

Subject: Zoning By-law Amendment – 2829 Dumaaurier Avenue

File Number: ACS2024-PDB-PS-0111

Report to Planning and Housing Committee on 4 December 2024

and Council 11 December 2024

**Submitted on November 25, 2024 by Derrick Moodie, Director, Planning Services,
Planning, Development and Building Services**

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Ward : Bay (7)

Objet : Modification du Règlement de zonage – 2829, avenue Dumaaurier

Dossier : ACS2024-PDB-PS-0111

Rapport au Comité de la planification et du logement

le 4 décembre 2024

et au Conseil le 11 décembre 2024

**Soumis le 25 novembre 2024 par Derrick Moodie, Directeur, Services de la
planification, Direction générale des services de la planification, de
l'aménagement et du bâtiment**

**Personne ressource : Colette Gorni, Planner II, Examen des demandes
d'aménagement ouest**

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REPORT RECOMMENDATIONS

1. That Planning and Housing Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 2829 Dumaurier Avenue, as shown in Document 1, to permit a 40-storey mixed-use tower as detailed in Documents 2 and 3.
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 December 11, 2024, 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 au *Règlement de zonage n° 2008-250* pour la propriété située au 2829, avenue Dumaurier, comme le montre le document 1, en vue de permettre l'aménagement d'une tour polyvalente de 40 étages, comme nt les documents 2 et 3.
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 greffe 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 11 décembre 2024, sous réserve des observations reçues entre le moment de la publication du présent rapport et la date à laquelle le Conseil rendra sa décision.

EXECUTIVE SUMMARY

Staff Recommendation

Planning staff recommend approval of the Zoning By-law Amendment for 2829 Dumaurier Avenue to permit the development of a 40-storey mixed-use tower with 407 units and 200 square metres of ground floor commercial.

The applicant has requested to increase the maximum permitted building height to 130 metres (40 storeys), permit “apartment dwelling, high-rise” as a use on the site, eliminate minimum parking and floor space index requirements, reduce minimum required setback for an outdoor refuse collection area, and establish site-specific building setbacks and stepbacks.

The proposal aligns with applicable Official Plan policies for this area. The subject site is located within the Inner Urban Transect, designated Hub, and is a Protected Major Transit Area (PMTSA).

Applicable Policy

The following policies support this application:

- Mid- to high-density development is permitted within the Inner Urban Transect, subject to proximity of rapid transit and availability of services as set out in Policy 3 of Section 5.2.1 of the Official Plan. The proposed development is located within 300 metres of the future Pinecrest O-Train station. Adequacy of public services for the proposed development has been confirmed.
- High-rise buildings are permitted in this area as set out in Policy 1 of Section 5.2.3 of the Official Plan, which directs permitted building heights for lands designated Hub within a 300-metre radius of planned rapid transit to be not less than three storeys and up to High-rise. The proposed building is 40 storeys and has a four-storey podium.
- Policy 4 of Section 5.2.1 directs that Hubs in the Inner Urban Transect shall continue to develop as a mixed-use environment with a full range of services within walking distance, to support the growth of 15-minute neighbourhood. The proposed development includes 200 square metres of ground floor commercial space.
- Policies 1 and 2 of Section 4.6.6 provides specific direction that transition between a Hub and surrounding Low-rise properties should occur within the Hub,

and such transition shall be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties. The proposed development provides a gradual change in building heights from the cluster of low-rise institutional uses to the north through the provision of a large rooftop amenity area at the fifth storey which transitions up to 38 storeys approximately 31 metres from the northern property line.

- Policy 3 of Section 6.1.1 directs that on-site minimum parking rates may be reduced or eliminated to support the Hub's prioritizing of transit, walking, and cycling. On-site minimum parking requirements are proposed to be eliminated through the rezoning; however, the proposed development does include 204 spaces mainly in an underground parking garage.

Other Matters

The subject site is located within the study area for the Pinecrest and Queensview Secondary Plan. The forthcoming secondary plan was considered in the review of the proposed Zoning By-law Amendment and the proposed development is consistent with its proposed policy direction.

Public Consultation/Input

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. Approximately 25 comments were received through the development review process.

RESUME

Recommandation du personnel

Le personnel chargé de la planification recommande l'approbation de la demande de modification du *Règlement de zonage* pour la propriété située au 2829, avenue Dumaurier afin de permettre l'aménagement d'une tour polyvalente de 40 étages comportant 407 logements et 200 mètres carrés de commerces au rez-de-chaussée.

Le requérant a demandé de porter la hauteur de bâtiment maximale permise à 130 mètres (40 étages), d'autoriser un « immeuble d'appartements de grande hauteur » à titre d'utilisation sur le site, de supprimer les exigences minimales de stationnement et en matière de rapport plancher-sol, de réduire le retrait minimal exigé pour une aire

extérieure de collecte des ordures, et d'établir des retraits et reculs de bâtiment spécifiques au site.

La proposition cadre avec les politiques applicables du Plan officiel pour ce secteur. Le site en question se trouve dans le transect urbain intérieur, a une désignation de carrefour et est une zone protégée de grande station de transport en commun (ZPGSTC).

Politiques applicables

Les politiques suivantes soutiennent cette demande :

- Les aménagements de moyenne et de grande densité sont autorisés dans le transect du secteur urbain intérieur sous réserve de la proximité des transports en commun rapides et de la disponibilité des services, comme le prévoit la politique 3 de la sous-section 5.2.1 du Plan officiel. Le projet d'aménagement proposé est situé à moins de 300 mètres de la future station Pinecrest de l'O-Train. Le caractère adéquat des services publics pour le projet d'aménagement proposé a été confirmé.
- Les grands bâtiments sont autorisés dans ce secteur, comme le prévoit la politique 1 de la sous-section 5.2.3 du Plan officiel, qui stipule que les bâtiments situés sur des terrains ayant la désignation de carrefour situés à moins de 300 mètres des transports en commun rapides planifiés peuvent avoir au moins trois étages et atteindre une grande hauteur. Le bâtiment proposé a 40 étages et un socle de quatre étages.
- La politique 4 de la sous-section 5.2.1 prévoit que les carrefours situés dans le transect urbain intérieur continueront d'évoluer dans un environnement polyvalent avec une gamme complète de services à une distance de marche, afin de promouvoir la croissance des quartiers du quart d'heure. Le projet d'aménagement proposé inclut 200 mètres carrés d'espace commercial au rez-de-chaussée.
- Les politiques 1 et 2 de la sous-section 4.6.6 stipulent spécifiquement que la transition entre un carrefour et les immeubles de faible hauteur avoisinants devrait se faire à l'intérieur du carrefour, et qu'une telle transition sera réalisée grâce à un changement graduel de hauteur et de volumétrie, en abaissant la hauteur des bâtiments et en aménageant des marges de retrait par rapport aux propriétés de faible hauteur. Le projet d'aménagement proposé prévoit un

changement graduel des hauteurs de bâtiments de l'agrégat d'institutions de faible hauteur au nord en créant une vaste aire d'agrément sur le toit au cinquième étage, qui passe jusqu'à 38 étages d'environ 31 mètres à partir de la ligne de propriété au nord.

