



ARCHITECTES



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BY E-MAIL

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Without Prejudice

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RE : Application for Official Plan Amendment & Zoning By-Law Amendment
Place Lux (6770967 Canada Inc.)

Project : 1178 Cummings Ave. & 1098 Ogilvie Rd. (D01-01-19-0012/D02-02-19-0078)
N/D : 1712

Dear Mr. Boughton,

This addendum letter has been prepared to address City of Ottawa comments received on March 24th, 2020 related to the Application for Official Plan Amendment & Zoning By-Law Amendment dated July 11th 2019 and deem completed January 14th, 2020. City comments are noted in black text, with the corresponding responses from Parsons provided in blue text.

PLANNING STAFF COMMENTS

1. Impact and Effect of Proposed Official Plan Amendment.

When considering an amendment to the City's Official Plan or Secondary Plans, Planning staff must have regard to, among other things, the impact of the proposed change on the achievement of the Official Plan policies, the effect of the proposed change on the neighbouring community, and the effect of the proposed change on the need for water, wastewater and transportation services. Also, when considering a site-specific amendment, Planning staff must consider whether there is a need to add the site to the lands already designated for the proposed use.

To address the above impact and effects of the proposed Official Plan amendment, it is therefore necessary for the Planning Rationale to contain references to all relevant Official Plan policies and provide arguments to demonstrate conformity with those policies. Specifically, the Planning Rationale should be revised to discuss and argue conformity, with specifics, with Section 2.2.2, Policies 6, 11, 15, 16 and 17; Section 2.5.1, Section 2.5.6, Policies 13, 14 and 15; Section 3.6.2, Policies 5, 9 and 11; and Section 4.11. **Noted.**

Section 2.2.2, Policies 6, 11, 15, 16 and 17 :

The Official Plan contains a policy for intensification use of land supporting direction and improved urban design of rapid transit station areas. In section 2.2, the plan identifies the Target Areas for Intensification and associated density targets. The suggested project aims to develop a vacant land located within the boundaries of a listed Target Area for Intensification with great potential to support the Rapid Transit and Transit Priority Networks.

- *As the subject site is within an area designated "Mix-Use Center" as identified on Schedule B - Urban Policy Plan of the OP (policy 2.2.2.3), it is the target area for intensification (policy 2.2.2.4).*

The Cyrville mixed-use intensification target area has a minimum density requirement of 35 people and jobs per gross hectare as of 2012 and a requirement for 200 by 2031 (Policy 2.2.2.5) All new development within the areas targeted for intensification are required to meet these minimum density requirements. In accordance with Policy 2.2.2.6, since the targets in Figure 2.3 have been implemented through Tremblay, St-Laurent and Cyrville Secondary Plan, they have been converted from gross density to net density and from people and jobs per hectare to dwelling units and gross floor area. Thus, the minimum density requirement has been set to 250 housing units per net hectare are to be enforced through zoning. The development project proposes the creation of 850 housing units on a lot with a net area of 1.19 hectare for this vacant land. In other words, a ratio of 714 housing units per net hectare. We can therefore say that the proposed development project achieves the minimum density target.

In reference to the intensification and tall buildings, the OP recognizes that taller buildings should be in areas that support the Rapid Transit and Transit Priority network. It should also be in areas with a mix of uses (Policy 2.2.2.10). Policy 2.2.2.11 states that the distribution of the appropriate building heights will be determined by the location in a Target Area for Intensification identified by the policy above or by proximity to a Rapid Transit station or Transit Priority corridor. These are to be with the greatest density and tallest building heights being located closest to the station or corridor and the design and compatibility of the development with the surrounding existing context and planned function, as detailed in Section 4.11 which are mentioned with the buildings clustered with other buildings of similar height. To support the development of taller buildings, the OP describes a series of building classifications and associated heights in Policy 2.2.2.12 which are to be used for all community design plans, secondary plans, and zoning by-laws.

- *The Tremblay, St-Laurent and Cyrville Secondary Plan currently authorizes, High-rise buildings with a maximum height of 20 storeys in the area where the project is located. The proposed development project, for reasons of urban design considerations (visual density, clearance at grade, parkland dedication, multifunctional path, road widening, etc.) and in accordance with the recommendations of the UDRP and city staff, integrates three High-rise building with building heights ranging from 25 to 36 storeys therefore exceeding the maximum permits height. A zoning amendment modifying TD2 subzone zoning (we are currently requesting that current zoning "Residential Third Density, Subzone VV" (R3VV) be review to a TD2 zoning in accordance to the Transit-Oriented Development (TOD) Plans) to TD3 subzone allowing building high of 30 storeys would be suitable for two lowest High-rise buildings within the project.*

Merging Schedule B St-Laurent TOD and Schedule C Cyrville TOD of the Tremblay, St-Laurent and Cyrville Secondary Plan reveals that properties further away than the measured of 400 metres walking distance or from a radius equal to ¾ walking distance from the centre point of the St-Laurent and Cyrville O-Train Station (policy 2.2.2.21) have a TD3 subzone zoning. It also

reveals that the triangle in which the subject site is in a "pocket" between the St-Laurent TOD and the Cyrville TOD is designate as Area B with a maximum high of 20 storeys. This area is confined between a TD3 subzones from St-Laurent TOD to the west, by a TD3 subzones from St-Laurent TOD adjacent to the Highway 417 (Queensway) to the south by Cummings Avenue (arterial road with a ROW width of 37.5 metres) to the east and by the abutting Hydro One Networks' transmission corridor and Ogilvie Road (arterial road with a ROW width of 44.5 meters and Transit Priority corridor) to the north. These elements constituting the urban context of the proposed development create enough distances for a suitable transition, as required by section 4.11 policies 11 and 12, between the proposed High-rise buildings and existing and planned low-rise residential areas. It also makes it possible to reconcile all urban planning constraints and limit the negative impact linked to shading, to wind and to the supply of light in adjacent public spaces. Based on this contextual analysis made at a larger scale, we believe granting the subject site with a TD3 subzone zoning is appropriate and defensible from an urban design point of view. (Appendix A).

Policy 2.2.2.15 notes that "High-rise 31+ buildings will only be permitted where they are identified in a secondary plan that addresses the requirements of Section 2.5.6 or permitted by an amendment to an existing secondary plan that already allows High-rise buildings which is the case here, and where the High-rise 31+ buildings will generally be located within 400 metres walking distance of a Rapid Transit Station identified on Schedule D to maximize transit use ... [and are] separated from planned low-rise residential areas by a suitable transition." In addition, policy 2.2.2.16 states that "the location of High-rise and High-rise 31+ buildings are influenced by the need to provide an adequate separation distance from other existing and potential future High-rise buildings." Lastly, policy 2.2.2.17 establishes the following criteria for obtaining an Official Plan amendment to increase building heights:

- a) impacts on the surrounding area (e.g. the community design plan study area) have mainly been assessed
 - b) the direction in policy 10 has been met
 - c) the requirements of Section 2.5.6 where the proposal involves a High-rise or High-rise 31+ building; and
 - d) an identified community amenity is provided.
- *Since one of the High-rise building exceeds the height of 31 storeys, an amendment to the Tremblay, St-Laurent and Cyrville Secondary Plan is then needed. The subject site is comprised within a 600 meters radius of the Cyrville O-Train Station. In accordance with the High-rise Building Guidelines of the City of Ottawa, all three proposed High-rise building are slender and designed with a floor plate near 750 square metres. By over the 8th floor, they will also be spaced a minimum of 23 meters apart to maintain sky views and to moderate shadow impacts. Like mentioned previously, within the proposed project, only one High-rise building exceeds the height of 31 storeys. Although it is located at a walk distance of approximately 550 meters from the rapid transit station, a walk distance slightly greater than the generally ask 400 metres, this peak in height is at the most suitable location on the site being inside the triangle and set back from the main streets. This specific proposed High-rise building will reach a peak height of 36 storeys. This extra height will allow to create a visual focal point, varied horizon line from distant viewpoints and to make this High-rise Building distinctive in the panorama of the city. This unique tower will define the image of Cyrville TOD for decades to come and create a sense of community and belonging. This project and its Landmark tower will set the tone for future growth without compromising the desired height gradation concept of grouping the tallest buildings as close as possible to Cyrville O-Train station. The overall*

development vision envisaged at the scale of the triangle incorporates this principle of creating a height transition of the buildings. (Appendix A)

The City must expect and take in consideration that developers who will develop site closer to the Cyrville O-Train station in the future may ask for a tallest high-rise as is the case now for other rapid transit station like it is now the case for Blair, Bayview, Westboro.

