



1184, 1188, and 1196 Cummings Avenue

Planning Rationale
Zoning By-law Amendment + Site Plan Control
April 28, 2023



Prepared for TCU Development Corporation

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April 2023

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1.0 Introduction

Fotenn Planning + Design has been retained by TCU Development Corporation (“the client”) to prepare this Planning Rationale in support of Zoning By-law Amendment and Site Plan Control applications for the site municipally known as 1184, 1188, and 1196 Cummings Avenue in the City of Ottawa (“the subject site”).

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. This Planning Rationale should be read in conjunction with the suite of materials submitted as part of this complete application package. Specifically, the submitted Urban Design Brief prepared by Project 1 Studio provides additional analysis on the architectural and urban design merits of the proposal.

TCU Development Corporation is seeking to develop the subject site with a six (6) storey mid-rise apartment building consisting of 188 dwelling units, 184 bicycle parking spaces, and 56 vehicle parking space.

1.1 Purpose of the Application

The subject site is currently zoned Residential Third Density, Subzone Y, Urban Exception 708 – R3Y[708] in the City of Ottawa Comprehensive Zoning By-law (2008-250). As the current zoning for the site does not permit mid-rise residential development, the proposed Zoning By-law Amendment would adjust the zoning of the entire subject site to Transit Oriented Development, Subzone 1 (TD1) to permit the proposed development, including to permit the use of Apartment Dwelling, Mid-rise. The proposed TD1 zone and associated height is aligned with the overarching Official Plan, Secondary Plan, and Transit Oriented Development Plan guidance on zoning, building height, and density on the site.

A Site Plan Control application is being submitted concurrently with the Zoning By-law Amendment application. This application process will review the proposal to ensure that it is a safe, functional and orderly way to develop the subject property. Building location, landscape treatment, pedestrian access, drainage control and parking layout are all specified as part of the Site Plan Control application.

Subject Site and Surrounding Context

The subject site is comprised of 1184, 1188, and 1196 Cummings Avenue and has a total area of approximately 3,487 square metres (0.35 hectares) on a rectangular parcel with approximately 76 metres of frontage on Cummings Avenue to the east and 46 metres of frontage on Weldon Drive to the north. The front lot line for zoning purposes is defined as the Weldon Drive frontage.

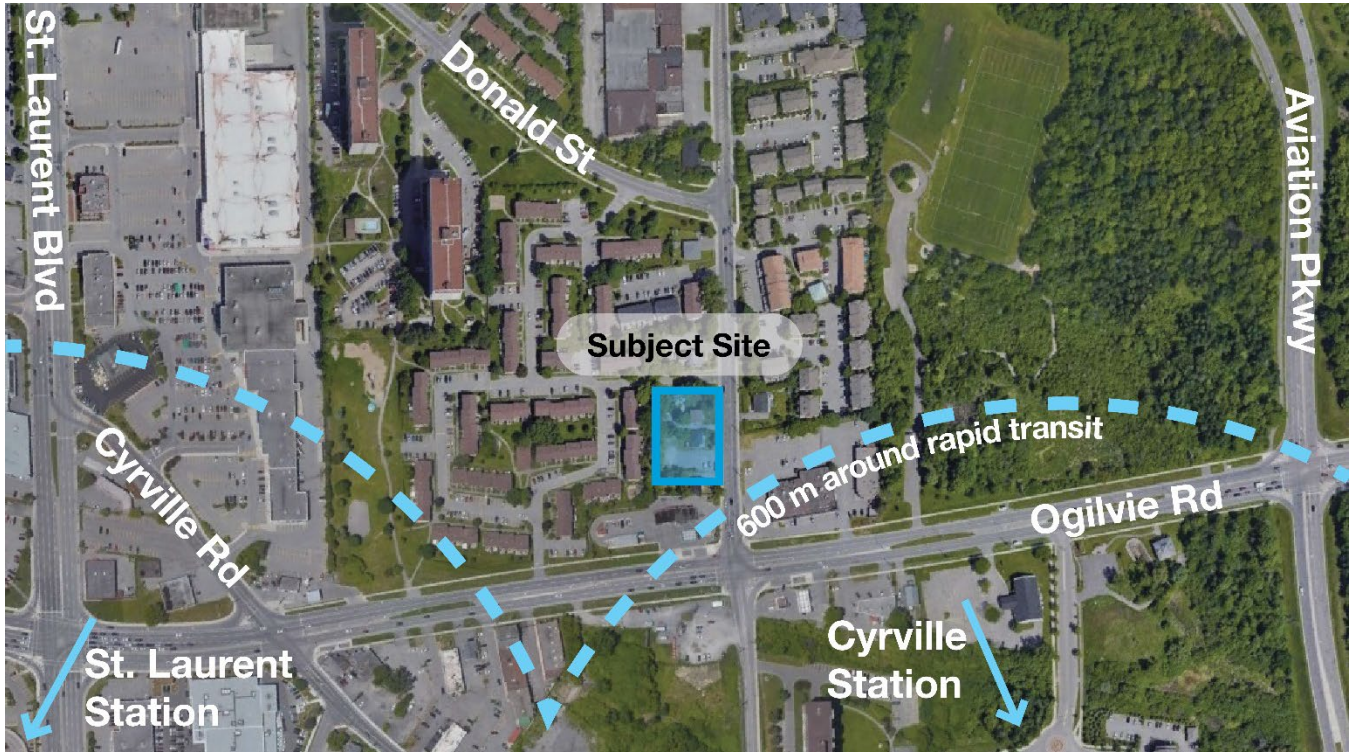


Figure 1: Site Context





Figure 2: Site Photos

2.1 Area Context

The surrounding community is characterized by a mix of land uses, including residential, institutional, and commercial properties. The neighbourhoods surrounding the subject property along Cummings Avenue and Ogilvie Road 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.

North: North of the subject site, the area can be characterized by a range of low-rise residential land uses including detached, semi-detached, and stacked Townhouse dwellings. Immediately, north of the site is Weldon Drive, a 16-metre wide private right-of-way access route to the low-rise residential development. On the opposite side of Weldon is a detached dwelling building now used for non-residential purposes at the northwest corner of Cummings Avenue and Weldon Drive which has zoning permission for up to 22-metres maximum height. Further north there are several industrial properties fronting onto Cummings Avenue. A recently constructed, 6-storey retirement and assisted care building is located 300 metres north along Cummings from the subject site.

East: The subject site directly abuts Cummings Avenue to the east. Also east of the subject site there is a restaurant which fronts onto Ogilvie Road. Directly east of the subject property on the opposite frontage of Cummings Avenue 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; an important municipal park that serves the existing community. Further east is the Aviation Parkway and multiuse pathway which offer key connections to the greater transportation network for various transportation modes. Further east there is a low-rise residential neighbourhood with commercial and institutional and commercial uses along Ogilvie Road.

South: Immediately south of the subject site there is a car wash and automotive service centre at the northwest corner of Ogilvie Road and Cummings Avenue. South of Ogilvie Road there are vacant Lands followed by an eight (8) storey Mid-rise apartment building at 1177 Cummings Avenue., Further south there are several commercial land uses. Approximately 620 metres south of the subject site is Cyrville LRT Station.

West: The subject site abuts a low-rise Planed Unit Development to the west. Further west there is a public park (Ogilvie North Park). The established St. Laurent Boulevard Mainstreet corridor which contains various

commercial, institutional and personal service businesses is located within 300 metres west of the subject property.

2.2 Transportation Context

2.2.1 Public Transit

The subject property is well situated to promote multi-modal transportation options and provide additional residential density in close proximity to services and amenities as well as local and rapid transportation options.

The subject site is located near (600 metres) Cyrville rapid transit station, as depicted in Schedule C2 -Transit Network Ultimate, shown below in Figure 2.

Ogilvie Road and St. Laurent Boulevard are both identified as Transit Priority Corridors with frequent rapid bus service. Nearby bus service is provided by the following routes:

- / 7 Carleton ↔ St. Laurent
- / 12 Blair ↔ St. Laurent
- / 14 St. Laurent ↔ Tunney’s Pasture
- / 20 Vanier ↔ St. Laurent
- / 24 Beacon Hill ↔ St. Laurent