- La politique 3 de la sous-section 6.1.1 prévoit que les tarifs de stationnement minimums sur place peuvent être réduits ou supprimés afin de soutenir la priorité que le carrefour accorde au transport en commun, à la marche et au vélo. Il est proposé de supprimer les exigences minimales en matière de stationnement sur place en modifiant le zonage; mais le projet d'aménagement proposé comprend 204 places aménagées principalement dans un garage souterrain.

Autres questions

Le site visé fait partie de l'aide d'étude du plan secondaire de Pinecrest et Queensview. Le Plan secondaire à venir a été pris en compte dans l'examen de la modification proposée au *Règlement de zonage* et le projet d'aménagement proposé est conforme à son orientation stratégique proposée.

Consultation et commentaires du public

La publication de l'avis et la consultation publique se sont déroulées conformément à la Politique d'avis et de consultation publique approuvée par le Conseil pour les modifications du *Règlement de zonage*. Environ 25 commentaires ont été exprimés pendant le processus d'examen du projet d'aménagement.

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

2829 Dumaurier Avenue

Owner

Philip Thibert, Brigil

Applicant

Nico Church, Fotenn Consultants Inc.

Architect

Roderick Lahey Architect Inc.

Description of site and surroundings

The subject site is located along the west side of Dumaurier Avenue, north of the intersection between Ramsey Crescent and Dumaurier Avenue. The site measures approximately 4,195.2 square metres and has approximately 70.35 metres of frontage along Dumaurier Avenue. The site is occupied by a portion of a single storey commercial building.

Surrounding land uses include the remainder of the single storey commercial building on separate parcels immediately to the south; low-rise residential communities, the Transitway and Highway 417 further south; Dumaurier Park to the east; Pinecrest Station and the future Pinecrest Light Rail Transit (LRT) Station further to the southeast; a high-rise mixed-use building, Ruth Wildgen Park, and low-rise residential communities to the west; an office building, a school, and a church to the north; and, low-rise residential communities further north.

Summary of proposed development

The proposed development includes the construction of a 40-storey mixed-use building containing 407 residential dwellings units and 200 square metres of ground-floor commercial space. The proposed building has a four-storey podium and building step backs at the 5th and 39th storeys. A mix of unit types are proposed, including 240 one-bedroom units, 161 two-bedroom units, and six three-bedroom units.

A total of 204 motor vehicle parking spaces are provided, including 174 for residents with the remainder being allocated for visitor and commercial users. Most spaces are in an underground parking accessed at the rear of the site; however, there are also six spaces in a surface parking area for visitors. A total of 314 bicycle parking spaces are provided, including 304 interior spaces and 10 outdoor spaces.

Summary of requested Zoning By-law amendment

The site is currently zoned split-zoned GM[62] F(0.25) (General Mixed-Use Zone, Urban Exception 62, Maximum Floor Space Index of 0.25) and L1 (Community Leisure Facility

Zone). Most of the site is zoned General Mixed-Use, which permits a wide range of residential and non-residential uses. A small portion in the northeast corner of the site is zoned Community Leisure Facility, which permits a variety of recreational uses.

The Zoning By-law Amendment seeks to rezone and consolidate the zoning on the site to MC[XXXX] SYYY (Mixed-Use Centre, Urban Exception XXXX, Schedule YYY), which permits high-rise apartment dwellings and a range of non-residential uses. The proposed site-specific exception and schedule address the following:

- Establish building setbacks, step backs and maximum heights.
- Prohibit drive-through facilities, service and repair shops, and parking garages as uses on the site.
- Reduce minimum width required for a horizontal bicycle parking space to 0.4 metres.
- Eliminate minimum parking requirements.
- Reduce minimum setback required for an outdoor recycling and waste enclosure located within a parking lot abutting the rear property line to 1.8 metres, whereas 3 metres is required.

DISCUSSION

Public consultation

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for development applications.

Approximately 25 comments have been received through the development review process. Comments mainly noted concerns with building heights, parking, and landscaping. Several comments in support of mixed-use development in proximity to transit were also received.

For this proposal's consultation details, see Document 4 of this report.

Official Plan designation(s)

Pursuant to Schedules A and B2 of the Official Plan, the subject site is located within the Inner Urban Transect and designated Hub. The subject site is also located within a Protected Major Transit Area (PMTSA), per Schedule C1 of the Official Plan.

Section 2.2.1 – Intensification and Diversifying Housing Options and Section 3 – Growth Management Framework

Sections 2.2.1 and 3 provide direction on how growth will take place in Ottawa. Policies within these sections direct residential growth within the built-up urban area where there is existing municipal infrastructure available. There is also direction to support the evolution toward 15-minute neighbourhoods, provide housing options for larger households, and improve public amenities and services. The target is to have most new units be provided through intensification within the existing urban area.

Section 2.2.3 – Energy and Climate Change

Section 2.2.3 encourages higher-density development in areas that are close to transit and within walking distance of a wide range of services, promoting compact urban built form with a mix of land uses and housing options to ensure both energy efficiency and sustainable pattern of development over the long term. This section provides further direction to prioritize a shift to energy efficient transportation modes such as public transit, walking and cycling, thereby facilitating reduced reliance on low-occupancy private vehicles.

Section 2.2.4 – Health and Inclusive Communities and Section 2.2.5 – Gender and Racial Equity

Sections 2.2.4 and 2.2.5 provide direction on how to create livable communities that foster health, inclusivity, and sustainability. The development of healthy, walkable, 15-minute neighbourhoods that feature a range of housing options, supporting services and amenities is encouraged. Further direction for development to contribute to a built environment that is designed to consider a diversity of experiences, meet needs across the lifespan and contribute to overall health and quality of life is also provided.

