



1082 Cyrville Road + 1155 Joseph Cyr Street

Planning Rationale
Zoning By-law Amendment + Site Plan Control
October 2, 2020



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1.0	Introduction	2
1.1	Application Summary	2
1.2	Subject Property	2
1.3	Surrounding Area	3
1.4	Transportation	3
1.5	Neighbourhood Amenities	5
2.0	Proposed Development	6
2.1	Proposed Development	6
2.2	Massing and Scale	6
2.3	Public Realm	7
3.0	Policy and Regulatory Framework	8
3.1	Provincial Policy Statement, 2020	8
3.2	City of Ottawa Official Plan	9
3.2.1	Managing Growth	9
3.2.2	Land Use Designation	9
3.2.3	Designing Ottawa	10
3.2.4	Urban Design and Compatibility	11
3.3	New Ottawa Official Plan (Anticipated 2021-2046)	14
3.4	Tremblay, St Laurent and Cyrville Secondary Plan	15
3.5	St. Laurent Transit Oriented Development (TOD) Plan	16
3.6	Transit-Oriented Development Guidelines	19
3.7	Zoning By-law 2008-250	21
3.7.1	Proposed Zoning	21
3.7.2	Site-Specific Zoning Amendment	24
4.0	Supporting Studies	25
4.1	Shadow Study	25
4.2	Transportation Impact Assessment	25
4.3	Noise Assessment	25
4.4	Environmental Site Assessment (Phase I and II)	25
4.5	Geotechnical Investigation	25
4.6	Servicing Report	25
4.7	Tree Conservation Report	25
5.0	Public Consultation Strategy	27
6.0	Conclusion	28

1.0 Introduction

The following Planning Rationale is prepared in support of Zoning By-law Amendment and Site Plan Control applications for the property at 1155 Joseph Cyr Street and 1082 Cyrville Road within the Beacon Hill-Cyrville Ward of the City of Ottawa.

1.1 Application Summary

The proposed development of a six-storey mixed use building is located at 1155 Joseph Cyr Street and 1082 Cyrville Road ('subject property'). As part of this development proposal, applications for Zoning By-law Amendment and Site Plan Control are required to permit the development. The intent of this Planning Rationale is to assess the proposed development against the applicable policy and regulatory framework and determine if the development is appropriate for the site and compatible with adjacent development and the surrounding community. Several studies and reports have also been prepared in support of these applications and support the proposed development as summarized within this report.

1.2 Subject Property

The subject property is located at the southeast intersection of Cyrville Road and Joseph Cyr Street, and is comprised of two properties, 1155 Joseph Cyr Street and 1082 Cyrville Road. It has frontage of approximately 51.26 m along Joseph Cyr Street, 14.16 m along Cyrville Road and an area of approximately 1,620.8 m².

Along the Cyrville Road frontage, the subject property is currently developed with a two-storey detached dwelling with vehicular access from Cyrville Road. On the Joseph Cyr Street portion of the subject property, there is currently a one-storey detached dwelling with vehicular access from Joseph Cyr Street.

Sidewalks are provided along both frontages. Elevated hydro distribution lines are present in the public right-of-way adjacent to the property line along both frontages. The wooden poles also feature light standards. As the properties were previously used as private residences there exists some vegetation on the site with shrubs, overgrown bushes and some medium- to large-sized trees.

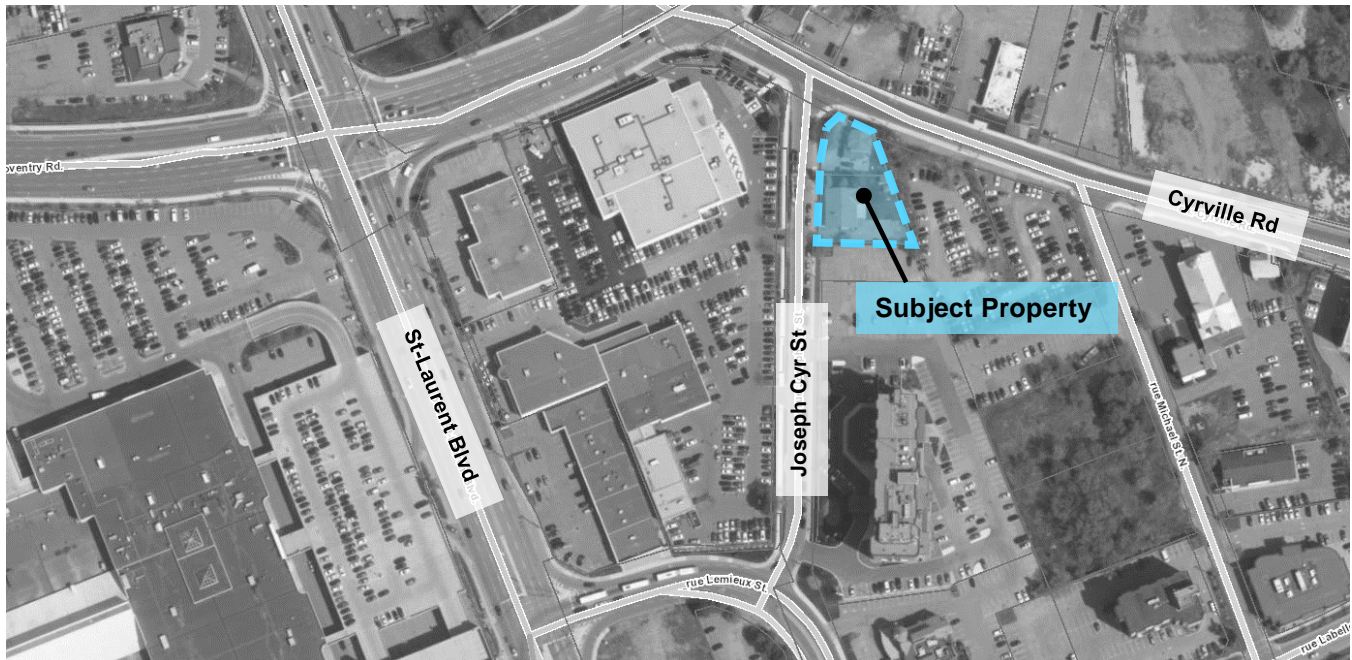


Figure 1: Subject Property and Surrounding Area

1.3 Surrounding Area

- / **North** of the subject property is Cyrville Road, an east-west collector road, as well as Ogilvie Road, an east-west arterial road. North of Cyrville and Ogilvie Roads is generally characterized by a mix of large-format retail, strip-mall shopping centres and service commercial uses such as a plumber, gas stations and car dealerships. There is a residential subdivision northeast of the site on the north side of Ogilvie Road, comprised generally of townhouses and a high-rise apartment dwelling.
- / **East** of the subject property, directly adjacent is a parking lot currently associated with the Holiday Inn Hotel. East of this, along Michael Street North is the Sheng Shen Chinese Catholic Church. Further east along Cyrville Road is characterized by various retail, office and services uses. Approximately 667 m east of the subject property is the Cyrville Transit Station.
- / **South** of the subject property is a surface parking lot used by the Holiday Inn Hotel, which is located further south of the subject property. South of this, at the intersection of Lemieux and Joseph Cyr Streets is a restaurant use and associated parking. Further south are office buildings, along with Highway 417.
- / **West** of the subject property on the west side of Joseph Cyr Street are two car dealerships and a retail store fronting onto St-Laurent Boulevard and Coventry Road. Further west along the west side of St-Laurent Boulevard is the St-Laurent Shopping Centre, a regional shopping centre with associated parking. The St-Laurent Shopping Centre also links to the St-Laurent Transit station.

