



1068 CUMMINGS AVENUE SITE PLAN CONTROL & ZONING BY-LAW AMENDMENT APPLICATIONS





Prepared for:



Prepared by:

FOTENN Planning
+ Design

Fotenn Planning + Design
223 McLeod Street
Ottawa, ON K2P 0Z8
fotenn.com

July 16, 2019

Fotenn Consultants Inc., acting as agents for Huntington Properties, is pleased to submit the enclosed Zoning By-law Amendment and Site Plan Control Applications to facilitate the proposed development on the lands municipally known as 1068 Cummings Avenue in the City of Ottawa.

The property owner is proposing to demolish the existing industrial buildings on the subject property and to construct a six (6) storey retirement home and senior's apartment complex containing a total of 316 units. The building design will contain three (3) distinct yet interconnected portions, consisting of various levels of care and assisted living options ranging from completely independent residential units, to higher levels of assisted living and daily medical care. The three (3) interconnected buildings will be linked via two 2-storey breezeways at grade.

The development proposal consists of 186 rooming units within the Retirement Home portion of the development and 130 residential units included within the Senior's Apartment portion. The unit mix is predominantly one (1) bedroom and bachelor units. In total, the proposal includes 164 vehicle parking spaces located above and below grade as well as 112 spaces for bicycle parking. Vehicle access is proposed from two (2) access and egress points along Cummings Avenue.

Taking advantage of the substantial 15,190.9 square metre lot size, the proposal includes 1,457.5 square metres of amenity space with over 90% of the space intended for communal use. The outdoor communal amenity area consists of courtyards, walking path(s), outdoor dining, and patio space on top of the two breezeways. The landscaping plan includes a program of both coniferous and deciduous tree plantings as well as benches and seating to compliment the design approach. The proposed building also includes amenities and on-site services for the use of residents including a therapeutic pool, hair salon, activities room, a golf simulator, and theatre.

1.1 Property History

The existing principal building has been on the subject property for over 50 years with the remaining accessory buildings dating back approximately 30 years. The existing building and accessory structures on the subject property have been used for light and medium industrial purposes including scrap metal processing and automobile servicing and repair. Although continuously used for industrial purposes, the subject property was, at some point in time, rezoned to the current R1M zone to align the zoning framework with the existing character of the community and the planned function of the area.

1.2 Purpose of Applications

To proceed with the development as envisioned, two (2) planning applications are required as detailed below:

1.2.1 Major Zoning By-law Amendment (ZBLA)

To facilitate the proposed development, a major Zoning By-law amendment is required to permit a mid-rise (6 storey) built form.

The Zoning By-law amendment proposes to change the existing Residential First Density, Subzone M (**R1M**) zone to a Residential Fifth Density, Subzone A, H(22) **R5A H(22)** zone. Given the existing context and planned function of the abutting properties, the Residential Fifth Density zone is considered the most appropriate residential zoning for the subject property. The R5A H(22) zone will best accommodate the design, height, massing, layout, and land uses of the proposed building. Furthermore, many of the surrounding properties in close proximity to the subject property are also zoned R5A H(22) ensuring consistency in the planned function of the area. As submitted, the proposed building design will conform to the provisions of the R5A H(22) zone with no variances required.

1.2.2 Site Plan Control (SPC) Application

In addition to the ZBLA, a concurrent Site Plan Control application is also submitted as part of the application package.

2.0 SURROUNDING AREA AND SITE CONTEXT

2.1 Subject Property

The subject property is located in the Beacon Hill-Cyrville Ward in the established community of Cummings within the greater Vanier area of the City of Ottawa. The property is a corner lot consisting of an area of 15,190.94m² with 157 metres of frontage along Cummings Avenue and 94 metres along Caron Street, a private street that provides access/egress to a residential development to the west and Cummings Park. The subject property is currently occupied by a two (2) storey light industrial building with various associated accessory buildings and storage areas.



Figure 1 Subject Site (Purple).

2.2 Surrounding Area

The surrounding community is characterized by a mix of land uses, including residential, institutional, and commercial properties. The neighbourhoods located to the south, north, and east of the subject property along Cummings Avenue have a predominantly low-rise character with townhomes with heights ranging between 2-4 storeys. However, it is important to note that many of these properties have existing R5A H(22) zoning that would allow up to 22 metres of height or approximately seven (7) storeys.

The abutting street network provides access to a range of daily goods and services, employment opportunities, various residential communities, and access to the central downtown and business district by means of active, public, and private modes of transportation.

The area surrounding the subject property can be summarised as follows:

To the North:

The neighbourhood directly north of the subject property is characterized by low-rise residential dwellings with mostly townhouses and single-detached dwellings. The property containing the existing townhouses is currently zoned R5A H(22) which permits a wide range of uses and a building height up to 22 metres or approximately seven (7) storeys

Key amenities north of the subject property include Cummings Park (abutting the subject property), The Odawa Native Friendship Centre, Queen Elizabeth Public School, Our Lady of Mount Carmel Catholic Elementary School, and The Monfort Hospital.

Important transportation routes including the Montreal Road Corridor, Aviation Parkway and multiuse pathway, and ultimately the Sir George Etienne Cartier Parkway and Ottawa River multiuse pathway and the Ottawa River are also located north of the subject property. The Montreal Road commercial corridor includes financial institutions, medical clinics, and large format grocery stores which can be easily accessed by residents and employees of the proposed development.

To the East:

Directly east of the subject property are a series of low-rise residential-use buildings of two (2) and three (3) storeys in a Planned Unit Development format. Importantly, these properties also have existing zoning that would allow up to 22 metres of height under the R5A H(22) zone. Ken Steele Park is also located directly east of the subject property. Further east is the Aviation Parkway and multiuse pathway which offer key connections to the greater transportation network for various transportation modes.

To the South:

Directly south of the subject property, at 1120 Cummings Avenue, is a one (1) hectare industrial property containing a large building that conducts warehousing and shipping services with associated office activities. Slightly further south is a residential community that is primarily composed of a range of low-rise dwellings including predominantly townhouses, with some detached and semi-detached dwellings also. The previously mentioned R5A H(22) zone which permits heights up to seven (7) storeys has also been applied to numerous properties directly south of 1068 Cummings. The Ogilvie Road and Cyrille Road commercial corridors are further south with the St. Laurent Shopping Mall within walking distance.

Approximately one (1) kilometre south of the subject property is access and egress to Highway 417 and Highway 174. The soon to open Cyrville LRT Station is also within an approximately one (1) kilometre walk.

To the West: Immediately west of the subject property and abutting the rear property line is a low-rise townhouse development with over 200 units. The established St. Laurent Boulevard Arterial Mainstreet corridor which contains various commercial, institutional and personal service businesses is located within 300 metres west of the subject property.

