

Subject: Zoning By-law Amendment - 1125 & 1149 Cyrville Road

File Number: ACS2023-PRE-PS-0088

Report to Planning and Housing Committee on 21 June 2023

and Council 28 June 2023

**Submitted on June 9, 2023 by Derrick Moodie, Director, Planning Services,
Planning, Real Estate and Economic Development**

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Ward: Beacon Hill-Cyrville (11)

Objet : Modification du Règlement de zonage - 1125 et 1149, chemin Cyrville

Dossier : ACS2023-PRE-PS-0088

Rapport au Comité de la planification et du logement

le 21 juin 2023

et au Conseil le 28 juin 2023

**Soumis le 9 juin 2023 par Derrick Moodie, Directeur, Services de la planification,
Direction générale de la planification, des biens immobiliers et du développement
économique**

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Quartier : Beacon Hill-Cyrville (11)

REPORT RECOMMENDATIONS

- 1. That Planning and Housing Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 1125 and 1149 Cyrville Road, as shown in Document 1, to permit a mid-rise and a high-rise residential use building, containing a total of 366 dwelling units as detailed in Document 2.**

2. That Planning and Housing Committee approve the Consultation Details Section of this report be included as part of the ‘brief explanation’ in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, “Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* ‘Explanation Requirements’ at the City Council Meeting of June 28, 2023” subject to submissions received between the publication of this report and the time of Council’s decision.

RECOMMANDATIONS DU RAPPORT

1. Que le Comité de la planification et du logement recommande au Conseil d'approuver une modification du Règlement de zonage 2008-250 visant les 1125 et 1149, chemin Cyrville, un bien-fonds illustré dans le document 1, afin de permettre la construction d'immeubles résidentiels de hauteur moyenne et élevée abritant au total 366 logements, comme l'expose en détail le document 2.
2. Que le Comité de la planification et du logement donne son approbation afin que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux “exigences d’explication” aux termes de la Loi sur l’aménagement du territoire, à la réunion du Conseil municipal prévue le 28 juin 2023 », sous réserve des observations reçues entre le moment de la publication du présent rapport et la date à laquelle le Conseil rendra sa décision.

BACKGROUND

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

Site location

1125 and 1149 Cyrville Road

Owner

Westrich Pacific Corp.

Applicant

HP Urban Inc.

Architect

J+S Architect

Description of site and surroundings

The site is in the eastern part of Ottawa, on Cyrville Road by Cummings Avenue and Ogilvie Road. Within 400 metres is the Cyrville Station (light rail transit). The surrounding properties contain a mix of retail, office and service uses. Across Cyrville Road, at the southeast corner of Michael Street and Cyrville is a place of worship. To the north are multiple residential developments along Ogilvie Road.

The site is currently vacant but has a major city storm sewer pipe running underground. This pipe traverses the middle of the site and is protected by an easement in favor of the city (Easement Inst. CT224863).

Summary of proposed development

The proposed site development, illustrated in Documents 3 and 4, consists of two separate residential use buildings containing 356 dwelling units on a 7,445 square metre property. Phase 1 will consist of a 6-storey residential use building with frontage on Cyrville Road and 199 dwelling units. Phase 2 will consist of a 20-storey residential use building with 157 dwelling units, accessible by a private vehicular lane on the west side of the site that has been combined with a fire route. The site will be served by a multi-use pathway that will connect to a future linear park along Cummings Avenue.

A Multi-Use Pathway (MUP) is proposed along the northern segment of this site. Half of this multi-use pathway will be conditioned to be constructed and conveyed to the City under the concurrent site plan control (File No. D07-12-21-0214). This half of the MUP will tie into the MUP being constructed abutting to the north for 1098 Ogilvie Road. The City of Ottawa will be maintaining the multi-use pathway after its conveyance.

There is also a major City of Ottawa storm water utility line that crosses through the subject site (Easement Inst. CT224863). In accordance with city rules, permanent structures will not be permitted in this easement area.