The transition between the proposed High-rise buildings and the lower density residential sector is ensured with the use of an architectural composition affirming the base and the sitting of the High-rise buildings. This provision was also conditioned by respecting the minimum separation distances required between tall buildings in accordance with the prescriptions of the High-rise Building Guidelines of the City of Ottawa. In addition, the land portion sessions for the widening of Cummings Avenue, the creation of a "parkette", a new public road to the west of the site and a multi-use pathway participate in the transition will minimized the impact linked to noise and overflow of lights. Access to the underground parking lot and to the loading and unloading areas were concentrated at the heart of the project to minimize nuisance on public arterial road located on the outskirts of the site. Impact studies carried out on noise, transportation, the wind and the sunshine show that the nuisances are controlled and minimal compared to the benefits of the project in terms of intensification, permeability of the block and creation of a pedestrian realm.

Section 2.5.1 and 2.5.6

Section 2.5.1 describes a range of design objectives with which “the City wants to influence the built environment as the city matures and evolves.” These Design Objectives are broadly applicable, to plans and development in all land use designations, and from a city-wide to a site-specific basis. The City acknowledges that “proponents are free to respond in creative ways to the Design Objectives and are not limited only to those approaches as suggested in this Plan,” the following design objectives, for example, apply to and are integrated into the present proposal:

1. Enhance the sense of community by creating and maintaining places with their own distinct identity.
 - *The proposed development is designed to a high standard with quality materials incorporated into all the façades. The proposed development will create a location with a distinct identity and will contribute to a more vibrant community.*
2. Define quality public and private spaces through development
 - *The front yards are proposed to be landscaped with deciduous trees, perennials & shrubs, lawn, and hard landscaping. The landscaping will define a quality private front yards between the buildings and the public sidewalk along Cummings Avenue and the future road to the west. A public “Parkette” and a multi-use pathway will be created to the south of the project.*
3. Create places that are safe, accessible and are easy to get to, and move through.
 - *The development will create a new public realm around its frontages. The project will see safe connections around the site to allow connectivity. A driveway is proposed off Cummings Avenue and the future road to the west to provide access to drop-off zones, the 20 covered visitor parking spaces, the underground parking lot and the loading area. The public sidewalks will continue across this driveway. A walkway will extend from the public sidewalks to the main entrance of each building. A “Parkette” and a multi-use pathway will allow direct connection between the future road to the west and Cummings Avenue.*
4. Ensure that new development respects the character of existing areas.

- *The proposed development will respect the existing surrounding built environment in place. It will locate new residential and hotel use along Ogilvie Road and Cummings Avenue. Street frontage will read as a six storeys podium to maintain a low-profile streetscape. High-rise building sitting on the subject site respects requested distances and setback. The hotel facing south will establish along Cummings Avenue a high reciprocity that harmonizes the scale of the building across the street.*
5. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.
- *Cool roofs are going to be included in the design of the high-rise building. The cool roof will consist of reflective materials which will keep the high-rise buildings cooler in summer months. The cool roof maximizes energy-efficiency and promotes sustainable design by reducing the energy requirements of the high-rise buildings, and by reducing the heat island effect of the proposed development.*

In order to implement the design objectives and principles described above, Policy 2.5.1.1 states that the City will apply the Design Objectives to the review of development applications and that proponents of new development will be required to demonstrate how their proposal addresses the Design Objectives. The Ottawa Urban Design Review Panel will participate in the enhanced review of the urban design elements of development applications and capital projects within design priority areas (Policy 2.5.1.4).

According to policies 2.5.1.2 and 2.5.1.3, the City recognizes the Mixed Use Centres land as identified on Schedule B of the OP as Design Priority Areas and that, though not part of the formal list of design priority areas provided in Section 2.5.1, High-rise Buildings ... are types of development and areas that will be subject to evaluation using the policies of Section 4.11.

Section 2.5.6 of the Ottawa Official Plan describes policies regarding the preparation of community design plans and secondary plans to guide the development of large sites or whole communities. Amendments to the Tremblay, St-Laurent and Cyrville Area Secondary Plan proposed through this application, will be consistent with the criteria and specifications of Section 2.5.1 and 2.5.6.

- *In 2012, Pierre Moffet and Denis Archambault under 6770967 Canada Inc. presented a Site Plan Control Application 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 agreed 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 would be assured a rapid response by the City of Ottawa, for the required change of zoning and project approval.*

On July 5th, 2018, a first version of the new development project was presented to the UDRP in a pre-consultation meeting. Panel appreciate Pioneering project and, overall, supports the development of the site. The panel underlined some very positive architectural moments. Given the importance of this project for the future development of this TOD area, the size of the site, and the complexity of the surrounding context, the main recommendation of the Panel was to encourage a Focused Design Review session to help move forward this bold development that will be precedent setting within the area. A Focused Design Review session with two panel member Mrs. Emmanuelle van Ruten and Mr. James Parakh) and city staff was held on Wednesday September 5th, 2018.

On March 6th, 2020, a revised version of the new development project was presented to the UDRP in a Formal review. This version of the project is the result of a Focused Design Review session with two UDRP members and several back and forth with City staff. The revised plans 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. The Panel thanks the proponent for their collaboration with staff and the Panel through a focused design review session and acknowledged that the proposal has much improved. Panel expressed general support for the proposal, which will be an important precedent-setting development for an area that needs intensification. The panel expresses recommendations for further refinement to the pedestrian network and user experience, the design of the hotel building, and refinement of the architecture of the tallest tower. Further and more specific design details of future development will be reviewed at the site plan application stage.

Section 2.5.6, Policies 13, 14 and 15

Policies 13, 14 and 15 of Section 2.5.6 set provisions for High-rise and High-rise 31+ Buildings. According to those policies, the City intends to locate high-rise buildings proximate to rapid transit stations and states that building design and appropriate transitions, such as those identified in Section 4.11, should be provided to reduce impacts on existing developed areas.

Where a secondary plan proposes High Rise 31+ storey buildings for a specific area the City will assess the impact of this type of development on the City's Skyline and incorporate policies to identify and protect prominent views and vistas where they are determined to exist. The City will also consider the location, the mitigation of possible negative shadow or microclimate impacts, provision of a mix of uses, the building transition and the mitigation of impacts on adjacent low-rise neighbourhoods through building design, massing as per Section 4.11. The identification of priority community amenities or public institutional uses that may be required and the mechanisms by which they will be provided and mechanisms to encourage architectural excellence and sustainable design.

- *The proposed development project is not located within any view protection corridors as defined by the OP. The 31+ Buildings does not harm any important public view. Located fronting on streets, near public open space and good transportation access, it will participate in the definition of the silhouette of the city in this sector and to the affirmation of the new backbone of the rapid transit service that is to say the O-Train corridor.*

Section 3.6.2 Policies 5, 9 and 11

Policy 5 of section 3.6.2 states that Mixed Use Centres will permit a variety of land uses at transit-supportive densities, such as offices, secondary and post-secondary schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, daycare centres, retail uses, entertainment uses, services (such as restaurants), high- and medium-density residential uses and mixed-use development containing combinations of the foregoing.