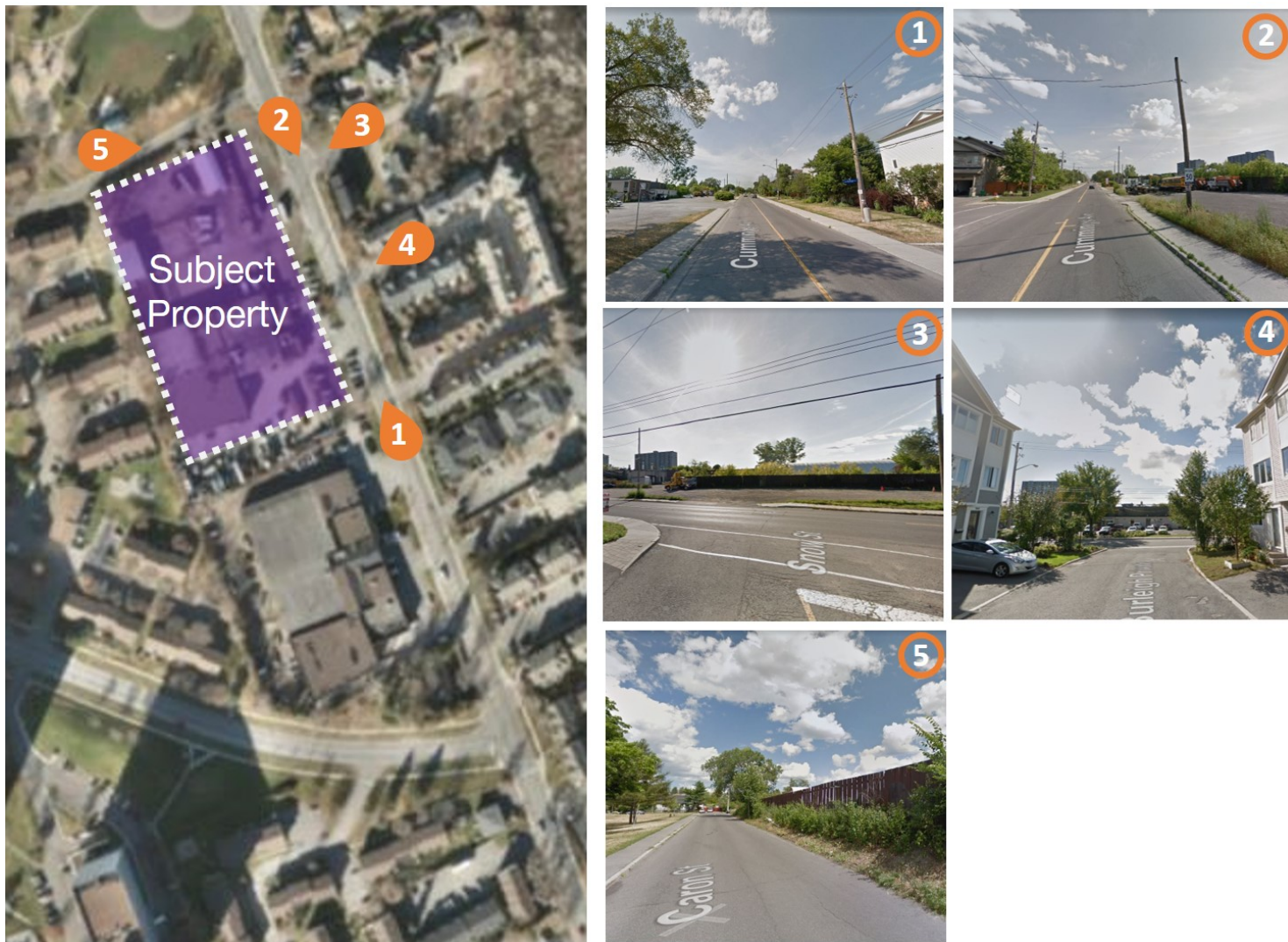


Figure 2 Surrounding community character.

2.3 Transportation Network + Road Network

2.3.1 Road Network

Cummings Avenue is designated as an Existing Collector Roadway on Schedule E: Urban Road Network, and is in close proximity to St. Laurent Boulevard and Ogilvie Road; both Transit Priority Corridors on Schedule D: Rapid Transit Network, and within the General Urban Area on Schedule B: Urban Policy Plan of the Official Plan.

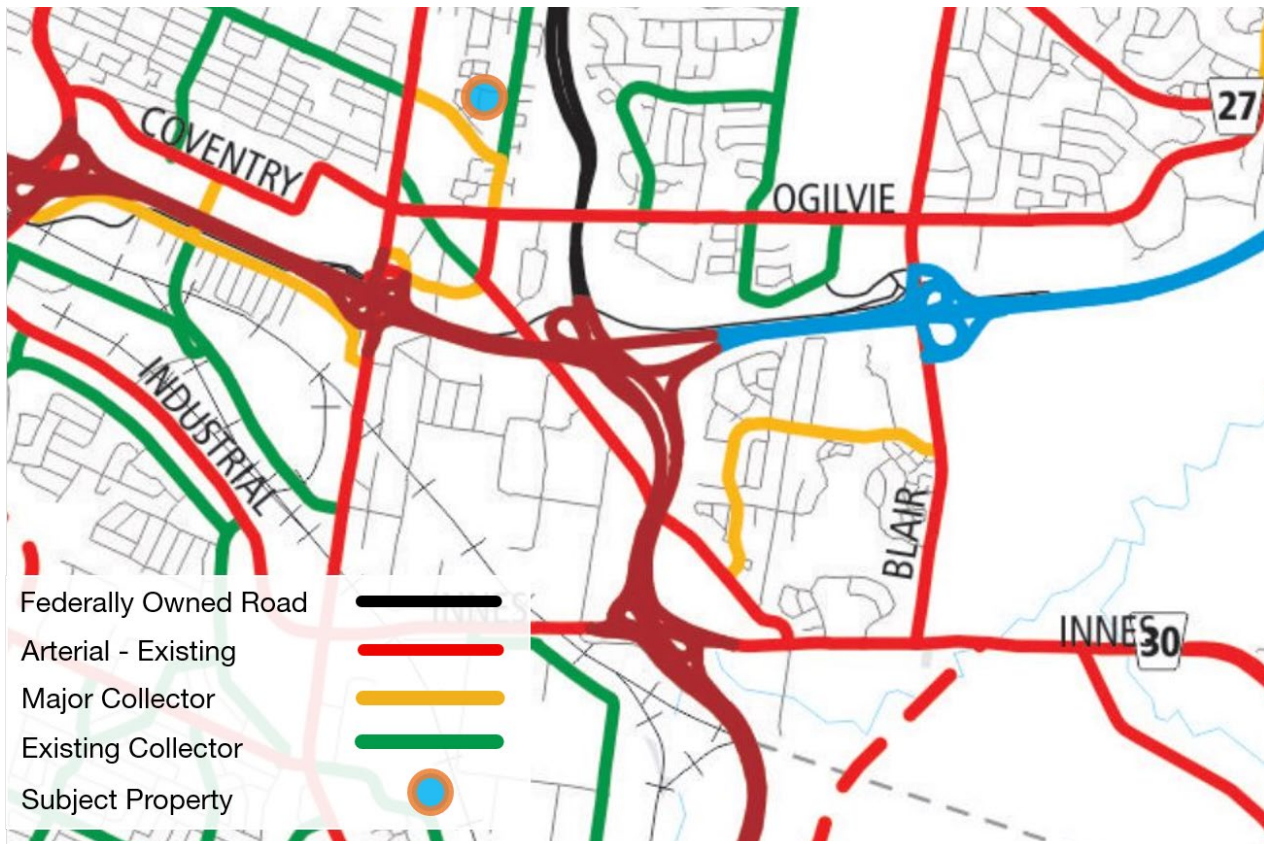


Figure 3: Extract from Official Plan Schedule E- Urban Road Network

The subject property is well serviced with respect to the existing road network. Cummings Avenue is identified as an Existing Collector on Official Plan Schedule F (Central Area/Inner City Road Network). Collector roads are designed and intended to facilitate a moderate traffic flow and serve to move traffic towards higher-order roadways such as Arterials and Highways.

Cummings Avenue is also in close proximity to two Arterial Mainstreets as indicated on Schedule F; Ogilvie Road and St. Laurent Boulevard. Arterial Roadways are roads within the City that carry higher volumes of traffic to local and regional destinations. These roadways function as major public and infrastructure corridors that are intended to accommodate not only vehicular traffic but also pedestrians, public utilities, cyclists and public transit as well.

The subject property is also located within close proximity of the Aviation Parkway, offering connectivity to major collectors and key destinations, and the 417 Queensway, a provincially-owned 400-series freeway, located just south of the subject property and Highway 174.

Cummings Avenue also provides convenient access to many cycling routes as designated within the Official Plan providing connections to the greater Ottawa Cycling network.