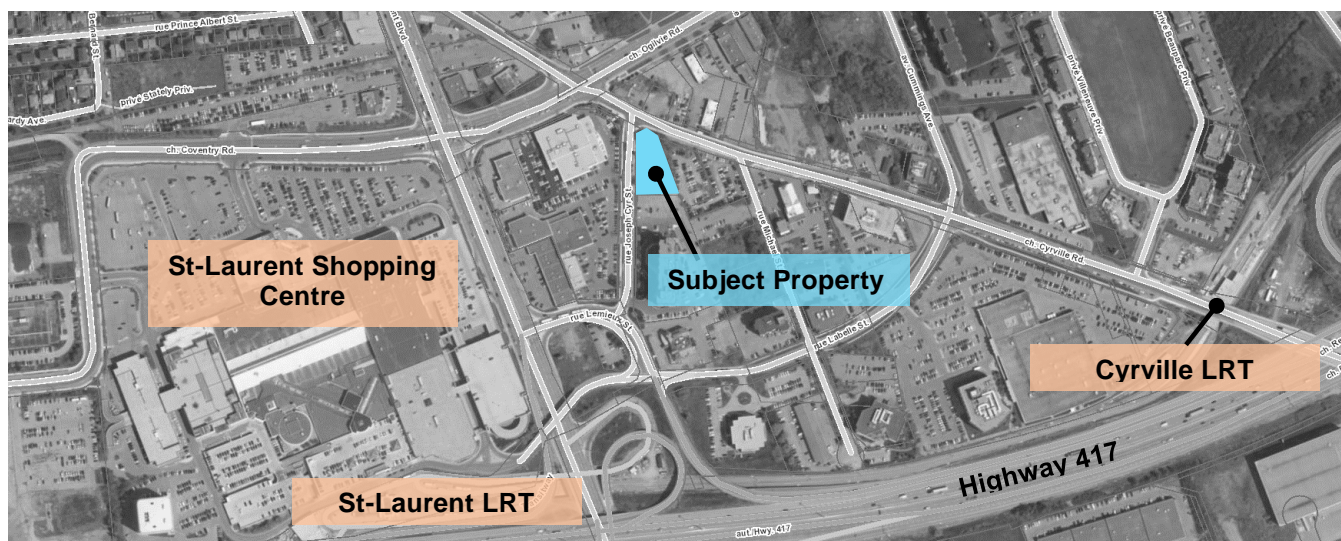


Figure 2: Surrounding Area

1.4 Transportation

The subject property is located along Cyrville Road, which is designated as a Collector Road in Schedule E of the City of Ottawa's Official Plan (Figure 3). Collector roads are intended to connect communities and distribute traffic between the arterial system and the local road system. These roads tend to be shorter and carry lower volumes of traffic than do the arterials. As a collector road, Cyrville Road acts as a principal road in the urban neighbourhoods for residents, delivery, commercial vehicles, transit, cyclists, and pedestrians. The lower volume of vehicles makes collectors more accommodating for cyclists and pedestrians.



Figure 3: Official Plan Schedule 'E' - Urban Road Network

The subject property is also located within 600 metres distance of the St-Laurent Light Rail Transit (LRT) Station to the west (Figure 4), and in close proximity to a Transit Priority Corridor (Isolated Measures) along St-Laurent Boulevard (Figure 5). OCTranspo Bus Route #24 runs along Ogilvie Road and provides a connection between the St-Laurent transit station and the City's east end. Additional bus routes #7 and #40 run north-south along St-Laurent Boulevard, providing additional connections to the greater transit network.

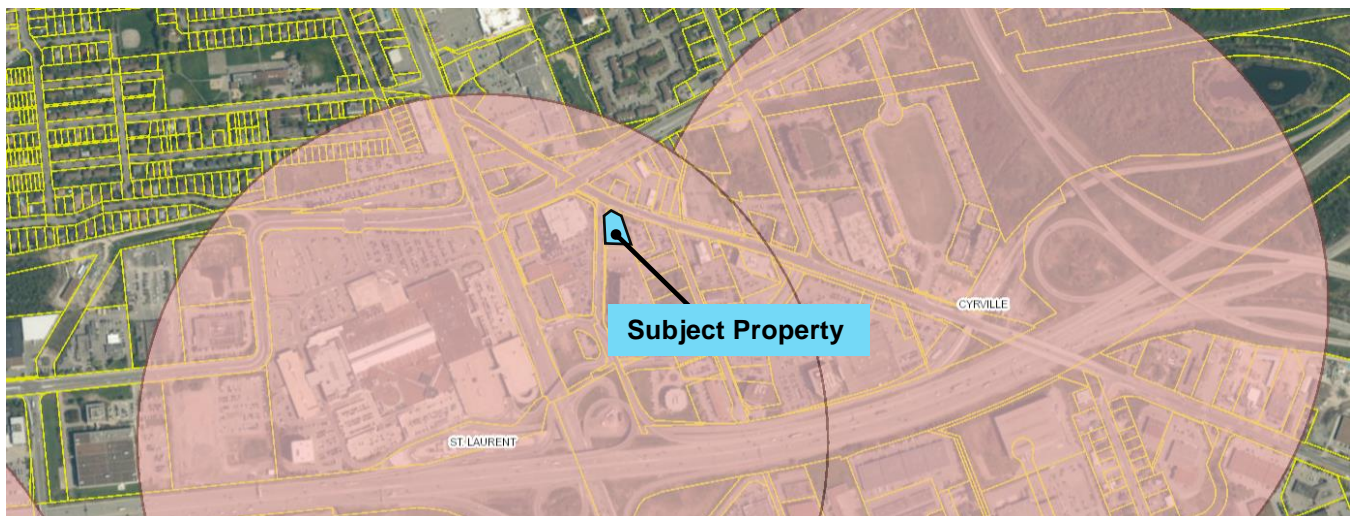


Figure 4: Subject Property in relation to the St-Laurent and Cyrville Transit Stations

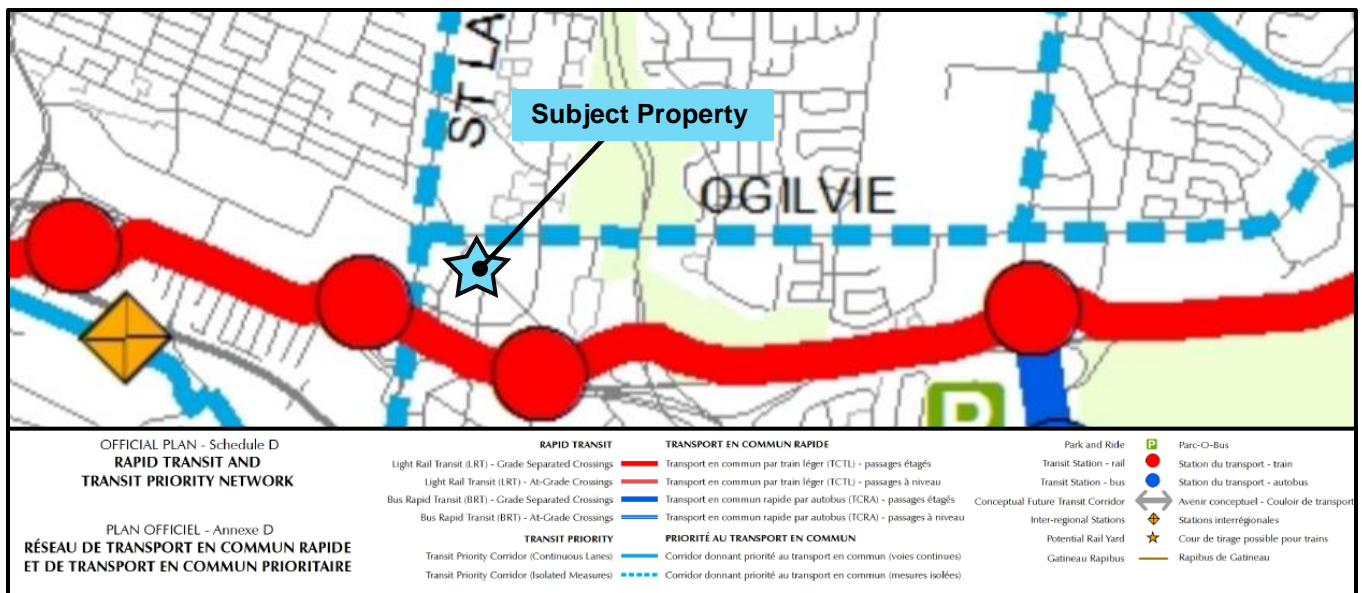


Figure 5: Official Plan Schedule 'D' - Rapid Transit and Priority Transit Network

The subject property is well-served by the greater cycling network (Figure 6). The site is along a multi-use pathway and connects to the cross-town bikeway providing increased access to the greater cycling network. This will allow cyclists to connect to various other routes throughout the city and rapid transit, promoting multi-modal transportation.



Figure 6: Official Plan Schedule 'C' - Primary Urban Cycling Plan

1.5 Neighbourhood Amenities

The site enjoys close proximity to many neighbourhood amenities including a variety of commercial uses including restaurants, retail shops and a shopping centre. The surrounding neighbourhood also benefits from access to a large grocery store within walking distance – Food Basics. There exists other large grocery stores in the area such as Farm Boy at the Trainyards Shopping Centre and Adonis in the Riocan Centre on St-Laurent. The site is well-served with respect to parks and community facilities being within walking distance of Ogilvie Park to the north, Ken Steele Park to the northeast and the Hydro Corridor Recreational Trail.