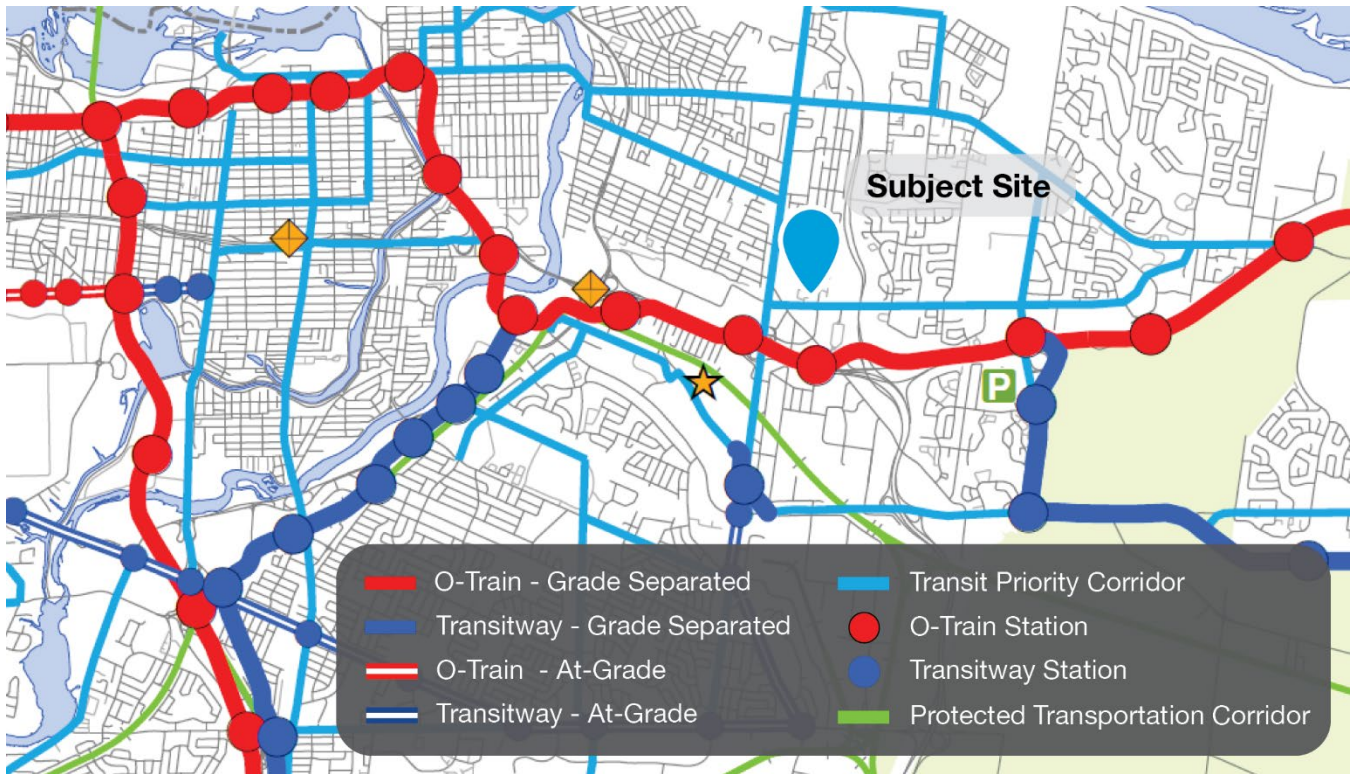


Figure 3: Schedule C2 - Transit Network Ultimate (City of Ottawa Official Plan)

Cummings Avenue is identified as a major collector. Major collectors provide connections between arterials and local roads. These roads tend to be shorter and carry lower volumes of traffic than do arterials. Direct access to collectors from adjacent properties is permitted except where access will cause traffic safety or functional concerns. Collectors are the principal streets in urban and village neighbourhoods and are used by residents, delivery and commercial vehicles, transit and school busses, and people walking and cycling. The reduced speed and volumes of traffic on these roads, compared with arterials, make them more accommodating for cyclists and pedestrians.

The subject property is located within proximity to several Arterial roads including Ogilvie Road and St. Laurent Boulevard. Arterial roads serve through travel between points not directly serviced by the road itself and limited direct access is provided to only major parcels of adjacent lands.



Figure 4: Schedule C4 - Urban Road Network (City of Ottawa Official Plan)

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.

The subject site is located near multiple multi-use paths (MUP), the most notable of which is the Aviation Parkway MUP. Cyrville Road also has an on-road painted bicycle lane; this is shown extending southeast from the subject site in Figure 4, below, and extends as far south as Innes Road.

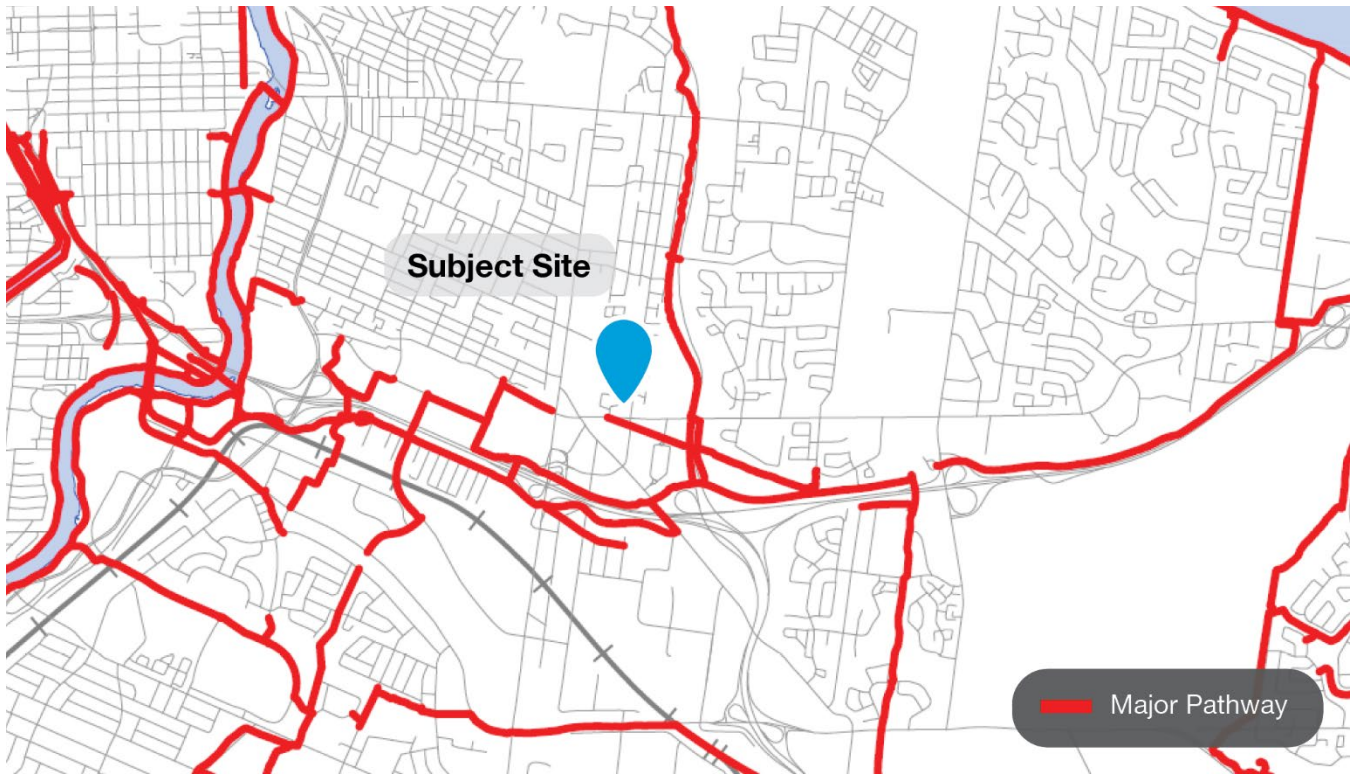


Figure 5: Schedule C3 - Active Transportation Network: Urban – Major Pathways (City of Ottawa Official Plan)

Proposed Development

The proposed redevelopment of the subject site consists of a six (6) storey, mid-rise apartment building with a four (4) storey low-rise profile at the rear of the site. The proposed development includes 188 dwelling units, consisting of studio, one (1), and two (2) bedroom units. Limited surfacing parking is proposed at the rear of the building screened from the public realm, with the balance of the spaces provided underground. A 1:1 bicycle parking space rate is provided.

The proposed development would better utilize the subject site, which presently consists of single-detached dwellings on large parcels of land. The site's proximity to Cyrville LRT station provides an opportunity for greater density within walking distance to higher-order transit.



Figure 6: View of east elevation

In designing the proposed development, many components were considered in order to respond to the existing and planned context, and to ensure liveability for future residents of the development. The following sections outline and describe these considerations.

3.1 Building Design

3.1.1 Unit Typology

The proposal includes 188 residential units. A diversity of unit types is proposed, including bachelor, 1-bedroom, 2-bedroom which are shown in Table 1, below.

Table 1: Proposed unit breakdown

Unit Type	Number	Percentage	Average Area
Studio	57	30%	36.04 m ² (388 SF)
1 – Bedroom	101	54%	41.65 m ² (448 SF)
1 – Bedroom + Den	6	3%	54.47 m ² (586 SF)
2 – Bedroom	24	13%	70.54 m ² (759 SF)

3.1.2 Amenity Space

A combination of indoor and outdoor shared amenity areas as well as private outdoor balconies are proposed for building residents. Rooftop amenity space as well as basement amenity space is provided allowing for use during all seasons. The total amenity area provided is 1,325 square metres including 575 square metres of rooftop amenity space, 334 square metres of amenity space in the basement with a terraced window well that lets in natural light. A total of 227 square metres of private balcony amenity space is provided.



Figure 7: Aerial view of the west elevation and stepped terrace

3.1.3 Building Massing and Transition

The articulation and massing of the proposed development avoids overwhelming the pedestrian experience at ground level. For example, all development is set back from the property line by 3 metres. Further articulation and contrasting materiality break up the façade of the building. Darker materials are provided at the base of the building moving to lighter colours moving up the building wall.

The bulk of the massing is directed to along the street frontages and away from the west property line. The proposed L-shaped building steps down from six (6) storeys to three (3) storeys on the northwestern portion of the site.

Specific transition measures include:

- / **Physical Separation**
 - The majority of the building is set back over 20 metres from the west property line.
- / **Upper level Stepback**
 - The upper levels of the northern portion of the building are set back to more than 15 metres from the rear property line
- / **Roof Terrace Configuration**
 - The penthouse acts as a barrier between the rooftop amenity space and the adjacent low-rise area.
- / **Building Articulation**

- Alternating volumes of dark and wood grain move up and down the east elevation of the building, creating variation and visual interest along the street frontage.



Figure 8: View from the rear yard looking northeast

A separate Urban Design Brief was prepared by Project 1 Studio and should be read in conjunction with this planning rationale.

3.1.4 Access and Parking

The parking access is located via Cummings Avenue at the southern boundary of the site. In total, 56 parking spaces are proposed with 18 spaces provided for visitor parking. Parking is distributed in the form of both surface and underground with 11 parking spaces located at-grade to the rear of the building. The remainder of the proposed parking is located within the 1-level underground parking garage. Furthermore, 188 (1:1 ratio) bicycle parking spaces are included in the proposal and located both at-grade and within the parking garage.

3.1.5 Landscaping Plan

To compliment the building design and provide a suitable transitional buffer between the proposal and the surrounding residential properties and public realm, the landscape plan includes substantial plantings of both shade and decorative shrubs and trees around the periphery of the lot. The landscaped area abutting Cummings Avenue provides street trees to simultaneously frame the building and animate the public realm. Furthermore, a 1.8 metre wood board fence is also proposed along the rear property line to better ensure adequate buffer between the properties.

