

**Subject: Zoning By-law Amendment – 1137 and 1147 Ogilvie Road, 1111
Cummings Avenue**

File Number: ACS2024-PDB-PSX-0023

Report to Planning and Housing Committee on 1 October 2025

and Council 8 October 2025

**Submitted on September 25, 2025 by Derrick Moodie, Director, Planning Services,
Planning, Development and Building Services**

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Ward: Beacon Hill-Cyrville (11)

**Objet : Modification du Règlement de zonage – 1137 et 1147, chemin Ogilvie
1111, avenue Cummings**

Dossier : ACS2024-PDB-PSX-0023

Rapport au Comité de la planification et du logement

le 1 octobre, 2025

et au Conseil le 8 octobre, 2025

**Soumis le 25 septembre 2025 par Derrick Moodie, Directeur, Services de la
planification, Direction générale des services de la planification, de
l'aménagement et du bâtiment**

**Personne ressource : Kelly Livingstone, Urbaniste III, Examen des demandes
d'aménagement est**

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REPORT RECOMMENDATIONS

1. That Planning and Housing Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 1137 and 1147 Ogilvie Road and 1111 Cummings Avenue, as shown in Document 1, to permit for two 30-storey mixed-use buildings, as detailed in Document 2 and Document 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 October 8, 2025, 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 municipal d'approuver la modification à apporter au *Règlement de zonage* (n° 2008-250) pour le 1137 et le 1147, chemin Ogilvie ainsi que pour le 1111, avenue Cummings, selon les modalités reproduites dans la pièce 1, afin d'autoriser l'aménagement de deux immeubles polyvalents de 30 étages, conformément aux précisions reproduites dans les pièces 2 et 3.
2. Que le Comité de la planification et du logement approuve l'intégration de la section Détails de la consultation du rapport dans la « brève explication » du Résumé des mémoires déposés par écrit et de vive voix, à rédiger par le Bureau du greffe municipal et à soumettre au Conseil municipal dans le rapport intitulé « Résumé des mémoires déposés par écrit et de vive voix par le public sur les questions assujetties aux "explications obligatoires" de la *Loi sur l'aménagement du territoire* à la réunion tenue par le Conseil municipal le 8 octobre 2025 , sous réserve des mémoires qui seront déposés entre la publication de ce rapport et la date à laquelle le Conseil municipal rendra sa décision.

EXECUTIVE SUMMARY

Staff Recommendation

Planning staff recommend approval of the Zoning By-Law Amendment for 1137 and 1147 Ogilvie Road, and 1111 Cummings Avenue, to permit for the construction of two 30-storey high-rise mixed-use buildings with a total of 844 residential units, having

ground floor commercial and amenity space with a private-open-public space (POPS) between the two buildings along Ogilvie Road, and providing a public walkway connection to Ken Steele Park over the course of two phases of buildout.

The amendment proposes to rezone the lands from LC6 Local Commercial to TD3[XXXX] S[YYY] and TD3[XXXX]-h S[YYY], Transit Oriented Development Zone, with a zoning schedule and exception provisions to address specific performance standards related to the development. A holding zone will also be applied to the second phase of development (1147 Ogilvie Road) to ensure an appropriately sized POPS is provided and constructs the intended public connection to the adjacent Ken Steele Park.

Applicable Policy

The subject lands are designated Hub, Mainstreet Corridor, and Minor Corridor with an Evolving Neighbourhood overlay on Schedule B2 – Inner Urban Transect of the Official Plan. They are within Area A of the Inner East Lines 1 and 3 Stations Secondary Plan. The Urban Design Guidelines for High-rise Buildings also apply.

High-rise development up to 40 storeys is permitted in Mainstreet Corridors in the Inner Urban Transect, depending on the ability of the development to provide built form, height, and design transition to neighbouring areas, consistent with relevant urban design policies and guidelines. Despite those policies, the Inner East Lines 1 and 3 Stations Secondary Plan establishes a maximum height limit of 30 storeys. Planning staff are satisfied that the recommended Zoning By-law amendment, including the proposed exceptions and schedule, is consistent with these objectives and represents compatible intensification and growth in accordance with relevant planning policy.

The following specific policies support this application:

- Section 4.6.3(2) provides direction towards improvements to the public realm through Privately-Owned Publicly Accessible Spaces (POPS), including that they will be designed in accordance with applicable urban design guidelines in a coordinated manner with associated buildings.
- Mid to high-rise development is anticipated within the Inner Urban Transect based on proximity to rapid transit (5.2.1).
- Hubs and Mainstreet and Minor Corridors within the Inner Urban Transect are directed to continue to develop as mixed-use environments and ‘15-minute neighbourhoods’ where a full range of local services are available to residents within walking distance from their homes, as described in subsection 5.2.1(4).

- The Inner Urban Transect policies of Section 5.2.2 encourage the enhancement and prioritization of sustainable transportation options such as walking and transit. Similarly, Section 4.1.4 of the Official Plan supports the reduction or elimination of required parking spaces for sites located within 600.0 metres of a planned rapid-transit station.
- Hub and Corridor policies in subsections 6.1 and 6.2 reflect Inner Urban Transect policies regarding the provision of density near to rapid transit. There are further design considerations provided which are consistent with the proposed rezoning.
- The [Inner East Lines 1 and 3 Stations Secondary Plan](#) requires a minimum residential density of 350 units per net hectare and permits heights up to 30 storeys with a required rezoning to an appropriate TD zone.

SYNTHÈSE ADMINISTRATIVE

Recommandation du personnel

Le personnel des Services de planification recommande d'approuver la modification à apporter au *Règlement de zonage* pour le 1137 et le 1147, chemin Ogilvie ainsi que pour le 1111, avenue Cummings afin d'autoriser la construction de deux immeubles polyvalents de grande hauteur (30 étages) regroupant un total de 844 logements, des établissements commerciaux et des aires d'agrément au rez-de-chaussée, au pied desquels on aménagera un espace publiquement accessible du domaine privé (EPADP) entre les deux immeubles et, éventuellement, une liaison piétonne publique menant au parc Ken-Steele donnant sur le chemin Ogilvie dans le courant des deux phases de ce projet d'aménagement.