2.0 Proposed Development

2.1 Proposed Development

The proposed development for the subject property is a mixed-use building, including an at-grade commercial use fronting onto Cyrville Road, with 116 residential units located within the upper five storeys and basement, and a rooftop amenity space. The development also proposes parking for six vehicles, as well as 96 interior and 20 exterior bicycle parking spaces. Residential access to the building will be from a lobby via Joseph Cyr Street with an individual storefront having an active entrance along Cyrville Road.

Regular vehicular access is provided off Joseph Cyr Street into the covered surface parking area, with additional bike parking spaces. A combination of common amenity areas and private balconies is proposed for building residents, as well as outdoor communal amenity space located along the frontage on Joseph Cyr Street.

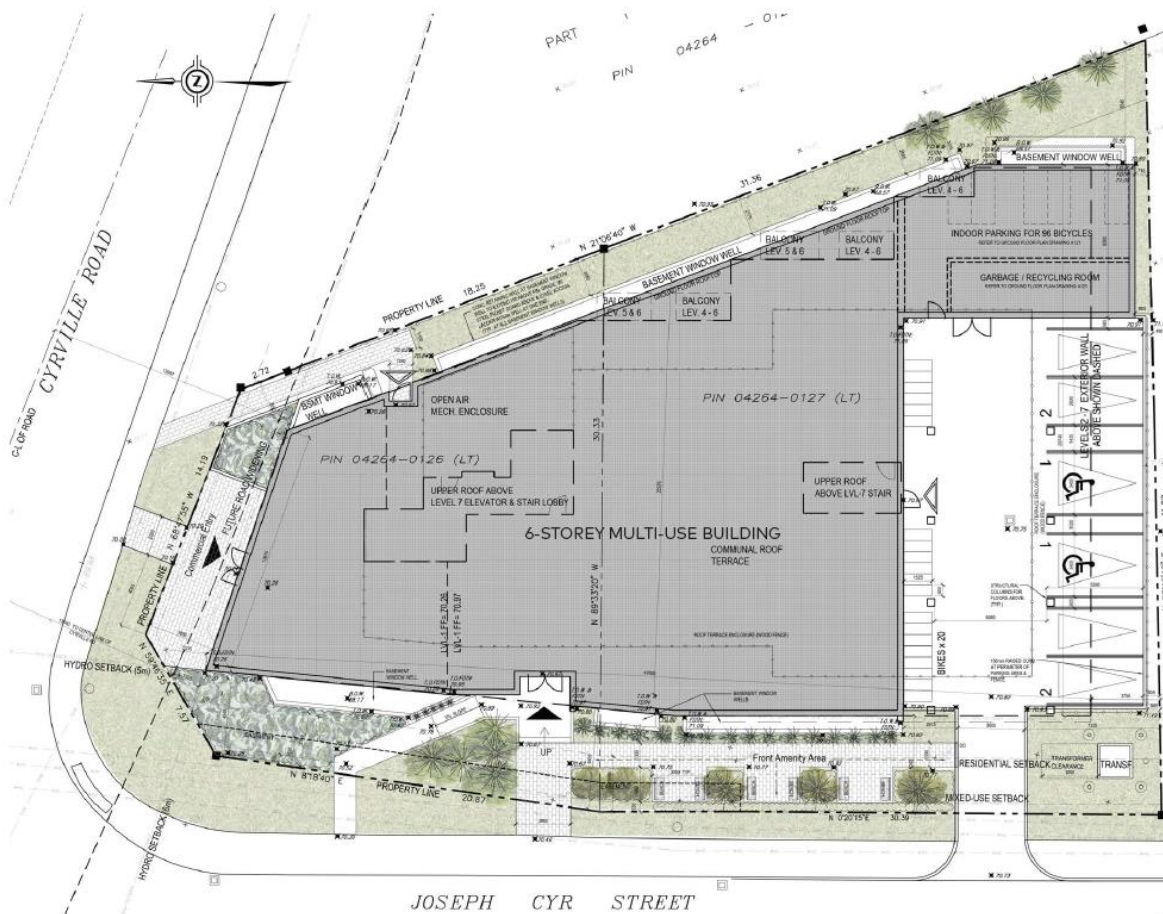


Figure 8: Site Plan

2.2 Massing and Scale

The built form of the proposed development is a six-storey building that will frame both Cyrville Road and Joseph Cyr Street. Building articulation along the eastern edge of the building will allow for transition from the building to the properties east of the subject site. The materiality of the development will break up the façade of the building, creating visual interest in the building.



Figure 9: View looking west

2.3 Public Realm

The proposed development includes improvements along the public right-of-way of both street frontages. The inclusion of new street trees and active at-grade uses advance the animation of the pedestrian realm. The treatment of the first storey with fenestration provides visual transparency and improved safety for pedestrians in the area. The design of the access/egress to the parking garage has been located away from the main intersection, avoiding any interruptions in the frontage while reducing conflicts between vehicles, pedestrians and cyclists. Landscaping is being proposed along all frontages to reconstitute the public realm and create a more pleasant environment for pedestrians.



Figure 10: View of building from intersection of Joseph Cyr Street and Cyrville Road

Policy and Regulatory Framework

3.1 Provincial Policy Statement, 2020

The Provincial Planning Statement (PPS) is a policy document issued under the Planning Act. It provides direction on matters of provincial interest related to land use planning and development. All decisions on planning matters “shall be consistent with” the PPS. Generally, the PPS recognizes that “land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns...”. In order to respond to current and future needs, a range of housing options is encouraged through new development and intensification.

Policies that support the development and intensification of the subject property include:

- / 1.1.1: Healthy, liveable and safe communities are sustained by:
 - Accommodating an appropriate affordable and market-based range and mix of residential types, including multi-unit housing;
 - Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- / 1.1.3: Identifies settlement areas as the focus of growth and development, with land use patterns in settlement areas to be based on densities and a mix of land uses which efficiently use land and resources; 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.
 - Policy 1.1.3.6 states 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
- / 1.4.3: Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs or current and future residents of the regional market area by:
 - Permitting and facilitating:
 - All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
 - All types of residential intensification, including second additional residential units, and redevelopment;
- / Section 1.6 of the PPS provides policies for infrastructure and public service facilities. Policies require that growth be directed in a manner that optimizes the use of existing infrastructure and public service facilities, including municipal sewage and water services.
- / 1.7.1: Long-term economic prosperity should be supported by:
 - Encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce.
- / 1.8.1: Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

Policies for achieving the vision of the PPS address efficient development and land use patterns; accommodating an appropriate range and mix of residential types to meet long-term needs; promoting cost-effective development patterns; and supporting transit and active transportation. Furthermore, the policies direct development to locations that have been identified for intensification and redevelopment by the municipality.

The proposed development is consistent with the Provincial Policy Statement, 2020. As a site located in a Mixed Use Centre and within proximity of two Light Rail Transit stations, the redevelopment of an underutilized property advances the provincial goals of healthy, liveable and safe communities that efficiently use infrastructure, improve the range and mix of housing types, and support transit use.

3.2 City of Ottawa Official Plan

The City of Ottawa Official Plan provides the policy framework for strategic growth and development of the city to the year 2036. The City plans to meet Ottawa's growth and development by managing it in ways that support liveable communities and healthy environments. Objectives and policies direct the creation of 'complete' communities where residents can live, work and play.

3.2.1 Managing Growth

Section 2.2 of the Official Plan addresses how growth is to be managed within Ottawa, including the urban area and village boundaries, managing intensification, and employment area policies.

The policies in Section 2.2.2 deal specifically with the management of intensification within the urban area. Residential intensification is defined as "the development of a property, building or area that results in a net increase in residential units or accommodation". It is recognized that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit and other infrastructure, and can be provided through redevelopment, the development of vacant or underutilized lots, infill development, and conversions. Mixed Use Centres are identified as a target area for intensification (Policy 3).

Policy 10 of Section 2.2.2 recognizes that intensification may occur in a variety of built forms, from low-rise to high-rise, provided urban design and compatibility objectives are met. Denser development, that often means taller buildings, should be located in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses. Building heights and densities for different areas may be established through the Official Plan or a secondary plan and will be implemented through zoning. Policy 11 further specifies that the distribution of appropriate building heights will be determined by:

- a) The location in a Target Area for Intensification or by proximity to a Rapid Transit station or Transit Priority corridor, with the greatest density and tallest building heights being located closest to the station or corridor; and
- b) The design and compatibility of the development with the surrounding existing context and planned function, with buildings clustered with other buildings of similar height.

The proposed development represents residential intensification through the redevelopment of underutilized lots within a Target Area for Intensification. The development provides a compatible design and an appropriate building height as further discussed herein. As the development has been designated as Mixed Use Centre, and, the Secondary Plan specifies greater heights in this area, the site is a target area for this type of intensification. The proposed development is in keeping with the policy directions of the Secondary Plan and Land Use designation by proposing a compact built form in proximity to transit.