Summary of requested Zoning By-law amendment

The site is currently zoned Mixed-Use Centre Zone, Urban Exception 1957, Floor Space Index 1.1 and a 15-metre Height Limit (MC[1957]F(1.1)H(15)) in Zoning By-law 2008-250. This zone allows mixed uses, ranging from low-rise apartment to restaurants, offices, cinemas, hotels, place of worship and stacked dwellings. In accordance with the *Inner East Lines 1 and 3 Stations Secondary Plan*, the property is required to be rezoned to an appropriate TD zone prior to development. The proposed Zoning By-law amendment changes the zoning to “Transit Oriented Development Zone”, with a site-specific exception (TD2[XXXX]) to permit reduced setbacks for the buildings to be permitted within 7 metres and the tower portion to be permitted within 12 metres of the property line (west property line), in keeping with the *Inner East Lines 1 and 3 Stations Secondary Plan*.

Table 1: TD2 Zone Provisions and Proposed Exceptions

| Zoning Provision | TD2 Zone | Proposed Exceptions |
|---|--|---|
| Permitted Uses | Apartment dwelling, mid rise; apartment dwelling, high rise; planned unit development | |
| Minimum Lot Area | No minimum | |
| Minimum Setbacks •Front Yard •Rear Yard •Side Yard | <p>Minimum front yard setback: 3.0 metres;</p> <p>Interior – no minimum setback, except that part of a building more than 6 storeys in height: 12 metres;</p> <p>Rear Yard – no minimum</p> <p>The following provisions apply to lots abutting active frontage street areas:</p> <p>a) minimum building setback from an active frontage street: residential use building - 3.0 metres,</p> <p>b) maximum building setback from an active frontage street: residential use buildings: 6.0 metres;</p> | <p>Setbacks to over 6 storeys:</p> <p>West: 7 m</p> |
| Minimum/maximum Building Height | 6.7 metres and 2 storeys min. | 20 storeys |

| | | |
|---------------------------------------|---|--|
| Density | <u>Minimum</u> number of residential units per hectare required for residential use: (i) on lots greater in area than 0.125 ha: 250 units/hectare = 186 units | |
| Minimum Car Parking / Visitor Parking | Column III of Table 103 - Maximum Number of Parking Spaces Permitted in Section 103 applies to all land zoned TD despite the location of the land on Schedules 1, 2A and 2B. Minimum Required in Area Z =0 Maximum = 549 parking spaces | |
| Minimum Bicycle Parking | 0.5/dwelling unit = 183 | |
| Landscaped Area | No minimum, except that where a yard is provided and not used for required driveways, aisles, parking, loading spaces or outdoor commercial patio, the whole yard must be landscaped; For lots greater in area than 1,250 m ² , 2% of the total lot area must be provided as outdoor communal space located at grade anywhere on the lot and such area can also be used towards complying with any amenity area requirements = 149 m ² | |
| Amenity Area | Total amenity area: 6m ² per unit Communal area 50% of the required total amenity area 6 m ² x 366 units = 2,196 m ² total required amenity area; communal amenity area required is 50% of 2,196 m ² | |
| Special Provisions | 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 | |

DISCUSSION

Public consultation

Notification and public consultation were undertaken in accordance with Council's Public Notification and Public Consultation Policy for Zoning By-law amendments. The holding of a formal City-organized public information session during the public consultation period was deemed unnecessary.

A total of four submissions were received from members of the public either expressing support for the proposed development or requesting further information and/or to be notified of any future public meetings and Council's decision.

For this proposal's consultation details, see Document 3 of this report.

Official Plan designation(s)

The site is identified within the Inner Urban Transect and is designated Hub on Schedule B8. The Inner Urban Transect's built form includes both urban and suburban characteristics. Its intended pattern is urban.

Lands in the city have a hierarchy of importance based on their function and on the intensity of their use. Many types of land uses can exist as part of the function of each designation. Hubs are areas centred on planned or existing rapid transit stations and/or frequent street transit stops. The planned function of Hubs is to concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity. Hubs are also intended as major employment centres. Hubs are identified as Protected Major Transit Station Areas (PMTSAs) for the purposes of the Provincial Policy Statement. Appropriate development densities shall create the critical mass essential to make transit viable. This will lead to reduced revenue-cost ratios and help provide cost-effective high levels of transit service. For these reasons, the City is pursuing a strategy that would ensure the implementation of more compact, higher density and mixed-use communities around transit stations.