Section 4.1 – Mobility

The policies in Section 4.1 recognize the fundamental connection between land use planning and transportation, specifically as it relates to the City's ability to accommodate the projected population growth and intensification targets. The City will take a more deliberate approach to the allocation of space for automobiles and prioritize the role of public transit and active transportation to support the continued development of healthy, complete neighbourhoods that facilitate the ability of more households to live car-light and car-free lifestyles. The City will also aim to gradually reduce the total land area in the city consumed to provide surface parking, particularly in proximity to rapid transit.

Section 4.5 – Heritage

Section 4.5 provides direction for the conservation of built and cultural heritage resources through the development process. The City uses the power and tools provided by legislation, policies, and programs, particularly the *Ontario Heritage Act*, the *Planning Act*, the *Environmental Assessment Act*, and the *Municipal Act*, to achieve its goal to protect cultural heritage resources. Proposed development adjacent to a designated property shall be compatible by respecting and conserving the cultural heritage value and attributes of the heritage resource.

Section 4.6 – Urban Design

Section 4.6 provides direction on how to enable the sensitive integration of new high-rise buildings into the existing built environment to ensure Ottawa meets its intensification targets while considering liveability for all. Transition can be achieved through a variety of design considerations such as gradual change in height and massing, through the stepping down of buildings, and setbacks from low-rise properties. Considerations should be made based on both the existing and planned context of the area. High-rise buildings should be composed of a well-defined base, middle and top. Floorplate size should generally be limited to 750 square metres for residential buildings. Space at-grade should be provided for soft landscaping and trees.

Section 5.2 – Inner Urban Transect

Section 5.2 provides direction for development within the Inner Urban Transect. High-rise development is permitted subject to proximity to rapid transit, appropriate massing and building heights, and adequate water, sewer, and stormwater capacity. Active modes of transportation and transit shall be prioritized through the prohibition of new automobile-oriented land uses and elimination of minimum parking requirements within Hubs.

Section 6.1 – Hubs

Section 6.1 provides direction for the development on lands within the Hub 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 than the areas abutting and surrounding the Hub. Hubs are identified as Protected Major Transit Station Areas (PMTSAs) for the purposes of the *Provincial Planning Statement*. Development in Hubs shall contribute to

the critical mass required to make transit viable by directing highest densities close to transit stations.

Other applicable policies and guidelines

Pinecrest and Queensview Secondary Plan Study

The subject site is located within the study area for the Pinecrest and Queensview Secondary Plan. The forthcoming secondary plan was considered in the review of the application and the proposed development is consistent with its proposed policy direction.

Urban Design Guidelines for High-Rise Buildings

The Urban Design Guidelines for High-rise Buildings apply wherever high-rise residential buildings are proposed and seek to promote and achieve appropriate high-rise development. These are general guidelines and not all will apply equally in all circumstances. Each context will inform the application of, and the emphasis on, various guidelines.

Transit-Oriented Development Guidelines

The Transit-Oriented Development Guidelines apply to development within 600 metres walking distance of a rapid transit stop or station. The guidelines aim to provide a mix of uses and densities that complement both transit users and the local community; ensure that the built form is designed and orientated to facilitate and encourage transit use; manage the safe circulation of pedestrians, cyclists, vehicles, and parking; and create quality public spaces that provide direct, convenient, safe, and attractive access to transit.

Heritage

The subject property is located across the street from Saint-Rémi Catholic Church at 2821 Dumaurier Avenue, which is listed on the City's Heritage Register. The relationship between the proposed development and church building have been evaluated as part of the review of the application. Heritage staff have confirmed that the proposed development is anticipated to have limited impacts on the church building from a heritage perspective.

Urban Design Review Panel

The property is within a Design Priority Area and the Zoning By-law Amendment and Site Plan Control applications were subject to the Urban Design Review Panel (UDRP) process. The applicant presented their proposal to the UDRP at a formal review meeting on September 8, 2023, which was open to the public.

The panel's recommendations from the formal review of the Zoning By-law Amendment and Site Plan Control applications can be reviewed in Document 5.

The panel was successful in aiding in the implementation of the following:

- Asphalt use has been limited to driveway and parking areas only, and terraces provided at the ground level facing Dumaurier Avenue for commercial and residential amenity areas.
- Porte-cochere (i.e., covering structure over the vehicle lay-by) has been removed.
- Massing of podium and tower shifted further north to address concerns regarding vehicular circulation and maneuvering on the site due to concentration of functions in southern portion of the site (driveway, main entrance, etc.).
- Podium height reduced to four storeys to create a more low-rise/townhouse scale to residential portions of the podium.
- Rear facade of the proposed building designed to ensure that a “backside” will not be evident in the architectural expression.
- Podium design updated to reflect the curvature of Dumaurier Avenue.
- Portion of parking garage ramp has been located below grade (covered) to reduce the footprint of the asphalt surfaces and direct cars into the underground parking more quickly.
- Additional trees have been proposed in the Dumaurier Avenue right-of-way, where soil volumes allow. Seven large canopy trees are proposed to be planted.

The following recommendations of the panel were not able to be met:

- Parking garage ramp was not relocated. Moving the parking garage was considered; however, it was determined that the ramp would stay at the rear of the site.

- Bicycle storage area was not relocated underground and remains on the ground floor. Bicycle storage on the ground floor provides easy access to residents and avoid the need to access a different floor level through the elevator lobbies.

Planning rationale

Built Form

The Inner Urban Transect is planned for mid- to high-density development, subject to proximity to transit, appropriate built building heights and massing, and availability of infrastructure services (Policy 3 of Section 5.2.1). Building heights up to 40 storeys are permitted in Hubs located within the Inner Urban Transect (Policy 1 of Section 5.2.3). As the site is also within a PMTSA and within a 300-metre radius of planned rapid transit, building heights less than four storeys are not permitted (Policy 4 of Section 6.1.2).

The subject site is located within a 300-metre radius of the future Pinecrest O-Train Station, which is currently under construction. A Serviceability Study has been submitted in support of the proposed development demonstrating that adequate services are available to service the development subject to detailed design through a Site Plan Control application. The proposed tower aligns with the direction for building heights up to 40 storeys and contributes to the strategic purpose of Hubs to direct the highest densities near rapid transit stations. A zoning schedule ensures that the maximum building height of the tower is limited to 40 storeys with a maximum height of 130 metres.