Selon cette modification, on propose de rezoner les terrains pour passer de la zone LC6 (Zone de commerces locaux) à la zone TD3 [XXXX] S [YYY] et à la zone TD3[XXXX]-h S [YYY] (Zone d'aménagement axé sur le transport en commun), en adoptant une annexe et des dispositions relatives aux exceptions pour tenir compte des normes de rendement précises se rapportant à ce projet d'aménagement. Une zone d'aménagement différé sera aussi établie sur le site de la deuxième phase de ce projet d'aménagement (1147, chemin Ogilvie) pour s'assurer qu'on y aménagera un EPADP d'une superficie appropriée et que l'on construira la liaison publique prévue menant au parc Ken-Steele.

Politiques applicables

Selon l'annexe B2 (Transect du secteur urbain intérieur) du Plan officiel, les terrains visés portent les désignations de carrefour, de couloir de rue principale et de couloir

mineur et font partie d'une surzone de quartier évolutif. Ces terrains appartiennent au secteur A du Plan secondaire des stations des Lignes 1 et 3 du secteur urbain intérieur est. Les Lignes directrices d'esthétique urbaine pour les immeubles de grande hauteur produisent également leurs effets.

Les immeubles de grande hauteur d'au plus 40 étages sont autorisés dans le couloir de rue principale du transect du secteur urbain intérieur, selon la capacité de l'aménagement à assurer la forme bâtie, la hauteur et la transition esthétique avec les secteurs voisins, conformément aux politiques et aux lignes directrices pertinentes sur l'esthétique urbaine. Malgré ces politiques, le Plan secondaire des stations des Lignes un et trois du secteur urbain intérieur est fixé à 30 étages la limite de hauteur maximum. Le personnel des Services de planification s'est assuré que la modification que l'on recommande d'apporter au *Règlement de zonage* ainsi que les exceptions et l'annexe proposées cadrent avec ces objectifs et représentent une densification et une croissance compatible avec la politique d'urbanisme correspondante.

Les politiques spécifiques suivantes justifient cette demande :

- La politique 2) de la sous-section 4.6.3 donne des directives pour les améliorations à apporter au domaine public grâce aux espaces publiquement accessibles du domaine privé (EPADP), en veillant entre autres à ce que ces espaces soient conçus conformément aux lignes directrices applicables dans le domaine de l'esthétique urbaine, de concert avec les immeubles associés.
- On prévoit d'aménager des immeubles de moyenne et de grandes hauteurs dans le transect du secteur urbain intérieur en raison de la proximité des transports en commun rapides. (Sous-section 5.2.1)
- Selon les directives, les carrefours et les couloirs de rue principale et mineurs du transect du secteur urbain intérieur sont appelés à continuer d'être aménagés sous la forme d'environnements polyvalents et de « quartiers du quart d'heure », dans lesquels on offre aux résidents un éventail complet de services locaux dans un rayon accessible à pied depuis leurs habitations, selon les modalités exposées dans la politique 4) de la sous-section 5.2.1.
- Les politiques sur le transect du secteur urbain intérieur de la sous-section 5.2.2 encouragent l'amélioration et la priorisation des options de transport durable comme les déplacements à pied et les transports en commun. De même, la sous-section 4.1.4 du Plan officiel permet de réduire ou d'éliminer les places de stationnement obligatoires sur les sites situés dans un rayon de 600,0 mètres d'une station de transport en commun rapide projetée.

- Les politiques sur les carrefours et les couloirs des sous-sections 6.1 et 6.2 correspondent aux politiques du transect du secteur urbain intérieur en ce qui concerne l'aménagement de la densité non loin des transports en commun. Il y a d'autres considérations prévues pour la conception et cadrant avec le rezonage proposé.
- [Le Plan secondaire des stations des Lignes 1 et 3 du secteur urbain intérieur est](#) oblige à prévoir une densité résidentielle minimum de 350 logements par hectare net et autorise les immeubles d'au plus 30 étages en rezonant obligatoirement le secteur pour qu'il appartienne à une zone TD appropriée.

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

1137 and 1147 Ogilvie Road, and 1111 Cummings Avenue

Owner

Soul Aviation L.P.

Applicant

Fotenn Planning and Design

Architect

NAK Design Strategies

Description of site and surroundings

The proposed development is located at the northeast corner of the Ogilvie Road and Cummings Avenue intersection. The lands are approximately 0.74 hectares in size, and the three parcels of land combined create the approximate shape of a square, with approximately 100.0 metres of street frontage along Ogilvie Road and 75.0 metre of frontage to Cummings Avenue.

The subject lands are the former location of the Mandarin Ogilvie Restaurant and Plaza as well as the existing Jasmin Restaurant, the former of which are permanently closed and currently being demolished. At the time of application, the sites were heavily paved with the restaurant buildings located centrally on each parcel.

Adjacent lands to the east are Ken Steele municipal Park and Aviation Parkway. Lands to the north and west are residential uses in a variety of building forms, including single-detached dwellings, townhouses, and high-rise. To the south is a mix of commercial and residential uses, including the new “Luxo Place” high-rise development site. The full buildout of Luxo Place will have three high-rise residential buildings at 36, 27 and 25 storeys. Further south, approximately 700.0 metres from the subject lands, is the Cyrville LRT station.

Summary of proposed development

The applicant is proposing to construct two 30-storey, mixed-use buildings consisting of 844 residential apartment dwellings having approximately 600.0 square metres of commercial ground floor space in both buildings, fronting on Cummings Avenue.

The building designs provide for six-storey podiums along Ogilvie Road, and four-storey podiums at the rear of the site to provide for some transition to low-density residential uses behind. The site will have one vehicular entrance off Cummings Avenue which will provide access to an internal courtyard with access to short-term parking for deliveries, pickups, drop-offs, loading, and access to the underground parking garage which will be shared between the two buildings. In addition to the commercial space on the ground floor, residential amenity space will be provided on the ground floor and will be designed to animate the building frontages.

The applicant is proposing multiple pedestrian entrances from both Ogilvie Road and Cummings Avenue, with associated landscaping and tree planting along each frontage. In lieu of parkland dedication, the applicant will pay cash-in-lieu of parkland in addition to providing a landscaped privately-owned public space (POPS) between the two buildings and along Ogilvie Road, providing for an additional walkway connection to Ken Steele Park. Tree planting areas are proposed along the north and east edges of the development with some outdoor amenity and walkways for future residents.