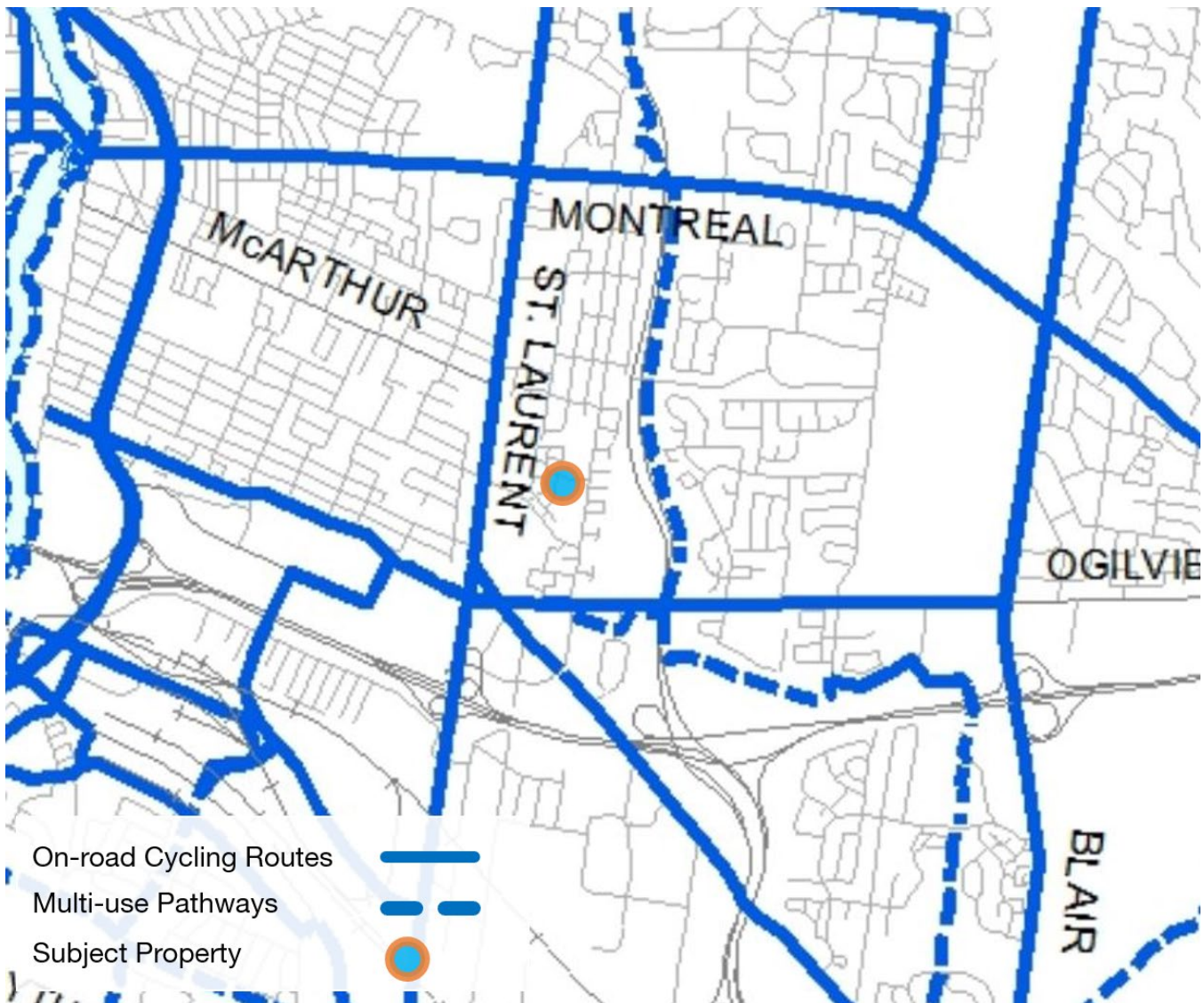


Figure 4 Urban Cycling Network

2.3.2 Public Transportation

The subject property is served by various public transit options. 1068 Cummings Avenue is located within one (1) kilometre of the Cyrville LRT Station along the Confederation Line. Additionally, the subject property is served by multiple local bus routes including the 20, 24, and 27, with stops at key destination and transfer points en route. Moreover, both Ogilvie Road and St. Laurent Boulevard are classified as transit priority corridors in the Official Plan.



Figure 5: Extract from Official Plan Schedule D (Rapid Transit Network) illustrating to subject property's proximity to light rail transit and proposed and existing transit priority corridors.

3.0 PROPOSED DEVELOPMENT

3.1 Building and Site Design

The proposed building consists of three connected six (6) storey residential buildings fronting onto Cummings Avenue. The proposed site layout will accommodate a senior's apartment building, residential care facility, and retirement home campus, offering a continuum of care ranging from independent living to higher levels of assisted care. The proposal includes a total of 316 rooming and dwelling units with 186 units included in the retirement home and 130 dwelling units located within the senior's apartment building. The unit mix within the proposal is predominantly one (1) bedroom and bachelor units.

While the three wings of the proposal run perpendicular to Cummings Avenue, they are connected via two 2-storey breezeway-style podiums running parallel to Cummings Avenue. The total building footprint above-grade is 4,296 square metres while the building G.F.A is measured at 14,048.99 square metres. Of the three wings, the middle and southernmost are proposed for the retirement home programming with assisted living and independent living options while the northern wing will be a senior's apartment building. All residents will have access to the full suite of amenities and services available.

While the above-grade massing for the building is distributed amongst the three 6-storey portions and two 2-storey linking podiums, the entire development sits atop an underground parking structure that also includes space for amenities and services, underground bicycle parking, servicing and mechanical equipment, storage, laundry, and staff services. Due to the unique design, with portions of the building running both parallel and perpendicular to Cummings Avenue, two (2) distinct and sizeable courtyards and amenity areas are created on the subject property.

In total, 164 parking spaces are being proposed with 12 spaces provided for visitor parking. Parking is distributed in the form of both surface and underground with 76 parking spaces located at-grade along both the Cummings Avenue frontage and within the southern interior side yard of the property. The remainder of the proposed parking is located within the 1-storey underground parking garage. Furthermore, 112 bicycle parking spaces are included in the proposal and located both at-grade and within the parking garage.

The proposal includes, 1,457.53m² of amenity space. The majority of this space is in the form of outdoor courtyards, private terraces, pathway(s), and outdoor dining areas. The proposed building also includes numerous indoor amenities and services for the use of residents including a therapeutic pool, fitness & rehab/physio studio, golf simulator, library and computer room, chapel, theatre, hair salon/barber shop, café, and a full-service cafeteria-style restaurant. Communal rooftop terrace space is included on the top of the two 2-storey breezeway portions of the proposal.

To compliment the outdoor amenity space and provide a suitable transitional buffer between the proposal and the surrounding residential properties the landscape plan includes substantial plantings of both coniferous and deciduous trees around the periphery of the lot. Furthermore, a 1.8 metre wood board fence is also proposed along the rear property line to better ensure adequate buffer between the properties.

Given the prominence of the R5A H(22) zone on lots in close proximity to the subject property the proposed building design including massing and height is appropriate as it adheres to the planned function of the immediate area.



Figure 6 Conceptual Building design looking east.

3.1.1 Building Design

The form of the proposed building reinforces the campus style connectivity of the entire development and of the various components of the building through the use of complimentary, but distinct material and colour.



Figure 7 Conceptual Building Rendering from Cummings.

The orientation of the buildings was carefully considered to ensure the mass of the building would not overwhelm the street edge along Cummings Avenue nor the rear yard townhouse development to the west. As is illustrated in the conceptual renderings included in this report, through positioning the building perpendicular to Cummings Avenue and the rear property line, massing is minimized with view planes, and access to sunlight preserved from both vantage points.

The proposed development has been designed to fit within the envelope and provisions of the proposed zoning designation, with no required amendments to the provisions of the R5A H(22) zone. This will help to ensure harmony with abutting properties with an R5A H(22) zone and is also mindful of the planned function of the area. As mentioned, the building massing along Cummings Avenue has been minimized by the building orientation and site layout creating an impression of three (3) separate yet interconnected buildings. The design approach is complimentary to other residential-use buildings along Cummings Avenue and within the greater neighbourhood, contributing to a positive building rhythm and cadence along the streetscape.

3.1.2 Public Realm and Private Property

Along Cummings Avenue, the proposed development is positioned at an appropriate distance from the front property line to provide for a positive pedestrian experience, all the while including surface parking and ample landscaping. The orientation of the building, the proposed setbacks, building height, and the entrance and window treatments are all in keeping with the existing community character.