The podium and tower design are also consistent with Official Plan direction for development in Hubs (Policy 3 of Section 6.1.1), the sensitive integration of new development of high-rise buildings with areas identified for intensification (Section 4.6.6) and Urban Design Guidelines for High-rise Development. The proposed building addresses the unique curvature of Dumaurier Avenue through the provision of additional space for pedestrian areas and landscaping abutting the right-of-way resulting in an enhanced interface with the public realm. Policies 1 and 2 of Section 4.6.6 direct that transition between a Hub and surrounding low-rise properties should occur within the Hub, and such transition shall be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the low-rise properties. Staff are satisfied that adequate transition has been provided to the cluster of low-rise institutional uses immediately north of the site. The highest building heights are focused on the southern portion of the site, where the site abuts other properties with the Hub and a property with an existing high-rise apartment building. Further, a gradual change in building heights is provided from the northern

property line to the tower; a large four-storey podium with an external rooftop amenity area and 31-metre setback is provided between the lot line and the tower portion of the proposed building.

The proposed tower also incorporates key elements of a well-defined base, middle and top. The four-storey podium frames the street and provides transition to the north. The middle portion does not meet the minimum recommended 750 metre floorplate; however, staff are satisfied that the larger separation distances adequately address the intent of this policy to ensure that adequate separation distances are achieved between towers (Policy 8 of Section 4.6.6). The High-rise Design Guidelines recommend a 23-metre separation distance between towers to minimize shadow and wind impacts, reduce loss of sky views, allow natural light into interior spaces, etc. As this is a one tower site, separation distances to abutting sites has been considered based on the expectation that tower separation is to be provided equally by both properties (i.e., 11.5 metres provided on each site). The proposal includes a 14.7-metre tower setback to the southern property line (abutting 2865 Dumauiet Avenue, designated Hub), and 17.6-metre tower setback to the rear lot line (abutting 1065 Ramsey Crescent, building heights up to 18 metres permitted through current zoning). The tower narrows to a smaller floorplate at the 39th and 40th storeys to create a distinct top portion of the building.

Land Use

Staff have no concerns with the proposed uses in the proposed development. The proposed Mixed-Use Centre (MC) zoning permits a wide range of residential and commercial uses, and the Official Plan directs that Hubs will permit residential uses and such non-residential uses that are not likely to cause nuisance or are auto centric in nature (Policy 4 of Section 6.1.1). Further, Policy 4 of Section 5.2.1 directs that Hubs in the Inner Urban Transect shall continue to develop as a mixed-use environment with a full range of services within walking distance, to support the growth of 15-minute neighbourhoods.

Additional provisions have also been included in the site-specific exception to prohibit automobile-oriented, motor-vehicle-dependent and motor-vehicle-prioritizing uses currently permitted in the Mixed-Use Centre zone, including drive-through facility, service and repair shop, and parking garage (Policy 4 of Section 6.1.1).

Zoning Details

The following summarizes the site-specific zoning provisions and planning rationale:

- A maximum building height of 130 metres has been established through a zoning schedule to permit a 40-storey tower on the site.
- Through the zoning schedule, minimum yard setbacks and building setbacks are established for both the podium and tower portions of the building.
 - The minimum setbacks along Dumaaurier Avenue, which acts as the front yard, are three metres for the four-storey podium and six metres for the tower. These provisions have been included to ensure that the four-storey podium proposed along Dumaaurier Avenue is realized through future site plan approvals.
 - The minimum rear yard setbacks are 15.5 metres for the four-storey podium and 17 metres for the tower. Larger setbacks ensure that appropriate transition is provided to the abutting property (1065 Ramsey Crescent), and to ensure that adequate tower separation is provided in the event that the abutting property redevelops with high-rise in the future and given the larger tower floorplates proposed.
 - The minimum interior side yard setbacks are three metres for the four-storey podium and 14.5 metres for the tower. The three-metre setback for the low-rise portion of the building is carried forward from the current General Mixed-Use zone provisions and ensures that there is sufficient setback for a future through-block pedestrian connection. A larger tower setback than is required by Section 77 of the Zoning By-law (i.e., 11.5 metres provided by each property owner for a total of 23 metre tower separation) is provided to account for the larger tower floorplates that are proposed and ensures that adequate tower separation is provided to the abutting property to the south (2865 Dumaaurier Avenue), which is also designated Hub and is anticipated to redevelop with high-rise in the future.
- Reduction of minimum horizontal and vertical bicycle parking space width to 0.4 metres. Staff have no concerns as the reduction will allow for additional bicycle parking to be provided as part of the development and supports the shift toward more sustainable mode shares within proximity to transit.
- Elimination of floor space index requirement (FSI). The current zoning includes a maximum FSI requirement of 0.25, but the Mixed-Use Centre zone does not have a maximum FSI requirement. Staff support the elimination of the maximum FSI requirement as it enables the site to be developed at densities that support

the City's growth management targets and higher-density development in proximity to rapid transit.

- Elimination of minimum vehicular parking requirements. Staff have no concerns as the elimination of on-site minimum parking requirements supports the Hub's prioritization of transit, walking and cycling (Policy 3(g) of Section 6.1.1). The elimination of parking in proximity to the planned rapid transit station also reflects the direction in the forthcoming Secondary Plan.
- Reduced setback for a refuse collection area from the rear lot line from 3.0 metres to 1.8 metres. Section 110(3) of the Zoning By-law requires a three-metre setback from lot lines not abutting a public street to all outdoor refuse collection and refuse loading areas contained within or accessed via a parking lot. The proposed development includes an outdoor refuse staging area abutting the shared property line with 1065 Ramsey Crescent. Staff have no concerns as the applicant confirmed that the proposed outdoor refuse area will only temporarily store refuse containers on pick-up days and all refuse containers will otherwise be stored underground in an indoor waste storage room. Further, two-metre opaque screening is provided around the area to create an aesthetically pleasing interface with the abutting property to the west during times when refuse containers are being stored outdoors.
- Requirement for at least one entrance serving each residential or non-residential use on the ground floor that abuts Dumaurier Avenue. This provision has been included to align with forthcoming zoning provisions for the Pinecrest and Queensview Secondary Plan study area, which identifies Dumaurier Avenue south of the subject site as an active frontage street.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the 2024 Provincial Planning Statement.