4.0 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, provides policy direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting land use planning “be consistent with the” such policy statements issued under the Act.

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

The proposed development is consistent with the following policies of the PPS:

1.1.1 Healthy, liveable, and safe communities are sustained by:

- / promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- / accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- / avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- / 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;
- / ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;
- / promoting development and land use patterns that conserve biodiversity; and
- / preparing for the regional and local impacts of a changing climate.

The proposed development is consistent with Policy 1.1.1 of the PPS, as it is an intensification of the subject property, which is located in a built-up area of the city where services are readily available, with convenient access to planned public transit and nearby amenities and employment opportunities.

1.1.3.2 Land use patterns within settlement areas shall 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;
- / minimize negative impacts to air quality and climate change, and promote energy efficiency;

- / prepare for the impacts of a changing climate;
- / support active transportation;
- / are transit-supportive, where transit is planned, exists or may be developed; and
- / are freight-supportive.

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

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

The proposed development is consistent with Policy 1.1.3 of the PPS, as the subject site is located in a built-up settlement area with sufficient servicing and infrastructure. The proposed transit-oriented development will intensify the subject site with a compact building form. The subject site is in an ideal location with convenient access to existing public transit and a variety of nearby amenities and uses, thus helping to promote air quality, energy efficiency, and public health.

- 1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- / 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 additional residential units;
- / 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;
- / promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
- / requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
- / establish development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintain appropriate levels of public health and safety.

The proposed development is consistent with Policy 1.4.3 of the PPS, as it directs development of new housing in a location where appropriate levels of infrastructure and public service facilities are readily available. The proposed development is compact in form, and its density will make efficient use of the subject site and support nearby rapid transit.

- 1.6.1 Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs.

Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are:

- a. financially viable over their life cycle, which may be demonstrated through asset management planning; and
- b. available to meet current and projected needs.

- 1.6.6.1 Planning for sewage and water services shall:

- a. accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:
 1. municipal sewage services and municipal water services; and
 2. private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available or feasible;
- d. integrate servicing and land use considerations at all stages of the planning process.

- 1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.

- 1.6.6.7 Planning for stormwater management shall:

- a. be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;
- b. minimize, or, where possible, prevent increases in contaminant loads;
- c. minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;
- d. mitigate risks to human health, safety, property and the environment;
- e. maximize the extent and function of vegetative and pervious surfaces; and
- f. promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.

- 1.6.7.4 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.

The proposal is consistent with Section 1.6 (Infrastructure and Public Service Facilities) of the PPS, as the subject site is located in a built-up area with existing infrastructure and public service facilities. The proposed intensification of the subject site will help optimize the existing infrastructure, public service facilities, and public transit.

- 1.7.1 Long-term economic prosperity should be supported by:

- / encourage residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;
- / optimizing long-term availability and use of land, resources, infrastructure, and public service facilities;
- / encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes; and

- / promoting the redevelopment of brownfield sites.

The proposed development is consistent with Policy 1.7 (Long Term Economic Prosperity) of the PPS, as the application will intensify lands in a built-up area and thus optimize the long-term availability and use of land and resources. The proposed development also contributes to a more diverse supply of housing options in the surrounding area.

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:

- / promote compact form and a structure of nodes and corridors;
- / promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;
- / focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;
- / focus freight-intensive land uses to areas well served by major highways, airports, rail facilities and marine facilities;
- / encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;
- / promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure; and
- / maximize vegetation within settlement areas, where feasible.

The proposal is consistent with Policy 1.8 (Energy Conservation, Air Quality and Climate Change) of the PPS, as it represents an intensification of the subject property with a compact, dense, and transit-supportive built form.

4.2 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa was approved November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the city will accommodate this growth over time and set out the policies to guide the development and growth of the City.

4.2.1 Strategic Directions

The Official Plan proposes five (5) broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century. These moves include the following:

1) **Achieve, by the end of the planning period, more growth by intensification than by greenfield development.**

Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions. The remainder of growth will take place through greenfield development in undeveloped greenfield lands and additional developable land assigned through urban boundary expansion.

The proposed development provides for residential intensification within proximity to existing transit and within an established and previously built-up community with access to existing services and community amenities.

2) By 2046, the majority of trips in the city will be made by sustainable transportation.

The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities. Achieving this goal relies on the City's investments in transit, particularly the construction of further stages of Light Rail Transit (LRT) and funding of other rapid transit initiatives.

The proposed development provides the opportunity for sustainable transportation by promoting bicycle and transit use.

3) Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.

A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city. Policies associated with land use designations, including Hubs, Corridors, Neighbourhoods and Rural Villages are specific to the context of each transect.

The proposed development is consistent with the existing context and is appropriate for the Minor Corridor designation in the Inner Urban Transect.

4) Embed environmental, climate and health resiliency and energy into the framework of our planning policies.

The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.

The proposed development of a dense, context sensitive residential intensification within proximity to existing rapid transit and active transportation routes promotes the evolution towards a walkable 15-minute neighbourhood. The proposed development promotes active transportation over private automobile use to help the city achieve its climate change targets.

5) Embed economic development into the framework of our planning policies.

In the Official Plan, an economic development lens is taken to policies throughout. While land use policies in the Official Plan alone do not ensure economic development, they provide a foundation for other City initiatives and programs to support economic development. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

As a residential development in an established community in close proximity to employment areas, and rapid transit leading directly to downtown Ottawa, the proposal supports economic development by providing for residential intensification in close proximity to employment areas.

4.2.2 Cross-Cutting Issues

Many of the City's policy goals require implementation policies that span multiple themes and fall under a number of other City policies, plans, by-laws and practices. Six cross cutting issues have been identified that are essential to the achievement of a liveable city, which are implemented through the policies in multiple sections of the Official Plan:

- / Intensification
- / Economic Development
- / Energy and Climate Change
- / Healthy and Inclusive Communities
- / Gender Equity
- / Culture

Many of these cross-cutting issues are addressed in other City policy documents and plans, and consequently, the Official Plan needs to be read in conjunction with those other policy documents.

As discussed above, the proposed development implements and complements several of the Official Plan's Cross-Cutting Issues. The proposed development intensifies an underutilized property within the Inner Urban Area that is within close proximity to rapid transit infrastructure at the Cyrville LRT Station. Further, the development will significantly contribute towards the creation of 15-minute neighbourhoods as directed by the OP with opportunities to walk to suite many of future resident's day-to-day needs. The unit make-up also includes variety of unit-type options offering potential to attract a wide-selection of new tenants to the community.

Through a commitment to first-rate design accomplishments and diversity of unit types within this established neighbourhood, the development will become an attractive place for people that live and work. In summary, these merits facilitate the above-mentioned cross cutting issues and promote the overall objectives of the Official Plan.

4.2.3 Transect, Designation, and Overlay

Schedule A of the Official Plan divides the City into six (6) concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban to Rural.

As per Schedule B2 – Inner Urban Transect (Figure 4, below), the subject site is within the Inner Urban Transect and designated Minor Corridor with the Evolving Neighbourhood Overlay applied.

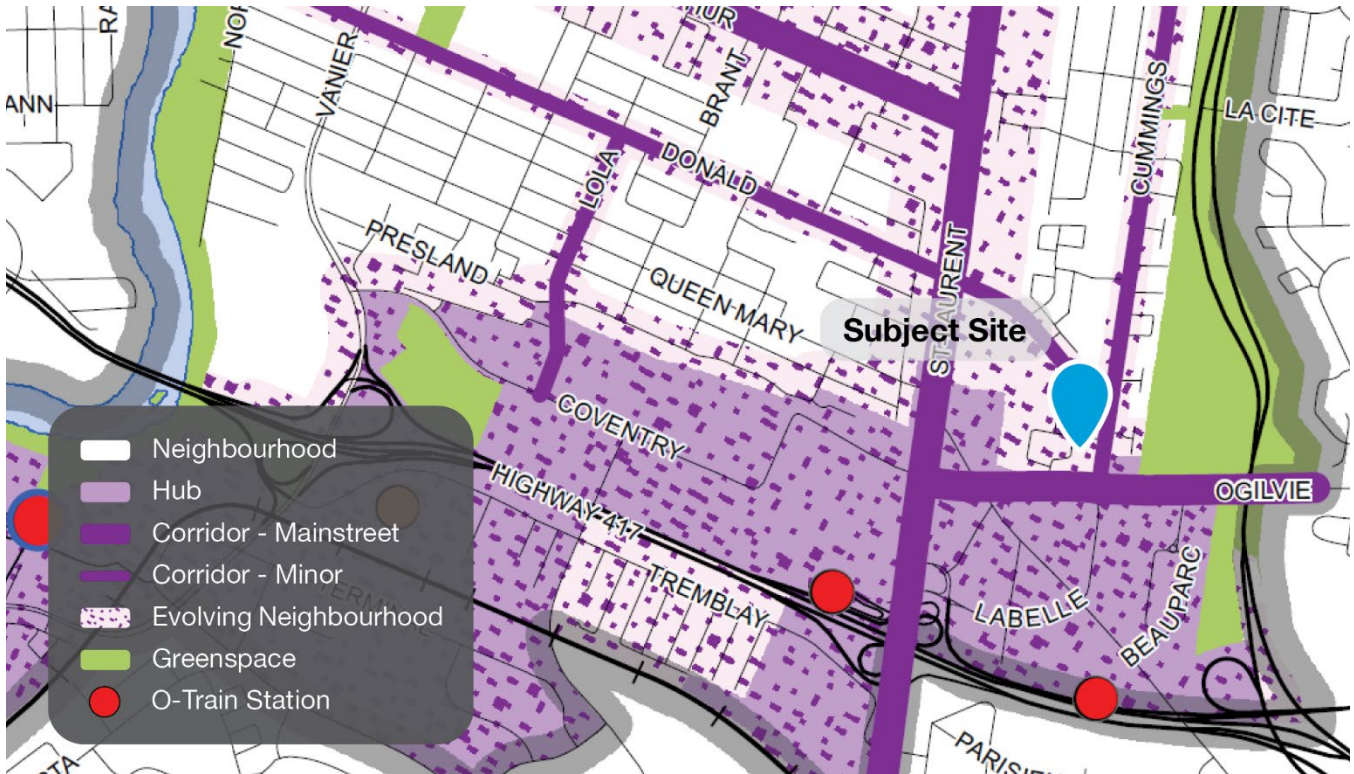


Figure 9: Schedule B2 - Inner Urban Transect (City of Ottawa Official Plan, 2022)

4.2.4 Transect and Designation Policies

Policy 5.2.1.3 states that the Inner Urban Transect is generally planned for mid- to high-density development, subject to:

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

Policy 5.2.1.5 states that the Inner Urban area is planned for mid- to high-density, urban development forms where either no on-site parking is provided, or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway.