Summary of requested Zoning By-law amendment

The site is currently zoned LC6, Local Commercial Subzone 6, which permits only for low-rise residential development and a variety of locally-oriented non-residential uses.

The applicant is requesting to rezone the subject lands to TD3[XXXX] S[YYY] and TD3[XXXX]-h SYYY, Transit-Oriented Development, Subzone 3, with additional exception provisions to accommodate increased height and setback allowances, reduced minimum vehicle parking requirements, increased minimum bicycle parking requirements, and additional performance standards to facilitate the proposed development. These will be included within a site-specific exception and schedule to the

lands. A holding provision will also be applied to the second phase of development to ensure the proposed POPS is constructed and provides a public connection to Ken Steele Park.

Phase 1 of construction will include the construction of Tower A, which is located on the western side of the site with frontage on Cummings Avenue, in addition to a portion of the POPS. The City is currently processing a Site Plan Control application for that phase, file number D07-12-25-0054. The existing Jasmin Restaurant and parking lot on the eastern side of the site will be maintained during Phase 1. Phase 2 will include the demolition of the restaurant and the construction of Tower B, and the full buildout of the proposed POPS. The recommendations of this report are for both phases.

DISCUSSION

Public consultation

A public information session was not conducted as it is not a legislative requirement under the *Planning Act*. Notice was provided on-site and a mailout was completed as prescribed. The Planning and Housing Committee meeting will constitute the required public engagement meeting for this item under the *Planning Act*.

For this proposal's consultation details, see Document 6 of this report.

Official Plan designation(s)

The subject lands are designated Hub, and along both a Mainstreet Corridor (Ogilvie Road) and a Minor Corridor (Cummings Avenue) within the Inner Urban Transect ([Schedule B2](#)) of the Official Plan (OP). The lands are also covered by the Evolving Neighbourhood overlay generated by the abutting corridors.

[Section 2](#) of the OP identifies five 'Big Policy Moves' to guide growth and development through to the year 2046 towards the creation of more compact, walkable, '15-minute' communities, transit-oriented development and intensification within built-up areas. In this case, Big Policy Moves one, two and three are most applicable to the proposed development:

- 1) Achieve more growth by intensification than by greenfield development.
- 2) Facilitate the increase in number of trips being made by sustainable transportation.
- 3) Improve sophistication in urban and community design by creating more inclusive and vibrant neighbourhoods.

Density targets for growth are charted in Table 3a of [Section 3—Growth Management Framework](#). The density target in the Inner Urban Transect, as directed to the present application, is 200 people and jobs per gross hectare and per 3.2(12) intensification densities shall “generally meet or exceed the applicable density targets.” Table 3a also outlines minimum and target figures for large-household dwellings. For this site, a minimum of five per cent and a target of 10 per cent applies.

[Section 4.4](#) of the OP provides direction for Parkland and states that land acquisition shall “meet community needs for both residential and non-residential development” (4.4.1(2)(a)), the taking of land shall be prioritized, and “cash-in-lieu of parkland shall only be accepted when land or location is not suitable” with listed minimum standards for the land being conveyed.

[Section 4.6.3\(2\)](#) provides direction towards improvements to the public realm through Privately-Owned Publicly Accessible Spaces (POPS), including that they will be designed in accordance with applicable urban design guidelines in a coordinated manner with associated buildings. They are to bring nature into the built environment where appropriate, contribute meaningfully to existing and planned connections, be sited strategically to best animate the streetscape, provide a comfortable microclimate environment, respond to the needs of the community with consideration for neighbourhood character and local demographics, read as publicly accessible to passers-by and feel comfortable, welcoming and safe.

Development within the [Inner Urban Transect](#) (subsection 5.2) is generally characterized by a mix of urban and suburban characteristics, ranging from low- to high-rise. Direction for development in the Inner Urban Transect is provided in subsection 5.2.1 and states mid to high-density development is intended depending on proximity to rapid transit (5.2.1(3)), with Hubs and Corridors developing as a mixed-use environment with a full range of services within a walking distance, supporting the growth of 15-minute neighbourhoods (5.2.1(4)).

[Hub and Corridor](#) policies are provided in subsections 6.1 and 6.2 respectively, with a goal of establishing the highest density of residential and commercial uses near transit stations in order to encourage sustainable modes of transportation, including walking, cycling and public transit. These policies include a variety of design expectations, including locating the greatest amount of density closest to rapid transit, the provision of ground floor commercial, reduce parking requirements, and establish a safe, high quality public realm (6.1.1(3)), (6.2.1). The development lands are also subject to the Evolving Neighbourhood overlay which generally identify areas that will evolve over time with a focus on missing middle housing and a higher quality of site design.

Other applicable policies and guidelines

Inner East Lines 1 and 3 Stations Secondary Plan

The site falls under Area A of the Inner East Lines 1 and 3 Stations Secondary Plan, which specifies a minimum residential density of 350 units per net hectare, and a maximum building height of 30 storeys.

Transit-Oriented Development (TOD) Plans - Cyrville

The site is partially located within the TOD community design plan for Cyrville station, which dictates that developments in the area should be mixed use and of varying densities. The goal of this plan is to develop the site in accordance with a TD3 zone, with maximum building heights of 30 storeys, and a target density of 550+ people per net hectare.

Urban Design Guidelines for High-Rise Buildings

[The Urban Design Guidelines for High-rise Buildings](#) “are to be used during the preparation and review of development proposals that include a high-rise building to achieve objectives of the official plan.” They inform how development should be undertaken for consistency with the Official Plan. When a high-rise building or group of high-rise buildings are proposed on a site surrounded by other high-rise buildings of consistent height, relate the height and scale of the proposed buildings to the existing context and provide variations (1.11). High-rise buildings should include base buildings that relate directly to the existing or planned streetwall context (1.12). Other design methods discussed in the Guidelines include separation between towers, tower floor plate sizes, ground floor relationship, articulation, and materiality, and helped inform the design and review of the tower design.

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 to the UDRP at a formal review meeting, which was open to the public. The formal review meeting for the Zoning By-Law Amendment application was held on March 7, 2025.

The panel's recommendations from the formal review of the Zoning By-law Amendment application are provided in Document 5 to this report.

Planning rationale

The proposed Zoning By-law Amendment represents development that is consistent with Big Policy Moves one, two and three by intensifying and animating an existing low-density commercial area within a Hub and along a Mainstreet and Minor Corridor, encouraging use of sustainable transportation modes, and creating a publicly accessible POPS space consistent with urban design guidelines.