RURAL IMPLICATIONS

There are no rural implications associated with the report.

COMMENTS BY THE WARD COUNCILLOR(S)

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

ADVISORY COMMITTEE(S) COMMENTS

N/A

LEGAL IMPLICATIONS

There are no legal implications associated with implementing the report recommendation.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with the report.

ASSET MANAGEMENT IMPLICATIONS

There are no servicing constraints identified for the proposed rezoning at this time. Servicing capacity requirements to be confirmed at time of site plan. Sanitary capacity availability is only provided as a guide at time of rezoning. Allocation of sanitary capacity is typically committed on a first come first served basis at time of site plan application.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

The proposed development will be required to meet the accessibility requirements contained within the Ontario Building Code.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- Has affordable housing and is more liveable for all.
- Is more connected with reliable, safe and accessible mobility options.

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-21-0069) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to complexity of issues associated with site design.

SUPPORTING DOCUMENTATION

Document 1 - Zoning Key Map

Document 2 - Details of Recommended Zoning

Document 3 - Zoning Schedule

Document 4 - Consultation Details

Document 5 - Urban Design Review Panel Recommendations

Document 6 - Proposed Site Plan

Document 7 - Renderings

CONCLUSION

The Planning, Development and Building Services Department supports the proposed Zoning By-law Amendment. The proposed development is consistent with applicable policies of the Official Plan, which directs high density development and a mix of uses to areas in proximity to rapid transit to create the critical mass essential to make transit viable. The development represents good planning.

DISPOSITION

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Krista O'Brien, Program Manager, Tax Billing & Control, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.

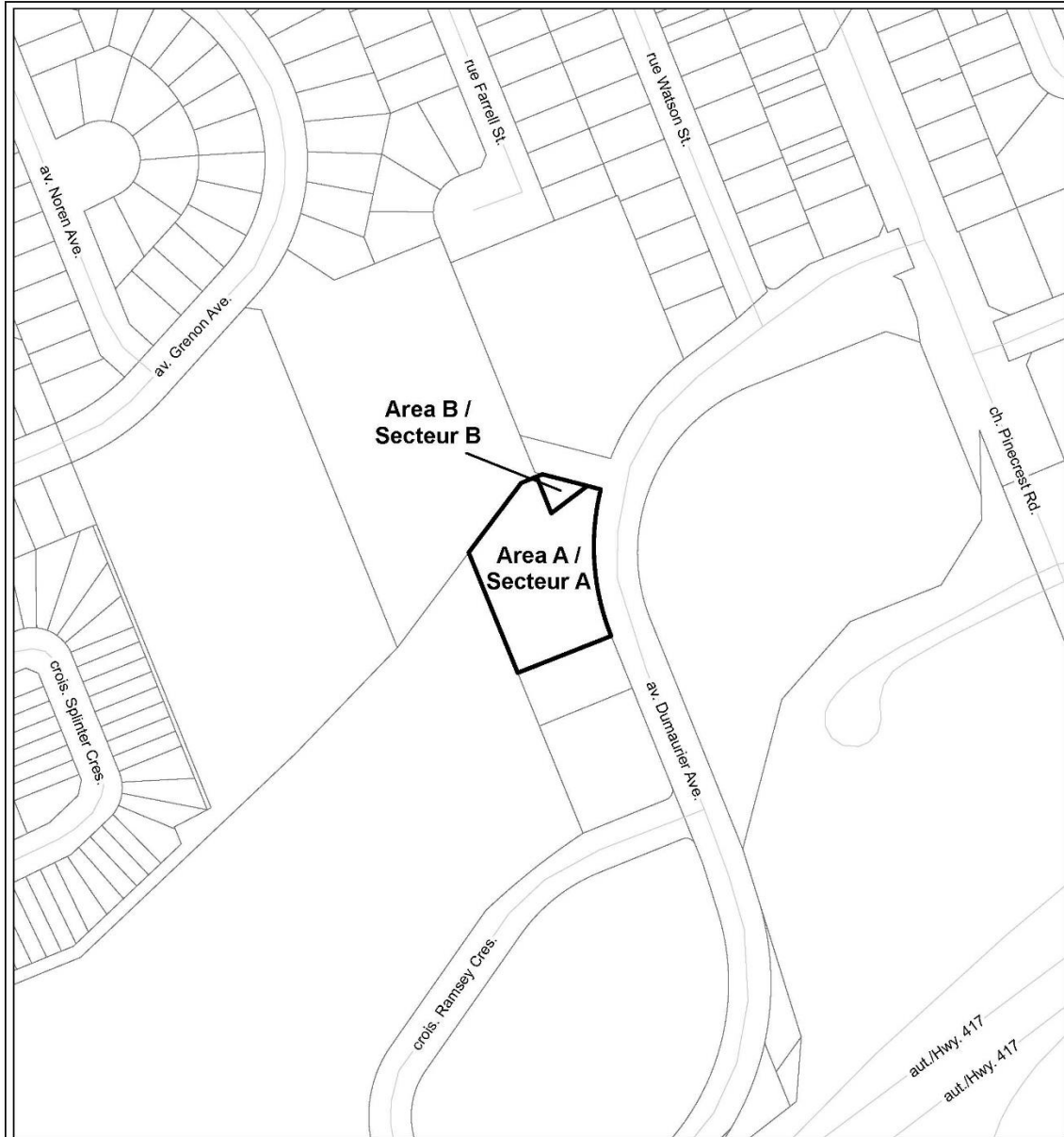
The Planning, Development and Building Services Department will prepare an implementing by-law and forward it to Legal Services.