The proposed development seeks to reduce the required on-site parking requirement given the proximity to transit and other amenities.

Policy 5.2.3.3 states that along Minor Corridors, permitted building heights are as follows, subject to appropriate height transitions and setbacks:

- Generally, not less than 2 storeys and up to in the maximum height range of between 4 and 6 storeys, except where a secondary plan or area-specific policy specifies different heights;
- Where the Zoning By-law permits a low-rise building, an amendment to the Official Plan shall not be required to consider a building of 5 to 6 storeys.

- c) The wall heights directly adjacent to a street of such buildings shall be proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section on Mid-rise built form in Policy 4.6.6.7; and
- d) The height of such buildings may be limited further on lots too small to accommodate an appropriate height transition.

The proposed development of a six (6) storey mid-rise apartment building conforms to the maximum height permitted for sites on Minor Corridors within the Inner Urban Transect.

Policy 5.2.3.4 states that all buildings along Mainstreets or Minor Corridors shall have active entrances facing the Mainstreet or Minor Corridor, regardless of use.

The proposed development of a six (6) storey mid-rise apartment building meets the maximum permitted height for building along a minor corridor. The height of the façade is proportionate to the width of Cummings Avenue and includes active frontages facing the street.

6.2.1.4 states that unless otherwise indicated in an approved secondary plan, the following applies to development of lands with frontage on both a Corridor and a parallel street or side street:

- a) Development shall address the Corridor as directed by the general policies governing Mainstreet Corridors Minor Corridors, particularly where large parcels or consolidations of multiple smaller parcels are to be redeveloped;

The proposed development's built form envelope frames the public right-of-way and supports the production of missing middle housing within a short walking distance to a Hub and Corridor as well as a transit station. Therefore, the proposed development meets the policies established for Neighbourhoods with Section 5.2 of the Official Plan.

4.2.5 Evolving Overlay

The Evolving Neighbourhood Overlay is applied to areas that are located or at a stage of evolution that create the opportunity to achieve an urban form in use, density, built form, and site design. The evolving overlay generally applies to lands with 150 metres from a Corridor or Hub.

Policy 5.6.1.1.1 states that the Evolving Overlay will apply to areas that are in a location or at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. These areas are proximate to the boundaries of Hubs and Corridors as shown in the B-series of schedules of this Plan. The Evolving Overlay will be applied generally to the properties that have a lot line along a Minor Corridor; lands 150 meters from the boundary of a Hub or Mainstreet designation; and to lands within a 400-metre radius of a rapid transit station. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:

- a) Guidance for a gradual change in character based on proximity to Hubs and Corridors,
- b) Allowance for new building forms and typologies, such as missing middle housing;
- c) Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and
- d) Direction to govern the evolution of development.

Policy 5.6.1.1.2 states that where the Evolving Overlay is applied:

- a) The Zoning By-law shall provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area, which may differ from the existing characteristics of the area to which the overlay applies; and

- b) The Zoning By-law shall include minimum-density requirements as identified in Table 3a and permissions to meet or exceed the density targets of table 3b.

Policy 5.5.1.1.3 states that in the Evolving Overlay, the City:

- a) Will be supportive of applications for low-rise intensification that seek to move beyond the development standards of the underlying zone where the proposal demonstrates that the development achieves objectives of the applicable transect with regards to density, built form and site design in keeping with the intent of Sections 3 and 5 of this Plan;
- b) May support amendments to the Zoning By-law for intensification that proposes non-residential uses, provided the proposal demonstrates that the development achieves the objective(s) of the applicable overlay with regards to built form and site design and the applicable designation with regards to function and height permissions.

Policy 5.5.1.1.6 stated that Zoning By-law development standards and development on lands with an Evolving Overlay should generally include built form and site design attributes that meet most of the urban characteristics described in Table 6 in Section 5, and where suburban attributes are retained, that these do not structurally impede the achievement of a fully urban site design over time.

The proposed development supports the objective of an evolution towards a more urban built form within the Inner Urban Transect by introducing greater density along a Minor Corridor within proximity to rapid transit. The proposed development and recommended TD1 zone aligns well with the existing condition and planned future context of the area both in considering the evolving overlay, as well as the surrounding zoning framework which permits up to 22-metres in maximum building height.

4.2.6 Growth Management Framework

Ottawa's population is projected to grow by 40 per cent between 2018 and 2046 with 51% of that growth targeted to occur through intensification within the built-up areas of the City. This overall intensification target is anticipated to be achieved through a gradual increase in intensification over the life of the Official Plan (stepping from 40% in 2018 up to 60% by 2046).

Intensification is anticipated to occur in a variety of built forms and height categories, from Low-rise to High-Rise 41+ buildings, provided density requirements are met. The Official Plan defines four (4) height categories, including:

- / Low-rise: up to and including 4 storeys;
- / Mid-rise: between 5 and 9 full storeys;
- / High-rise: between 10 and 40 full storeys; and,
- / High-rise 41+: 41 full storeys or taller.

Residential intensification is permitted in all designations where development is permitted and should occur in a variety of dwelling unit sizes to provide housing choice (**Policy 3.2.8**). The Official Plan defines two broad dwelling size categories:

- / Small-household dwellings are units with up to 2 bedrooms and are typically within apartment-built forms; and,
- / Large-household dwellings are units with three or more bedrooms, or an equivalent floor area, and are typically within ground-oriented built forms.

Density and dwelling targets are mentioned in the above section and Tables 2 and 3b in the Official Plan.

Table 3b – Neighbourhood and Minor Corridor Residential Density and Large Dwelling Targets

Applicable Area	Target Residential Density Range for Intensification, Dwellings per Net Hectare	Minimum Proportion of Large-household Dwellings within Intensification
Inner Urban Transect	60 to 80	Within the Neighbourhood designation: Existing lots with a frontage 15 metres or wider: / Low-rise - target of 50% / Mid-rise or taller - target of 5 %

The proposed development supports the goal of achieving residential intensification within the built-up areas of the city by providing for mid-rise intensification of along a Minor Corridor. The proposed unit count includes a variety of typologies to accommodate various tenants, including 13% which consist of 2-bedrooms.

4.2.7 Housing

Adequate, safe and affordable housing makes Ottawa a good place to live and do business. Housing that meets needs across ages, incomes and backgrounds and supports accessibility needs is a key requirement for health and well-being as well as attracting and retaining highly skilled labour and new businesses.

Market-based housing is the housing available in the city as a result of houses being sold by existing owners and housing that is constructed in new communities. As the city grows and changes with a larger population, more different types of housing will be needed. This includes housing units of different sizes and forms, some of which might not be common in Ottawa today.

The Official Plan strives to facilitate a diversity of housing options for both private ownership and rental. The City will promote a range of affordable and market-rate housing by providing a toolkit of planning incentives and direct supports that allows for a greater number of units within the permitted built form envelope; and application processing priority, and consider new policies or development application requirements through a housing- and mobility- affordability lens.

Policy 4.2.1.1 states that a diverse range of flexible and context- sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:

- a) Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology;
- b) Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;
- c) Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure;
- d) Establishing development standards for residential uses, appropriately balancing the value to the public interest of new policies or development application requirements against the impacts to housing affordability; and
- e) The City shall maintain, at all times, land with servicing capacity sufficient to provide at least a three year supply of residential units available through lands suitably zoned to facilitate intensification and land in draft approved and registered plans.

Policy 4.2.1.2 states that the City shall support the production of a missing middle housing range of mid-density, low-rise multi-unit housing, in order to support the evolution of healthy walkable 15-minute neighbourhoods by:

- a) Allowing housing forms which are denser, small-scale, of generally three or more units per lot in appropriate locations, with lot configurations that depart from the traditional lot division and put the emphasis on the built form and the public realm, as-of-right within the Zoning By-law;
- b) Allowing housing forms of eight or more units in appropriate locations as-of-right within the Zoning By-law; and
- c) In appropriate locations allowing missing middle housing forms while prohibiting lower-density typologies near rapid-transit stations within the Zoning By-law.

The proposed development provides for a diverse range of flexible and context sensitive housing options by providing a dense residential mid-rise building that includes a diversity of unit sizes.

4.2.8 Urban Design

Urban Design is the process of giving form and context to a city to create the theatre of public life. It concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses. Section 4.6 of the Official Plan provides a framework to outline the City's urban design program. The proposed development meets the following Urban Design policies among others:

Policy 4.6.5.3 states that development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

The majority of parking will be located to in an underground parking garage with limited visitor parking provided at grade to the rear of the building. One driveway access is proposed off of Cummings Avenue on the south side of the subject site. Mechanical equipment and utilities are designed to be incorporated inside the building. Through reducing the total vehicle access points, the proposal prioritizes the pedestrian realm along this R.O.W and reduces potential conflict points.

Policy 4.6.5.4 states that Development shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards. Designing universally accessible places ensures that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.