Other applicable policies and guidelines

The site is also subject to the [Inner East Lines 1 and 3 Stations Secondary Plan](#), which establishes policy on maximum building heights and minimum densities within the planning area, identified in Schedule A - Maximum Building Heights and Minimum Densities. This secondary plan is informed by the "Transit-Oriented Development (TOD) Plans: Lees, Hurdman, Tremblay, St. Laurent, Cyrville and Blair, January 2014", which

is a Council approved policy document, similar in status to a community design plan. 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.

Urban Design Review Panel

The property is within a Design Priority Area and the Zoning By-law Amendment application was subject to the Urban Design Review Panel (UDRP) process. The applicant presented their proposal for the Zoning By-Law Amendment and its concurrent Site Plan Control application on January 6, 2023 to the UDRP at a formal public review meeting.

The panel's recommendations and the applicant's responses can be found in Document 5.

Planning rationale

Planning staff are recommending approval of the proposed TD2 zone, and its corresponding residential development, as it is in keeping with the Official Plan and the *Inner East Lines 1 and 3 Stations Secondary Plan's objectives to create a transit-supportive development within proximity to a Protected Major Transit Station Area (PMTSA) and a Rapid Transit Station*. The proposal provides residential intensification in proximity to two operational Light Rail stations – Cyrville Station and St. Laurent Station. The density proposed surpasses the minimum density target for Hubs of the Official Plan as well as the *Inner East Lines 1 and 3 Stations Secondary Plan* and provides a maximum height in keeping with the secondary plan's Schedule A - Maximum Building Heights and Minimum Densities. This proposal will support active transportation and transit, reduce car dependency, and enable people to live car-light or car free. The proposal also provides rentals within the missing middle housing market of Ottawa and provides 3-bedroom units as well as high-rise forms near LRT, which are all critically needed in the city. Furthermore, the applicant has revised its plans in response to staff and UDRP, to provide ample amenity spaces on-site, and to minimize the effect of the density via increasing its eastern setback and other design reconsiderations such as the façades' interactions at the ground level and on the public realms.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the 2020 Provincial Policy Statement.

RURAL IMPLICATIONS

There are no rural implications associated with this application.

COMMENTS BY THE WARD COUNCILLOR(S)

The Councillor is aware of the application related to this report.

LEGAL IMPLICATIONS

There are no legal impediments to the adoption of the recommendations in the report.

RISK MANAGEMENT IMPLICATIONS

There are no risk implications associated with this report.

ASSET MANAGEMENT IMPLICATIONS

A Multi-Use Pathway (MUP) is proposed along the northern segment of this site. Half of this multi-use pathway will be conditioned to be constructed and conveyed to the City under the concurrent site plan control (File No. D07-12-21-0214) for this zoning amendment. This portion of the MUP will tie into the MUP that is being constructed abutting to the north at 1098 Ogilvie Road. The City of Ottawa will be maintaining the multi-use pathway after its conveyance.

There is also a major City of Ottawa storm water utility line that crosses through the subject site (Easement Inst. CT224863). In accordance with city rules, permanent structures will not be permitted in this easement area.

There are no servicing constraints identified for the proposed rezoning at this time. Servicing capacity requirements to be confirmed at time of site plan. The project will add to the City's inventory of assets to be operated and maintained over the long term, including eventual lifecycle renewal and replacement cost.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

There are no accessibility impacts associated with these applications. The proposed buildings and final layout will be required to meet the accessibility criteria contained within the Ontario Building Code.

CLIMATE IMPLICATIONS

As this proposal is transit-supportive and focuses on multi-modes of travel, aside from the typical automobile usage, this proposal is more environmentally sustainable and has the potential to reduce an urban development's carbon footprint.

ENVIRONMENTAL IMPLICATIONS

As this proposal is transit-supportive and focuses on multi-modes of travel, aside from the typical automobile usage, this proposal is more environmentally sustainable and has the potential to reduce an urban development's carbon footprint.

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-21-0147) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments.

SUPPORTING DOCUMENTATION

Document 1 Location and Zoning Map

Document 2 Details of Recommended Zoning

Document 3 Site Plan/Landscape Plan

Document 4 Renderings

Document 5 Urban Design Review Panel's Recommendations & Responses

CONCLUSION

Staff supports the proposed Zoning By-law Amendment application. It is consistent with the objectives of the Official Plan, the Inner East Secondary Plan and represents good planning.