3.2.2 Land Use Designation

The subject property is designated as "Mixed Use Centre" in the City of Ottawa Official Plan (Figure 11). Mixed Use Centres occupy strategic locations on the Rapid Transit network and act as central nodes of activity within their surrounding communities and the city as a whole. These centres are a critical element in the City's growth

management strategy, being areas with potential to achieve high densities and compact and mixed-use development oriented to rapid transit.

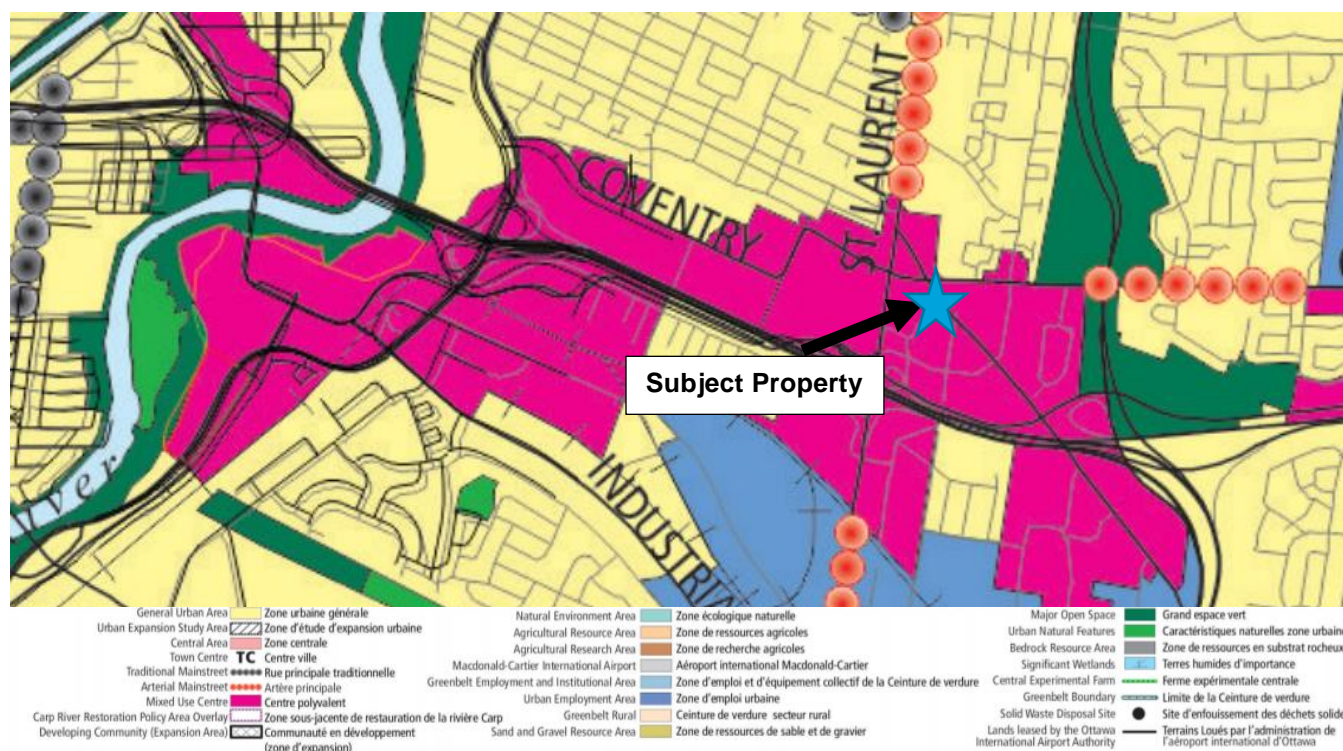


Figure 11: Schedule 'B' of the City of Ottawa Official Plan

Pursuant to Section 3.6.2 of the Official Plan, the Mixed Use Centre designation applies to lands that have been strategically located along the transportation system and that are accessible by transit, walking, cycling and automobile. Mixed Use Centres are centered on rapid-transit stations and contain one or more arterial roads with all-day, frequent transit service. They offer substantial opportunities for new development or redevelopment and represent a key element of the Official Plan's strategy to accommodate and direct growth in the city.

Policy 1 sets out the criteria that all Mixed Use Centres meet, including that most of the centre is within 800 m walking distance of one or more rapid transit stations, and that there is opportunity to achieve high densities of jobs and housing through intensification and redevelopment of older sites and development of vacant land. Policy 4 permits a range of building heights and requires that appropriate transition is to be provided at the periphery of Mixed Use Centres where they abut established low- or mid-rise areas. A broad variety of uses are permitted, as identified in Policy 5, including high- and medium-density residential uses. Finally, Policy 9 requires that all development in a Mixed Use Centre is to be evaluated in the context of the Official Plan's urban design policies and criteria, and, where possible, will contribute to a range of housing options in the area.

The proposed development implements and conforms to the policy directions set out in the Mixed Use Centre designation. The lands are within 400 m of transit and represent a significant opportunity for redevelopment of an underutilized property. As a high-density residential use, the development will promote the use of transit and increase housing options. The proposed development has been designed in a manner which will further support increased pedestrian and cycling infrastructure in the area.

3.2.3 Designing Ottawa

Section 2.5.1 of the Official Plan provides objectives and policies for achieving compatibility between form and function when introducing new development into existing areas. Compatible development means development

that, although not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists without causing undue adverse impact on surrounding properties; it “fits well” within its physical context and “works well” among those functions that surround it.

The following Design Objectives, which are intended to influence Ottawa’s built environment as it grows, are applicable to the subject property and proposed development:

- / Enhances the sense of community by creating and maintaining places with their own identity;
- / Defines quality public and private spaces through development;
- / Creates places that are safe, accessible and are easy to get to, and move through;
- / Ensures that new development respects the character of existing areas; and
- / Considers adaptability and diversity by introducing new residential land uses in a compact built form that contributes to the range of housing choices and transportation options in the area.

Mixed Use Centres are recognized as ‘Design Priority Areas’ (Policy 2), which are required to participate in an enhanced review by the Ottawa Urban Design Panel (Policy 4) to understand how the proposed development will contribute to the Design Objectives and achieve good urban design.

The proposed development addresses the Design Objectives through a design that enhances an under-utilized site on Cyrville Road in proximity to transit. The development will enhance the pedestrian environment and, as a corner site, will serve to establish a strong character into the underutilized neighbourhood to the south and southeast. As a development within a Design Priority Area, the Urban Design Review Panel will review and provide comments on the proposed development with respect to urban design, including the public realm.

3.2.4 Urban Design and Compatibility

Compatibility of scale and use are to be carefully understood to mitigate the design impacts of intensification. Similar to Section 2.5.1 of the Official Plan, Section 4.11 outlines a set of criteria that can be used to objectively measure the compatibility of a development proposal. At the scale of neighbourhoods or individual properties, consideration for views, design, massing, and amenity space, among others, are key factors for assessing the relationship between new and existing development. The following table provides an analysis of how the proposed development meets the applicable policies of Section 4.11.

Policy	Proposed Development
Building Design	
5. Design of the parts of the structure adjacent to existing buildings and facing the public realm will achieve compatibility through design of: <ul style="list-style-type: none"> a) Setbacks, heights and transition; b) Façade and roofline articulation; c) Colours and materials; d) Architectural elements including windows, doors and projections; e) On site grading; and f) Elements and details that reference common characteristics of the area. 	<p>The proposed development is providing a consistent street wall along all street frontages. The architectural articulation and change in materiality create a well-designed mid-rise building that complements and enhances the character of the area.</p> <p>Architectural treatments such as materiality, colours, and projections have been carefully chosen to be compatible with the surroundings while contributing to high-quality design. The building design creates visual interest in the area and reduces the impact of massing.</p>
6. Orient the principle façade and entrances to the street, include windows on elevations adjacent to public spaces, and use architectural elements,	Principal entrances are oriented towards the abutting public streets, the main residential entrance is located away from the commercial entrance to delineate the

Policy	Proposed Development
massing and landscaping to accentuate entrances.	uses. Architectural elements have been included to ensure that the building is well-defined at street-level.
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 subject property is located at the corner of a collector road and a local street. The corner of the site features a heavily fenestrated treatment, along with active entrances that will animate the façade of the building at the intersection, serving as a focal point for the street.
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 (i.e. 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.	Servicing, loading areas, and mechanical equipment are generally located internal to the site and away from the public realm.
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 rooftop mechanical equipment and amenity spaces have been incorporated into the design and massing of the building.
Massing and Scale	
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.	<p>The proposed development is a mid-rise building that respects the massing and scale of the surrounding buildings. The area is characterised by buildings of a similar height and scale, and is anticipated to change over time due to the site's proximity to transit.</p> <p>The Tremblay, St Laurent and Cyrville Secondary Plan designates the site for a maximum height of 20 storeys. Per the Secondary Plan and TOD Plan, the rezoning application will bring the building in line with the proposed zoning and policy targets for the area. The building itself is well below the maximum height requirements, while providing for a higher density than the existing use.</p>
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	As discussed above, the proposed development is a mid-rise development located in an area with a similar character. The height and massing of the building will not have any undue adverse impacts on the surrounding area. Currently, the neighbouring properties have higher density and height designations, and this building will provide an important transition between the higher buildings in