- *By proposing a high density residential and hotel uses, the proposed development is compatible with the existing surrounding context and the Mixed-use area designation.*

In accordance with Policy 9, all development applications for Mixed-Use Centres will be reviewed and evaluated in the context of the Design Objectives and Principles in Section 2.5.1 and the criteria set out in Section 4.11.

- *By envisioning the development of an important vacant land near the Cyrville O-Train station, the proposed project, in its build form, mix of uses, buildings sitting and contribution to the public realm, creates a compact mixed-use, transit-oriented, pedestrian-friendly environment and a place with visual interest. The proposed high-density residential use and the variety of type and price will contribute to the offer of a large range of housing options in the area.*

Policy 11 mentions that the plans, the public works and development proposals for Mixed-Use Centres will enhance opportunities for walking, cycling and transit.

- *The proposed development project provides community amenities by making possible the creation of a public "parkette", the creation of a multi-use pathway, the provision of a sidewalk on the west side of Cummings Avenue to connect the proposed development to the Ogilvie Road and Cummings Avenue intersection and possibly the development abutting Hydro One Networks' transmission corridor. Those spaces will contribute to the permeability of the triangle, enhancing the public realm and creating a pedestrian realm promoting the use of active and sustainable transportation.*

Section 4.11

Section 4.11 discusses the relationship between new and existing development and provides policies to evaluate the compatibility of a development in accordance with Views, Building Design, Massing and Scale, High-Rise Buildings, Outdoor Amenity Areas, Public Art, and Design Priority Areas.

Views

- *The subject site is not located within any of the view-shed areas directly addressed in Section 4.11. The increase in height will not compromise any of the Capital Views Protection policy of the National Capital Commission. The projected high-rise 31 + building will create a visual focal point, varied horizon line from distant viewpoints and to make this High-rise Building distinctive in the panorama of the city. This unique tower will define the image of Cyrville TOD for decades to come and create a sense of community and belonging.*

Building Design

Policy 5 requires proponents of new development to demonstrate how the design of their development fits with the existing desirable character and planned function of the surrounding area in the context of:

- a) Setbacks, height and transition
 - b) Façade and roofline articulation
 - c) Colours and materials
 - d) Architectural elements, including windows, doors and projections
 - e) Pre- and post-construction grades on site; and
 - f) Incorporating elements and details of common characteristics of the area.
- *To achieve a suitable transition with the surrounding environment, requested setback from surrounding properties lot lines and setbacks requested in the High-Rise Building Guidelines have been mostly respected. Building podiums will have heights of 2-8 storeys and setbacks of 3-12 metres to frame adjacent streets and open spaces and create a consistent street wall condition. Tower components will be stepped back 1.2 metres from podium.*

Some exceptions will be necessary, but those are not prejudicial and are supported by the UDRP and City Staff. For example, an exception to the minimum building height provision

of 6.7 metres or two floors will be required to permit the single-story loading area of Tower 3 and the hotel ground floor connection to Tower 3. An exception of 9.4 metres to the minimum required side yard setback of 12.0 metres for those portions of Towers 1 and 2 above six storeys (abutting Hydro One Networks' transmission corridor) will indeed be required. The same applies to the interior side yard setback adjacent to Tower 3. The conveyance of the future walkway block to the City will not affect the current compliance with the Zoning By-law provision. Also, an exception to the provision of tower separation will be required to allow separation distances between Tower 2 and the Hotel and between Tower 3 and the Hotel of 15.538m (requested exception 15m) and 6.672m (requested exception 6.5m), respectively.

The buildings façades design uses architectural elements like large frame, balconies angular shape and alternation, and a curved roof-line for tower 1 and 2, to create articulation and dynamic dialogue with the existing and future context. The use of opposite colours for the hotel and the residential building allow to express and segregate the use. The use of masonry and steel panel create a mix of texture and the creation of different rhythms. A different architectural treatment for the façades, a squarer and smaller floor plate and a superior height are used to make the tower 3 distinctive within the project and at the scale of the triangle. The sitting of buildings on site at ground level respect adjacent street levels and benefits from the level of the existing site. For example, access to underground parking do not need exterior ramp system.

The project is part of an unstructured urban fabric of low-density without real architectural quality intended for high intensification. The latter will then be a pioneer and will thereby establish the benchmark for future development in the area.

Policy 6 requires that all applications for new development:

- a) Orient the principal façade and entrance(s) of main building(s) to the street. Where a building abuts more than one street, the building façade and entrances will be oriented in order of priority to the arterial, collector and local street.
- b) Include windows on the building elevations that are visible from public spaces.
- c) Use architectural elements, massing, and landscaping to accentuate main building entrances.

• The principle façades of the building are mostly oriented to the streets. The primary entrances of tower 2 and the hotel now address Cummings Avenue. The primary entrance of tower one addresses the future public street to the west. The primary entrance of tower 3 addresses the driveway, but like all other is easily accessible from public sidewalk. The ground floor of all buildings will be designed to incorporate active uses and transparent glazing to create visual interest and support an active public realm. A projecting roof-line provides shelter for people using the front entrance. Distinctive color frames, canopies and landscaping accentuate the main entrance to the buildings.

Policy 7 - The intersections of arterial and collector roads can serve as gateways into communities and can support high levels of pedestrian and vehicular traffic, the greatest density of housing, and other land uses and services, and commercial services and other land uses that are focal points for a community. The City will encourage development proposals at such locations to include the following:

- a) Strong architectural design elements that feature the corner or street axis by: locating buildings close to the street edge, and/or orienting the highest and most interesting portion of a building (e.g. the main entrance) to the corner or axis which has a view of the terminus.

- b) Capitalizing on design possibilities for both street façades (by wrapping the materials used on the front façade around the building where any façades are exposed to the public realm); and
 - c) Soft landscaping features, special paving materials, and/or curb extensions to shorten the distance across the street and larger sidewalk area to accommodate sidewalk activity.
- *The proposed development is separated from the intersection of two arterial street by the abutting Hydro One Networks' transmission corridor. Buildings therefore can not directly address the corner of those street. The podium design addresses Ogilvie Road across the Hydro-One corridor to better frame the street. Since all the façades are exposed to the public domain, they are all subject to a special attention in the choice of materials and the architectural treatment to express a visual harmony and a quality design. The landscaping concept already provides for the establishment of a large pedestrian network offering diverse experiences in terms of length and soft landscaping features.*

Policy 8 - To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. If they cannot be internalized these services are to be screened from public view (e.g. trees, landscaping, decorative walls and fences, etc.) and are to be acoustically dampened where possible. The location and operation these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.

- *One loading space is proposed on the Subject Property. This loading space is internalized and integrated within the base of the tallest high-rise building and are not from surrounding streets. A garbage and recycling area where containers will be placed the day of the pick-up is proposed next to the northwest high-rise building and will be screened by deciduous trees and landscaping.*

Policy 9 - Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building.

- *The roof-top mechanical or telecommunications equipment will be incorporated into the design and massing of the upper floors of the high-rise buildings. The integration of these elements will participate in the assertion and architectural signature of the development project proposed in the city skyline.*

Massing and Scale

“Massing and scale describe the form of the building, how tall it is, how much of the lot it occupies and how it is positioned in relation to the street and surrounding buildings.”

Policy 10 - Where a secondary planning process establishes criteria for compatibility of new development or redevelopment in terms of the character of the surrounding area, the City will assess the appropriateness of the development using the criteria for massing and scale established in that Plan. Where there are no established criteria provided in an approved Plan, the City will assess the appropriateness of the proposal relying upon its approved Design Guidelines, as applicable, and the following criteria:

- a) Building height, massing and scale permitted by the planned function of adjacent properties as well as the character established by the prevailing pattern of abutting development and development that is across the street.