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

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

The proposed development includes a transition in building height at the rear of the property where it abuts the low-rise residential area from six (6) storeys to four (4) storeys with building setbacks ranging from 6 to 20 metres (majority of building setback over 20-metres from rear lot line).

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

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

The proposed development complies with the required amenity area requirement in the Zoning By-law. Indoor and outdoor amenity areas are provided including private balconies and communal rooftop amenities.

Policy 4.6.6.7 states that Mid-rise buildings shall be designed to respond to context, and transect area policies, and should:

- a) Frame the street block and provide mid-block connections to break up large blocks;
- b) Include base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context;
- c) Be generally proportionate in height to the width of the right of way as illustrated in Figure 4, below, with additional height permitted in the Downtown Core Transect; and
- d) Provide sufficient setbacks and step backs to:
 - i) Provide landscaping and adequate space for tree planting;
 - ii) Avoid a street canyon effect; and
 - iii) Minimize microclimate impacts on the public realm and private amenity areas.

The proposed six (6) storey building height acts to frame the street right-of-way.

4.2.9 Right-of-Way (ROW) Protection

The section of Cummings in which the subject site abuts has a right-of-way protection of 26 metres as identified in schedule C16 of the Official Plan.

The ROW protection requirements has been respected in the proposed site plan and building location submitted.

4.2.10 Support the shift towards sustainable modes of transportation

Section 4.1.4 of the Official Plan supports the shift towards sustainable modes of transportation by permitting reductions in the minimum parking requirements within proximity to transit.

Policy 4.1.4.2 states that the City shall manage the supply of parking to minimize and to gradually reduce the total land area in the City consumed to provide surface parking. Minimum parking requirements may be reduced or eliminated, and maximum parking limits may be introduced, in all the following locations

- a) Hubs and Corridors;
- b) Within a 600 metre radius or 800 metre walking distance, whichever is greatest, to existing or planned rapid transit stations;

- c) Within a 300 metre radius or 400 metre walking distance, whichever is greatest, to existing or planned street transit stops along a Transit Priority Corridor or a Frequent Street Transit route;
- d) Other areas determined by Council.

The subject site is located on a minor corridor and within a 800 metre walking distance of an existing rapid transit station.

Overall, the proposed development conforms with the policies of the Official Plan by providing for appropriate development that responds to the surrounding context and that is supported by and supports rapid transit.

4.3 Inner East Lines 1 and 3 Stations Secondary Plan

The subject site is within the Inner East Line 1 and 3 Stations Secondary Plan. This plan establishes policy on maximum building heights and minimum densities within the planning area, identified in Schedule A - Maximum Building Heights and Minimum Densities. The proposed development meets the intent of the Secondary Plan in complying with both height provisions and exceeding required residential units per hectare.

As per Schedule A, the property is permitted up to 6-storeys and 150-units per hectare. The minimum densities set out in the Inner East Lines 1 and 3 Stations Secondary Plan will result in the achievement of transit-supportive development densities over the long term. The intent of requiring minimum densities is to set the stage for intensification so that development with increased densities can occur in context-sensitive locations at the time market pressure for density exists. The implementing zoning will provide flexibility by permitting existing constructed uses of land to be expanded and rebuilt at densities below the minimum densities in this secondary plan.

Land estimated to be subject to development intensification pressure beyond 2031 in its respective TOD Plan is permitted to remain in the existing zoning until such time as the owner requests a rezoning. At that time, the property is to be rezoned to the appropriate Transit Oriented Development zone (TD zone) in accordance with this secondary plan and the TOD plan.



Figure 10: Schedule A - Maximum Building Heights and Minimum Densities

The proposed ZBLA seeks to rezone the subject site from R3Y to TD1, The subject site is designated Area D which permits a maximum height of 6 storeys and minimum residential density of 150 units per net hectare and/or a minimum floor space index of 0.5 for non-residential uses which the proposed development achieves.

4.4 Transit-Oriented Development (TOD) Plans: Lees, Hurdman, Tremblay, St. Laurent, Cyrville and Blair (2014)

The subject site is within the established Transit-Oriented Development Plan for the area. The Transit Oriented Development Plan provides the strategic planning direction to guide future development and redevelopment of lands that are in proximity to Cyrville Station.

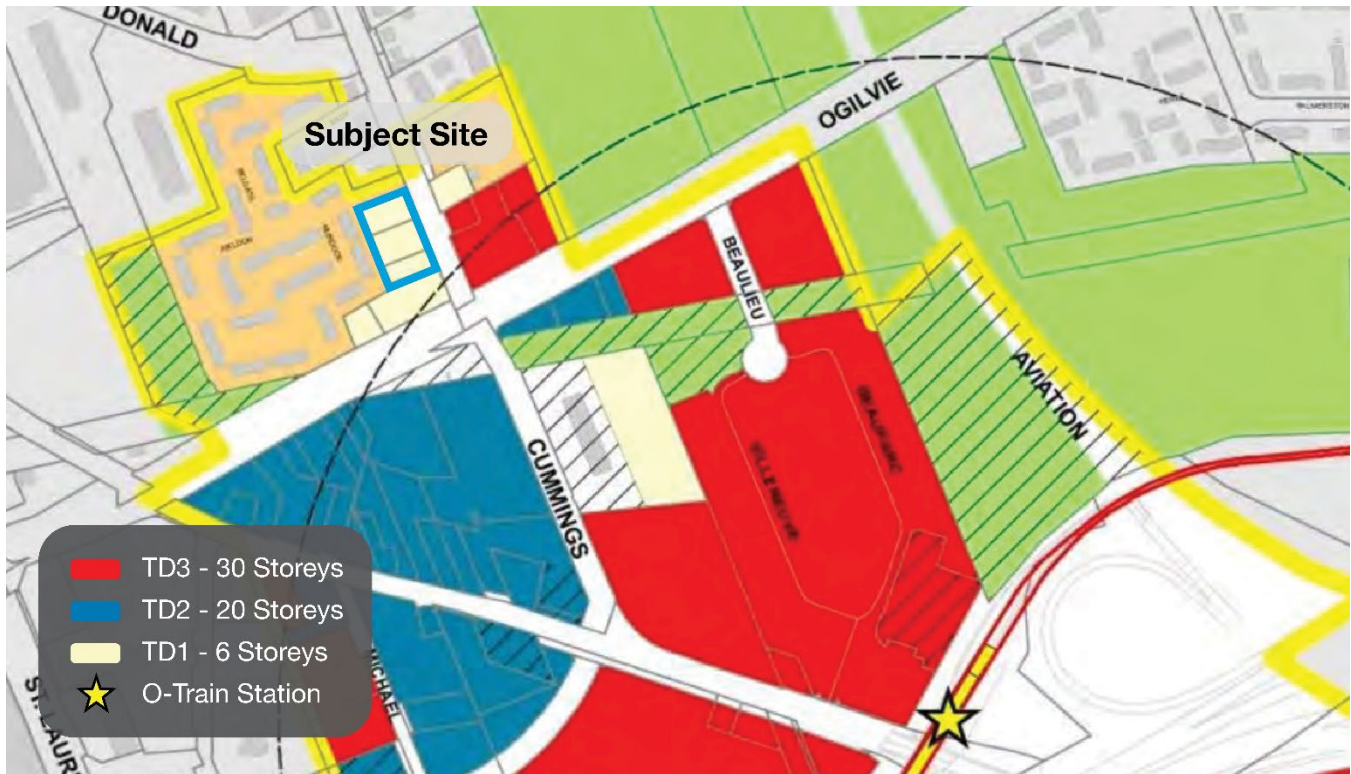


Figure 11: Cyrville TOD Plan Area

The TOD Plans were prepared with an understanding that redevelopment and higher densities will occur over the long-term around the Confederation Line stations. The plans establish a broad growth strategy for achieving transit supportive communities. The permitted densities and mix of uses may result in TOD Plan areas functioning like small downtowns. The TOD Plans serve as the land use planning framework that allows the centres to grow and evolve in response to market pressures and public improvements.

The study area boundaries for the TOD Plans were established based on an approximate 10 minute (800 metre) walking distance from the transit stations. As per the plans, buildings in the TD1 zone will have a minimum density of 150 units per net hectare for residential or a minimum Floor Space Index (FSI) 0.5 for non-residential land use.

Buildings in this Zone shall range in height from two storeys to six storeys, and will be comprised of one or more of stacked dwellings, townhouses, apartment dwellings, mixed-use and commercial uses. New single and semi-detached dwellings are not permitted. Generally the Low Density Zone is located adjacent to existing low-profile, low-density neighbourhoods. Establishing a transition in building height minimizes the impacts of new buildings on existing residential neighbourhoods.

The strategic priorities relating to the TOD Plan are as follows:

- Maximize density in and around transit stations (Plan well-designed, compact neighbourhoods where residents can live, work, shop and play close by, complete daily activities easily, access viable transit, and support local businesses); and
- Provide infrastructure to support mobility choices (Improve residents' mobility choices by supporting a variety of initiatives related to routes, rapid transit, walking, and cycling.)

The subject site is identified as within the Cyrville TOD study area. The Cyrville TOD study area will evolve over time into a more compact, dense, mixed-use urban precinct. The TOD plan identifies the subject site as TD1 with a maximum building height of 6 storeys. Establishing a transition in building height minimizes the impacts of new buildings on existing residential neighbourhoods.

The proposed Zoning By-law amendment is consistent with the TD1 zone and seeks to implement the TOD plan through a Zoning By-law amendment to rezone the subject site from R3Y to TD1.

The proposed development exceeds the minimum required density of 150 units per hectare in a 6-storey building form as anticipated by the TOD plans. The proposed massing and scale is an appropriate scale for the adjacent streets and public realm and helps to articulate the building and frame the public realm. The proposal provides up to 20-metre rear-yard setback from the main massing of the building, which assists in ensuring appropriate scale and transition to the low-rise properties to the rear.

