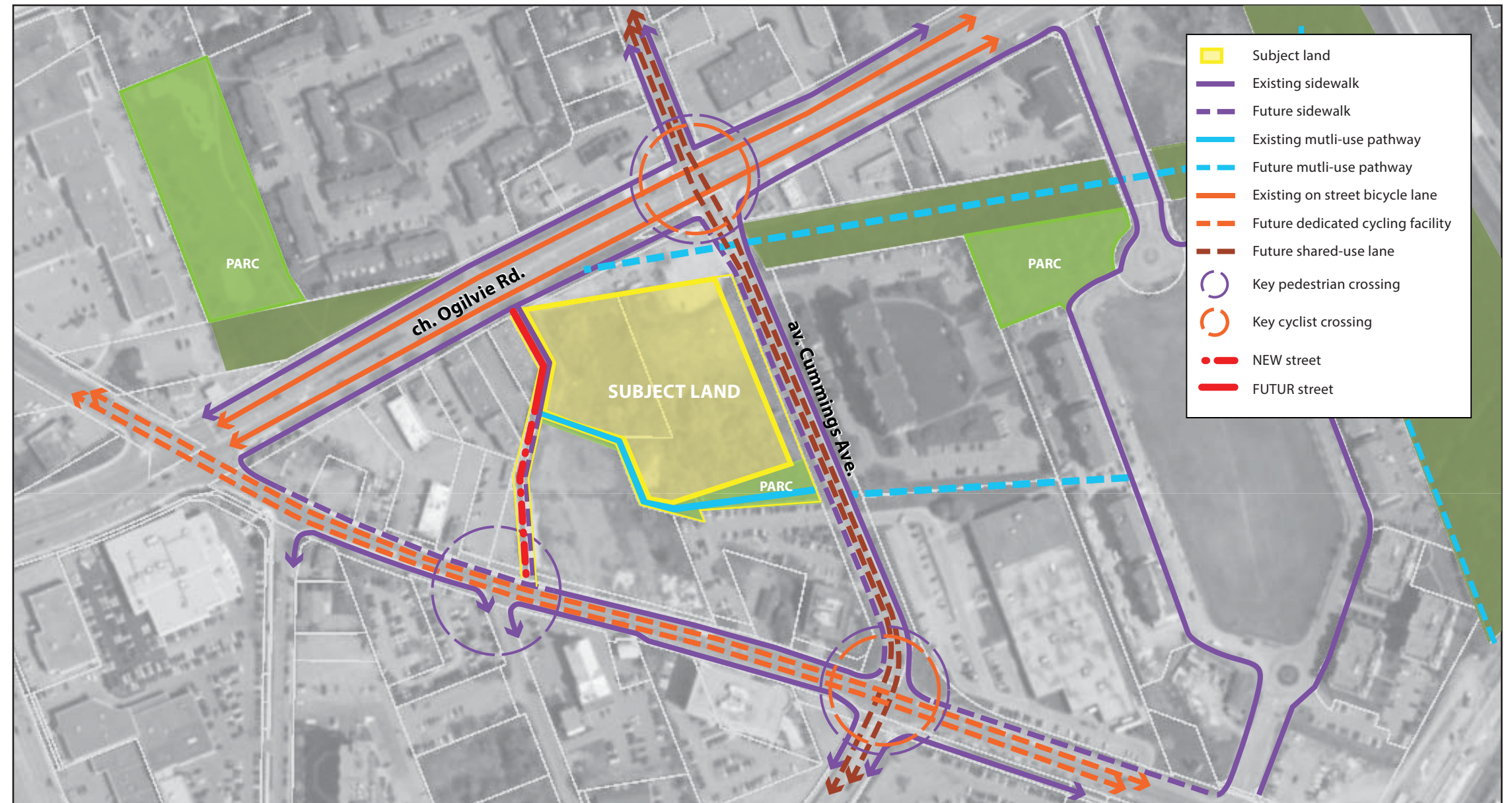


Figure 39 : TOD PLAN - CYRVILLE  
PROPOSED PEDESTRIAN NETWORK, BICYCLE NETWORK, STREET NETWORK AND GREEN PLAN - NETWORKS





*Specifically for this project we envision predominantly multi-residential use and a hotel, along with a restaurant and coffee shop component supporting the needs of the apartment residents and hotel guests. The proposed mixed-use development is located within the boundaries of the intensification target areas, 400 meters of the Cyrville rapid transit station. By introducing a compact development containing both high-density residential and hotel uses on a vacant site within the urban area, the proposed development meets the intent of the policies of Section 2.2.2 of the Official Plan, supports the City's intensification goals. It also meets the policies of the Mixed-Use Centres and Section 2.2.*