- b) Prevailing patterns of rear and side yard setbacks, building separation and landscaped open spaces and outdoor amenity areas as established by existing zoning where that pattern is different from the existing pattern of development.
 - c) The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this section.
- *The Tremblay, St-Laurent and Cyrville Secondary Plan applicable to the subject site does not establish criteria for compatibility of new development in terms of the character of the surrounding area. The site plan was designed to respect as much as possible the rules and the intents of The Urban Design Guidelines for High-Rise Buildings and in accordance with the UDRP and City Staff comments and recommendations.*

Policy 11 - The City may require a Shadow Analysis and/or Wind Analysis as part of a complete application, except where identified in the Wind/Shadow Terms of Reference. The study(s) will evaluate the potential impact of the development on the adjacent properties and pedestrian amenity areas. The intent of each Analysis is to demonstrate how these impacts have been minimized or avoided.

- *For these OPA and ZBA applications only a Shadow Analysis was requested by the City. The study evaluated the potential impact of the development on the adjacent properties and pedestrian amenity areas. The Shadow Study provided shows that although shadows will be cast by the proposed development, late-day shadows on the "parkette" and existing public open spaces will not be significant. On June 21, the future park receives a limited to no shadowing from the proposed development until approximately 5 PM. On September 21, the park receives a limited to no shadowing from the proposed development until approximately 5 PM. On December 21, the park receives no shadowing from the proposed development during the times tested. Although a very small portion of Ken Steele Park along Ogilvie Road does receive some shadows from the proposed development on December 21, there are no shadows on September 21 and June 21.*

Policy 12 - Transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of Low-Rise development. Proponents for developments that are taller in height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing that respects the surrounding planned context, such as a stepping down or variation in building form has been incorporated into the design.

- *Like mentioned earlier, to achieve a suitable transition with the surrounding environment, requested setback from surrounding properties lot lines and setbacks requested in the High-Rise Building Guidelines have been mostly respected. Building podiums will have heights of 2-8 storeys and setbacks of 3-12 metres to frame adjacent streets and open spaces and create a consistent street wall condition. The element constituting the urban context of the proposed development (e.g. the wide arterial streets, the abutting Hydro One Networks' transmission corridor and the "parkette") allow an adequate transition with the existing neighborhood and the future context of higher density.*

Policy 13 - Building height and massing transitions will be accomplished through a variety of means, including:

- a) Incremental changes in building height (e.g. angular planes or stepping building profile up or down).
 - b) Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet).
 - c) Building setbacks and step-backs.
- *The proposed development integrates three High-rise building with building heights ranging from 25 to 36 storeys and podiums of 8 and 6 storeys creating step down and variation in height. Tower middle component will minimally step back 1.2 metres from podium and tower top will step back further. Architectural treatment of the podiums will accentuate the reading of the setbacks and step-backs.*

High-Rise Buildings

Policy 14 - High-Rise Buildings are a form of high-density development that can contribute to intensification, housing and employment opportunities and provide new view, skyline and landmark possibilities. High-Rise buildings should be designed to achieve the objectives of this Plan and avoid or reduce impacts or disruptions associated with:

- a) pedestrian comfort, safety and usability resulting from changes to wind and shadow patterns in outdoor amenities and adjacent public and private spaces surrounding the building.
 - b) public views, including view planes and view-sheds referred to in Policy 3 above.
 - c) proximity to heritage districts or buildings.
 - d) reduced privacy for existing building occupants on the same lot or on adjacent lots.
- *Shadow impacts from the proposed High-rise buildings on the surrounding public realm will not be significantly adverse. A noise impacts study, accompanying the amendment applications, demonstrates that the impact of the development on the environment and infrastructure will be acceptable or can be addressed at the time of site plan control submissions. The important setbacks, the use of the adjacent properties (e.g. wide arterial streets, the abutting Hydro One Networks' transmission corridor, public "parkette") generate enough distances for creating or maintaining a high-level of privacy for the occupants.*

Policy 15 - Generally, High-Rise buildings, which consist of three integrated parts, a base, a middle and a top, can achieve many of the urban design objectives and address the impacts described above in the following ways.

- a) The base of a high-rise building should respect the scale, proportion, and character of the surrounding buildings, adjacent streets, parks, and public or private open spaces and animate such spaces.
 - b) The tower, which typically includes a middle and a top, should step back from the base where possible. The tower design can reduce the building impacts identified above by incorporating an appropriate separation from existing or future adjacent towers located on the same lot or on an adjacent lot. The responsibility for providing an appropriate tower separation shall generally be shared between owners of abutting properties where high-rise buildings are permitted. A separation distance of 23m has been the City's general guidance but actual separation requirements may vary in different parts of the City depending on the context.
 - c) Floor plates may also vary depending on the uses and the context. Generally, towers with a larger floor plates may require a greater separation from adjacent towers.
- *Into the proposed development, podiums of 8 and 6 storeys create step down and variation in height at the scale of the surrounding urban context. Tower middle, representing floor plates*

of approximately 800 square metres, and a top component will be minimally stepped back 1.2 metres from podium. A separation distance of 23m between each tower and a setback of 12m from abutting properties other than public spaces and the abutting Hydro One Networks' transmission corridor have been respected except between tower 2 and the hotel and tower 3 and the hotel. The hotel has 8 storey and therefore is considered like a high-rise building. An exception, supported by the UDRP, is then required to regulate this situation.

Policy 16 - Secondary Plans may provide area-specific directions for the design of high-rise buildings.

- *The Tremblay, St-Laurent and Cyrville Secondary Plan applicable to the subject site does not provide area-specific directions for the design of high-rise buildings. The site plan was designed to respect as much as possible the rules and the intents of The Urban Design Guidelines for High-Rise Buildings.*

Policy 17 - The Zoning By-law will establish performance measures such as minimum tower separation distances and yard setbacks and may require minimum lot sizes for High-Rise buildings. Proposals for a high-rise building that include performance measures that deviate from the Zoning By-law shall demonstrate that the impact identified in policy 14 can be satisfactorily avoided or reduced.

- *Section 195(7) of the Zoning By-law applies. Therefore, an exception to this provision will be required to allow separation distances between Tower 2 and the Hotel and between Tower 3 and the Hotel of 15m and 6.5m, respectively. This exception regarding minimum tower separation distances lower than 23m have been discussed whiting the UDRP Formal Review and is supported by the UDRP.*

Policy 18 - The Urban Design Guidelines for High-Rise Buildings may establish general principles for the design of high-rise buildings, including the design of the base and guidance for tower separation distances.

- *The sitting on site of the high-rise buildings proposed in this development implements the general principles for the design of high-rise buildings. Necessary provisions acceptability has been discussed upstream with the UDRP and city staff.*

Outdoor Amenity Areas

Outdoor amenity areas are the private and communal areas of a property that are designed to accommodate a variety of leisure activities.

Policy 19 - Applicants will demonstrate that the development minimizes undesirable impact on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s). Design measures include the use of transitions or terracing and the use of screening, lighting, landscaping, or other design measures that achieve the same objective.

- *The siting and design of the proposed development minimizes undesirable impact on the existing private amenity spaces of adjacent residential units.*

Policy 20 - Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, the location and type of development. These areas may include private amenity areas and communal amenity spaces such as: balconies or terraces, rooftop patios, and communal outdoor at-grade spaces (e.g. plazas, courtyards, squares, yards). The specific requirements for the private amenity areas and the communal amenity spaces shall be determined by the City and implemented through the Zoning By-law and site plan agreement.