The rear yard setback ranges from 8.3 metres for the northern portion of the building to 16.3 metres for the middle wing. This greatly improves the existing condition which locates the existing industrial buildings with nearly zero setback from the rear property line.

The landscaping plan includes a substantial program of both coniferous and deciduous tree plantings as well as benches and seating to compliment the design approach and to assist in mitigating potential concerns regarding noise and privacy impacts on the surrounding community.

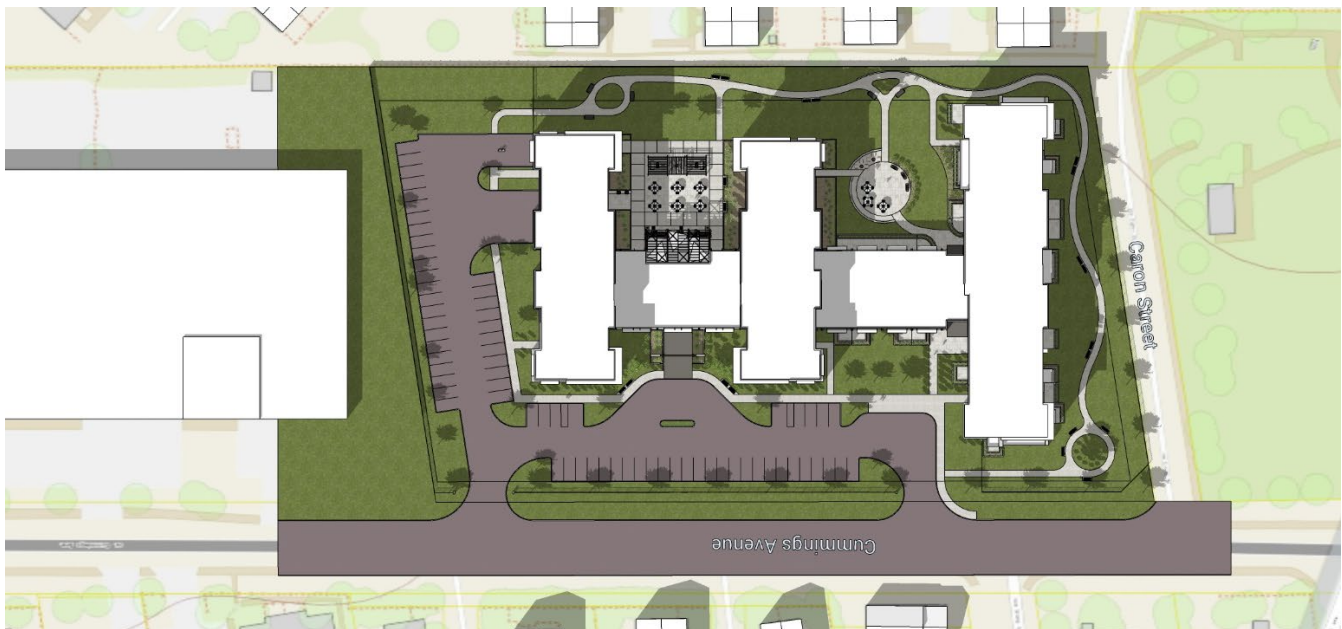


Figure 8 Proposed building layout/plan view.

POLICY AND REGULATORY FRAMEWORK

4.1 Provincial Policy Statement

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act and in effect since April 30, 2014, provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

The PPS emphasizes intensification in built-up areas in order to promote the efficient use of land and existing infrastructure and public service facilities to avoid the need for unjustified and uneconomic expansion. To achieve this goal, planning authorities must identify and promote opportunities for intensification and redevelopment.

Section 1.1.1 (Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns) of the PPS identifies the ways in which healthy, liveable and safe communities are sustained, including:

- a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) Accommodating an appropriate range and mix of residential, employment, institutional (including places of worship, cemeteries, and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- c) Avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- e) Promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;
- f) Improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;
- g) Promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.

Policy 1.1.3.1 requires that settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted. Policy 1.1.3.2 states that land use patterns within settlement areas shall be based on:

- a) Densities and a mix of land uses which:
 - 1. Efficiently use land and resources;
 - 2. Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and / or uneconomical expansion;
 - 3. Minimize negative impacts to air quality and climate change, and promote energy efficiency;
 - 4. Support active transportation;
 - 5. Are transit-supportive, where transit is planned, exists or may be developed.

Policy 1.1.3.4 states that appropriate development standards should be promoted which facilitate intensification, redevelopment, and compact form, while avoiding or mitigating risks to public health and safety.

Policy 1.1.3.6 requires that new development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

Policy 1.4.3 requires that planning authorities provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents, in part by permitting and facilitating all forms of housing required to meet the social, health and well-being requirements of current and future residents,

as well as all forms of residential intensification and redevelopment. Additionally, the policy requires directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs.

Policy 1.6.7.2 of the PPS requires that efficient use of existing and planned infrastructure shall be made. Policy 1.6.7.4 further specifies that a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Policy 1.8.1 of the PPS requires that planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which, among other things:

- a) Promote compact form and a structure of nodes and corridors;
- b) Promote the use of active transportation and transit in and between residential, employment, and institutional uses and other areas;
- e) Improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

Policy 3.2.2 of the PPS states that sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects.

Overall, the proposed development is consistent with the policies of the Provincial Policy Statement. As part of the overall concept, the re-development offers an efficient, cost-effective pattern of growth, capitalizing on an intensification opportunity within the city's urban area. The subject property is also in close proximity to significant transportation opportunities and important amenities to promote ease of walking and cycling as an alternative to personal vehicle use for both residents and employees of the residential retirement complex alike. Intensification of the underutilized subject property will make efficient use of existing infrastructure, public service facilities, and will support the City's investment and commitment to public transit.

Given the 50-year history of industrial uses on the subject property, certain associated contaminants have been identified within the tested soils. As part of the redevelopment process, the property owners will enter into a Brownfield Remediation Program agreement to remediate the lands to ensure there are no adverse impacts on residents or the neighbourhood and to bring the soil quality in line with provincial standards.

4.2 Official Plan (2003, as amended)

The City of Ottawa Official Plan is composed of eight (8) sections, each addressing a different aspect of the planned function of the City as a whole, with Section 2 providing Strategic Directions for growth and development within the City. The City is anticipated to grow by approximately 143,000 homes by 2036. The City intends to meet this growth challenge by managing it in ways that support liveable communities and healthy environments. This means that growth will be directed towards key locations with a mix of housing, shopping, recreation and employment and that are easily accessible by transit while also promoting and encouraging walking and cycling.

The Official Plan recognizes that concentrating growth to specific areas is required to support a high-quality transit service and to make better use of existing roads and other municipal infrastructure. Intensification at higher densities in nodes around transit terminals and along corridors served by transit is recognized as the most affordable form of development.

The Official Plan addresses the pressures of growth by establishing a set of strategic objectives. Two overarching Official Plan objectives which are applicable to the proposed development are:

1. Managing Growth

- / The City will manage growth by directing it to the urban area where municipal services already exist or where they can be provided efficiently;
- / Growth in the existing designated urban areas will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities;
- / Infill and redevelopment will be compatible with the existing context or planned function of the area and contribute to the diversity of housing, employment, or services in the area.

2. Building Liveable Communities

- / Attention to urban design will help create attractive communities where buildings, open space and transportation work well together;
- / Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing, and places to work and shop; and,
- / The City will pursue a more affordable pattern of growth that allows for more efficient use of municipal infrastructure and reduces the need to build and maintain new infrastructure throughout its life-cycle.

These strategic directions are developed further in the policies of Section 2.2 (Managing Growth) and 2.5 (Building Liveable Communities) as discussed below.

4.2.2 Managing Growth (OP Section 2.2)

Concentrating growth within the urban area makes efficient use of existing services and infrastructure and allows for a pattern and density of development that supports transit, cycling, and walking as viable and attractive alternatives to private automobiles. Growth will be distributed throughout the urban area to strengthen liveable communities through intensification and infill, and new development on vacant land in designated growth areas.