4.5 Urban Design Guidelines

4.5.1 Bird Safe Design Guidelines

The City of Ottawa recognises that birds are an essential part of our environment, and that their ability to survive in our city is threatened in part by its buildings and structures. The purpose of the guidelines are to inform building, landscape and lighting design at the planning stage of private or public development projects to minimize the threat of bird collisions.

Some of the key guidelines most relevant to the proposed development are as follows:

- / Guideline 1: Consider the environmental context
- / Guideline 2: Minimize the transparency and reflectivity of glazing
- / Guideline 3: Avoid or mitigate design traps
- / Guideline 4: Consider other structural features
- / Guideline 5: Create safe bird-friendly landscaping

The design of the proposed development has considered these guidelines to minimize bird strikes.

4.6 City of Ottawa Zoning By-law (2008-250)

The subject site is currently zoned Residential Third Density, Subzone Y, Urban Exception 708 – R3Y[708] in the City of Ottawa Comprehensive Zoning By-law (2008-250). The purpose of the Residential Third Density Zone is to:

- / allow a mix of residential building forms ranging from detached to townhouse dwellings in areas zoned R3;
- / allow a number of other residential uses to provide additional housing choices within the third density residential areas;
- / allow ancillary uses to the principal residential use to allow residents to work at home; and
- / regulate development in a manner that is compatible with existing land use patterns so that the mixed dwelling, residential character of a neighbourhood is maintained or enhanced.



Figure 12: Zoning Map

In accordance with the Inner East Line 1 and 3 Stations Secondary Plan and the Cyrville TOD plan, the subject site is to be rezoned to the appropriate Transit Oriented Development zone (TD zone).

4.6.1 Zone Provisions and Analysis

The proposed Zoning By-law amendment for the subject site is to rezone it entirely to TD1 – Transit Oriented Development, Subzone 1 in alignment with the overarching planning framework direction

The purpose of the TD – Transit Oriented Development Zone is to:

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

Table 2, below, provides a summary of the TD1 performance standards as detailed in Zoning By-law 2008-250. The table demonstrates how the development meets the provisions.

Table 2: Proposed TD1 performance standards and analysis

Zoning Mechanism		Requirement	Provided	Compliance
Minimum Lot Area		No minimum	3,487 square metres	Yes
Minimum Lot Width		No minimum	45.74 metres	Yes
Minimum Front Yard Setback – abutting the rapid transit corridor		2 metres	3 metres	Yes
Minimum Interior Side Yard Setback – abutting a residential zone		3 metres	6 metres	Yes
Minimum Rear Yard Setback – abutting a residential zone		6 metres	10.2 metres	Yes
Maximum Building Height s.196 (14)(e)		20 metres	18.45 metres	Yes
Maximum Building Height within 15 metres from a property line abutting a R1, R2, or R3 zone		14.5 metres	14.5 metres	Yes
Min. Residential Units per Hectare s.196 (14)(a)(i)		52 Units 150 units per hectare	188 Units	Yes
Parking Space Rates	Resident Area X	0.5 space / dwelling unit – first 12 units 188 units 88 spaces	37 spaces	No
	Visitor Area X	0.1 Spaces / dwelling unit – first 12 units 188 units 18 spaces	18 spaces	Yes
Vehicle Parking Space Dimensions s. 106		2.5 m x 5.2 m	2.5 m x 5.2 m	Yes
Aisle and Driveway Provisions s. 107		Width of double-lane driveway providing access to a parking garage: 6m Width of aisles in a parking garage for parking oriented at 90 degrees: 6 m	Driveway width: 6 m Aisle width: 6 m	Yes
Bicycle Parking Rates s. 111		94 spaces 0.5 spaces / 188 units	184 spaces (94 at grade + 90 underground)	Yes
Bicycle Parking Space Dimensions s. 111		Horizontal: 0.6 m by 1.8 m Vertical: 0.5 m by 1.5 m (Max 50% of required spaces)	Horizontal: 0.6 m by 1.8 m Vertical: 0.5 m by 1.5 m	Yes

Zoning Mechanism	Requirement	Provided	Compliance
Bicycle parking access aisle width s. 111	1.5 m	1.5 m	Yes
Total Amenity Space	6m ² per dwelling unit 50% communal Communal: 564 m ² Total: 1,126 m ²	Communal: 1,097.74 m ² Private 227.60 m ² Total: 1,325.34 m ²	Yes

As demonstrated in the table above, the proposed development complies with the general intent and totality of the provisions of the TD1 zone. The proposed Zoning By-law Amendment will apply the zone to the lands and address the requested relief in minimum resident parking requirements through a site-specific exception. The proposed amendment is outlined in section 5.0 of this report.

4.6.2 Corner Sight Triangle

Pursuant to section 57, corner sight triangles will need to be maintained at the intersection of Cummings Avenue and Weldon Drive. The area required for each setback will be determined through consultation with City staff during the Site Plan Control process.

5.0

Proposed Zoning By-law Amendment

5.1.1 Application of the Transit Oriented Development, Subzone 1

To facilitate the proposal, a Zoning By-law Amendment is being submitted to rezone the subject site to Transit Oriented Development Zone, Subzone 1, Exception XXXX (TD1 [XXXX]). The exception would address specific performance standards related to the minimum provision of resident parking. The TD1 zone is assessed as appropriate for the subject site given the proximity to Cyrville LRT Station and TD designation in the Secondary Plan.

The proposed zoning by-law amendment will implement the direction including 6-storey height permission established in the Official Plan, Cyrville TOD Plan, and Inner East Lines 1 and 3 Stations Secondary Plan which identify the TD1 zone for the subject site. The proposal establishes a scale of development that supports the objectives of the overarching planning framework and the existing and planned context of the surrounding area including nearby properties with height permissions up to 22-metres.

The proposed development constitutes residential intensification as defined by the Official Plan. The planned development efficiently intensifies the site in an area best suited for higher density 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 including recent investments in the rapid transit network.

Through providing a mid-rise, residential building with a range of residential unit types, the proposed design will ensure that this infill project will be compatible with the existing context and planned function of the area while also contributing to the increased inventory and diversity of housing.

The proposed mass and design of the building represents an important investment in a building typology commonly referred to as the 'missing' middle' and is compatible in scale with the existing building inventory/planned function of this zone. The proposed development will assist in meeting the growing demand for compact, efficient, and walkable urban living within the City of Ottawa.

5.1.2 Reduced Residential Parking of 37 parking spaces where 94 parking spaces are required:

The proposed resident parking provisions are consistent with urban developments in proximity to rapid transit and achieves a balance between providing adequate parking while also featuring a 1:1 bicycle parking ratio to encourage active lifestyles and the use of alternative transportation modes. Importantly, visitor parking is provided at the required by-law rate, which will reduce the impacts of potential spill-over and on-street parking for visitors to the tenants of the new building.

The reduced parking space rate as well as providing 184 bicycle parking spaces will promote a balanced modal share split for personal trips. The subject site is in close proximity to local and regional public transportation options as well as the greater bicycle network along Aviation Parkway. Further, the lands are located within a well-established community with key amenities and employment hubs within walking and cycling distance.

The subject site is within 650-metre walking distance of Cyrville LRT Station and is within proximity to services and amenities within the surrounding area. The Official Plan encourages the reduction of parking minimums in areas served by transit and other services and amenities.

Finally, the site is located within Area X on Schedule 1A of the zoning by-law, which establishes a 0.5 resident parking rate per unit. However, as indicated in the figure below, the site is in very close proximity to properties within Area Z of Schedule 1A. Area Z is applied to those site's in very close proximity to rapid transit and does not require any resident parking for new development. Practically and functionally, the subject site's contextual location shares many attributes with those south of Ogilvie (Area Z) where no parking is required and is therefore appropriate for the reduced residential parking rate request. Therefore, the reduction in required parking requested is appropriate for this development proposal.

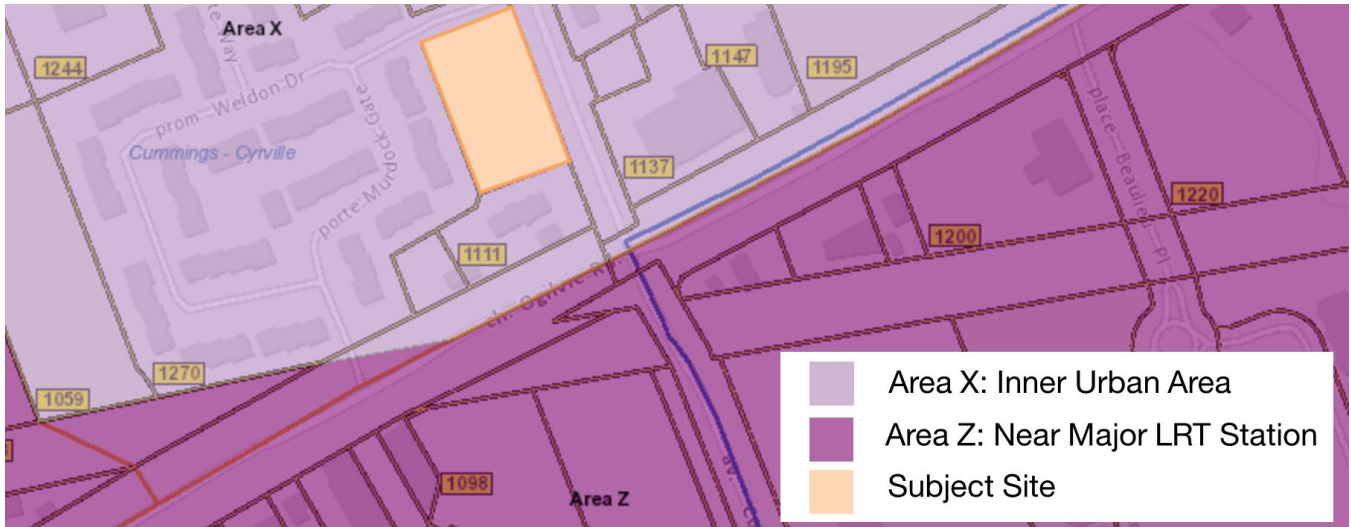


Figure 13 Zoning By-law Schedule 1A - Areas for Minimum Parking Requirements.