The density proposed on the subject lands exceeds minimum growth targets established by the Secondary Plan and is supported by the creation of ample on-site commercial and amenity spaces for residents and visitors, as well as by the site's proximity to the Cyrville and St. Laurent LRT stations, and its location along a Transit Priority Corridor (Ogilvie Road). The proposed development is generally consistent with the criteria provided for Hubs and Corridors in the Inner Urban Transect by enabling development of a large parcel of underutilized land into a fully urban, mixed-used neighbourhood consistent with urban design objectives and access to sustainable transportation.

Given the site's proximity to Ken Steele Park, cash-in-lieu of parkland and a new privately-owned public space (POPS) will be provided instead of the dedication of new parkland. These funds will be able to be directed towards the maintenance of existing and future parks, or other local initiatives, consistent with the parks and recreation goals and strategies outlined in Section 4.4 of the Official Plan, as well as the Urban Design guidelines in Section 4.6.3. The proposed POPS will create a vibrant urban parkette in an active and established community and will contribute and enhance the existing green network by supporting large canopy trees, flexible and open green space, informal seating and even explore the inclusion of games tables to facilitate connections among community members. Along with the POPS, the at-grade commercial spaces will also provide active frontage along Ogilvie, in line with the goals for Mainstreet Corridors in the Official Plan.

Urban Design Guidelines for High-Rise Buildings

The Urban Design Guidelines for High-rise Buildings represent how Official Plan objectives may be achieved through the design of a high-rise building. It is staff's opinion that the proposed Zoning By-law Amendment is generally consistent with these guidelines, and that further refinements may occur during the future Site Plan applications to ensure the development is consistent with more specific criteria of the guidelines, such as façade design.

Proposed Exception Zone

In addition to applying a schedule to the lands that implements the proposed heights and setbacks across the site (see Document 3), the Zoning By-law Amendment seeks to implement an exception zone for the lands (see Document 2). The proposed exception zone will implement additional requirements for how the site will develop in the future but also proposes to make some changes to typical zoning requirements that may not need to apply to the proposed development as it builds out.

No.	Zoning Exception
1	Lands where exception [xxxx] applies are considered one lot for zoning purposes.
2	Maximum building heights and minimum setbacks are as per Schedule YYY.
3	A tower means that portion of a building at seven storeys in height or greater.
4	A maximum of two towers are permitted on the lands subject to exception [xxxx].
5	Despite Subclause 195(4)(e)(iv), the tower portion of a building must be setback a minimum of 7.5 metres from the rear property line.
6	The tower portion of a building must be setback an additional 2.0 metres more than the provided podium setback where facing an interior lot line.
7	Despite Subsection 195(6), where the wall of the first storey of a building is within 10.0 metres of a lot line abutting Cummings Avenue and where that portion of the building is more than six storeys in height, the wall facing the street must be stepped back at either the second, third, fourth, fifth, sixth or seventh storey at least a further 2.0 metres from the wall of the storey below.
8	A portion of the building above the first 6.0 metres of height, which includes all projections, may encroach up to 2.0 metres into the POPS, identified as Area B on Schedule YYY
9	Despite Subclause 196(3)(b)(i), a minimum of 85.0 square metres of commercial space must be provided on the ground floor of each tower.
10	One commercial entrance, with frontage to Ogilvie Road, must be provided on the ground floor of each tower.
11	Minimum amount of transparent glazing and active customer or resident entrance access doors on the ground floor façade along the Ogilvie Road frontage of any building, measured up to a height of 4.0 metre: 40 per cent.
12	No below-grade portion of a building may be located within 2.5 metres of the interior side lot line.
13	No below-grade portion of a building may be located within 3.0 metres of the rear lot line.

14	<p>Where the below-grade portion of a building projects into a minimum required yard, a minimum contiguous soil volume must be provided in that yard as follows:</p> <p>a) 30 cubic metres for every 15.0 metres of lot width and is not prorated to width.</p>
15	<p>The yards in which the three provisions immediately above apply, must:</p> <p>a) be soft landscaping; and,</p> <p>b) contain a soil depth to a minimum of 1.0 metre and a minimum of 1.5 metres.</p>
16	Minimum vehicle parking space rate: 0.25 per dwelling unit.
17	Minimum bicycle parking spaces: 0.60 per dwelling unit.
18	Despite Section 64, indoor rooftop amenity areas are considered to be permitted projections above the height limit to a maximum total floor area of 250.0 square metres and a maximum height of 4.5 metres, per building.
19	A minimum of five per cent of the total dwelling units must be provided with a minimum of two bedrooms and 79.0 square metres of Gross Floor Area per unit.
20	<p>The Holding Symbol may not be lifted until such time as the following has been completed to the satisfaction of the General Manager, Planning, Development and Building Services:</p> <p>a) Site Plan Control Approval which includes a site-specific condition to provide a fully accessible privately-owned public space (POPS) with a minimum total area of 700.0 square metres. The POPS shall be provided for and constructed to the following criteria, to the satisfaction of the General Manager, Planning, Development and Building Services;</p> <ul style="list-style-type: none"> • Be provided generally as shown in Area B of Schedule YYY; • Frontage with, and direct unencumbered public access to Ogilvie Road; • A wide pedestrian linkage to Ken Steele Park which includes benches, new trees and extension of the POPS surfacing across into the park in accordance with the Site Plan Ultimate Condition, SP-2, revision three dated 2025-06-10; and; • A public art installation. <p>b) Site Plan Control Approval which includes site-specific conditions within the Site Plan Agreement, to the satisfaction of the General Manager, Planning, Development and Building Services, to address the following:</p> <ul style="list-style-type: none"> • The establishment of a 24-hour public access easement over the entirety of the POPS; • The establishment of a Maintenance and Liability Agreement for the entirety of the POPS.

Table 1 – Requested modifications to the TD3 zoning in exception zones.

Exceptions one, two, three and four are included to provide clarity and certainty that the site will develop in accordance with the proposed site plan over the course of both phases. The schedule that applies to the lands establishes maximum building heights and yard setbacks that provide this certainty.

Exceptions five, six, seven and eight are included to ensure that future podiums and towers are constructed in a manner that is consistent with the Urban Design criteria discussed in the report, including setbacks from property lines and required setbacks to distinguish the tower and podium portions of buildings.