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 –Zoning Key Map

For an interactive Zoning map of Ottawa visit geoOttawa



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE	
D02-02-21-0069	24-1214-D	2829 av. Dumaunier ave	
I:\CO\2024\ZKP\Dumaunier_2829		 Area A to be rezoned from GM[62] F(0.25) to MC[xxxx] SYYY Le zonage du secteur A sera modifié de GM[62] F(0.25) à MC[xxxx] SYYY	
<small>©Parcel data is owned by Teranet Enterprises Inc. and its suppliers All rights reserved. May not be produced without permission THIS IS NOT A PLAN OF SURVEY</small>		Area B to be rezoned from L1 to MC[xxxx] SYYY Le zonage du secteur B sera modifié de L1 à MC[xxxx] SYYY	
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REVISION / RÉVISION - 2024 / 11 / 08			

Document 2 – Details of Recommended Zoning

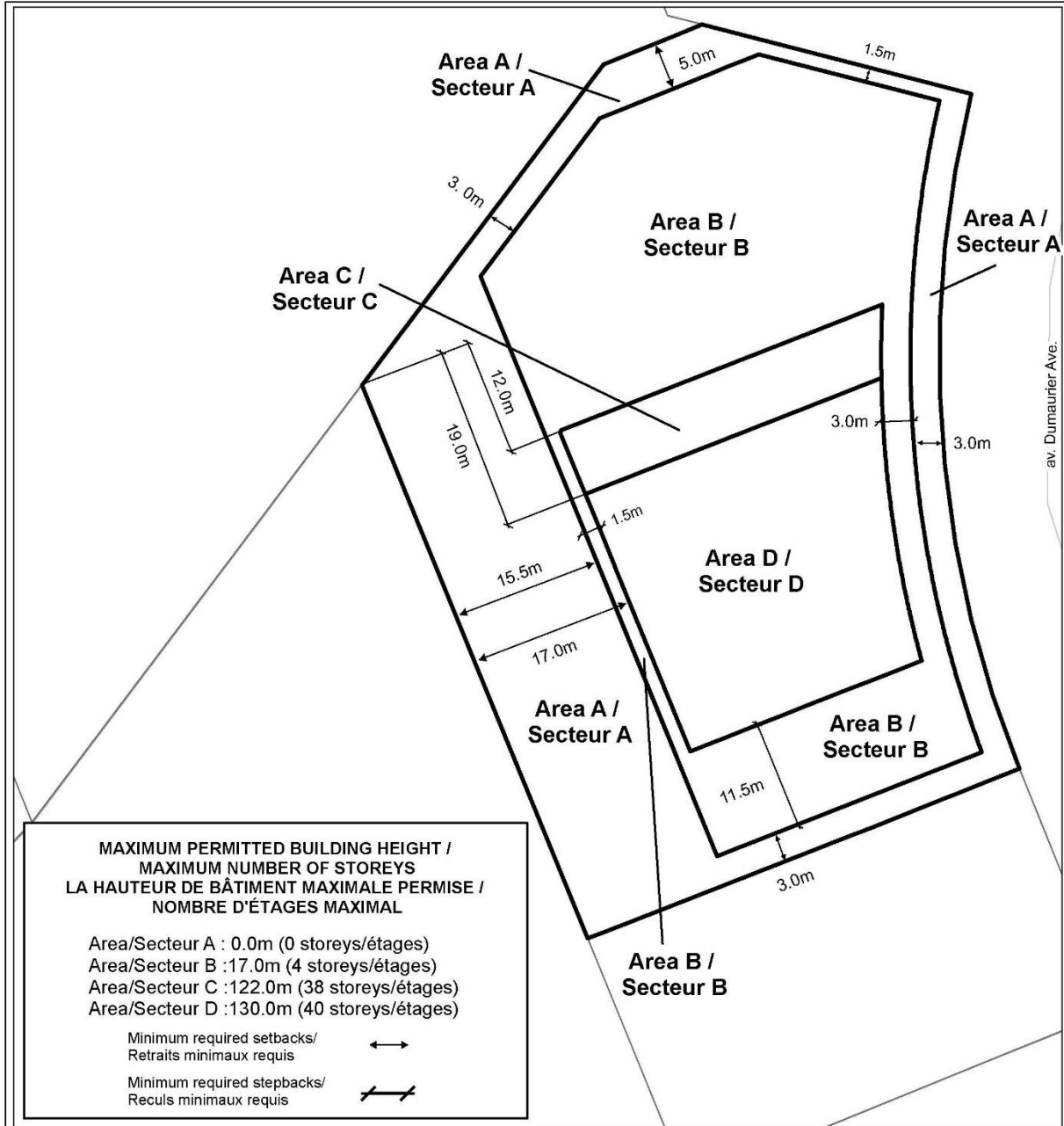
The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 2829 Dumaaurier Avenue:

1. Rezone the lands as shown in Document 1.
2. Add a new exception xxxx to Section 239 – Urban Exceptions with 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 “MC[xxxx] SYYY”
 - c. In Column IV, Prohibited Uses, add the text:
 - “drive-through facility
 - parking garage
 - service and repair shop”
 - d. In Column V, Provisions, add the text:
 - Maximum building heights, minimum setbacks and minimum stepbacks are as per Schedule YYY.
 - Permitted projections listed in Section 64 and 65 are not subject to the height limits identified on Schedule YYY.
 - Despite Table 111B(a) and (b), the minimum space width for horizontal and vertical bicycle parking spaces that are not stacked is 0.4 metres.
 - Despite Section 111, the minimum required bicycle parking rate is 1 space per dwelling unit.
 - Despite Sections 101 and 102, no motor vehicle parking is required.
 - Despite Section 110(3)(b), outdoor refuse collection and refuse loading areas contained within or accessed via a parking lot must be located at least 1.8 metres from a rear lot line.

- The façade facing Dumaurier Avenue must include at least one entrance serving each residential or non-residential use on the ground floor.

3. Amend Section 17 by adding a new schedule YYY as shown in Document 3.

Document 3 – Zoning Schedule



MAXIMUM PERMITTED BUILDING HEIGHT / MAXIMUM NUMBER OF STOREYS LA HAUTEUR DE BÂTIMENT MAXIMALE PERMISE / NOMBRE D'ÉTAGES MAXIMAL	
Area/Secteur A : 0.0m (0 storeys/étages)	
Area/Secteur B : 17.0m (4 storeys/étages)	
Area/Secteur C : 122.0m (38 storeys/étages)	
Area/Secteur D : 130.0m (40 storeys/étages)	
Minimum required setbacks/ Retraits minimaux requis	↔
Minimum required stepbacks/ Reculs minimaux requis	↗↘

D02-02-21-0029	24-1275-X
I:\CO\2024\Zoning\Dumaurier_2829	
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**This is Schedule ___ to Zoning By-law No. 2008-250
Annexe ___ au Règlement de zonage n° 2008-250**

This is Attachment ___ to By-law Number _____, passed _____, 2024
Pièce jointe n° ___ du Règlement municipal n° _____, adopté le _____ 2024

NOT TO SCALE

Document 4 – Consultation Details

Notification and Consultation Process

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. Approximately 25 comments were received through the development review process.