- *The proposed development will include well-designed, usable amenity areas for the residents. These areas will include private amenity areas such as balconies or terraces for each dwelling unit and rooftop patios with an exterior pool at the second floor. The proposed development will offer a communal outdoor at-grade spaces accessible to residents located to the north of the tower 1 and 2 podiums and will also contribute to the creation of public outdoor at-grade spaces such as a "parkette" and possibly the improvement of the lands within the abutting Hydro One Networks' transmission corridor.*

Public Art

Policy 21 - Proponents of prominent developments, such as Major Urban Facilities and High-Rise Buildings, are encouraged to include site-specific public art. Public art may be identified in a way to satisfy the policies of Section 5.2.1 where proponents of development are seeking an increase in height and density. Where public art is provided as part of a private development proposal, the City will assist by providing consultation services in adherence with the Municipal Public Art policy.

- *It is not in the intent of the proponent to integrate Public Art within the project.*

Design Priority Areas

The City has identified target areas for intensification and other prominent areas which are significant destinations in the city and recognized them as design priority areas in Section 2.5.1 of this Plan. Proponents of development within design priority areas must demonstrate, through the design of their building and site that the following policies have been met.

Policy 22- The portion of the building(s) which are adjacent to the public realm will be held to the highest building design standards by incorporating specific building design features:

- a) Design the building(s) first storey to be taller in height to retain flexibility or opportunity for ground floor uses in the future.
 - b) Locate front building façades parallel to the street; however, consideration may be given to allow for interruptions of continuous building façades at strategic locations to provide pocket parks, plazas or other open spaces that provide a supportive function to the street activity or enable views and vistas;
 - c) Transparent windows at grade to give views into the building to observe the function of the building and out of the building to enhance natural surveillance.
 - d) Using architectural treatments (e.g. projections from continuous building lines, awnings, canopies, alcoves and bays) to soften the interface between buildings and the public realm.
 - e) Sufficient lighting sources for public uses after dark and to accentuate and animate buildings, natural features, public monuments and public spaces.
 - f) Utilize façade treatments to accentuate the transition between floors and interior spaces to provide visual interest and relief; and
 - g) Signage that contributes to the character of the surrounding area and architectural design of the building through appropriate architectural design elements, materials, and colour.
- *The buildings first floors have been designed to be taller in height. The front facades of the hotel and tower 2 are parallel to Cummings Avenue. Other front façades, although they are not parallel to the street or have frontage on the driveway, have the same composition. They are mostly composed of transparent glass material to give views into communal spaces of the building and out of the building to enhance natural surveillance. The central driveway creates an interruption on the street frontage on Cummings Avenue. It creates permeability and views through the lot and allow sky views. There is a clear transition in the facades between the podium and the upper of the office building. For the podium, façade treatments like alcoves*

and bays are used to accentuate the transition with the tower middle part and to soften the interface between buildings and the public realm. The vertical elements on the hotel facade creates a rhythm. The latter is in opposition to the white horizontal stripes which emphasize certain balconies. This makes it possible to accentuate the presence of different uses. The roof line has been designed to give architectural expression to the building.

Policy 23- The portion of the development which impacts the public realm will be held to the highest site design standards and should incorporate enhanced public realm improvements, such as:

- a) weather protection elements, (e.g. colonnades, and awnings).
- b) shade trees, median planting and treatments and other landscaping.
- c) wider sidewalks and enhanced pedestrian surfaces.
- d) coordinated furnishings and utilities, transit stops, and decorative lighting; and
- e) memorials and public art commissioned for the location.

To achieve these public realm improvements, coordination with the City will be required in accordance with Section 2.5.1, policy 5(d).

- *The canopies of the main entrances will act as a weather protection element for users. The plantation of shade trees along public sidewalk will procure comfort to users. The plantation of two row of shade trees along Cummings Avenue will be consider but needs to be coordinate with the City so the efforts and resources implemented correspond to a long-term vision. Public sidewalks will be 2m wide, in accordance with city staff comments, to provide comfort to the walker. A bus pad for a transit Stop will be provide on Cummings Avenue. The "parkette" design is to be discussed and approved by the City. This will give the opportunity to coordinate furnishings and public services, and decorative lighting to give a coherence and a unity to the entire area. Landscape element (e.g. pathway, signage) could be added to highlight the already existing Monuments to La Francophonie located on the adjacent site.*

Policy 24 - The massing and scale of development will define and enclose public and private spaces (e.g. streets, parks, courtyards, squares) using buildings, structures and landscaping; and relate to the scale and importance of the space they define (e.g. street width to height ratios).

- *The proposed development makes use of buildings sitting on site and landscaping to define and enclose public and private spaces at the scale of the space they relate to. For example, the 8 storeys hotel building relates the public "parkette" who will make a pleasant transition to tower 3. Tower 1 and 2, with their 6 storeys podium and cascading landscaping, relate to the width of both Cummings Avenue and Ogilvie Road and the abutting Hydro One Networks' transmission corridor.*

First Nations Peoples Design Interests

Policy 25 - As First Nation Peoples who first inhabited what is now the City of Ottawa and environs, the Algonquins of Ontario have expressed an interest in streetscaping, landscaping, signage and public art that celebrates Algonquin history and culture. The City will engage and work with the Algonquins where proposals on public lands, such as Chaudière Island/Victoria Island, provide opportunities to incorporate aboriginal history and culture.

- *Du to its location, we think this policy does not apply to the proposed development.*

Summary

In summary, the proposed development occupies a vacant land in an area conducive to densification due to its proximity to the Cyrville O-Train station. It introduces a mixed-use project in a mostly commercial area. The positioning of the buildings makes it possible to reconcile all urban planning constraints and limit the negative repercussions linked to shading, the wind and the supply of light in adjacent public spaces. Respect for the required distances between buildings (High-rise Building Guidelines of the City of Ottawa), the creation of a new public road, the creation of a multi-use pathway and the creation of a "parkette" as well as the spacing created by the streets bordering the site allow an adequate transition with the existing neighborhood and the future context of higher density. The use of a human scale podium design allows a scale ratio suitable for pedestrians. The proposed development project provides community amenities by making possible the creation of a public "parkette", the creation of a multi-use pathway, the provision of a sidewalk on the west side of Cummings Avenue to connect the proposed development to the Ogilvie Road and Cummings Avenue intersection and possibly the improvement of the abutting Hydro One Networks' transmission corridor, spaces contributing to the permeability of the triangle, enhancing the public domain and creating a pedestrian realm promoting the use of active and sustainable transportation.

The subject Official Plan and Zoning By-law amendments designate and rezone the lands to permit mixed-use development and increase the maximum permitted building heights. The amendments allow a development concept with three high-rise towers with building heights ranging from 25 to 36 storeys, with approximately 850 dwelling units and a hotel of approximately 180 rooms. Intensification and a mix of land uses will support this Mixed Uses Center Area designation and proximity to the Cyrville O-Train Station.

The proposed project supports the following City of Ottawa objectives:

- Optimize the investment in the Confederation Line and discourage automobile usage.*
- Urbanize a vacant land localised within 600 metres of a rapid transit station.*
- Improve connections to destinations on the Cyrville O-Train Station for pedestrians and cyclists.*
- Redefine the character of Ogilvie, Cyrville, Cummings triangle and make it more inviting and comfortable for pedestrians and cyclists; and*
- Define and enhance Ottawa's skyline along the confederation line, while respecting regulated viewscales.*

2. Proposed Increased Building Height.

The maximum building height is one of two key policy directions of the Cyrville TOD Secondary Plan; the other is the minimum density. In order to provide sufficient explanation and justification as to why it would be appropriate to exceed the maximum height limit of 20 storeys established in the Secondary Plan and why the proposed building heights of 25, 27 and 36 storeys would continue to achieve the objectives of the Secondary Plan, it is necessary to provide arguments with reference to the relevant Official Plan policies, specifically, Policy 17 of Section 2.2.2 and Policy 14 of Section 2.5.6. To allow for a fair assessment of the appropriateness of the Official Plan and Zoning By-law amendments respecting building height, and to determine conformity with such policies, the following additional information should be provided.