Exception nine requires that commercial space be provided on the ground floor of each tower, while exceptions ten and eleven ensure an animated frontage and visual interest from the street along Ogilvie Road.

Exceptions 12 and 13 are to ensure ample space and soil volumes for new tree plantings while also protecting existing trees in the adjacent Ken Steele Park during construction. Exception 14 and 15 are included to ensure the site has adequate permeable surfaces and soil planting volume to support the growth of healthy trees.

Exceptions 16 and 17 are to encourage uptake of sustainable transportation given the site's proximity to the Cyrville LRT station by reducing the requirement for resident vehicle parking and increasing the minimum required provision of bicycle parking spaces to 0.6 spaces per dwelling unit from 0.5.

Exception 18 is to permit for a small amount of amenity area on the rooftop. The change will have minimum impact on shadowing, as well as a minimal visual impact on the public realm, and will allow for a greater amount of functional amenity space for future residents. The additional amenity space is limited in floor area and height and will be designed to integrate with existing permitted mechanical penthouse projections. Exception 19 requires a minimum percentage of units to be large, two-bedroom units with a minimum size of 79.0 square metres, to provide some guarantee of larger, family-sized units in future development.

Finally, exception 20 establishes a holding provision, which prevents any development until such time as the holding provision is removed. The holding provision also provides clear criteria for the removal of the provision. In the exception, 19(a) provides clear direction for the size, location and form of the POPS, while (b) outlines requirements for its future accessibility and maintenance, including during the interim period between the completion of Phase 1 and the start of Phase 2. **Provincial Policy Statement**

Staff have reviewed this proposal and have determined that it is consistent with the 2024 Provincial Policy Statement (PPS).

RURAL IMPLICATIONS

There are no rural implications associated with the recommendations of this report.

COMMENTS BY THE WARD COUNCILLOR(S)

Councillor Tim Tierney is aware of the application related to this report.

LEGAL IMPLICATIONS

With the passage of Bill 185, as amended, a zoning by-law amendment is only subject to appeal by “specified persons”, essentially utility providers and government entities, and the registered owner of a parcel of land subject to the amendment. If Council determines to refuse the amendment, reasons must be provided. It is anticipated that a hearing of three days would be required. It would be necessary for an external planner to be retained.

FINANCIAL IMPLICATIONS

In the event the applications are refused and appealed, it would be necessary to retain an external planner. This expense would be funded from within the existing Planning Services operating budget.

ACCESSIBILITY IMPACTS

The preliminary design of the building and site have been reviewed for their accessibility, and future site plan control applications will ensure that the proposed commercial space and patio, public-private open-space area, parking garage, and main entrances to the building will be accessible with design measures like wide sidewalks, flush curbs, wider parking spaces with loading/unloading areas, etc. The interior design and overall accessibility of the building is evaluated when a Building Permit is applied for in accordance with the Ontario Building Code.

ASSET MANAGEMENT IMPLICATIONS

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

CLIMATE IMPLICATIONS

There are no climate or environmental implications in so far as the lands are not subject to any environmental planning criteria or requirements.

All development will generate an impact on the climate, and the owner has not indicated a commitment to construct to a higher environmental standard nor provide any “green” features in the site design that would contribute to a reduced environmental impact. Despite this, the proposed form of development is high-density and transit-supportive, and along a future identified bus rapid transit corridor located at an identified station stop. The applicant has also committed to specifically provide tree-planting zones within the development, where adequate soil volumes will be provided at the edges of the site that are unencumbered by an underground parking garage. The POPS will also provide for tree planting zones that will enable some tree planting and canopy in the public realm.

ENVIRONMENTAL IMPLICATIONS

The applicant has not committed to any higher environmental standards than are otherwise required by provincial legislation.

The applicant is not complying with the bird-safe design guidelines as they are not legislative requirements, but Staff may be able to seek additional design improvements to be integrated at the Site Plan Control stage.

There are no environmental criteria that would require planning-related environmental studies.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- A city that has affordable housing and is more livable for all.

APPLICATION PROCESS TIMELINE STATUS

The Council approved timeline has not been met. This application (D02-02-24-0028) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to both the complexity of the issues associated with the application, a revision post-initial submission to include the 1147 Ogilvie parcel in the submission, and that the applicant requested the application be put on HOLD to resolve zoning issues. The file was on hold for a total of 172 days.

The statutory 90-day timeline for making a decision on this application under the *Planning Act* expired on October 22, 2024.

SUPPORTING DOCUMENTATION

Document 1 Zoning Key Map

Document 2 Details of Recommended Zoning

Document 3 Zoning Schedule YYY

Document 4 Proposed Ultimate Condition Site Plan

Document 5 Urban Design Review Panel

Document 6 Consultation Details

CONCLUSION

Staff are of the opinion that the proposed Zoning By-law Amendment at 1137 and 1147 Ogilvie Road, and 1111 Cummings Avenue is consistent with the Provincial Policy Statement and conforms to the City of Ottawa's Official Plan. Staff are of the opinion that the proposed rezoning, including additional exception provisions and zoning schedule, will permit for the development of new housing that is transit supportive in an area that is well supported by a range of services and amenities, and is otherwise appropriate for high-rise development. Staff therefore recommend approval of the Zoning By-law amendment.