### COMMUNITY DESIGN PLANS / TRANSIT-ORIENTED DEVELOPMENT PLANS - CYRVILLE

The Subject Site is located within the Cyrville Transit-Oriented Development (TOD) area which the boundary is defined in Schedule C of the Tremblay, St Laurent and Cyrville Secondary Plan. Schedule C of the Tremblay, St Laurent and Cyrville Secondary Plan shows the site has a potential to achieve a development density of between 400 and 1000 persons per net hectare, a minimum of 250 units per net hectare for residential use and a maximum height of 20 storeys. The two neighboring TODs have projects and or projects under development of 30 storeys in height. (Figure 36)

For a variety of reasons we propose the height of this TOD area development to be 36 storeys in height plus roof top a mechanical area. These reasons include density, to provide the most potential riders possible to the Cyrville station, which is the station that will have the least amount of riders in the LRT system. As was vehemently expressed to us by transportation planners in our first submission, the infrastructure spend for this LRT station must be justified and successful from a ridership point of view.

Another reason is the panoramic progression view of the city where this Cyrville TOD area will have twenty five (25) storey height to the west, twenty seven (27) storey height to the east progressing to a culminating height of thirty six (36) storey for the third tower to the southeast of the Subject Site. This plan will allow for a coherent and harmonious panorama with that of neighboring TOD developments.

According to the Cyrville TOD Plan Area, development must tend to comply with define urban design considerations, such as density, podium development, building setbacks, tower development, separation between towers, and other relevant Design Guidelines in order to achieve high-quality urban design. Attention must also be paid on to pedestrian network, bicycle network, street network and to green plans. The primary purpose of these various connections is to convey pedestrians and cyclists on direct and safe routes to/from the LRT

station. Figure 37 illustrates the projected networks and figure 38 presents the proposed networks.

### URBAN DESIGN GUIDELINES FOR HIGH-RISE BUILDING

The OP directs high-rise buildings to the nodes and corridors where intensification is expected and encouraged, such as Mixed-Use Centres. Urban design guidelines for high-rise building are to be used during the preparation and review of development proposals that include a high-rise building to achieve the objectives of the Official Plan. The context of each development proposal will inform the application of, and the emphasis on, the particular guidelines that are relevant to the site. Where specific policies are provided in an area-specific policy document, such as a Secondary Plan or a Community Design Plan (CDP), the area-specific policies will take precedent.

The proposal meets the general intent of the Mixed-Use Centre policies, the general intent of the City's Official Plan and the general intent of the urban design guidelines for high-rise building. Here are some highlights:

- The proposal will assure the presence of the residential use in the form of multi-residential and a hotel component at a medium to high density and meets the minimum target densities set out in Section 2.2.2, policy 7.
- The propose development will enhance opportunities for walking, cycling and transit by making possible the creation of multi-purpose pathway and a park and the widening of Cummings Avenue.
- The proposed built form addresses both the experience and expression functions in design by creating a new urban fabric, defining and animating new and existing public networks.
- The proposal incorporate's an exciting podium design.

By considering most of the design considerations of Cyrville TOD plan and the guidelines relevant to the site context, the proposal generally

conforms to the general intent and purpose of the City's Official Plan.

As discussed previously, one of the issues is the standard for the maximum height of the building to which we would like to derogate. We also ask to be able to plan an eight (8) storey building with a setbacks lower than 24 meters from another building.

## 2.2 ZONING BY-LAW

Zoning By-law 2008-250 zones the Subject Site "Residential Third Density, Subzone VV" (R3VV), which essentially permits only single detached, semi-detached, and townhouse dwellings to a height of 11 metres. Hence the design of the initial project previously submitted in 2012 which was not well received by transportation planners.

It is recognized that this zone currently is not consistent with the development intent outlined in the OP's Mixed Use Centre policies and the Cyrville TOD Plan. As outline to us in previous conversations, City staff would be supportive of a change in zoning that better complies with and implements the policy intent.

Therefore, as mentioned previously, the Zoning By-Law Amendment proposes to rezone the Subject Site to a TD – Transit Oriented Development Subzone 3 with an exception to increase the height to 115 meters.

### TD – TRANSIT ORIENTED DEVELOPMENT ZONE

As defined in part 10 of the Zoning By-Law 2008-250, the purpose of the TD – Transit Oriented Development Zone is to:

1. Establish minimum density targets needed to support Light Rail Transit (LRT) use for lands within Council approved Transit Oriented Development Plan areas;

2. 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;

3. Locate higher densities in proximity to LRT stations to create focal points of activity and promote the use of multiple modes of transportation; and,

4. 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.

In the TD zone hotel is part of non-residential permitted use. Apartment dwelling, high rise (By-law 2014-292) is also a permitted residential use. The TD zone provisions are set out on Table 195 of part 10 of the Zoning By-Law 2008-250.