In all areas, the density, mix of uses, and land use pattern will work together to make the most efficient use of transit. Transit service is to be accessible by other active modes of transportation (i.e. walking and cycling) and densities will be highest adjacent to transit stations. A mix of uses in close proximity to transit routes and stations will also ensure that residents can meet many of their daily needs within the community or nearby.

Section 2.2.2 addresses the management of growth within the urban area and recognizes that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit, and other infrastructure. Consequently, the Official Plan employs a hierarchy of nodes and corridors for managing growth.

Policy 1 of Section 2.2.2 defines residential intensification as the “intensification of a property, building or area that results in a net increase in residential units or accommodation and includes:

- / Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of Brownfield sites;
- / The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification;
- / The conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and,

- / The conversion or expansion of existing residential buildings to create new residential units or accommodation, including secondary dwelling units and rooming houses.”

Policy 11 of Section 2.2.2 identifies target areas for intensification including underutilized sites in the General Urban Area like 1068 Cummings Avenue, and especially in close proximity to Transit Priority Corridors, future LRT Stations, and established Arterial Mainstreet Commercial Areas are areas where intensification is encouraged. Both St. Laurent Boulevard and Ogilvie Road are classified as Transit Priority Corridors within the Official Plan and in close proximity to the subject property.

The proposed development constitutes residential intensification as defined by the Official Plan. The planned development efficiently intensifies a previously under-utilized and brownfield site in an area best suited for residential development and currently well served by community facilities, commercial services, park spaces, and transportation options. The redevelopment and intensification of the subject property will further complement the existing neighbourhood and services while contributing to the creation of a complete community.

Through proposing the R5A H(22) zone, the Zoning By-law amendment will ensure that the subject property can be developed in a way that is fitting and compatible with the surrounding uses and the wider community.

4.2.4 Land Use Designation

The subject property is designated General Urban Area on Schedule B: *Urban Policy Plan* of the Ottawa Official Plan. Schedule B assigns land use designations to properties within the City.

The General Urban Area designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses.

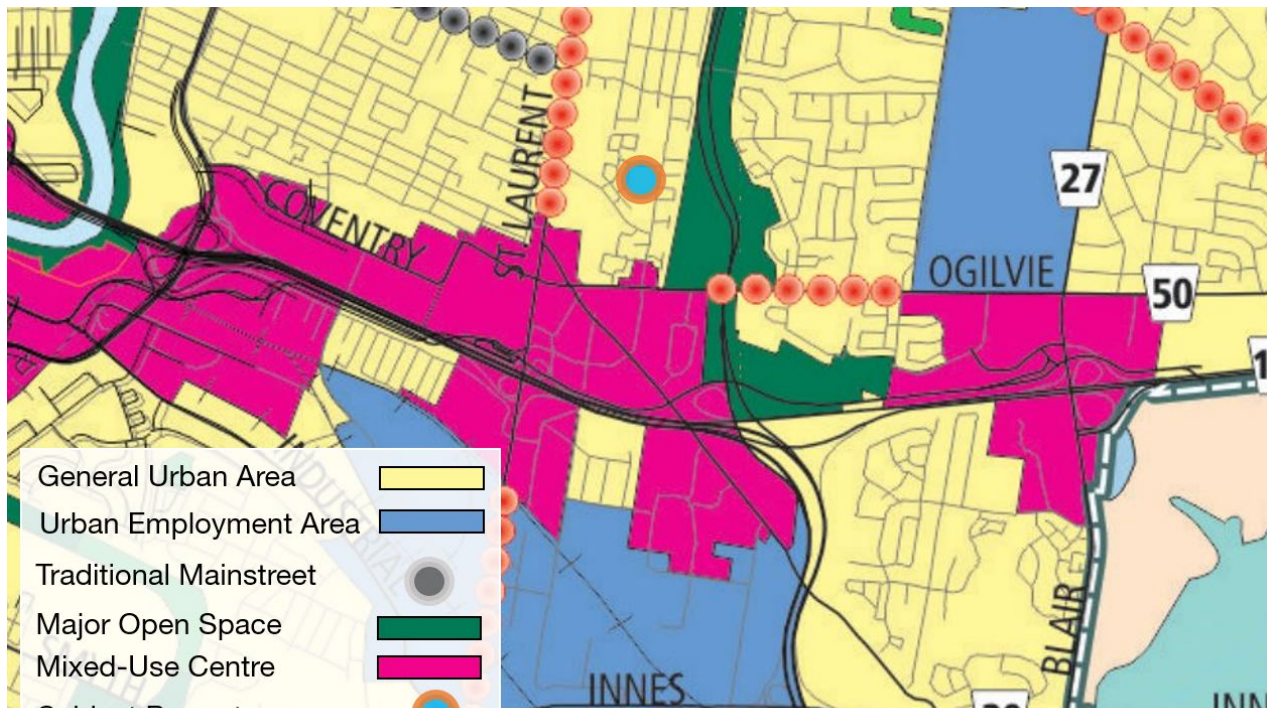


Figure 10 Official Plan Land Use Designation - Schedule B.

Specifically, relevant policies under the General Urban Area Designation include:

Policy 1: General Urban Area areas are designated on Schedule B. The General Urban Area designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses.

The proposal will provide additional housing opportunities in the community including both independent as well as assisted living options. This range of housing typologies and the associated services and amenities included will promote and encourage aging in place. The proposal also includes an opportunity to increase employment options in the form of medical services, maintenance and housekeeping staff, and employment opportunities in the numerous programmed amenity options included within the proposed building design.

Policy 3: Building height in the General Urban Area will continue to be predominantly Low-Rise. Within this range, changes in building form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area. Secondary plans or zoning that currently permit building heights greater than four storeys will remain in effect.

The proposed R5A H(22) zoning is consistent with the existing zoning and planned function of abutting properties. The building design, including the massing and height are considered appropriate and compatible given the large size of the site, allowing for an appropriate transition to neighbouring properties.

The substantial rear yard setbacks, building orientation running perpendicular to Cummings Ave, and the proposed landscaping program with substantial plantings of coniferous and deciduous trees will provide for a compatible and appropriate transition to the abutting properties.

Policy 4: Notwithstanding Policy 3, new taller buildings may be considered for sites that:

- a. Front an Arterial Road on Schedules E or F of this Plan and which are:
 - / Within 800 metres walking distance of a Rapid Transit Station on Schedule D of this Plan, or;
 - / On a Transit Priority Corridor on Schedule D of this Plan.;
- b. Are in an area already characterised by taller buildings or sites zoned to permit taller buildings. [Amendment #150, LPAT October 22, 2018].

The subject property is well suited to accommodate increased height and density for a number of reasons. As mentioned previously, the subject property is within close proximity to two Arterial Mainstreets (St. Laurent and Ogilvie) which are also designated as Transit Priority Corridors in the Official Plan and within one (1) kilometre of the new Cyrville LRT Station.

Furthermore, given that several nearby properties are zoned R5A H(22) which allows for greater density and building heights, the proposed retirement campus will fit well within the existing and planned function of the immediate area. As such, Policy 4b supports the proposed height and density of the development. The image provided below illustrates the proposed development within the existing planned function of the area and further demonstrates compatibility of building height and mass.



Figure 11 As-of-right building form context.

Policy 5: When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:

- a. Recognize the importance of new development relating to existing community character so that it enhances and builds upon desirable established patterns and built form;
- b. Apply the policies of Section 2.5.1 and Section 4.11;
- c. Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area;

The development provides a residential mid-rise building, contributing to a broad and varied mix of residential typologies and units, including single- and bachelor units to foster a vibrant and diverse community in close proximity to key amenities and the transit system. Further, the proposal will target a specific demographic profile and provide new options for the elderly to be able to age in place within their community.

Given the current industrial use on the property, limited soft landscaping, and narrow rear-yard setbacks, the proposed use, layout, and landscaping plan of the site will greatly improve on the current situation.

Policy 10: Industrial uses that exhibit characteristics that are likely to impact negatively on adjacent residential uses by virtue of matters such as noise, fumes, heavy equipment movement or external storage of large amounts of materials will not be permitted in areas designated General Urban Area, but will be directed to an appropriately zoned area within an Employment Area.