DISPOSITION

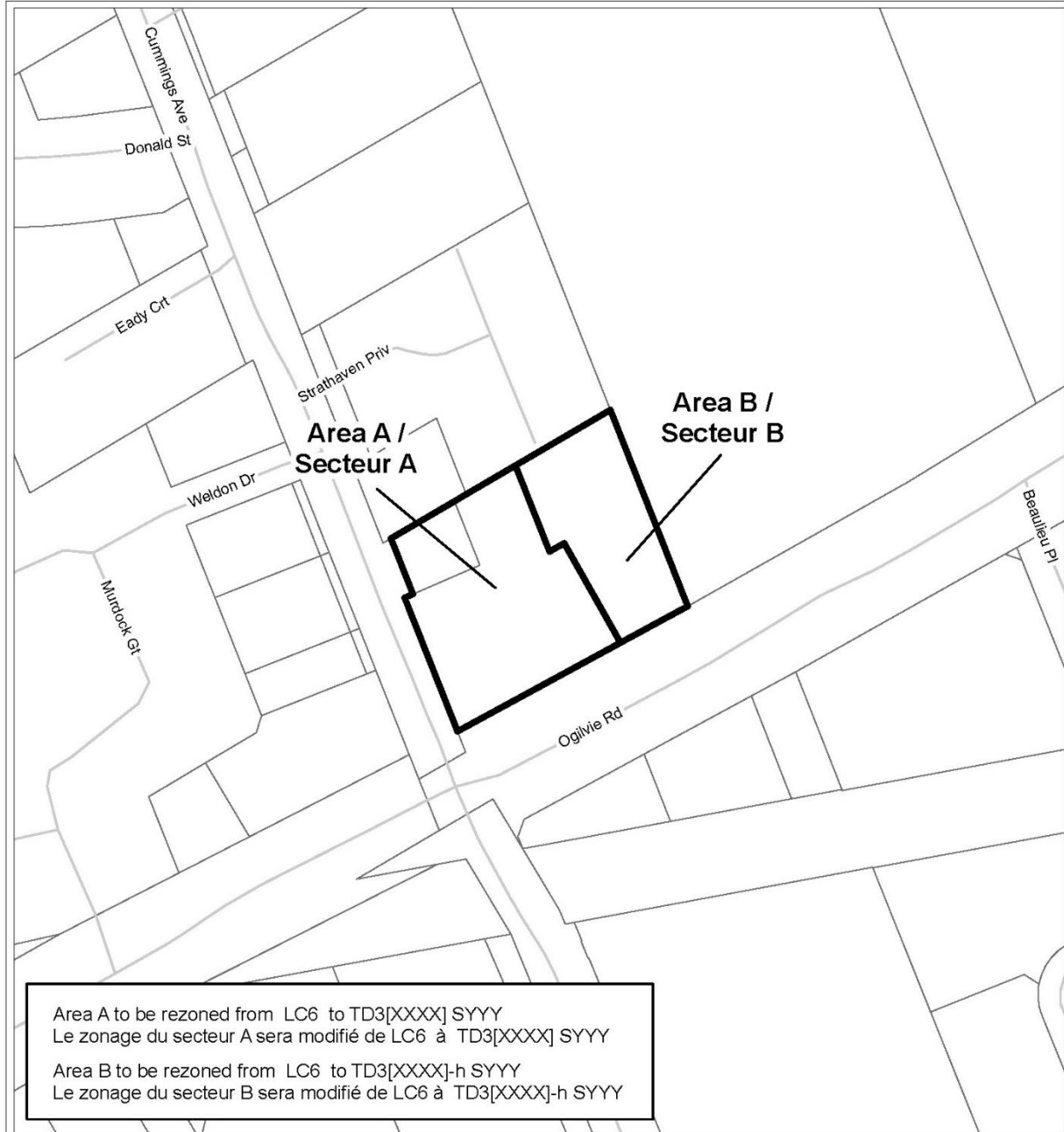
Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista O'Brien, Program Manager, Tax Billing & Control, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.

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



Area A to be rezoned from LC6 to TD3[XXXX] SYYY
 Le zonage du secteur A sera modifié de LC6 à TD3[XXXX] SYYY
 Area B to be rezoned from LC6 to TD3[XXXX]-h SYYY
 Le zonage du secteur B sera modifié de LC6 à TD3[XXXX]-h SYYY



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REVISION / RÉVISION - 2025 / 08 / 26	

LOCATION MAP / PLAN DE LOCALISATION
 ZONING KEY PLAN / SCHÉMA DE ZONAGE

 **1111 avenue Cummings Avenue,
 1137, 1147 chemin Ogilvie Road**



Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 1137 and 1147 Ogilvie Road, and 1111 Cummings Avenue:

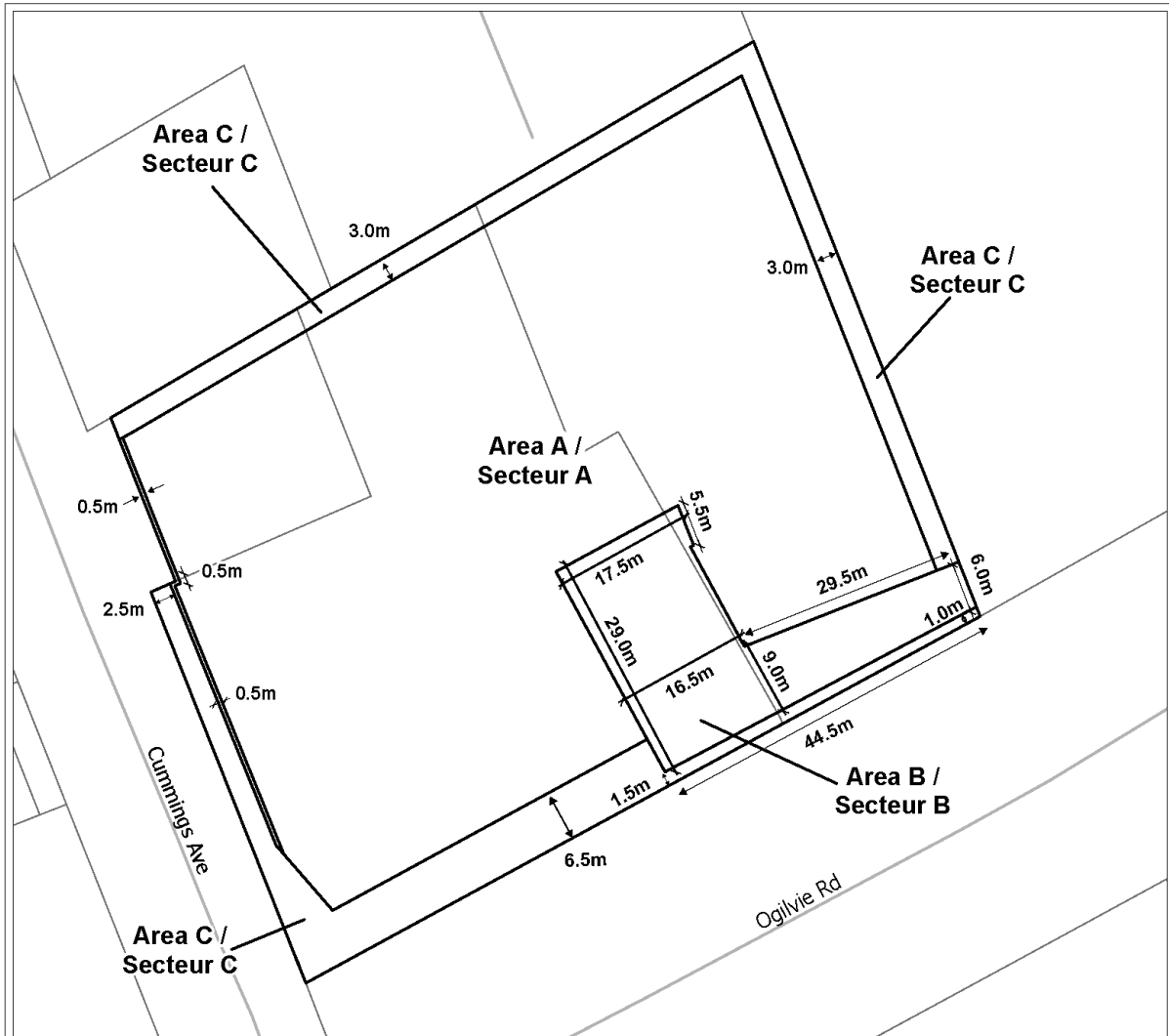
1. Rezone the lands as shown in Document 1.
2. Amend Section 239, Urban Exceptions, by adding a new exception [xxxx] with provisions similar in effect to the following:
 - a) In Column I, Exception Number, add the text: “[xxxx]”
 - b) In Column II, Applicable Zones, add the text: “TD3 [xxxx] SYYY” and “TD3 [xxxx]-h SYYY”.
 - c) In Column IV, Exception Provisions – Land uses prohibited, add the text: “To lands where the holding provision applies, all uses except existing uses until the holding provision is removed.”
 - d) In Column V, “Exception Provisions – Provisions”, add the following:
 - i. Lands where exception [xxxx] applies are considered one lot for zoning purposes.
 - ii. A tower means that portion of a building at seven storeys in height or greater.
 - iii. A maximum of two towers are permitted on the lands subject to exception [xxxx].
 - iv. Maximum building heights and minimum setbacks are as per Schedule YYY.
 - v. Despite Subclause 195(4)(e)(iv), the tower portion of a building must be setback a minimum of 7.5 metres from the rear property line.
 - vi. Despite Subsection 195(6), where the wall of the first storey of a building is within 10.0 metres of a lot line abutting Cummings Avenue and where that portion of the building is more than six storeys in height, the wall facing the street must be stepped back at either the second, third, fourth, fifth, sixth or seventh storey at least a further 2.0 metres from the wall of the storey below.