5.2 Geotechnical Investigation

Paterson Group was retained by TCU Development Corporation to prepare a geotechnical investigation report for the proposed multi-storey building to be located at 1184, 1188, and 1196 Cummings Avenue.

The objective of the geotechnical investigation was to:

- / determine the subsoil and groundwater conditions at the site by means of test holes
- / provide geotechnical recommendations for the design of the proposed development including construction considerations which may affect its design.

The report notes that the subject property is considered satisfactory from a geotechnical perspective.

5.3 Phase 1 Environmental Site Assessment

Paterson Group was retained by TCU Development Corporation to conduct a Phase I Environmental Site Assessment (ESA) for the properties addressed 1184, 1188 and 1196 Cummings Avenue, in the City of Ottawa, Ontario. The purpose of this Phase I-ESA was to research the past and current use of the Phase I Property and 250m Phase I Study Area, and to identify any environmental concerns with the potential to have impacted the Phase I Property.

According to the historical research and personal interviews, the Phase I Property was first developed with the existing residential dwellings circa 1952. No historical potentially contaminating activities (PCAs) were identified on the Phase I Property.

Based on available historical information, adjacent and surrounding properties within the Phase I Study Area were primarily used for residential and commercial purposes. Historical off-site PCAs include former retail fuel outlets, an automotive service garage and a contractors yard (with an associated underground storage tank). Based on the separation distances and/or down/cross-gradient orientation with respect to the Phase I Property, these PCAs are not considered to result in areas of potential environmental concern (APEC) on the Phase I Property.

Following the historical research, a site visit was conducted. The Phase I Property is currently occupied by a two-storey residential duplex (1184 Cummings Avenue), two vacant one-storey residential dwellings (1188 and 1194 Cummings Avenue) and five outbuildings of various uses. No concerns were identified with the current use of the Phase I Property. The current uses of the adjacent and neighbouring properties within the Phase I Study Area consists of residential use to the west and north and commercial use to the east and south. A retail fuel outlet was identified at the property addressed 1111 Ogilvie Road, adjacent to the south of the Phase I Property. The retail fuel outlet is not considered to represent an environmental concern to the Phase I Property based on the results of the 2019 Phase II ESA conducted on the 1188 and 1196 portions of the Phase I Property. Based on the separation distances and/or down/cross-gradient orientation with respect to the Phase I Property, remaining existing PCAs in the Phase I Study Area are not considered to result in areas of potential environmental concern (APEC) on the Phase I Property.

Based on the findings of the Phase I ESA, it is Paterson's opinion that a Phase II Environmental Site Assessment is not required for the subject property.

5.4 Traffic Impact Assessment

CGH Transportation was retained by TCU Development Corporation to prepare a Transportation Impact Assessment (TIA) for the proposed development.

The following summarizes the analysis and results presented in this TIA report:

Proposed Site and Screening

- / The proposed site includes an apartment building totalling 188 units with 37 residential parking spaces, 19 visitor parking spaces, and 184 bicycle parking spaces
- / The proposed development will remove the existing site accesses on Cummings Avenue and propose a new access on at the south end of the site
- / The development is proposed to be completed as a single phase by 2026
- / The development site is within the Cyville TOD area and Inner East Lines 1 and 3 Stations secondary plan area
- / The trip generation and safety triggers were met for the TIA Screening

Existing Conditions

- / Cummings Avenue south of Ogilvie Road, Ogilvie Road, Cyville Road south of Cummings Avenue/Labelle Street are arterial roads
- / Cummings Avenue between Ogilvie Road and Donald Street, and Donald Street are major collector roads, and Cummings Avenue north of Donald Street, Cyville Road north of Cummings Avenue/Labelle Street are collector roads in the study area
- / Sidewalks are provided along the east side of Cummings Avenue south of Ogilvie Road and both sides of Cyville Road, Ogilvie Road, Donald Street, and Cummings Avenue north of Ogilvie Road
- / Bike lanes are provided along Cyville Road south of Ogilvie Road, Ogilvie Road, and Donald Street
- / Ogilvie Road and Cyville Road are spine routes and Donald Street and Cummings Avenue are local routes. Cyville Road south of Ogilvie Road and Ogilvie Road west of Cyville Road form part of a crosstown bikeway
- / During the PM peak hour, the study area intersections experience capacity issues on the northbound left at the intersections of Ogilvie Road at Cyville Road and on the eastbound through at Ogilvie Road at Cummings Avenue
- / Within the study area, the intersection of Cummings Avenue at Ogilvie Road is noted to have experienced higher collisions than other locations
- / The Ogilvie Road at Cummings Avenue intersection had a total of 57 collisions during the 2016-2020 time period, and collision types are most represented by rear end with 23 collisions
- / The City's Cycling Safety Review of High-Volume Intersections (March 2020) completed a review of Ogilvie Road at Cummings Avenue intersection, and the report suggests improvements that help address a variety of collisions noted at this intersection
- / The TIA does not recommend any changes to those planned for implementation by the City based upon the Cycling Safety Review, and no further examination is required as part of this study

Development Generated Travel Demand

- / The proposed development is forecasted produce 79 two-way people trips during the AM and PM peak hours
- / Of the forecasted people trips, 17 two-way trips will be vehicle trips during the AM and PM peak hours based on a 23% modal share target
- / Of the forecasted trips, 15% are anticipated to travel north and east, 20% to the south, and 50% to the west

Background Conditions

- / The background developments were explicitly included in the background conditions, along with background growths along the mainline volumes along Ogilvie Road, Donald Street, Cummings Avenue, and Cyrville Road
- / The study area intersections at future background conditions will operate similar to the existing conditions
- / No additional capacity issues are noted in the future conditions

Development Design

- / There are a total of 90 underground bicycle parking spaces and a total of 94 surface bicycle parking spaces
- / Hard surface connections are provided between building entrances and the surrounding pedestrian facilities on Cummings Avenue
- / The closest bus stop is located less than 100 metres walking distance from the site, Cyrville LRT Station is located approximately 1.0-kilometre walking distance from the site access, and St-Laurent LRT Station is located approximately 1.3-kilometre walking distance from the site access
- / The site access is 6.7 metres wide, and the vehicle parking is proposed as accessing the parking garage ramp with a 7.5% slope
- / The garbage collection vehicles were reviewed to confirm movements will be permitted on site, and the emergency services can access the site via the Cummings Avenue frontage

Parking

- / The site provides 37 residential parking spaces, 19 surface visitor parking spaces, 90 underground bicycle spaces, and 94 surface bicycle spaces
- / The vehicle and bicycle parking requirements are satisfied

Boundary Street Design

- / Cummings Avenue does not meet the pedestrian MMLOS targets, and at least 0.5 metres boulevards and lower than 30 km/h operating speed would need to meet the targets 1184-1196 Cummings Avenue Transportation Impact Assessment Page 35
- / The bicycle LOS will not be met along the segment of Cummings Avenue, and lower than 50 km/h operating speed would need to meet the targets
- / No mitigation for the boundary street design is required as part of this application and require higher level City adjustments to the road operations, such as speed limits

Access Intersections Design

- / The proposed access width is approximately 6.7 metres, meeting the private approach width requirements, and the throat length meets the 15.0 metre minimum requirement
- / Access is provided via a depressed curb through the existing sidewalk at the roadway edge, and it will comply with the City standard SC7.1
- / The site access is 1.5 metres from the adjacent property line, which is closer to the required 3.0-metre offset from the private approach by-law, and the adjacent gas station access is approximately 8.5 metres from the property line, therefore meeting the 9.0 metres offset between accesses

- / The access location is considered acceptable and the City can approve through an exemption to the private approach bylaw

TDM

- / Supportive TDM measures to be included within the proposed development should include:
 - Display local area maps with walking and cycling routes, and transit route information and schedules at major entrances
 - Provide a multimodal travel option information package to new residents
 - Inclusion of a 1-year Presto card for first time apartment rental, with a set time frame for this offer (e.g. 6-months) from the initial opening of the site
 - Unbundle parking cost from rental costs

Transit

- / The proposed development is anticipated to generate an additional 45 AM and 36 PM peak hour two-way transit trips
- / Peak hour increases in transit ridership resulting from the site equate to one-thirds of a standard bus load westerly of the site, and negligible impact northerly, southerly, and easterly of the site
- / Negligible impacts are noted on the transit movements

Network Intersection Design

- / No change to the existing signalized control is recommended for the network intersections
- / Generally, the network intersections will operate similarly to the existing condition, and no mitigation of conditions is required for the subject site traffic
- / The pedestrian LOS targets will not be met at the study area intersections, and two lane-widths crossing distance on all pedestrian crossings would need
- / Pedestrian delay LOS is not considered in the PLOS calculation
- / The bicycle LOS targets will not be met at the study area intersections, and left-turn configurations would need to be two-stage or include turn boxes on all approaches
- / The transit LOS will not be met at Ogilvie Road at Cummings Avenue intersection and the delay would need to be zero to meet the target of LOS A
- / The development is expected to have negligible impact to the study area intersections, and the City of Ottawa will be responsible for exploring options to address the area PLOS, BLOS, TLOS, and ALOS deficiencies 1184-1196 Cummings Avenue Transportation Impact Assessment Page 36
- / An additional MMLOS analysis is suggested during the City's redesign and upgrades at the Ogilvie Road at Cummings Road intersection

5.5 Roadway Traffic Noise Assessment

This report describes a traffic noise assessment undertaken in support of a Zoning By-Law Amendment (ZBA) and Site Plan Control Application (SPA) submission, for the proposed development located at 1184, 1188, and 1196 Cummings Avenue in Ottawa, Ontario. The study site is situated on the east side of a parcel of land bounded by Weldon Drive to the north, Cummings Avenue to the east, low-rise residential buildings to the west and a commercial site to the south which is bordered by Ogilvie Road.