Policy	Proposed Development
<p>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.</p>	<p>closer proximity to the transit station and the existing and planned context of the area. The transition achieved by this will minimize the conflicts between the low-rise character across Cyrville Road and the planned heights contemplated in the Secondary Plan.</p>
<p>13. Building height and massing transitions will be accomplished through a variety of means, including:</p> <ul style="list-style-type: none"> 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. 	<p>Transition has been provided via increased setbacks along the property line, and through building articulation. The ample setbacks along Joseph Cyr Street provide for a positive pedestrian experience along the street.</p> <p>The massing and setbacks on the building are accomplished through changes in the building height, as well as articulation in the massing through the use of balconies and building materials that provide visual interest and break up the mass of the building to enhance the pedestrian-level experience.</p> <p>The commercial unit, ground-oriented units and cantilevered parking structure further animate the street, and achieve transition from the pedestrian realm to the upper storeys of the building by breaking up the first floor of the building through a variety of uses.</p>
Outdoor Amenity Areas	
<p>19. Applicants will demonstrate that the development minimizes undesirable impacts 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.</p>	<p>Balconies in the development are sensitively located to mitigate issues of overlook and privacy. Amenity areas for residents are being provided in the form of balconies and rooftop patio. Additionally, ground-oriented uses have been provided along the Joseph Cyr Street frontage that will include adequately screened terraces to minimize privacy issues, while providing a pleasant pedestrian experience, and outdoor space for these tenants.</p> <p>An outdoor amenity area has also been provided in the generous setback along Joseph Cyr Street for additional privacy screening and to further enhance the building's at-grade treatment.</p>
<p>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, 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).</p>	<p>Amenity space is provided via a combination of private balconies, indoor amenity space, communal at-grade outdoor amenity space along Joseph Cyr street, and a rooftop patio with amenity space.</p>

Policy	Proposed Development
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.	
Design Priority Areas	
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.	The subject property is located in a Mixed Use Centre Design Priority Area. The proposal has been designed to meet high design standards, including building materials, continuous building lines, articulation, and fenestration, while helping to define and improve this section of Cyrville Road and Joseph Cyr Street. Sidewalks and landscaping elements are also provided adjacent to the building. The massing and scale of the proposed development is designed to define and enclose public and private spaces.
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.	As part of the development, streetscape improvements will be made including new street trees and additional landscaping.
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 massing and scale of the development will define the street corner, and will define the public space through landscaping and fenestration along the streetscape to improve the public realm.

The proposed development conforms to the policy direction of Section 4.11. The proposed development will positively contribute to the surrounding neighbourhood through streetscape improvements and a high-quality design. The development has been designed in a manner that will minimize impacts to surrounding properties through design and enhanced setbacks.

3.3 New Ottawa Official Plan (Anticipated 2021-2046)

The City of Ottawa is currently undertaking the preparation of a new Official Plan, to apply to a 25-year planning horizon from 2021 to 2046. The City has released key preliminary policy directions, which are oriented around the “Five Big Moves” that include:

- / Growth Management;
- / Mobility;
- / Urban and Community Design;
- / Climate, Energy and Public Health; and
- / Economic Development.

Preliminary policy directions applicable to the proposed development include:

- / Achieve an intensification target of 60%-70%;
- / Orient land use designations around nodes, corridors, and neighbourhoods;
- / Evolve to denser, walkable, 15-minute neighbourhoods;

- / A renewed emphasis on building form; and
- / Establishing minimum densities for new developments in proximity to important rapid transit stations.

In summary, the new proposed Official Plan policies trend toward a greater focus on transit-oriented development, intensification, and urban design. The proposed development is consistent with these directions, as it proposes a compact mixed-use building along a collector road, with a high-quality building form and design. The building is proposing increased densities in proximity to two Rapid Transit stations, helping the City achieve its intensification targets within the urban area.

3.4 Tremblay, St Laurent and Cyrville Secondary Plan

The Tremblay, St Laurent and Cyrville Secondary Plan provides direction on maximum building heights and minimum densities within the planning area identified in the Tremblay, St Laurent and Cyrville Transit-Oriented Development Plans (Figure 12). The Secondary Plan defines maximum building heights and minimum densities for lands within the plan area, resulting in transit-supportive development densities over the long term. The intent of the plans is to implement zoning to meet these proposed densities.

Figure 12 identifies the maximum building heights and densities for the St Laurent Secondary Plan. The subject property is slated for a maximum building height of 20 storeys, with a minimum building density of 250 units per hectare.

The proposed development meets the height requirements of the Secondary Plan with a maximum building height of six storeys, and meets the minimum density requirements for the entirety of the site.

- / Accommodating people and jobs densities in a compact built form;
- / Establishing context-sensitive development that respects existing neighbourhoods;
- / Promoting choices and reprioritizing pedestrians, cyclists and transit users over single occupant automobiles;
- / Creating green spaces and urban places;
- / Creating an attractive, well-designed urban environment; and,
- / Managing parking.

The subject property is located within the northeast position of the St Laurent TOD study area. The plan recognises that the TOD study area will evolve over time into a more compact and mixed-use district.

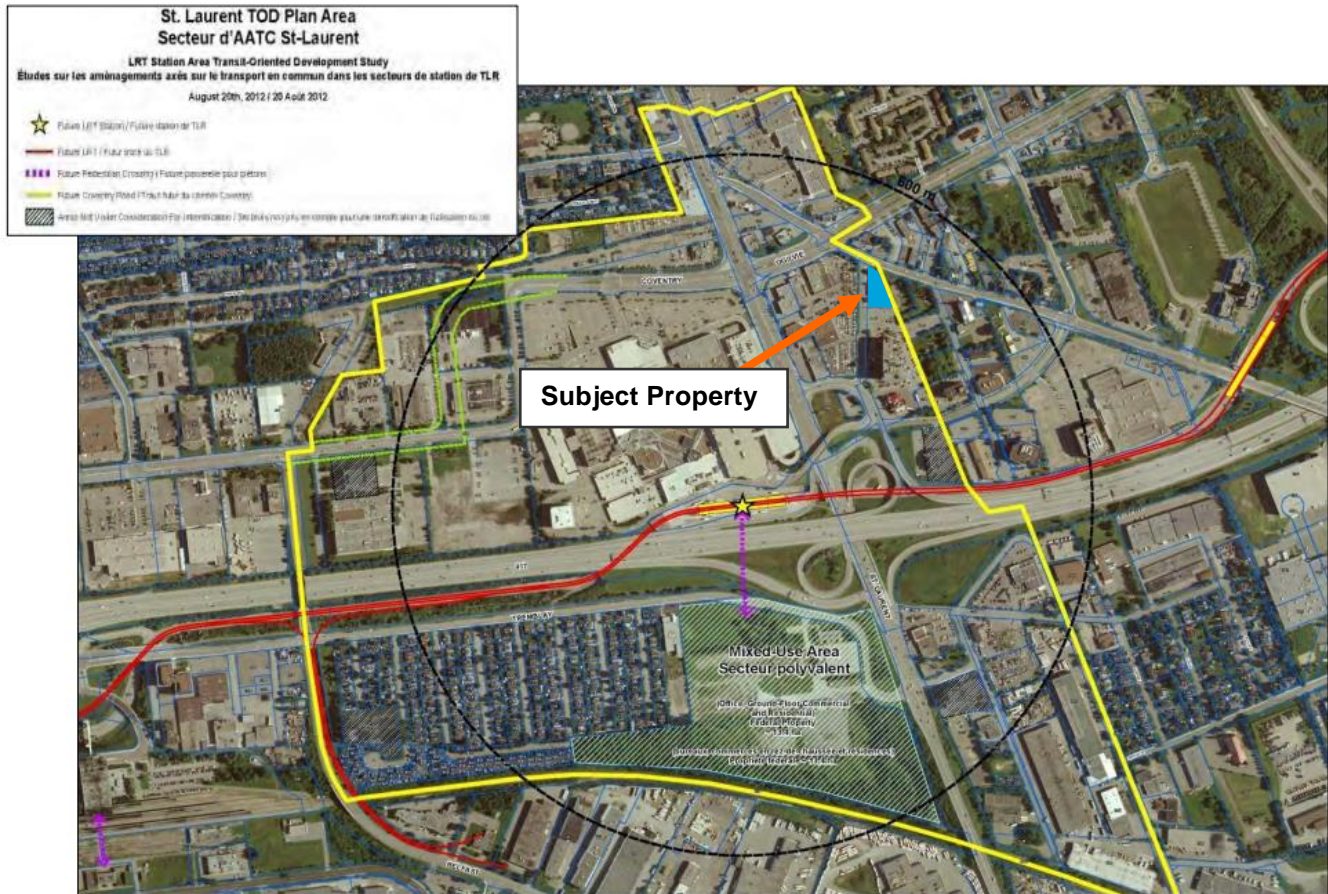


Figure 13: St Laurent TOD Study Area

The TOD plan identifies improvements to the pedestrian network for the plan area, a cycling network for greater access to the transit and cycling network in the city, and future streets in the study area. As the subject property is a small corner site with existing sidewalks and access to the cycling network, the plan does not identify any changes to the pedestrian, cycling or street network along the site's frontage.