- vii. The tower portion of a building must be setback an additional 2.0 metres more than the provided podium setback where facing an interior lot line.
- viii. Despite Section 64, indoor rooftop amenity areas are considered to be permitted projections above the height limit to a maximum total floor area of 250.0 square metres and a maximum height of 4.5 metres, per building.
- ix. A portion of the building above the first 6.0 metres of height, which includes all projections, may encroach up to 2.0 metres into the POPS, identified as Area B on Schedule YYY
- x. No below-grade portion of a building may be located within 2.5 metres of the interior side lot line.
- xi. No below-grade portion of a building may be located within 3.0 metres of the rear lot line.
- xii. Where the below-grade portion of a building projects into a minimum required yard, a minimum contiguous soil volume must be provided in that yard as follows:
 - a) 30 cubic metres for every 15.0 metres of lot width and is not prorated to width.
- xiii. The yards in which the three provisions immediately above apply, must:
 - a) be soft landscaping; and
 - b) contain a soil depth to a minimum of 1.0 metre and a minimum of 1.5 metres.
- xiv. Minimum vehicle parking space rate: 0.25 per dwelling unit.
- xv. A minimum of five per cent of the total dwelling units must be provided with a minimum of two bedrooms and 79.0 square metres of Gross Floor Area per unit.
- xvi. Despite Subclause 196(3)(b)(i), a minimum of 85.0 square metres of commercial space must be provided on the ground floor of each tower.
- xvii. One commercial entrance, with frontage to Ogilvie Road, must be provided on the ground floor of each tower.


- xviii. Minimum amount of transparent glazing and active customer or resident entrance access doors on the ground floor façade along the Ogilvie Road frontage of any building, measured up to a height of 4.0 metres: 40 per cent.
- xix. Minimum bicycle parking spaces: 0.60 per dwelling unit.
- xx. The Holding Symbol may not be lifted until such time as the following has been completed to the satisfaction of the General Manager, Planning, Development and Building Services:
 - a) Site Plan Control Approval which includes a site-specific condition to provide a fully accessible privately-owned public space (POPS) with a minimum total area of 700.0 square metres. The POPS shall be provided for and constructed to the following criteria, to the satisfaction of the General Manager, Planning, Development and Building Services;
 - 1. Be provided generally as shown in Area B of Schedule YYY;
 - 2. Frontage with, and direct unencumbered public access to Ogilvie Road;
 - 3. A wide pedestrian linkage to Ken Steele Park which includes benches, new trees and extension of the POPS surfacing across into the park in accordance with the Site Plan Ultimate Condition, SP-2, revision five dated 2025/09/02; and;
 - 4. A public art installation.
 - b) Site Plan Control Approval which includes site-specific conditions within the Site Plan Agreement, to the satisfaction of the General Manager, Planning, Development and Building Services, to address the following:
 - 1. The establishment of a 24-hour public access easement over the entirety of the POPS;

2. The establishment of a Maintenance and Liability Agreement for the entirety of the POPS.
3. Add Document 3 as new Schedule YYY to Part 17 – Schedules.

Document 3 – Zoning Schedule YYY




MAXIMUM PERMITTED BUILDING HEIGHT / MAXIMUM NUMBER OF STOREYS LA HAUTEUR DE BÂTIMENT MAXIMALE PERMISE / NOMBRE D'ÉTAGES MAXIMAL	
Area /Secteur A :	97m (30 storeys/ étages)
Area /Secteur B :	0m – underground parking is permitted / Le stationnement souterrain est permis
Area /Secteur C :	0m



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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 _____, 2025
 Pièce jointe n° ___ du Règlement municipal n° _____, adopté le _____ 2025



Document 5: Urban Design Review Panel



Key Recommendations

- The Panel supports the project and recognizes that it is moving in the right direction. The purchase of the second property has significantly improved the project, unlocking better site planning opportunities.
- The Panel recommends that the alignment of the eastern podium with Ogilvie should be explored further to improve the useability of the POPS area.
- The Panel recommends refining the overall configuration of the public realm, particularly in response to concerns regarding wind impacts and refining design elements.
- The Panel supports the six-storey podium expression and massing along Ogilvie Road, stepping down to four on Cummings and along the park, successfully addressing transition concerns.
- The Panel appreciates the material study, but further study of the two towers should be explored to enhance their distinctiveness.
- The Panel recommends exploring views from the parkway to further refine the tower treatments.