Public Comments and Responses

1. Supportive Comments

- Supportive of development around future rapid transit station.
- Supportive of mix of commercial and residential uses.

Response:

Supportive comments are noted.

2. Building Height / Built Form

- Concerns with proposed 40-storey building height.
- Request for rooftop mechanical equipment to be screened.
- Concerns with shadowing.
- Concerns that the scale of the building will be imposing and take away from other important building in the area such as the Boys and Girls club facility north of the site.

Response:

Staff are satisfied that the proposed building heights align with the direction in the Official Plan for lands designated Hub, as detailed in the above report.

3. Servicing / Infrastructure

- Concerns that the proposed development is showing infrastructure on abutting lots.
- Concerns with servicing capacity in the area.

Response:

A Servicing and Stormwater Management Study has been submitted in support of the proposed development, which demonstrates the availability of adequate public services to serve the proposed development. The findings of the report have been reviewed and confirmed by City engineering staff.

Detailed design of servicing approach to be reviewed further through the associated Site Plan Control application (File No. D07-12-21-0110).

4. Landscaping / Trees / Greenspace

- Concerns with the reduced landscape buffer. Request for additional buffering and screening to reduce impacts to neighbouring properties.
- Request for fencing along the perimeter of the site to ensure the childcare operation abutting the rear of the site is not negatively impacted by the development.
- Concerns with lack of trees and green space proposed.
- Request for additional tree planting along Dumaurier Ave.

Response:

The landscaped buffer around the property exceeds the current three-metre minimum. The reduction is required along the southern and western property lines to allow adequate space for both vehicle circulation through the site and the provision of a public pathway through site. Staff are satisfied that the intent of the landscaped buffer requirement will be achieved.

Fencing along the perimeter of site is outside the scope of this rezoning application and will be reviewed further through the associated Site Plan Control application (File No. D07-12-21-0110).

A total of five trees are proposed along Dumaurier Avenue in locations where soil volumes permit. Further landscaping is proposed around the perimeter of the site.

An outdoor rooftop amenity space is proposed through the development which includes an accessible green roof available to residents.

5. Parking

- Concerns with lack of parking provided through the development, and potential overflow onto neighbourhood streets. Available street parking in the area is

already well used and cannot absorb additional cars resulting from the proposed development.

- Concerns with the provision of only six visitor parking spaces to serve the proposed development.

Response:

Staff are satisfied that the proposed development aligns with the direction in the Official Plan to reduce or eliminate parking in lands designated Hub to support transit, cycling, and walking.

Street parking infringements are a By-law Enforcement issue and can be reported to the City via 3-1-1.

6. Bicycle Parking / Cycling Infrastructure

- Request for more bicycle parking.
- Request for bicycle parking in front of the building.
- Concerns with cycling infrastructure in the area. Request for a cycle track to be built in front of the proposed building.

Response:

The recommended zoning requires that a minimum of one bicycle parking space is provided for each dwelling unit. Ten outdoor bicycle parking stalls are located along the Dumaurier Avenue building façade.

7. Housing Types

- Concerns with the number of one-bedroom units. Request for more two-three-bedroom units.
- Does the proposed development include any affordable housing?

Response:

The proposed development includes 240 one-bedroom units, 161 two-bedroom units and six three-bedroom units. Approximately 41 per cent of units have two or more bedrooms.

It is not anticipated that the proposed development will include any affordable housing.

8. Other

- Concerns that the proposal does not adequately consider the presence of easements on the site.

Response:

Easements are outside the scope of this rezoning application and will be reviewed further through the associated Site Plan Control application (File No. D07-12-21-0110).

Community Association

The following comments were provided by Kathy Vandergrift on behalf of the Queensway Terrace North Community Association on October 2, 2021:

“QTN is interested in more integrated redevelopment on this location. What can be done to encourage an integrated planning approach to the whole site rather than piece-meal development? There is a need for affordable services, e.g. there is a gap in access to affordable food in this area - can that be considered in land uses? We are part of the secondary plan - regret news that it is further delayed - can we bring the process early to bring together the various stakeholders soon, to begin to identify common interests and work together for a more integrated approach to redevelopment in this area.”

Response:

The subject site is within the study area for the Pinecrest and Queensview Secondary Plan, which is anticipated to be heard by Planning and Housing Committee in Q4 2024 and City Council in Q1 2025.

Document 5 – Urban Design Review Panel Recommendations

2829 Dumaaurier Avenue | Formal Review | Zoning By-law Amendment and Site Plan Control Application | Brigil, Roderick Lahey Architecture, Stantec, Fotenn Planning + Design, Levstek Consultants

Key Recommendations

- The Panel has concerns with the limited amount of landscaping and tree planting in particular.
 - The Panel recommends adding more tree planting and improving the urban realm as much as possible. Consider using pavers for any hardscaped surfaces rather than asphalt.
- The Panel has concerns with the vehicular circulation and maneuvering on the site.
- The Panel recommends removing the porte-cochere and reducing or removing the surface roadway/parking as much as possible. Consider ways to move the parking ramp closer to Dumaaurier Avenue and incorporate it within the building footprint. This would have the added benefit of opening up more space for other uses.
- The Panel recommends investigating ways to incorporate large soil volumes at grade over the underground parking as well as on the podium rooftop, and greening/landscaping these areas as much as possible. Remove unnecessary roadway areas and improve the overall landscaping of the site.
- The Panel strongly recommends the building podium be aligned with the curvature of Dumaaurier Avenue and be lowered to a four-storey podium to create a dynamic and animated urban commercial edge that interacts with the park space across the street.
- The Panel recommends introducing a townhouse scale to the residential portions of the podium.
- The Panel recommends designing the building in the round to ensure there is no backside to the development. The Panel recommends placing the bicycle storage area below grade level to free up space for a through lobby amenity area or commercial space.