If approved, the proposal would remove an existing industrial use that has had negative impacts on abutting properties. In addition to being a brownfield site, the subject property can be characterized as

having negative impacts such as noise, fumes, heavy equipment and external storage. As a result, this development will fulfill the policy direction of the General Urban Area by removing an undesirable industrial use and infilling it with residential uses.

Overall, the proposed development contributes to the continued development of a compact mixed-use neighbourhood by adding a higher-density residential building in proximity to a range of existing employment and service commercial uses. Given the existing mix of uses in proximity to the subject property, residents and employees will be able to access convenient transit and meet many of their daily needs by walking or cycling, reducing reliance on personal vehicles and promoting opportunities for active transportation.

4.2.5 Building Liveable Communities

Section 2.5 proposes that Ottawa's communities be built on the basics of appropriate and affordable housing, ample greenspace, places for people to shop, socialize, and play nearby, access to community services, and workplaces within a reasonable commute. More liveable communities will be created by focusing more on community design and through engaging in collaborative community building, particularly around established neighbourhood hubs and nodes including mixed-use centres and main streets.

Section 2.5.1 (Urban Design and Compatibility) sets out design and compatibility objectives, principles, and policies applicable to intensification and infill development within the urban area. The policies states that compatible development is development that enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties.

The City guides the built environment using design objectives within Section 2.5.1 that are broadly stated and are intended to be applied to all land use designations. Design principles provide further detail on how each of the objectives may be achieved.

The following objectives are considered the most applicable to the proposed development:

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

The proposal enhances the sense of community by responding to the surrounding built form and cultural character of the area, through massing and materiality.

The proposed development seeks to redevelop and intensify an underutilized site, located in close proximity to current and future transit infrastructure and the established and nearby Arterial Mainstreets, thereby advancing the objectives of the Official Plan and implementing the City's vision for intensification. The proposed building will provide additional housing and employment options in proximity to transit, retail, employment, and other amenities, contributing to the evolution of a more complete community.

To define quality public and private spaces through development.

The building as proposed defines quality public and private spaces by proposing a building that better defines the street edge while providing significant improvements to the frontages along both Caron and Cummings.

The proposed building will offer a high-quality design through utilising materials such as brick and stone masonry.

To create places that are safe, accessible and are easy to get to.

The building proposes a variable mix of residential uses with adequate glazing and outdoor amenity spaces that improve passive surveillance along the street and nearby public park.

The proposed development and the overall concept for the lands will help to create a vibrant and safe environment along this segment of Cummings Avenue and Caron Street. The building design, site layout, and landscaping have been carefully considered to frame the main entrances and entry areas, without any imposition to the public realm.

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

The design of the building contemplates a built form that is compatible within the existing context and the planned function of the area. The six (6) storey design and built form responds to the policies established for mid-rise building heights within the General Urban Area while also providing ample setbacks, ensuring that the rear and side yard interface appropriately with the existing low-rise community.

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

The proposal considers adaptability and diversity by intensifying an existing industrial, brownfield lot and providing unit types and accommodations for new residents.

Given that the proposed building will offer housing for seniors at various stages of their retirement, this proposal will allow for residents to age within the community, all the while having access to higher levels of care and assisted living.

4.2.6 Compatibility

In order to achieve compatibility of scale and use, it requires a careful design response that appropriately addresses impact generated by infill or intensification. The policies of Section 4.11 in the Official Plan are intended to set the stage for requiring both high-quality urban design in all parts of the City and design excellence in design priority areas.

Policy 2 of Section 4.11 establishes compatibility criteria that the City will use to evaluate the compatibility of development applications. These criteria are discussed below:

Traffic

The proposed development is located in close proximity to key transit corridors, the City's cycling network as well as many neighbourhood services and amenities. As a result, these factors will contribute to a modal share with a balanced proportion of resident and employees using public transit, active transportation, and private vehicles.

	<p>Given this building will function as a retirement home and senior's apartment, it is not expected that residents will generate high volumes of traffic. Further, employees will have many nearby options available to commute to and from the subject property.</p> <p>In addition, within the basement of the proposal various amenities and services are included (hair salon, golf simulator, pool, theatre, café, outdoor dining, healthcare services, chapel etc.), further reducing the need for personal vehicle trips.</p> <p>The transportation analysis completed for the proposed development concludes that sufficient roadway capacity is available on abutting arterial, collector and local roadways to service the proposed units.</p>
Vehicular Access	<p>Vehicle access is proposed from two access and egress points along Cummings Avenue. There are no issues associated with these proposed locations.</p>
Parking Requirements	<p>In total, 164 vehicle parking spaces are provided, whereas the Zoning By-law requires 126 parking spaces for this development. Twelve (12) visitor parking spaces are included in this total.</p> <p>A total of 112 bicycle parking spaces will be provided within the proposed development which is compliant with the Zoning By-law requirements.</p>
Outdoor Amenity Areas	<p>Given the substantial parking included on-site and close proximity to transit services, no impacts of on-street parked cars are expected.</p> <p>The proposed development is in close proximity to Cummings Park. Given the overall height of the proposed building as well as the layout of the site there are no impacts expected on the park. The sun-shadow study illustrates that shadows generated from the proposal will only impact Cummings Park for brief periods of the afternoon during the morning hours in the winter. No significant shadows are anticipated on the park in the summer months.</p>
Loading Areas, Service Areas, and Outdoor Storage	<p>The garbage and recycling storage area will be located internal to the building. Loading and delivery has been designed to occur to the southern portion of the property and will be screened by the 1.8m fencing and landscaping features as indicated in the landscape plan. Vehicle layby, and pick-up/drop-off will occur internal to the site along the Cummings Avenue frontage. Overall, the site has identified ample space to accommodate larger vehicles and delivery, loading, and refuse collection and no significant adverse impacts are expected.</p>
Lighting	<p>Lighting will be designed and installed to provide a safe and secure environment while meeting the City's requirements and ensuring no significant impacts on adjacent properties.</p>
Noise and Air Quality	<p>No significant impacts related to noise or air quality are expected as a result of the proposed development. Recommendations for noise</p>

mitigation measures will be implemented through site plan control approval and the building permit process, as appropriate. Given this proposal represents a transition from industrial uses to residential uses, substantial improvements to noise and air quality impacts are anticipated.

Sunlight

As illustrated in the Sun-Shadow Study included as part of this submission; due to the mid-rise built form and massing of the proposal it is not expected that this building will have any significant shadowing impact on nearby properties or the public realm.

Supporting Neighbourhood Services

The proposed development is located in close proximity to several neighbourhood amenities including schools, parks, and retail shops. The site is supported by transit connectivity, is in close proximity to a Transit Priority Corridor, is well connected to existing and future walking and cycling routes and is conveniently located near to the established St. Laurent Boulevard Arterial Mainstreet Corridor. With the advent of this development more community amenities and services could emerge while existing services and amenities will be strengthened.

Official Plan policy 4.11.14 further states that the appropriateness of a proposal will be considered in light of the following measures:

- a. Building height, massing and scale permitted by the zoning of adjacent residential properties as well as the prevailing patterns established in the immediate area;
- b. Prevailing patterns of rear and side yard setbacks and landscaped open space permitted by the zoning of adjacent residential properties as well as the prevailing patterns established in the immediate area;
- c. The need to provide a transition between areas of different development intensity and scale;

As mentioned previously, the increased rear yard setbacks, building orientation, and the proposed landscaping plan compliment the design approach and assist in mitigating potential concerns regarding noise and privacy impacts on the surrounding community.

Overall, the proposed development meets the policies of the Official Plan, including the Urban Design and Compatibility policies of Sections 2.5.1 and 4.11.

The proposed development conforms to the policies on the Official Plan by intensifying and rezoning the subject property towards a more compatible land use and built form in a location that is in proximity to transit routes and community amenities. The proposal contributes to the redevelopment on a currently underutilized and brownfield site. The additional housing and assisted living space will provide new opportunities for people to live and work in proximity to parks, schools, transit routes, and retail and entertainment uses.