The TOD plan further contemplates a Land Use Framework for the area, along with design requirements. In the schedule outlining the land use framework, the subject property has been identified as 'Mixed Use', with an Active Frontage Street along Cyrville Road (Figure 14). The 'Mixed Use' area provides an opportunity for transit-supportive land uses, accommodated in a variety of built forms. Urban residential uses are permitted and located in transitional locations in buildings that have a ground-floor treatment which includes street-oriented built form.

Active Frontage Streets are intended to provide a built form that reinforces the pedestrian experience and the public realm. This places high importance on the ground-floor design and use of the buildings that front onto these streets. Active Frontage Streets are to be characterized by individual building entrances that are accessible from the sidewalk, highly transparent and pedestrian scale ground-floor facades, outdoor patios, wide hard sidewalk surface treatment, enhanced landscaping and street furniture.

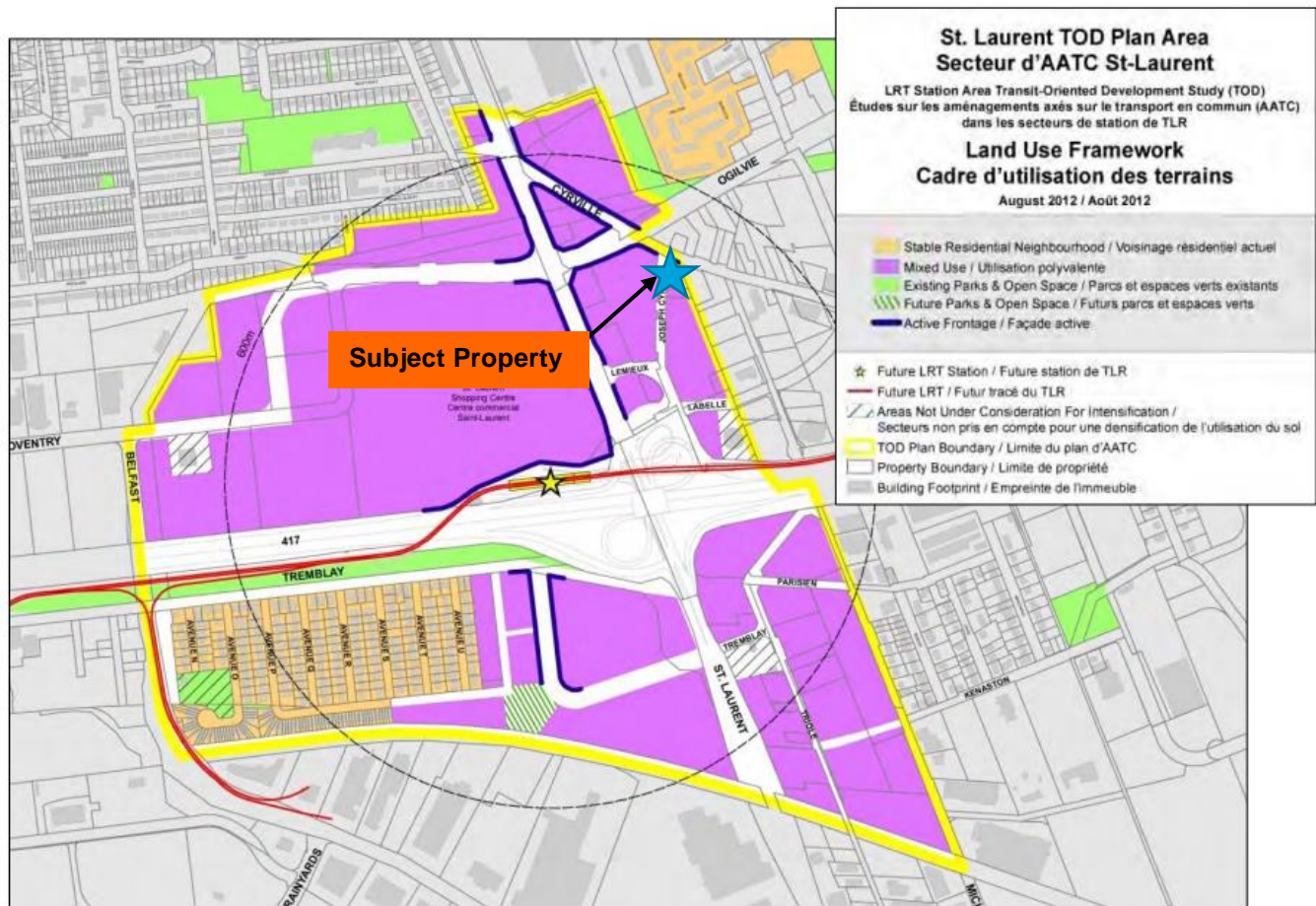


Figure 14: Land Use Framework

Within the net area for the St. Laurent TOD Plan, approximately 30 hectares of vacant, infill and underdeveloped land have been identified. A projected 12,000 people living or working in the area have been projected in the next 20 years. The plan contemplates the density ranges and maximum building heights based on these projections. For the site, a TD2 zone with a range of 400-1000 people per net hectare has been proposed, with a maximum building height of 20 storeys (Figure 15). The TOD Plan further identifies that the minimum density of 400 – 1000 people per net hectare converts to a minimum density of 250 units per net hectare.