Site Design and Public Realm

- The Panel recommends embracing the gateway aspects of this site within its surrounding context.
 - Consider ways to improve the building's connection with the nearby LRT station and interaction with the streetscape and the adjacent park areas.
- The Panel appreciates that the building is seemingly not affecting the sunlight of the adjacent park areas during the bulk of the day.
- The Panel recommends extending the podium towards Dumaaurier Avenue to respond closely to the curvature of the street.
 - Consider taking more cues from the immediate surrounding context, especially as a building that is wedged between two park areas.
 - Consider the potential for more area on the podium rooftop dedicated to exterior amenity while adding ground floor area hugging the street curvature more closely. The Panel believes there will be a need for the added commercial space in this area as it develops into a TOD community adjacent to the LRT.
- The Panel recommends designing the site in a way that directs cars into the underground parking more quickly, preferably with the parking ramp integrated within the building footprint.
- The Panel recommends locating the bicycle storage on a mezzanine level halfway down to P1, ultimately allowing for more amenity or commercial space that traverses the lobby area—a through amenity/commercial space.
- The Panel has concerns with the porte-cochere area.
 - The Panel recommends significantly reducing or removing the surface roadway/parking spaces.
- The Panel recommends significantly improving the landscaping elements on site and adding more street trees with proper soil depth along Dumaaurier Avenue wherever possible.
- The Panel appreciates the suggestion from the architect that more planting could be introduced, noting this would be a worthwhile endeavour.

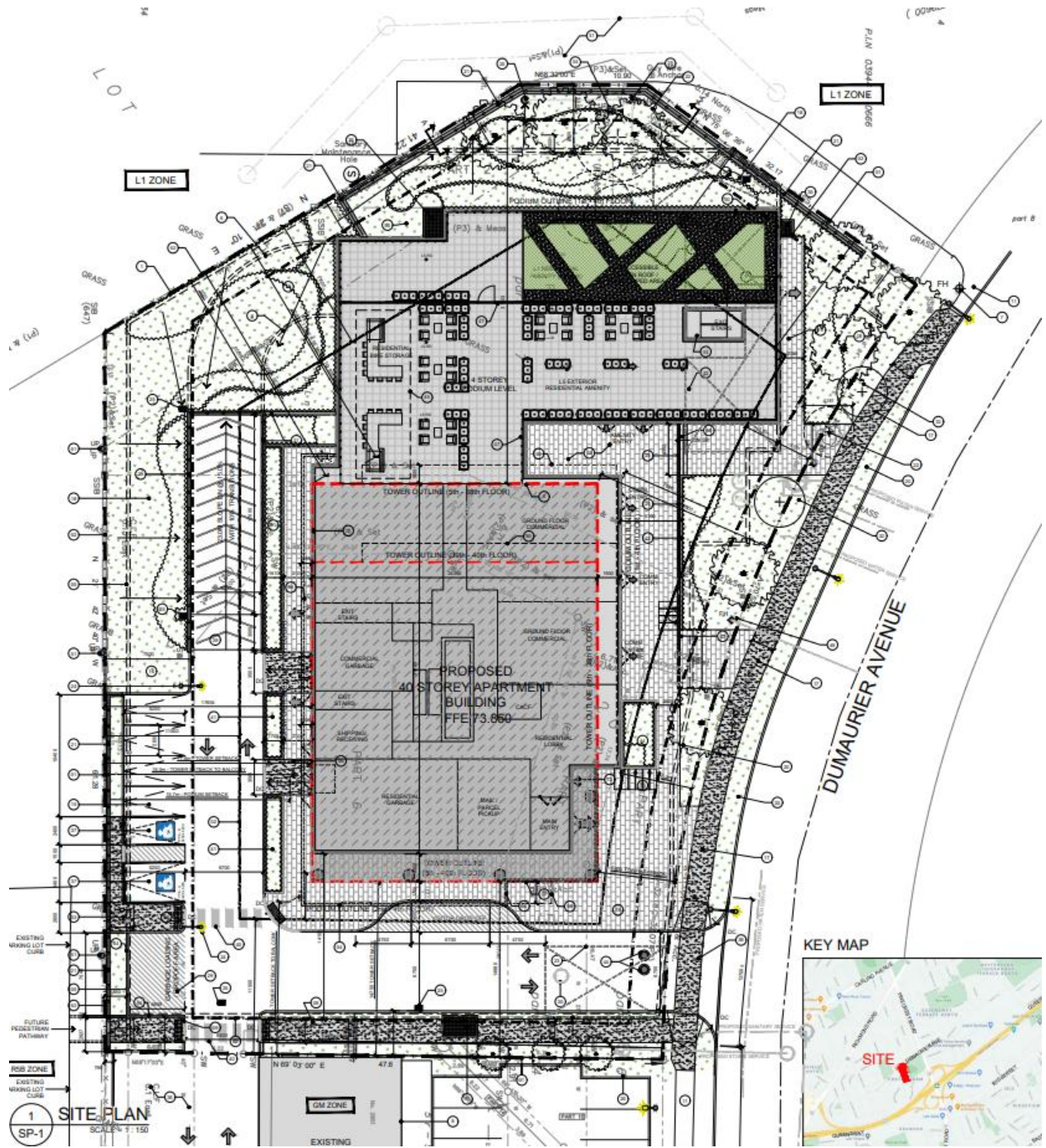
- The Panel recommends ensuring that the west side of the building does not feel like a back of the building.
 - Consider ways to allow for more indoor to outdoor interactions.

Built Form and Architecture

- The Panel recommends pursuing a curtainwall system on the two glazed corners to emphasize the corner elements and window-wall system on the balconied areas. This could work well with the perforated balconies proposed. The Panel appreciates the simple expression of the tower and recommends ensuring that the corner glazed portions remain the highlights of the design.
- The Panel recommends designing the building in a way that responds to the curvature in a more deliberate manner.
 - Consider moving the podium edge closer to Dumaurier Avenue, to strengthen the street-to-building interface and relationship.
- The Panel has concerns with the orientation and scale of the podium.
 - Consider lowering the podium to four-storeys.
 - Consider responding more to the curvature of Dumaurier Avenue and having the commercial retail component fronting on Dumaurier Avenue.
 - Consider extending the north end of the podium towards Dumaurier Avenue and creating more/larger commercial and/or amenity spaces at ground level.
 - Consider introducing two-storey town units above the ground-level retail and lowering the overall scale of the development a bit.
- The Panel recommends giving more design consideration to the top portion of the tower and how it meets the sky. For the foreseeable future it will be the tallest building in the area.
 - Consider ways to articulate the tower top to be a bit more exuberant, would be worthwhile to pursue.
- The Panel recommends the building design should consider being viewed in the round and therefore not have a 'backside', as the tower will be an important and prominent piece of the skyline in this area for the foreseeable future.

- Consider embracing the community on all sides.

Document 6 – Site Plan



Document 7 – Renderings