4.3 City of Ottawa Official Plan Amendment No. 150

In 2013, the City of Ottawa reviewed the Official Plan resulting in numerous policy changes. Ottawa City Council adopted Official Plan Amendment (OPA) 150 in December 2013, and the Ministry of Municipal Affairs and Housing approved the revisions in April 2014. Portions of OPA 150 remain under appeal, while other policy changes have been incorporated and reviewed in Section 4.2 above. As the appeals of OPA 150 continue to be settled, the in-force policy context analysed in Section 4.2 is fluid and it is anticipated that policies may be

changed or added following submission of this application for Site Plan Control. Several policies remain under appeal; however, they represent the intended direction of Council and are discussed below.

Revisions to Section 4.11, to be renamed Urban Design and Compatible Development, contain more robust policies related to building and site design, organized into several categories. The applicable categories are addressed below.

Building Design	<p>The proposed development promotes a complementary architectural style that respects and follows policy direction for the area.</p> <p>The building utilizes different materials, form / massing and articulation to distinguish the building's three separate segments. The massing and inset connecting 2-storey portions break up the mass at-grade and highlight the building's function and courtyard style communal amenity space. The treatment and design approach is in character and consistent with the rhythm of Cummings Avenue streetscape and the planned function of the area.</p>
Massing and Scale	<p>The massing and scale of the building is consistent with the planned function and built-context within the established zoning of adjacent properties; R5A H(22).</p>
Outdoor Amenity Areas	<p>The development proposes a sizeable area for private and communal amenity space in the form of outdoor courtyards, dining areas, and walking paths.</p>

4.4 City of Ottawa Comprehensive Zoning By-law

The property is currently zoned Residential First Density, Subzone M – (R1M), in Ottawa Zoning By-law 2008-250, as shown on Figure 12. The intent of the Residential First Density Zone is to accommodate predominantly low-rise residential built-form and uses.

As illustrated in the zoning map below, the subject property abuts higher density residential zoning, including numerous properties within the Residential Fifth Density, Subzone A, with a permitted height maximum of 22 metres (R5A H(22)). Considering the existing provincial and municipal policy direction, the limited scope of permitted uses and densities within the R1M zone is considered undesirable from a policy perspective (PPS and City of Ottawa Official Plan).

Therefore, a Zoning By-law amendment is required if the subject property is to be developed in a way that is representative of the existing and planned function of the surrounding community as established by policy direction in the Official Plan and evidenced by the surrounding zoning context. As such, the Zoning By-law Amendment proposes a transition to the R5A H(22) zone on the subject property.

Where the R5A H(22) zone is more appropriate is in allowing increased height; from the currently permitted 11 metres maximum to the proposed 22 metre maximum and a broader suite of uses on the subject property; including both the mid-rise apartment building as well as the retirement home uses. In keeping with the intent of the R1 zone the R5 zone also continues to promote compatible and appropriate residential development that respects and enhances the residential character of a neighbourhood.

Selected R1M Zoning By-law Provisions:

Performance Standard	By-law Requirement	Provided	Building Conformance
Minimum front yard setback	4.5m	13.84m	✓
Minimum Rear Yard Setback	7.5m	8.3m	✓
Minimum Interior Side Yard Setbacks	1.0m	25.25	✓
Minimum Corner Side Yard Setbacks	4.5m	9.92m	✓
Maximum Height	11m	20.69m	X

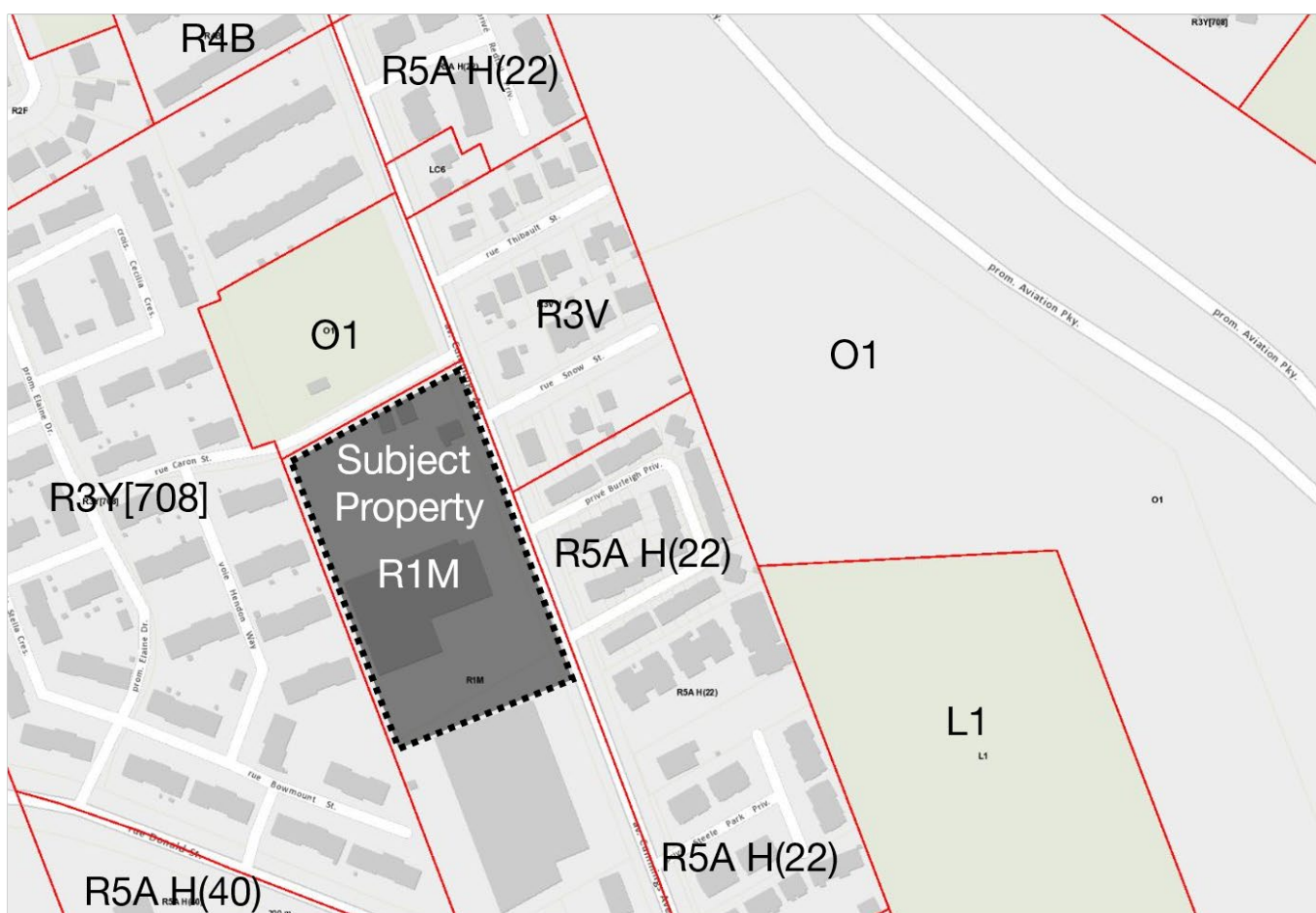


Figure 12 Zoning Map.

The following table evaluates the proposed development against the R5A H(22) zone provisions.

Residential Fifth Density, Subzone A, H(22)

Provisions for Apartment Dwelling, mid-rise (as per Section 163. (6).)

Performance Standard	By-law Requirement	Provided	Building Conformance
Minimum lot area	1,000 m ²	15,190.94m ²	✓
Minimum lot width	25 m	158.36m ²	✓
Minimum front yard setback	6m	13.84m	✓
Minimum Rear Yard Setback	7.5m	8.3m	✓
Minimum Interior Side Yard Setbacks	7.5m	25.25	✓
Minimum Corner Side Yard Setbacks	4.5m	9.92m	✓
Building Height	Varies subject to H symbol denoting permitted height on a particular property.	20.69m	N/A The Zoning By-law amendment proposes a height limit of 22 metres on the subject property which will be indicated using an H(22) symbol. The height maximum will ensure the proposed zoning will respect and retain the existing zoning and height permissions of the immediate area.
Minimum Landscaped Area	30%	51%	✓
Amenity Space	Retirement Home (10% of the GFA of each rooming unit). 0.10 x 6,749.24m²= 674.92m² Apartment Building (6m ² /dwelling unit). 6m² x 130 dwelling units= 780m² Total: 1454.92m ² Communal: 50%	Retirement Home: 677.53m ² Apartment Building: 780m ² Total: 1457.53m ² Communal: 96%	✓ ✓ ✓

The proposed building design complies with the provisions of the R5A H(22) zone.