- a) a comprehensive assessment of the impacts of the proposed 30+ high-rise development on the surrounding area (e.g. the Secondary Plan area), outlined above.
- b) What would the area look like with the proposed building height and mass as compared to the current height regime established in the Secondary Plan? To help answer this question, a conceptual block plan, illustrations and 3D renderings of the area bounded by Ogilvie Road, Cummings Avenue and Cyrville Road should be submitted to illustrate the planned future

conditions established by the Secondary Plan as compared to the potential future conditions with the proposed 30+ high-rise development.

Noted. a) Please see response to these policy in point 1 above b) We produced a 3D model of the Cyrville and St-Laurent TOD area to illustrate the proposed building height and mass in a short-term. We also produce a conceptual block plan to illustrate the planned future conditions established by the Secondary Plan as compared to the potential future conditions with the proposed 30+ high-rise development. (Appendix A)

3. Site Suitability.

The suitability of the subject site for the proposed development was evaluated. Based on the review of the supporting technical reports, staff assessed the physical characteristics of the site as well as the adequacy of the existing municipal services to support the intended use. The Phase 1 and Phase 2 Environmental Site Assessments identified no significant environmental concerns on the site that would preclude consideration of the proposed use. Of course, the site will need to be remediated prior to development proceeding. Similarly, the geotechnical investigation concludes that the site is acceptable for the proposed development. Therefore, staff find that the physical characteristics of the site are adequately suited for a development of the scale proposed. The assessment of adequacy of public services report also identifies that the lands are capable of being developed adequately for the intended use to meet the City's level of service requirements. City staff accept the report's conclusions.

Noted.

4. Natural Heritage Systems.

There appear to be no natural heritage features present on or within 30 metres of the subject site. Therefore, planning staff have no concerns with respect to the protection of the City's natural heritage system. Detailed comments concerning the environmental aspects of the proposed site development will be provided during the review of the future site plan control application. Particular attention will be paid to the provision of street trees and their contribution to the urban tree canopy.

Noted.

5. Traffic Impacts.

Please review the extensive comments of the City's traffic, transportation engineering and transit staff, provided below under the Review of Submission Documents and Material section of this letter, in response to the Transportation Impact Assessment Report.

Noted. The consultant has been advised. A response letter and an updated TIA report will be submitted.

6. Provision of Parking Spaces.

Transit-supportive development offers an opportunity to reduce the amount of available vehicle parking on those sites within proximity to the LRT station in order to encourage increased transit ridership, reduced vehicle ownership and shared parking arrangements. The proposed 990 parking spaces to accommodate approximately 850 dwelling units and 150 hotel rooms would effectively encourage and maintain the existing culture of car usage.

The City is working toward achieving a balance between modes of transportation and providing an incentive to reduce the total travel time of trips and minimize the ecological footprint of transportation. This explains why those sites within Area Z on Schedule 1A of the City's Zoning By-law do not require any off-site parking spaces, except for visitor parking spaces. The Planning Rationale states that parking rates of 0.75 spaces per dwelling unit and 1.5 spaces per hotel room have been used to determine the total parking spaces for the development. These rates far exceed what the

Official Plan, Cyrville TOD Plan and Zoning By-law prescribe. The parking rate assigned to the hotel use alone is 1.5 times greater than even the minimum standard for the suburban areas of the City. Therefore, it is strongly encouraged that consideration be given to significantly reducing the number of proposed parking spaces.

Noted. The promoter understands and is supportive of the objectives of the city. In response to your comments the intention of the promoter is to reduce the parking ratio near 0.75 spaces per units (room + dwelling) by subtracting a half underground parking floor level. This means the suppression of 113 underground parking spaces. The parking ratio, at this preliminary stage of the plans, is 0.79 spaces per units (room + dwelling) as indicated in the site plan sheet. We expect to see this ratio decrease with the involvement of mechanical engineers.

7. Parkland/Pathway.

As you are aware, the Green Plan (Fig. 62) in the Cyrville Transit-oriented Development (TOD) Plan identifies a future public park in the southeast corner of the site. Accordingly, as has been discussed several times, the parkland dedication owed has been determined to be 0.154 hectares, or 10 percent of the total site area – the maximum allowable in accordance with Section 3 of the City's Parkland Dedication By-law 2009-95. Therefore, the proposed 0.0772-hectare parkette will be dedicated to the City as parkland along with a cash-in-lieu of parkland cash contribution to make up the balance of parkland dedication owing (0.0768 ha.). The amount of the cash contribution will be determined based on the value of the land, determined by market appraisal approved by the City, at the time of the granting of site plan control approval. The parkette will be zoned "Parks and Open Space" (O1) on the zone schedule that will be attached to the proposed zoning by-law amendment.

The Cyrville TOD plan contemplated a public street through the site. It was assumed at the time of the Plan's creation that the previous townhouse development would proceed. A public sidewalk connection would have been provided from Cummings Avenue to the future north-south multi-use pathway identified on the Pedestrian Network Plan (Fig. 58) of the TOD Plan. Accordingly, the proposed 6.0-metre wide pedestrian pathway extending from the parkette to the proposed internal driveway is expected to be conveyed to the City for open space purposes and zoned O1; however, the pedestrian pathway would not constitute any part of the required parkland dedication.

Noted.

8. Hydro Corridor.

It is the City's intention that the lands within the abutting Hydro One Networks' transmission corridor will be improved to permit passive recreational amenities, such as a multi-use pathway, as identified on the Pedestrian Network Plan (Fig. 58) of the TOD Plan, and appropriate landscaping in order for your proposed site development to have a finished presentation along Ogilvie Road. To this end, City planning staff will engage the City's Corporate Real Estate Office staff to discuss with Hydro One Networks the possibility of the City entering into a licence of occupation with the Utility to allow such improvements. This discussion will be initiated once an application for site plan control approval has been submitted.

Noted. The promoter is ready to participate in the improvement of the lands within the abutting Hydro One Networks' transmission corridor, but wants the City's Corporate Real Estate Office staff to hold the negotiation with Hydro One Networks for the City entering into a licence of occupation with the Utility to allow such improvements.

9. Affordable Housing.

Please identify what percentage of total rental units are expected to meet the definition of affordable housing, as defined in Policy 1 of Section 2.5.2 of the OP.

Noted. It is not in the intention of the promoter to include affordable housing units as define in Policy 1 of Section 2.5.2 of the OP. The project will, however, include a great range of location prices for a variety of dwelling type.

10. Proposed Zoning Provisions.

I have thoroughly reviewed your development proposal against the applicable Zoning By-law provisions and the proposed Transit-oriented Zone, Subzone 3 (TD3) zone provisions and exceptions. My comments focus primarily on those provisions of the By-law where exceptions will be required or changes made to comply with the applicable zoning provisions.

a) Maximum Building Height – As you are aware, the maximum permitted building height for buildings in the proposed TD3 zone is 90 metres. Therefore, an exception to this provision is required to allow Tower 3 to exceed the maximum permitted height.

Based on the building elevations submitted and the Zoning By-law definitions of “grade” or finished grade, which is the average elevation of the finished level of the ground adjoining all the walls of a building, and “building height”, which means the vertical distance between the average grade at the base of a main wall of the building and the highest point of a flat roof surface, I have determined the maximum heights for each building to be as follows. These maximum building heights exclude mechanical and service equipment penthouses, elevator or stairway penthouses, as Section 64 of the Zoning By-law considers them to be “permitted projections” above the maximum allowable building height.