DISPOSITION

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista O'Brien, Program Manager, Tax Billing & Control, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.

Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

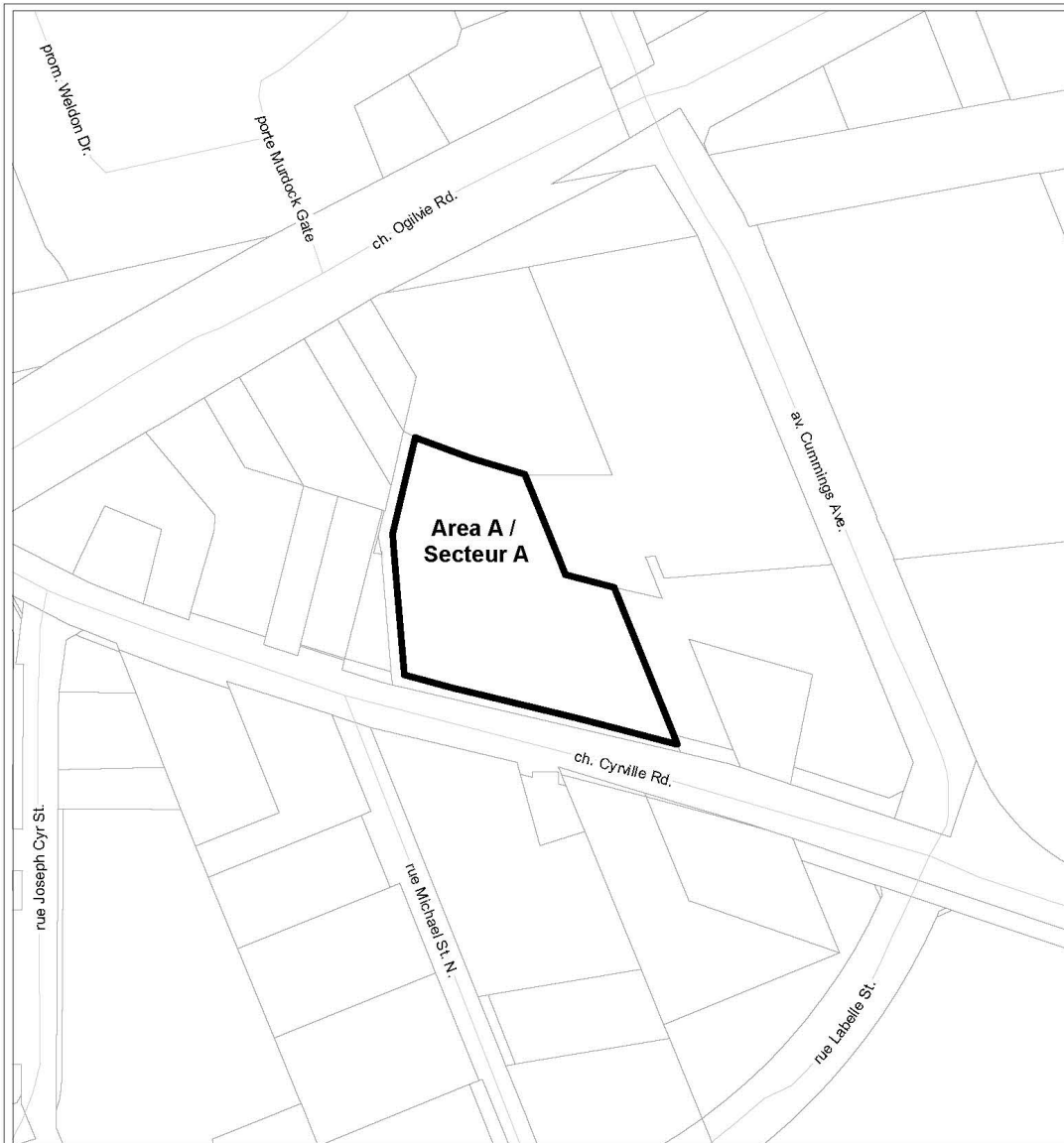
Legal Services, City Manager's Office to forward the implementing by-law to City Council.


Planning Operations, Planning Services to undertake the statutory notification.