The assessment is based on (i) theoretical noise prediction methods that conform to the Ministry of the Environment, Conservation and Parks (MOECP) and the City of Ottawa requirements; (ii) noise level criteria as

specified by the City of Ottawa's Environmental Noise Control Guidelines (ENCG); (iii) future vehicular traffic volumes based on the City of Ottawa's Official Plan roadway classifications; and (iv) site plan drawings prepared by Project1 Studio Incorporated, dated March 2023.

The results of the analysis indicated that noise levels at Plane of Window (POW) receptors will range between 61 and 69 dBA during the daytime period (07:00-23:00) and between 54 and 61 dBA during the nighttime period (23:00-07:00). The highest noise levels (68 and 69 dBA) occur at the east and south façades of the study building which are nearest and most exposed to Cummings Avenue and Ogilvie Road.

Upgraded building components will be required where noise levels exceed 65 dBA as illustrated in Figure 4. Building components compliant with the Ontario Building Code (OBC 2020) will be sufficient for the remaining dwellings of the development. In addition, a Type D warning clause will be required in all Lease, Purchase and Sale Agreements, as summarized in Section 6.

As the noise level at OLA receptor 5 located at the Amenity Level 5 terrace is above the ENCG criteria, a 1.1-metre standard high barrier or parapet wall surrounding the terrace will be sufficient to reduce the noise levels (see Figure 7). The noise barrier for the terrace can be built as a parapet wall, a solid glass railing, or a combination of both. However, it should not contain gaps. Glass railing can be built as glass to-glass or the gap between the glass and balusters can be avoided. Noise barriers should be built with solid elements having a minimum surface mass of 20 kg/m² and should contain no gaps. In addition, a Type B warning clause will be required in all Lease, Purchase and Sale Agreements, as summarized in Section 6.

Gradient Wind conducted a survey of the study site, using the satellite view of the area; the study site is surrounded by a mix of low-rise residential and commercial buildings. The existing stationary noise sources are either small or the direct line of sight between the sources and the study site is blocked. Moreover, the background noise around the study site will be dominated by roadway traffic noise. Therefore, no significant stationary noise impact on the proposed development is anticipated.

With regards to the impacts of the proposed building on the surroundings and itself, by careful placing and judicious selection of noise-generating equipment like cooling towers, chillers, and generators, stationary noise impact from the proposed building can comply with the sound level limits defined in ENCG and NPC-300. Where necessary, noise screens, silencers, and other noise control measures can be added.

5.6 Servicing and Stormwater Management Report

Stantec Consulting Ltd. was retained to prepare a Servicing and Stormwater Management Report in support a Site Plan Control and Zoning By-law Amendment application for the proposed development.

This site servicing and stormwater management (SWM) report presents a servicing scheme that is free of conflicts, provides on-site servicing in accordance with City of Ottawa Design Guidelines, and uses the existing municipal infrastructure in accordance with any limitations communicated during consultation with the City of Ottawa staff. Details of the existing infrastructure located within the Cummings Avenue right of way (ROW) were obtained from available as-built drawings and site topographic survey.

Criteria and constraints provided by the City of Ottawa have been used as a basis for the detailed servicing design of the proposed development. Specific and potential development constraints to be addressed are as follows:

- / Potable Water Servicing
 - Estimated water demands to characterize the proposed feed(s) for the proposed development which will be serviced from the existing 305 mm diameter watermain within the Cummings Avenue ROW.

- Watermain servicing for the development is to be able to provide average day and maximum day (including peak hour) demands (i.e., non-emergency conditions) at pressures within the acceptable range of 345 to 552 kPa (50 to 80 psi)
- Under fire flow (emergency) conditions, the water distribution system is to maintain a minimum pressure greater than 140 kPa (20 psi)
- / Wastewater (Sanitary) Servicing o Define and size the sanitary service lateral which will be connected to the existing 250 mm diameter sanitary sewer within the Cummings Avenue ROW.
- / Storm Sewer Servicing
 - Define major and minor conveyance systems in conjunction with the proposed grading plan.
 - Determine the stormwater management storage requirements to meet the allowable release rate for the site. o Define and size the proposed storm service lateral that will be connected to the existing 600 mm diameter municipal storm sewer within the Cummings Avenue ROW.
 - Prepare a grading plan in accordance with the proposed site plan and existing grades.

5.6.1 Water Servicing

The adjacent watermain on Cummings Avenue has sufficient capacity to sustain both the required domestic and emergency fire flow demands for the development. Booster pump(s) may be required to provide adequate pressures to the building's upper stories. The proposed development requires a 150 mm diameter water service lateral, which will be connected to the existing 305 mm diameter watermain in the Cummings Avenue ROW, and a new fire hydrant to be located within the public road right of way. Sizing of the water service and requirements for booster pump(s) are to be confirmed by the mechanical consultant.

5.6.2 Sanitary Servicing

The proposed sanitary sewer service will consist of a 150 mm diameter sanitary service lateral, a sanitary sump pit, a monitor manhole, and sump pump directing wastewater to the existing 250 mm diameter sanitary sewer on Cummings Avenue. Existing connections are to be abandoned and full port backwater valves installed on the proposed sanitary service within the site to prevent any surcharge from the downstream sewer main from impacting the proposed property. A sump pump will be required for sewage discharge from the mechanical room. Sizing of the service lateral, sump pit, and sump pump are to be confirmed by the mechanical consultant.

5.6.3 Stormwater Servicing and Management

Rooftop storage and a cistern have been proposed to limit the stormwater discharge rate for all rainfall events up to and including the 100-year event to a peak 5-year predevelopment release rate. The remaining site area drains uncontrolled, with the east and north sides drain uncontrolled to the Cummings Avenue and Weldon Drive ROWs, while the south and west landscaped sides of the site drain uncontrolled to the neighbouring properties as per existing conditions. While the proposed land use and site surfacing is not expected to be a significant source of particulates or pollutants, it is recommended that the site provides Enhanced level of stormwater quality control (80 % TSS removal).

A single 300 mm diameter storm service lateral is proposed for the building's foundation drain and internal storm sewer system, which is to be mechanically pumped and include a full port backwater valve. The roof drains and ramp drain are to be connected through internal plumbing to the cistern, which will pump discharge at a controlled rate through the service lateral and the backwater valve to the 600 mm diameter municipal storm sewer in the Cummings Avenue ROW. Sizing of the service lateral, cistern, and foundation drain pump are to be confirmed by the mechanical consultant. The proposed sanitary sewer service will consist of a 150 mm diameter sanitary service lateral, a sanitary sump pit, a monitor manhole, and sump pump directing wastewater to the existing 250 mm diameter sanitary sewer on Cummings Avenue. Existing connections are to be abandoned and full port backwater valves installed on the proposed sanitary service within the site to prevent any surcharge from the downstream sewer main from impacting the proposed property. A sump pump will be required for sewage discharge from the mechanical room. Sizing of the service lateral, sump pit, and sump pump are to be confirmed by the mechanical consultant.

5.6.4 Grading

Site grading has been designed to provide an adequate emergency overland flow route. The east and north sides drain uncontrolled to the Cummings Avenue and Weldon Drive ROWs, while the south and west sides drain uncontrolled to the neighbouring properties as per existing conditions.

5.6.5 Erosion and Sediment Control During Construction

Erosion and sediment control measures and best management practices outlined in this report and included in the drawing set will be implemented during construction to reduce the impact on adjacent properties, the public ROW, and existing facilities.

5.6.6 Geotechnical Investigation

Based on the geotechnical investigation, the site is considered suitable for the proposed building, and it is recommended that it be founded using conventional shallow footings placed on clean, surface sounded bedrock. Long term groundwater level is estimated to be at 2 to 3 m BGS, though seasonal variations in the water table should be expected.

5.6.7 Utilities

The site is situated within an established neighbourhood, hence existing utility infrastructure is readily available to service the proposed development.

5.6.8 Approvals

This site is exempt from the Ministry of the Environment, Conservation and Parks (MECP) Environmental Compliance Application (ECA) process under O.Reg. 525/98. For the expected dewatering needs of 50,000 to 400,000 L/day, the proponent will need to register on the MECP's Environmental Activity and Sector Registry (EASR). A Permit to Take Water, for dewatering needs in excess of 400,000 L/day, is not anticipated for this site.

6.0 Public Consultation Strategy

In partnership with the City of Ottawa, 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.

- / Pre-application Consultation Meeting with the City of Ottawa
 - A pre-application consultation meeting was held with City staff, and the development team on January 13, 2023.
- / Notification of Ward Councillor, Councillor Tierney
 - The Development Team met with the Ward Councillor on January 24th, 2023.
- / Community Information Session
 - A Community information session will be held to discuss the proposed development following this submission.
 - It is anticipated that the community information session will be held in an online format organized and moderated by the Ward Councillor and their staff members.
- / Statutory Public Meeting – Planning Committee
 - The statutory public meeting will take place at the City of Ottawa Planning and Housing Committee.

7.0 Conclusion

It is our professional opinion that the proposed Zoning By-law Amendment and Site Plan Control Application to permit the development on the subject site constitutes good planning and is in the public interest.

As outlined in the proceeding sections, the proposed development:

- / Is consistent with the Provincial Policy Statement (2020) as it provides residential development intensification, thereby increasing housing choices, within the built-up area where existing infrastructure and public service facilities are available and where public transportation will be supported and encouraged;
- / Conforms to the City of Ottawa Official Plan (2022) including policies for lands designated Minor Corridor in the Inner Urban Transect.
- / Conforms to the policies of the Inner East Lines 1 and 3 Secondary Plan.
- / Is consistent with the TOD Plan for Cyrville Station;
- / Proposes uses that are appropriate and consistent with the Transit Oriented Development Plan, the existing land uses and built form in the surrounding area;
- / Is supported by technical plans and studies submitted as part of this application.

Sincerely,



Thomas Freeman, B.URPL
Planner



Tamara Nahal, M.PI
Planner



Timothy Beed, MCIP RPP
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