- Tower 1: 71.215m (average (architectural) finished grade = 102560)
- Tower 2: 77.795m (average (architectural) finished grade = 102560)
- Tower 3: 109.595m (average (architectural) finished grade = 100000)
- Hotel: 26.105m (average (architectural) finished grade = 100000)
- 6-st. podium: 20.045m (average (architectural) finished grade = 100000)

Section 2.2 of the Planning Rationale (p. 30) indicates that a maximum building height of 115m is required. Please provide me with an explanation of the proposed and requested building height, based on the above Zoning By-law definitions.

Noted. As we do not know what are the element that can exceed the maximum height, as the final levels of the ground were not established with a civil engineer and as the final design of the termination of the tower is not definitive, we have kept some leeway.

Finally, please clarify whether there will be any amenity floor area made accessible to residents on the “Mechanical Room” floor level of Tower 3. It is not clear on Drawing A242 whether this will be the case. If any portion of the Mechanical Room level is made accessible to residents, then it will be deemed to be the 37th floor. If such is the case, the maximum building height would be the roof line of the Mechanical Room level (37th Floor).

Noted. It is not planned to have any amenity floor area made accessible to residents on the "Mechanical Room" floor level of Tower 3, for now. Amenity Area are located at the ground floor.

b) Minimum Building Height – As the Planning Rationale correctly identifies, an exception to the minimum building height provision of 6.7 metres or 2 storeys will be required to permit the single-storey loading area of Tower 3 and the hotel ground floor connection to Tower 3.

Noted.

c) Minimum Interior Side Yard Setback – An exception of 9.4 metres to the minimum required side yard setback of 12.0 metres for those portions of Towers 1 and 2 above 6 storeys (adjacent to Hydro

Corridor) will indeed be required. However, no such exception is required for the proposed west interior side yard setback adjacent to Tower 1. Whether or not the internal roadway from Ogilvie Road is conveyed to the City as a future public road, the proposed west interior side yard setback shown on the site plan well in excess of the minimum required 12.0 metres will be deemed to comply with Section 4 of the Zoning By-law. The same applies to the interior side yard setback adjacent to Tower 3. The conveyance of the future walkway block to the City will not affect the current compliance with the Zoning By-law provision.

Noted.

d) Minimum Rear Yard Setback – No exception to this provision is required for those portions of the Hotel and Tower 3 above 6 storeys. The same interpretation of Section 4 of the Zoning By-law as described in c) above applies regardless of the future conveyance of the walkway block and parkland to the City.

Noted.

e) Building Step Back Provision – The proposed site plan complies with the provisions of Section 195(6). The same interpretation of Section 4 of the Zoning By-law as described in c) and d) above also applies regardless of the future conveyance of a public road or road widening (Cummings Avenue) to the City.

Noted.

f) Building Separation – Section 195(7) of the Zoning By-law applies. Therefore, an exception to this provision will be required to allow separation distances between Tower 2 and the Hotel and between Tower 3 and the Hotel of 15.538m and 7.158m, respectively.

Noted. We do not know where the measurement of 7.158m comes from. The distance is 6.672m. Since we are still at a preliminary plan we suggest that the exception allow separation distances between Tower 2 and the Hotel and between Tower 3 and the Hotel of 15m and 6.5m, respectively.

g) Amenity Area & Communal Amenity Area – I will require an accounting of the total amenity area and communal amenity area on the site in accordance with Section 137 and Table 137(5) and Section 195(8) of the Zoning By-law. Please provide your summary on a revised site plan in tabular format.

Noted. A summary on a revised site plan has been produced (Appendix B)

h) Driveway Width – The width of the driveway leading to the underground garage must be no wider than 6.7 metres. There is one segment of the surface driveway that exceeds 6.7 metres wide. Please revise the site plan accordingly.

Noted. The driveway width will be revised to respect the maximum measurement of 6.7 meters.

i) Visitor Parking Requirement – Sec. 102(1) and (2) of the Zoning By-law require that at least 84 visitor parking spaces be provided for the three high-rise apartment buildings. No visitor parking spaces are required for the hotel use. Sec. 102(3) limits the total number of visitor parking spaces for sites within Area Z on Schedule 1A to 30 spaces per building, or in this case a maximum total of 90 spaces for the three residential buildings. Therefore, there should still be 84 visitor parking spaces provided on site or in the garage.

Noted. After the reception of some clarification, we reallocate the parking spaces shown on the plans to ensure to identify 60 visitor parking in accordance with the regulation, 20 outside and the balance in the garage.

j) Loading Space – The width of the aisle accessing the loading spaces next to Tower 3 must be 9.0 metres minimum, according to Subsection 113(5), Table 113B(b)(iii), of the Zoning By-law.

Noted. Does not seem consistent with maximum width of 6.7 metres requested in point h) above.

k) One Lot for Zoning Purposes. Section 93 of the Zoning By-law does not apply to the TD zone. This provision may be required. I will investigate it further.

[Noted.](#)

l) Height Schedule – It has been recommended in this circumstance that a detailed height schedule delineating the precise location and outline of the various buildings and floors be incorporated in the proposed zoning amendment.

[Noted. A site plan .dwg file has been transmitted to the city in order to produce this Height Schedule.](#)

m) Holding Provision – It may be prudent for the implementing zoning to employ a holding zone provision (-h). It would remain in effect until the future application for site plan control receives municipal approval.

[Noted.](#)

11. Section 37 Community Benefits.

I reviewed Etienne’s calculations submitted on 11 March to determine whether the Section 37 community benefits applies in this situation. I also discussed it with my colleague who has more experience with the application of Section 37 provisions than I do.

[Noted. A letter has been sent to M. Boughton to express the position of the promoter and his expectations regarding the application of section 37.](#)

Urban Design Review Panel (UDRP):

The comments of the UDRP following the meeting on 6 March 2020 should become available very shortly. Once the Panel’s comments have been issued, it is suggested that a meeting with your team and City staff be held to review the comments.

Clarification is required regarding the site grading, phasing and the hotel design. Specifically, the conceptual design shows the hotel main entrance located off the site’s internal roadway, which is invisible from the public street. This raises the question about the viability of the hotel operations, and it goes against the general urban design principles. The hotel entrance should be located directly off Cummings Avenue.

[Noted. See comments below.](#)

Summary

- The Panel thanks the proponent for their collaboration with staff and the Panel through a focused design review session. The proposal has much improved.
- Panel expressed general support for the proposal, which will be an important precedent-setting development for an area that needs intensification.
- Further refinement is needed to the pedestrian network and user experience, the design of the hotel building, and refinement of the architecture of the tallest tower.

Context

- Continue to study how the whole area comes together in terms of placemaking, gateways, and edge, landscape integration, and stormwater management integration.

[Noted. The project is expected to evolve and refine with the future involvement of other professionals and the development of the landscaping conceptual plan. Further and more specific design details of future development will also be reviewed at the site plan control application stage.](#)

- As the remainder of this large block continues to evolve, perhaps the central park space and strong views of Our Lady of Lourdes church could act as organizing device for the context. Consider adjusting the internal street layout on the site to open a view corridor to the church from Ogilvie.

Noted. This point was raised in the Panel's comments following the UDRP pre-consultation meeting. As discussed with city staff, as our client does not control all of the land in this large block, it cannot intervene beyond the limits of its property. It is, therefore, not possible to create an open view corridor towards the Our Lady of Lourdes church from Ogilvie Road. However, nothing prevents the city from working on the creation of a park in the heart of the island, the creation of a multipurpose path and / or considering, for the continuity of the future internal street, a trajectory allowing clear views of the church.

Building Design

- The Panel supports the proposed height of the podiums.

Noted. From that comment, we understand that the Panel is favorable to the height of the hotel which exceeds the maximum height of six floors generally prescribed for a podium. Exception for building separation provision are then acceptable.

- The Panel recommends differentiating the hotel building from the rest of the podium and development. It should be designed to read as part of the same “family” but nuanced architecturally to be distinct and unique.