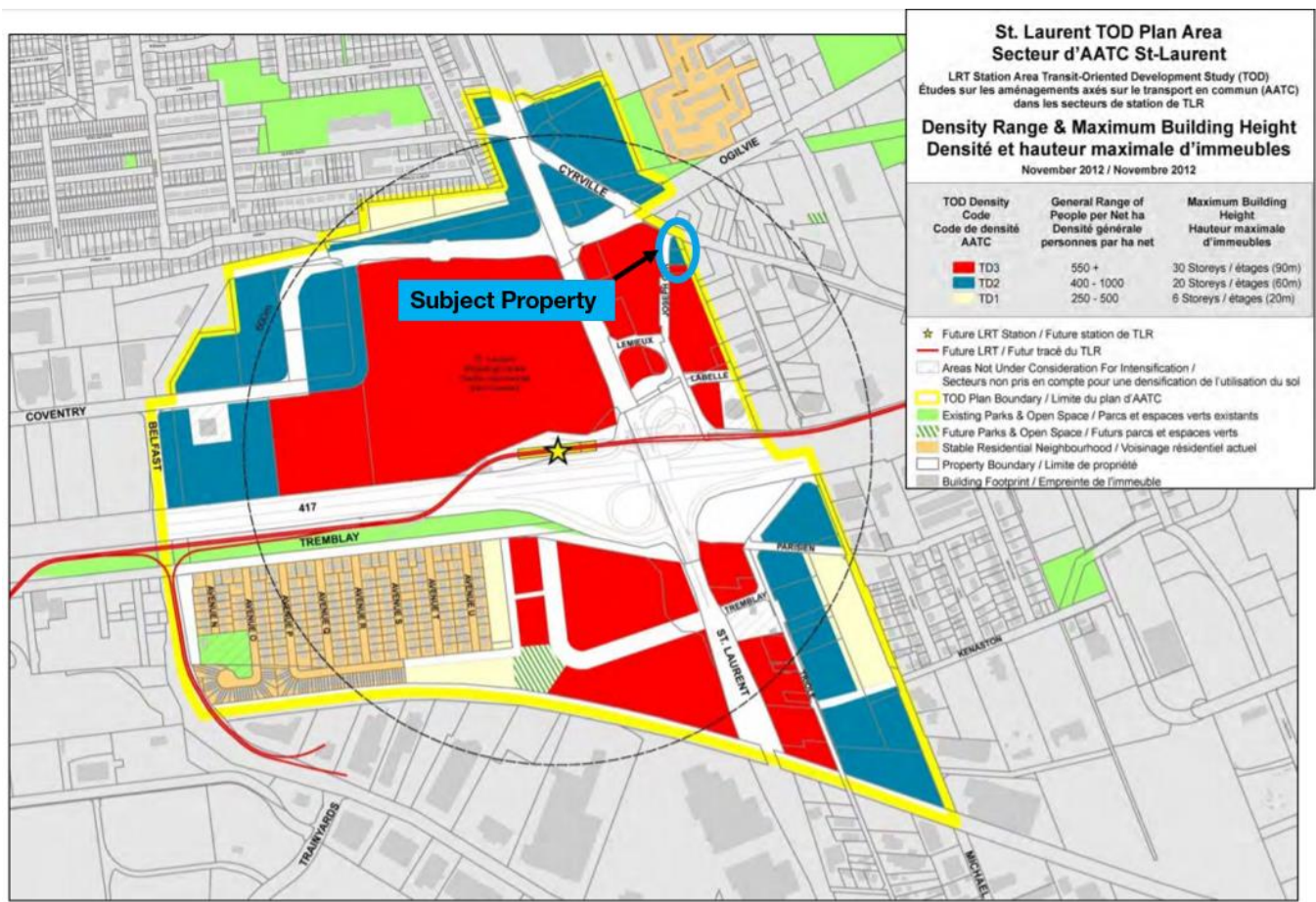


Figure 15: Figure 54 of the St. Laurent TOD Plan Area

The proposed development meets the intent of the TOD plan, supporting the direction set out in the Land Use Framework and the minimum densities. The proposed building is a transit-supportive mixed-use building that animates the frontage along both Cyrville Road and Joseph Cyr Street, reinforcing the pedestrian realm and meeting the requirements of the plan. The design of the building is characterized by individual building entrances that are accessible from the sidewalk, highly transparent at pedestrian scale ground-floor facades, a ground-floor outdoor amenity space along with an enhanced landscaping treatment along the pedestrian realm, ultimately meeting the policy directions of the plan.

The building is proposed to be well within the maximum building heights prescribed in the plan, and the Zoning By-law Amendment will allow for the site to be zoned in the manner envisioned through the TOD Plan. While the site has a small footprint, the proposed 116 units exceeds the minimum density requirement of 250 units per net hectare.

3.6 Transit-Oriented Development Guidelines

In September 2007, City Council approved design guidelines to address Transit-Oriented Development. The guidelines apply to all development throughout the City that is within 600 metres walking distance of a rapid transit stop or station and provide guidance for the proper development of these strategically located properties. The guidelines address six elements of urban design including: land use, layout, built form, pedestrians and cyclists, vehicles and parking, and streetscape and environment.

The proposed development meets the following applicable design guidelines:

- / Provides a transit-supportive land use within a 600-metre walking distance of a rapid transit station. (Guideline 1)
- / Creates a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally, thereby reducing the need to travel. Elements include a variety of different housing types, employment, local services and amenities that are consistent with the policy framework of the Official Plan and the City's Zoning By-law. Locates the proposed building along the front of the street to encourage ease of walking between the building and to public transit. (Guideline 3)
- / Locates a high-density residential use close to the transit station. (Guideline 8)
- / Creates transition in scale between higher-intensity development around the transit station and adjacent lower-intensity communities. (Guideline 9)
- / Creates a highly visible building through distinctive design features that can be easily identified and located. (Guideline 12)
- / The proposed building is located in reference to the front property line in a manner that is intended to define the street edge. (Guideline 13)
- / Provides architectural variety on the lower storeys of buildings to provide visual interest to pedestrians. (Guideline 14)
- / Design pedestrian connections that are convenient, comfortable, safe, easily navigable, continuous and barrier-free and that lead directly to transit. (Guideline 16)
- / Provides a ground floor that has been designed to be appealing to pedestrians and includes space for commercial uses. (Guideline 28)
- / Provides convenient bicycle parking that is enclosed and protected from the weather for both residents and customers. (Guideline 29)
- / Proposes a reduced number of parking spaces to minimize surface parking and encourage transit use. (Guideline 32)
- / Locates parking to the rear of the building and not between the public right-of-way and the functional front of the building. (Guideline 35)

The proposed development is consistent with the Transit-Oriented Development Guidelines by providing a mixed-use transit supportive building within 600 m of the St-Laurent Transit Station. The mix of land uses creates a multi-purpose destination that will support an area currently in transition, while helping people meet their daily needs. The building is located along the front of both street frontages, at a corner and employs high-quality urban design to further reinforce the street corner. The six-storey building provides for a good transition between the existing established community north of the property and the planned high-density context of the area closer to the transit station. In addition, the reduced parking will encourage transit use, while allowing for a larger building footprint. The location of the parking has been placed at the rear of the site to minimize visual impacts along the street frontage, and to avoid any compatibility issues with the function of the intersection.

3.7 Zoning By-law 2008-250

The subject property is currently zoned Mixed-Use Centre Zone, with a maximum floor space index of 2.0 and a maximum height of 48 m (MC F(2.0) H(48)).

The purpose of the Mixed-Use Centre Zone is to ensure that areas designated Mixed Use Centre in the Official Plan accommodate a combination of transit-supportive uses such as office, secondary and post-secondary schools, hotels, hospitals, large institutional buildings, retail uses, entertainment uses and high and medium-density residential uses. The MC zone allows the permitted uses in a compact and pedestrian-oriented built form in mixed-use buildings and imposes development standards to ensure medium to high profile development.



Figure 4: Zoning of the Subject Property and Surrounding Area

3.7.1 Proposed Zoning

Based on the recommendations in the Secondary Plan, as well as the existing conditions both along Cyrville Road and Joseph Cyr Street, an application for a Major Zoning By-law Amendment is being sought to rezone the lands to Transit Oriented Development Zone, Subzone 2, with an Urban Exception (TD2 [XXXX]) to permit the proposed development.

The purpose of the Transit Oriented Development Zone is to establish minimum density targets needed to support Light Rail Transit (LRT) use for lands Transit Oriented Development Plan areas, and to accommodate a wide range of transit-supportive land uses such as residential, office, commercial, retail, arts and culture, entertainment, service and institutional uses in a compact pedestrian-oriented built form at medium to high

densities. The zone also locates higher densities in proximity to LRT stations and imposes development standards that ensure the development of attractive urban environments.

The rezoning to the TD2 zone is overall more permissive, allowing for greater FSI and residential density on the site. This rezoning would bring the subject property in accordance with the objectives of the Secondary Plan and TOD Plan, as the TD2 zone is contemplated at the target TOD density range for the site in Figure 54 of the TOD Plan.

Table one demonstrates some of the permitted uses on the site:

Table 1:

Non-Residential		Residential
/ animal hospital	/ office	/ apartment dwelling, low rise
/ artist studio	/ personal brewing facility	/ apartment dwelling, mid rise
/ bank	/ personal service business	/ apartment dwelling, high rise
/ bar	/ production studio	/ dwelling unit
/ broadcasting studio	/ recreational or athletic facility	/ planned unit development
/ click and collect facility	/ restaurant	/ retirement home
/ community health and resource centre	/ retail food store	/ retirement home, converted
/ convenience store	/ retail store	/ rooming house
/ day care	/ storefront industry	/ stacked dwelling,
/ home-based business	/ technology industry	/ townhouse dwelling
/ home-based day care	/	
/ instructional facility		
/ medical facility		

Table 2 provides a summary of the TD2 zoning provisions as detailed in Zoning By-law 2008-250 and how the proposed development meets the provisions.