Document 1 – Location Map

For an interactive Zoning map of Ottawa visit geoOttawa

The site is in the eastern part of Ottawa, on Cyrville Road, west of Cummings Avenue and south of Ogilvie Road.



| | | | |
|---|-----------|--|--|
|  | | LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE SITE PLAN / PLAN DE EMPLACEMENT | |
| D02-02-21-0147 | 21-1539-X | 1125, 1149 chemin Cyrville Road | |
| D07-12-21-0214 | |  Area A to be rezoned from MC[1957]F(1.1)H(15) to TD2[XXXX] Le zonage du secteur A sera modifié de MC[1957]F(1.1)H(15) à TD2[XXXX] | |
| I:\CO\2021\Zoning\Cyrville_1125_1149 | | ©Parcel data is owned by Terranet Enterprises Inc. and its suppliers All rights reserved. May not be produced without permission. THIS IS NOT A PLAN OF SURVEY | |
| ©Les données de parcelles appartiennent à Terranet Enterprises Inc. et à ses fournisseurs. Tous droits réservés. Ne peut être reproduit sans autorisation. CECI N'EST PAS UN PLAN D'ARPENTAGE | |  NOT TO SCALE | |
| REVISION / RÉVISION - 2023 / 05 / 11 | | | |

Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 1125 and 1149 Cyrville Road:

1. Rezone the lands as shown in Document 1.
2. Add a new exception [XXXX] to Section 239, Urban Exceptions, to add provisions similar in effect to the following:
 - a. In Column I, Exception Number, add the text “[XXXX]”
 - b. In Column II, Applicable Zones add the text “TD2[XXXX]”
 - c. In Column V, Provisions, add the text:
 - i. Over 6 storeys, the setback: 12 metres
 - ii. Minimum setback from the western-most lot lines: 7.0 metres
 - iii. Maximum building height: 20 storeys

Document 4 – Renderings



Document 5 – Urban Design Review Panel Recommendations & Responses

The property is within a Design Priority Area and the Zoning By-law Amendment application was subject to the Urban Design Review Panel (UDRP) process. The applicant presented their proposal to the UDRP at a formal public review meeting.

The formal review meeting for the Zoning By-Law Amendment and its concurrent Site Plan Control application was held on January 6, 2023.

The panel's recommendations from the formal review of the Zoning By-law amendment and Site Plan Control applications are:

- The proximity of the eastern wing of Building A to the eastern lot line should be increased at a minimum to 5.5-metres.
- The proximity of the fire route on the western edge of the site to the western arm of Building A is a concern as there is a lack of a buffer between the fire route and unit entrances. Maintenance and accessibility issues could arise.
- The central courtyard, and certain interior units see little sun.
- The important south-east corner of the site and building is dominated by a parking ramp and a transformer pad.
- Consider removing the surface parking that lines the eastern property line.
- Greater consideration and thought should be given to how this development connects to its surrounding context/neighbourhood. Multi-Use Pathway (MUP) - Aim to perceive and use the MUP as an opportunity to enhance this project.
- Consider how the vehicular circulation onsite can be best arranged; reconsider the at-grade parking and drop-off area.
- Consider incorporating retail along Cyrville Road.
- Building B appears to be floating in asphalt.
- A sustainability-oriented Landscape Architect is important to have on this project in order to ensure that the stated sustainability goals are actually achieved.

The panel was successful in the implementation of the following:

- The east side yard for Building A has been increased to 5 metres.

- The fire route on the western edge of the site to Building A's setback has been increased to 6.95 metres.
- The central courtyard and certain interior units have been reconfigured to provide better light and space.
- The southeast corner has been reconfigured to include a green space with plantings.
- The entrance to the rear building (Building B) has been reconfigured to give more prominence to the tower building, its entrance has been moved and should now be visible from Cyrville Road, and surface parking has been eliminated.
- A landscape plan has been prepared by an award-winning Landscape Architect who has incorporated sustainability goals.

Certain recommendations of the panel were not able to be met for the following reasons:

- Affordability is a key component of this development, and the Architect is balancing several factors: affordability, availability, and constructability to create a design that appeals to a rental market.
- Building A, along Cyrville Road, is a wood frame structure and, as such, it is important to keep the first-floor ceiling heights to the standard heights.