Noted. We welcome this comment and suggest some design adjustments to the hotel building. We offer a differentiation by contrast in terms of color of the materials and by an affirmation of a strong rhythm in the façades. (Appendix C)

- Eliminate the heavy feature at the top of the tallest tower. Rather, use the expression of the rooftop to define the silhouette and set it apart as a landmark within the development. The façade facing Cyrville is more successful in this respect.

Noted. Although it is not the final design, we propose some design adjustment at the top of the tallest tower to make it visually lighter. The intent is to create a highly visible landmark through distinctive design features that can be easily identified and located. (Appendix C)

- Explore options to have the hotel attain a greater degree of public presence at grade.

Noted. To achieve a greater degree of public presence at grade, the hotel and tower 2 mains entries is now also address Cummings Avenue. We believe the high transparency of the residential lobby, and the curtain wall giving views on the hotel commons areas will participate at the animation of the public realm creating an active frontage on Cummings Avenue. (Appendix C)

- Consider dropping the parking below the pool underground to establish a stronger dialogue between the pool and the garden spaces.

Noted. Dropping the parking below the underground parking will not help establish a stronger dialogue between the pool and the garden spaces since there is an internal street between the two spaces. This driveway was created to concentrate all vehicle movements related to the activities and needs of the project to minimize nuisance on public roads located on the outskirts of the property. Not having the swimming pool at ground level makes it possible to create an environment more conducive to relaxation (noise and vehicle movement) for users

while offering a better sunshine and a view overlooking the garden located below on the other side of the street.

- The proposed garden may work better on the residential side of the development to capture the early morning and late day sun.

Noted. We are also of the opinion that the sunshine period is better on the north side and that is why we have positioned the swimming pool and its facilities there.

- Consider making the pool an indoor pool, possibly at grade. It would get more use year-round if it were indoor.

Noted. It is the promoter's intention, for reasons of operating costs, to keep the swimming pool outside.

Pedestrian Experience

The Panel recommends that the proponent continue to study the character of the streets, the pedestrian experience and the network of pedestrian connections through the site.

- Direct connections will be very important to achieve transit-oriented development goals. The pedestrian realm twists at turns as proposed.

Noted. As requested by the city and in accordance with the orientations of the TOD Cyrville plans, we have created permeability through the site allowing Ogilvie Street to link Cummings Avenue and potentially to Cyrville Street. A path connecting the future and passing by a "parkette" makes it possible to skirt the complex in the south and to join Cummings. The central aisle (driveway) allows a more direct and more favorable connection in winter. The layout of the space under the high-voltage lines will possibly allow the establishment of another connection passing to the north of the complex. All these route choices will offer different experiences and will certainly participate to achieve transit-oriented development goals.

- Ensure that all pathways feel safe, public, have "eyes on street", and are well lit.

Noted. These comments will be taken into consideration when the concepts of the conceptual landscaping plan are pushed further.

- Avoid blank walls such as the parking garage and continue to look for opportunities to better animate the development at grade.

Noted. We would like to remind that this driveway was created with the aim of concentrating the entrances and exits of underground parking lot, the drop-off and the loading and unloading areas. The objective was to limit nuisance on the public realm.

To hide the exterior visitors parking located under the exterior pool we envision to use laser cut aluminum panels. These panel will allow air to circulate into the visitor parking. They will allow vegetation planted into the green space located between the sidewalk and the wall to climb onto its surface to green it in summer. Due to the presence of the entrance and exit of the parking lot, a certain level of transparency through this wall is very important for pedestrian safety. (Appendix C)

- Re-evaluate the design of the drop-off to have it read more as a street.

Noted. To have the center alley read more as a street, we are proposing the usage of interlocking block pattern treatment in the drop-off zones and we are proposing a small

adjustment in the configuration of the borders to split the drop-off of the hotel and that of tower 3.

- Consider planting an additional row of trees on the Cummings edge to signify the formality of the edge of the hotel and a second row at the street edge.

Noted. Any planning to plant trees on the strip of land coveted by the city in order to widen Cummings Avenue seems premature because it risks being only temporary. We believe that the planting of additional trees on the edge of Cummings should be discussed and coordinated jointly with the City as part of the widening of Cummings Avenue. Discussion can be held during the preparation of the landscaping plan that will be submitted for site plan control application.

Agency Comments:

I received no objections or concerns with the proposed zoning amendment from those external agencies who were circulated the application for comment. Hydro Ottawa provided several comments for your and City staff's future consideration during the site plan control review process. The agency responses are attached.

Noted.

Public Comments:

As I mentioned to you previously, I received very few public comments concerning the proposed Official Plan and Zoning By-law amendments. I have attached a summary of the public concerns raised grouped by themes for your information. I will respond to these comments in the body of my report to Planning Committee.

Noted.

Councillor Comments:

While Councillor Tierney has not provided any comments in response to the proposed Official Plan and Zoning By-law amendments, he is aware of your proposed development and he did previously express to me that he had no concerns with it.

Noted.

Review of Submission Documents and Material:

City staff have reviewed the submission materials, some of which will require revision to support your proposed Official Plan and Zoning By-law amendments.

Planning Rationale, dated 9 July 2019:

The Planning Rationale provides a good explanation of and argument for the proposed development, but it requires greater policy justification for why it would be appropriate for the City to allow the maximum height limits of Schedule C of the Cyrville TOD Secondary Plan to be exceeded, and why such proposed new building height would continue to achieve the objectives of the TOD Plan. Therefore, please revise the Planning Rationale as necessary or submit an addendum letter to address the Official Plan policies stated in Comments 1 and 2, above.

Transportation Impact Assessment Report (TIA), Parsons, dated September 2019:

The City's traffic and transportation engineering staff provided the following comments for your review and consideration. Please resubmit a revised TIA that addresses the following comments.

Noted. This letter is the requested addendum. A revised TIA that addresses the following comments will also be transmitted by Parsons.

Tree Conservation Report (TCR), James B. Lennox & Assoc., dated September 2011:

The proposed tree removals from the subject site are supported. The existing forest is poor in quality and function. Nonetheless, an updated TCR will be required at the time of submission of an application for Site Plan Control Approval. The updated report will need to reflect any changes to the site that have occurred since 2012. Please contact Mark Richardson (Mark.Richardson@ottawa.ca) for any questions in this regard.

Noted.

Phase One & Phase Two Environmental Site Assessments, GHD, 6 & 23 December 2019:

The reports are acceptable for the purposes of the Official Plan and Zoning By-law Amendment applications.

Noted.

Adequacy of Public Services and Stormwater Management Brief, D.B. Gray Engineering Inc:

Although the report submitted will require many revisions and corrections prior to the submission of an application for Site Plan Control Approval, it has demonstrated sufficiently that the site is serviceable for the proposed use. The report is acceptable for the purposes of the Official Plan and Zoning By-law Amendment applications.

Noted.

Geotechnical Investigation, GHD, dated 7 November 2019:

The report is acceptable for the purposes of the Official Plan and Zoning By-law Amendment applications.

Noted.

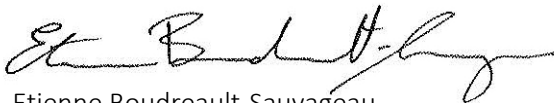
Noise Impact Assessment Study, Integral/dx Engineering, dated 4 November 2019:

At the time of Site Plan Control Approval, City staff will not be requiring a noise wall for the Outdoor Living Area having a noise level of 58 dBA.

Noted.

Best Regards.

**LE CONSORTIUM
LAPALME RHEAULT + PMA ARCHITECTES**



Etienne Boudreault-Sauvageau
Architect

EBS/

enc.

cc Matthew Ippersiel, City of Ottawa
Pierre Moffet, promotor
François Moffet, promotor
Denis Archambault, promotor
Mathieu Lapalme, Lapalme+Rheault Architectes et associés
Pierre Martin, PMA Architectes