Table 2: TD2 Zoning Provisions and Compliance

Provision	Required	Provided	Compliance
Min. Lot Area	No minimum	1,621 m ²	✓
Min. Lot Width	No minimum	20.24 m	✓
Min. Front Yard setback	Mixed use building: 0.5 m	1.9 m – 3 m	✓
Min. Corner Side Yard setback	Mixed use building: 0.5 m	4.4 m	✓
Min. Interior Side Yard	0 m (for six storeys and less)	1.5 m (levels 1 – 3) 2.5 m (levels 4 – 6)	✓
Min. Rear Yard	0 m (for six storeys and less)	0.15 m	✓
Building Height	Maximum: 60 m/20 storeys	18.63 m	✓
Building setbacks	No setbacks required for a building of 6 storeys or less	No setbacks provided	✓
Min. Units Per Hectare	250 units per hectare = min 40 units	117 units	✓
Amenity Area	Total min. 6 m ² /unit = 116 x 6 = 696 m ²	Total: 671.6 m ² Communal total: 600 m ²	X

	Communal: min. 50% of total = 348 m ² 2% of the total lot area much be provided as outdoor communal space located at grade anywhere on the site = 32.4 m ²	(6 th floor common room: 113 m ² and rooftop: 487 m ²) Private balconies: 55.6 m ² At grade communal: 16 m ² (1%)	✓ ✗
Min. Vehicle Parking	Area Z: No off-street parking is required under the By-law for resident or commercial parking Visitor Parking: 0.1/dwelling unit after the first 12 units = 0.1x104 = 10 visitor spaces	0 resident or commercial parking spaces provided 6 parking spaces provided (4 regular/2 accessible)	✓ ✗
Min. Bicycle Parking	Residential: 0.5/dwelling unit = 116 x 0.5 = 58 spaces Commercial: 1/250 m ² = 0 Spaces	96 spaces (interior stacked) 20 spaces (exterior)	✓ ✓
Active Frontage Street Area	Maximum building setback from an active frontage street (Cyrville Rd): 3 m At least 50% of the lot width measured at the building setback along the active frontage street must be occupied by one or more building walls A minimum of 50% of the surface area of the ground floor façade of non-residential and mixed use buildings facing an active frontage street must be comprised of transparent glazing The ground floor façade of non-residential and mixed use buildings facing an active frontage street must include a customer entrance access door from each individual occupancy	The proposed setback from Cyrville Road is 3.21 m – 3.65 m. However, this setback is required to accommodate hydro setbacks as well as the protected right-of-way as per Annex 1 of the City of Ottawa Official Plan. After the protected ROW is dedicated to the City, the setback ranges from 0.61 m to 1.5 m. >50% of the lot width along Cyrville Road is occupied by a building wall >50% of the surface area of the ground floor façade is comprised of transparent glazing A customer entrance access door for each individual occupancy facing Cyrville Road will be provided	✓ ✓ ✓ ✓
Driveway width	6.0 m for two-way driveway in a parking garage	3.6 m	✗
Aisle width (parking garage)	6 m	6.06 m	✓

3.7.2 Site-Specific Zoning Amendment

An urban exception is proposed to address site-specific provisions as detailed below. The exception will be confirmed as the project moves forward and will address the following site-specific zoning provisions:

- / **Visitor Parking:** A reduced visitor parking space rate is required for this site from 11 spaces to 6 spaces. Due to the site's proximity to transit, there exists more opportunity for visitors of the site to use active transportation. It is our professional opinion that the reduction in visitor parking spaces will not generate any undue adverse impacts to surrounding properties.
- / **Amenity Area:** Relief is required from the amenity area provisions requiring a total of 696 m² in amenity area. The reduction in amenity area is a result of not providing balconies on all units on the building. Currently, the proposal exceeds the required amount of communal amenity area and is deficient in terms of the total required amenity area. Due to the location of the site and size of the lot, balconies are not able to be accommodated on all units. The abundance of communal amenity area on the site will continue to provide residents of the building with areas that can be used actively or passively if needed.
- / **Outdoor At Grade Amenity Area:** The zoning provisions for the TD zone require a minimum of 2% of the outdoor at grade area be provided as amenity space. For the proposed development, 1% of the outdoor area will be provided as amenity area with seating areas. This reduction is appropriate as communal space being provided on the rooftop and in a common room exceeds the minimum requirements for the communal amenity space. Furthermore, a commercial entrance area will provide an outdoor gathering area along Cyrville Road, although not in a formalized amenity space.
- / **Driveway Width in Parking Garage:** The Zoning By-law requires that a two-way driveway have a minimum width of 6.0 metres for a parking garage serving a mixed-use development. As the parking spaces are provided for visitors of the residential use within the building (no commercial parking spaces are required), then it is appropriate to reduce the two-way driveway width to 3.6 metres. As per the Zoning By-law, a residential parking garage may have a reduced two-way driveway width of 3.6 metres when there are less than 20 parking spaces.

4.0 Supporting Studies

4.1 Shadow Study

The Shadow Study shows that there will be limited impact on adjacent properties and the shadows move quickly throughout the day.

4.2 Transportation Impact Assessment

Per the Transportation Impact Assessment (TIA), the proposed development is forecasted to produce 78 people trips during the AM peak hour and 89 in the PM peak hour, with eight two-way car trips in the AM period and nine two-way car trips in the PM period, based on a 10% modal share target. The report found that the site design meets the intersection design considerations, and that the development will meet modal share targets due to the transit context and 0 parking spaces. Ultimately, the TIA recommends that the proposed development application should proceed and will not have any adverse impacts on the transportation network.

4.3 Noise Assessment

The Noise Assessment notes that there are four main noise sources: Highway 417, Ogilvie Road, Coventry Road and Cyrville Road. As outlined in the study, construction materials suitable for the proposed noise attenuation will need to be used for the construction, along with warning clauses in all offers of purchase and sale or leasing agreements. The rooftop amenity area will be screened with a 1-metre solid barrier, which will act as a noise barrier.

4.4 Environmental Site Assessment (Phase I and II)

The Phase I Environmental Site Assessment (ESA) for the subject property shows that there is the presence of some contaminants on the site. As such, a Phase II ESA was completed on July 22, 2020. The Phase II ESA was carried out in conjunction with the Geotechnical Investigation and consisted of drilling boreholes on the property. The report found that there were some metal concentrations detected in the soil sample, but that these concentrations did not exceed the MECP Standards. Based on the findings of the Phase II ESA, no further work is required for the property.

4.5 Geotechnical Investigation

A Geotechnical Investigation was prepared for the site to determine subsoil and groundwater conditions and to provide recommendations of the proposed development, including construction considerations. The report outlines recommendations and considerations that address appropriate backfill materials, groundwater control, winter construction, and shoring, among others.

4.6 Servicing Report

The Servicing Report for the subject property shows that there is sufficient servicing capacity to support the proposed development. Water and sanitary services will be provided via a connection to existing infrastructure along Cyrville Road.

4.7 Tree Conservation Report

As part of the submission for the proposed development, a Landscape Plan and Tree Conservation Report have been prepared. As identified on the Tree Conservation Report (TCR), a total of 7 trees will be removed

from the property with the majority of these trees being located along the property lines. A total of 2 new trees and a total of 205 shrubs (8 species) will be planted on the site in the form of perimeter planting.

5.0

Public Consultation Strategy

All public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting. The following Public Engagement steps and activities have already been undertaken in preparation of this application submission or will be undertaken in the following months after the application has been submitted:

- / Notification of Ward Councillor, Councillor Tim Tierney
 - o The Ward Councillor was notified of the proposed development for the subject property prior to the application being submitted.
- / Notification to residents and local registered Community Associations
 - o Will be completed by City of Ottawa pursuant to the Planning Act and the City of Ottawa's Public Notification Policy
- / Planning Committee Meeting Advertisement and Report Mail out to Public
 - o Notification for the statutory public meeting will be undertaken by the City of Ottawa.
- / Statutory Public Meeting for Zoning By-law Amendment – Planning Committee
 - o The statutory public meeting will take place at the City of Ottawa Planning Committee.
- / Urban Design Review Panel Formal Consultation
 - o The Site Plan Control application process requires formal review by the Urban Design Review Panel as the building is within a Design Priority Area.
 - o Formal review of the proposed development will be undertaken during the Site Plan Control application review process. The City of Ottawa will provide notification via the City's website and to any residents who have requested to be notified of the application.

Conclusion

It is our professional opinion that the proposed Zoning By-law Amendment and concurrent Site Plan Control Application to permit a six-storey mixed use building on the subject property constitutes good planning and is in the public interest. As outlined in the preceding sections:

- / The proposed development is consistent with the Provincial Policy Statement (2020) by providing residential development that will provide increase choices for housing that is close to transit and is walkable.
- / The proposed development will allow greater intensification and the addition of residential density to a target area for intensification, in proximity to transit helping to implement the growth management policies of the Official Plan, while also conforming to the policies for urban design and compatibility.
- / The proposed development conforms to the policies in the Tremblay, St-Laurent and Cyrville Secondary Plan and Transit Oriented Development (TOD) Plan by proposing a mixed use, mid-rise building in proximity to two transit stations. The proposed rezoning will match the zone proposed for the site in the TOD plan.
- / The proposed development meets the Transit Oriented Development Guidelines by introducing intensification and additional housing within proximity to two rapid transit stations. The development enhances the pedestrian realm and streetscape along both Cyrville Road and Joseph Cyr Street.
- / The proposed development will allow the redevelopment of an underutilized site in a target area for intensification.
- / The proposed development is supported by technical studies submitted as part of this application.

Sincerely,



Emilie Coyle, M.PL
Planner



Kersten Nitsche, MCIP RPP
Senior Planner