The proposed development generally conforms to the provisions of the TD zone (see the table on next page). The areas that do not comply are discussed below:

The maximum building height for the proposed development is 36 storeys. The 36 storey portion of the proposed development is located southwest Subject Site. In two places the building have less than 6.7 meters or 2 storeys and therefore does not respect the minimum building height. The hotel interior loading dock and part of the service area have a height of 5.4 meters and 1 storey.

Where two buildings on the same lot are both more than six (6) storeys in height that part of the buildings greater than six (6) storeys tall must be a minimum of twenty four (24) metres away from each other. As the podiums on which the three towers rest are six (6) storeys in height the three towers respects this provision. Because the hotel has a height of



Table 1995 - Zoning Provisions (TD)		Required	Provided
Minimum Lot Area		No minimum	12 890 m <sup>2</sup>
Minimum lot width		No minimum	109 meters
Maximum Front Yard Setback	residential use building	3 meters	12.4 meters from current lot line on Cummings Avenue. 3 meters from future lot line on Cummings Avenue. 19 meters from current lot line. 8.6 meters from future street.
	all other cases	0.5 meters	5 meters from Cummings Avenue (Hotel).
Minimum interior side yard setback	all other cases	No minimum	6 meters from current lot line (southwest) – 0 meter from future lot line. 9.4 meters from lot line (Hydro-One)
	above that part of a building more than 6 storeys in height	12 meters	12.9 meters from current lot line (southwest) – 6.9 meters from future lot (to the southwest) 9.4 meters from lot line (Hydro-One)
Minimum rear yard setback	all other cases	No minimum	Non applicable
	above that part of a building more than 6 storeys in height	12 meters	Non applicable

Table 1995 - Zoning Provisions (TD)		Required	Provided
Minimum building height		6.7 meters and 2 storeys	Hotel interior loading dock and part of the service area have a height of 5.4 meters and 1 storey
Maximum building height	in all other cases	as shown by the suffix "H" on a zoning map, or specified in a subzone or exception where applicable	Cyrville TOD secondary plan = maximum 20 storeys – exception requested 36 storeys
Minimum width of landscaped area		no minimum, except that where a yard is provided and not used for required driveways, aisles, parking, loading spaces or outdoor commercial patio, the whole yard must be landscaped	OK
	where the wall of the 1st storey of a building is within 10 metres of a lot line abutting a public street and where the building is more than 6 storeys in height the wall facing the street must be		10 meters from current lot line on Cummings Avenue. 3 meters from future lot line on Cummings Avenue. 8.5 meters from future lot line on future street to the west.

eighth (8) storeys, the minimum separation distance for the part of the building higher than six (6) storey is not respected. The distance between the northeast tower and the hotel is 15 meters and 6.6 meters between the southwest tower and the hotel.

The Zoning By-law Amendment also seeks exception from the following zoning provisions to make sure the proposed development complies with the regulations and will not become derogatory once the different parts of land have been conveyed to the City (Public Street, road widening, parkland dedication and multi-use pathway).

*- Where the wall of the 1st storey of a building is within a three (3) meters metres of a lot line rather than ten (10) meters abutting a public street and where the building is more than six (6) storeys in height the wall facing the street must be stepped back at either the 2nd, 3rd, 4th, 5th, 6th or 7th storey at least a further 2.5 metres from the wall of the storey below. Considering the distance of the building from the front lot line, a step back for the towers is not required.*

*- An interior side yard setback of three (3) metres for building more than six (6) storeys in height;*

#### **PARKING RATES**

Recent changes to the Zoning By-law introduced new parking standards to be applied throughout the City. The Subject Site lies within "Area Z" of Schedule 1A, which states that no off-street motor vehicle parking is required to be provided for sites within mixed use centres and in proximity to the transit corridor. Furthermore, the By-law sets a maximum parking space rate of 1.75 spaces (combined total of resident and visitor parking) for sites within 600 metres of an existing or future transit station. The visitor parking rate of 0.1 spaces per dwelling unit would still need to be provided, but only to a maximum of 30 visitor spaces.

We are suggesting that an underground parking garage would be provided to accommodate sufficient parking spaces at a preferred rate of 0.75 spaces per dwelling unit and 1.5 spaces per hotel room, we therefore will not reach the maximum parking space rate.

### **SECTION 3: CONCLUSION**

The proposed development is consistent with the City's orientation for Mixed-Use Centres and Transit-Oriented Development Plans (TOD) areas. It adds major residential component on a vacant land. It adds a new, animated and sensitively designed building to this site, where it will enhance the pedestrian realm and the sense of community, and provide safe directional access to the Cyrville LRT station.

As mentioned in the introduction, this new development project is the result of a Focused Design Review session with two UDRP members and several back and forths with City staff. We believe this application therefore translate a balance between the development goals of the applicants and the City's objective of ensuring appropriate TOD that is consistent with applicable policy, and sensitive to the future development of surrounding properties.