4.4.1 Vehicle Parking Requirements

The subject property is located in Area X of Schedule 1A of the Zoning By-law. The parking rates below have been calculated based on the following building statistics:

- / 186 rooming units within the Retirement Home portion of the proposal,
- / 130 dwelling units within the Senior Apartment portion of the building, and,
- / 722.43 square metres GFA for area used for medical, health, or personal services in a retirement home.

Area X Parking Requirements:	
Required Parking	Provided Parking
Retirement Home: 52	Retirement Home: 52 ✓
Apartment Building: 62	Apartment: 100 ✓
Visitor: 12	Visitor: 12 ✓
Total: 126	Total: 164 ✓

The parking requirements are calculated as follows:

- **Retirement Home:** As per Section 101(4)(b), within Area X no off-street motor vehicle parking is required for the first 12 residential units (split 50/50 with the apartment).
 - **186 rooming units** (– 6 rooming units) = 180 rooming units X 0.25 parking spaces per rooming units = 45 parking spaces required.
 - +1 space per 100m² of GFA used for medical, health, or personal services within the Retirement home/722.43m² = 7 parking spaces required.
- **Mid-Rise Apartment Building:** As per Section 101(4)(b), within Area X no off-street motor vehicle parking is required for the first 12 residential units (split 50/50 with the apartment).
 - **130 dwelling units** (– 6 dwelling units)= 124 units X 0.5 spaces per unit= 62 parking spaces required.
- **Visitor:** As per Section 102(2); within Area X, no visitors parking spaces are required for the first 12 dwelling units. (130 dwelling units – 12= 118).
 - As per section 102, Table 102: 0.1 parking spaces/dwelling unit X 130= 12 parking spaces.

Note: Section 102 does not list “Retirement Home” as a land use that requires visitor parking.

4.4.2 Requested Zoning By-law Amendment

Based on the analysis provided in this report, the proposed Zoning By-law amendment from an R1 zone to an R5A H(22) represents good planning for the following reasons:

- / The proposal would allow for the re-development of an underutilized and brownfield site that is currently associated with an industrial use located within the context of a residential area. The transition is to a more compatible and suitable use in the form of a retirement and assisted living residential campus-style complex.



Figure 13 Current site condition illustrating contrast between existing residential uses and the current industrial use.

- / The proposed built-form and building height is consistent with the existing permitted Residential Fifth Density zone building height and densities in the immediate area.



Figure 14 As-of-Right context view looking east towards subject property and properties zoned R5 H(22) along Cummings Avenue.

- / The proposal allows for members within the community to age-in-place and provides for retirement living and assisted care options within an existing and established mixed-use community that has convenient access to amenities, services, parks, and transit options for residents, visitors, and employees alike.

- / The lot size coupled with the unique layout of the buildings provides for significant yard setbacks and subsequent transitional space between the proposed 6-storey portions of the building and the surrounding community.



Figure 15 Aerial looking west highlighting the break in massing assisting in creating a manageable transition towards the rear lot line.

- / The subject property is within close proximity to transit and other forms of active transportation, such as the bus routes along Ogilvie and St. Laurent, the Cyrville LRT Station, as well as the City's expanding cycling and pedestrian network.

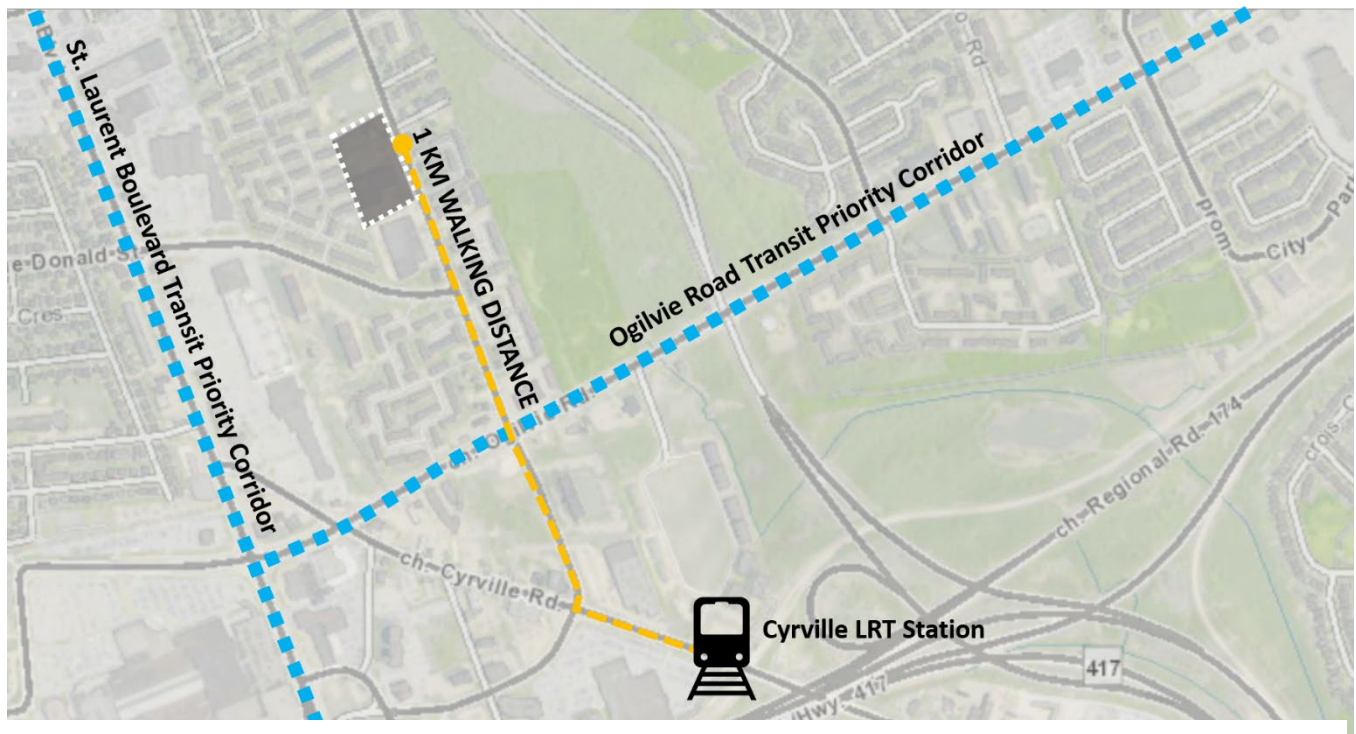


Figure 16 Proximity to Cyrville LRT Station.

5.0 CONCLUSION

It is our professional planning opinion that the proposed Zoning By-law Amendment and Site Plan Control applications represents good planning as follows:

- / The development proposal is consistent with the intent of the Provincial Policy Statement with respect to infill development, particularly allowing development in established urban areas where services and infrastructure are readily available. The proposal also includes the remediation of contaminated soils present on the subject property accomplishing an important policy objective of the PPS;
- / The proposed development conforms to the Official Plan policies, including the policies for the General Urban Area. Further, the proposed infill development is compact, and is compatible with the existing height and built form of the community;
- / The proposal complies with the City's urban design and compatibility criteria established in Section 2.5.1 and 4.11 of the Official Plan; and
- / The proposed development adheres to the intent of the Zoning By-law as the proposed R5A H(22) zone for the subject property is consistent with existing zoning on abutting properties, ensuring the development is compatible with the existing planned function within the area.



Timothy Beed
Planner
Fotenn Consultants Inc.



Matt McElligott, MCIP RPP
Principal
Fotenn Consultants Inc.