Site Design and Public Realm

- The Panel supports the idea of connecting the site with the park along both the north and south edges of the site and recommends creating a continuous trail connection between Cummings and the park along the north edge.
- The Panel recommends reconsidering the POPS, potentially consolidating it into a more centralized rectangular area for a stronger public presence.

- The connection between the park and the POPS could be improved by widening the Ogilvie sidewalk and reinforcing pedestrian linkages.
- Seating, play elements, and active programming should be introduced to ensure the POPS feels inviting and not just a private courtyard.
- The Panel recommends examining the transition between public and semi-private areas to ensure patios for retail and restaurant spaces remain outside the POPS.
- The Panel recommends refining the podium's height and articulation to ensure a comfortable microclimate within the POPS, mitigating wind impacts.
- The Panel recommends reconsidering the northeast walkway connection to ensure smoother integration with the surrounding site circulation.

Sustainability

- The Panel suggests that carbon emission analysis at the early stage of the project should be considered using [Pathfinder](#) or other methods to inform material and design choices.
- The Panel recommends improving bicycle accessibility by providing a more direct entry route and considering a bike repair room as an amenity on the P1 level.
- The Panel acknowledges the sustainability approach of the project. Explore opportunities to create stormwater management as an integral feature of the landscape design rather than merely a technical requirement.
- The Panel recommends exploring opportunities to integrate green roofs, particularly given the proximity to parkland with its wildlife considerations.
- The Panel recommends that wind and sun protection strategies should be further developed to enhance outdoor comfort in the public realm.

Built Form and Architecture

- The Panel recommends differentiating the two towers through massing, materiality, and articulation.
- The Panel supports the podiums stepped massing approach, transitioning from six to four stories, successfully mediating between the towers and the lower scale neighborhood.
 - The tower heights should be reconsidered, potentially stepping the western tower down slightly to reinforce hierarchy.

- The Panel recommends further refining the expression of the towers with inset balconies and additional articulation to provide variation in the façade treatment.
- The Panel supports the podium's materiality, particularly the brick elements, which is appreciated and should continue to be emphasized.
- The Panel recommends further study of the relationship between the towers and the podium to ensure a cohesive architectural expression.
 - Further studies of distant views, particularly from the parkway, should be conducted to refine the overall composition and presence of the development.

Document 6 – 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.

A public information session was not conducted as it is not a legislative requirement under the *Planning Act*. The Planning and Housing Committee meeting will constitute the required public engagement meeting for this item under the *Planning Act*

Public Comments and Responses

Theme 1: Construction Impact on Nearby Properties

1. Concern over possible effects of demolition and blasting, excavation or construction debris that would cause dust, vibrations or material damage to adjacent properties;
2. Concern over construction traffic and construction encroachments into existing City roads and reduction in travel lanes and sidewalk access during construction.

Staff Response to 1 and 2: It is acknowledged that construction is disruptive to the surrounding community, but it is a necessary and unavoidable part of growth. During construction, the developer is required to minimize potential disruptions to the community. The City has staff who inspect and monitor during construction to ensure standards are upheld. Any encroachment into roads or sidewalks will be reviewed and approved by City staff with the intention of minimizing impact and ensuring alternative routes are available for all modes of travel. If residents have concerns during construction we encourage you to contact 311.

3. Concern over pressure on infrastructure as a result of construction and high density development;
4. Concern over elevation relative to adjacent property and how it might affect runoff;

Staff Response to 3 and 4: Site Servicing matters proposed for the development, including sanitary, water, and stormwater capacity, including the existing infrastructure were reviewed and deemed adequate by City Staff for the purposes of the Zoning By-law Amendment. More specific design is required and will be undertaken with subsequent Site Plan Control applications.

5. Concern about blocked sunlight and shadow impacts on nearby properties due to building heights;

Staff Response: A shadow study was submitted and was evaluated for consistency with the City's requirements. The shadow study was deemed to be acceptable and consistent with required evaluation criteria in the City's [Shadow Analysis Terms of Reference](#).

6. Concerned about placement of large trees next to fence causing branches and roots to grow into adjacent property, causing interference with adjacent owner's hedges and plantings, and potential hazard during extreme storm events;
7. Concerned about snow piles from lane clearing that will be stored along North fence.

Staff Response to 6 and 7: Tree plantings and snow storage and removal will be reviewed and addressed at Site Plan approval. When approving new tree plantings staff review to ensure there is adequate soil volume for those trees, and the exception provisions for this Zoning By-law Amendment require certain soil volumes and setbacks that will permit for the success of those trees. Snow clearing will be required at the owner's expense.

Theme 2: Improvements to parks and neighbourhood services

8. Expectation that the scale of the development will result in improvements to playground features in Ken Steele Park as well as creation of additional boardwalks to access to Aviation Parkway MUP via the park.
9. Concern over inadequate community services being provided to address the large amount of residents this development will bring into the neighbourhood.

Staff Response to 8 and 9: A review of community infrastructure was not required to support the development. The development will be required to pay development charges which may be used to support the development of infrastructure that benefits the community. Additionally, the proposed development includes the creation of a privately-owned public space (POPS) which will provide additional outdoor amenity space for residents and visitors and a public connection to Ken Steele Park. Additionally, a cash-in-lieu of parkland payment will be made to the City to facilitate the maintenance of existing parks and facilities and the creation of new ones.

Theme 3: Traffic, parking and safety concerns

10. Concern over how this will exacerbate already-increased traffic on Cummings due to nearby construction. Asking for a second access vehicle point off Ogilvie to be considered in this development.
11. Concern over safety for cyclists as there are no protected bike lanes. Also concern about the safety of neighbourhood children playing on the street due to the increased traffic resulting from construction and additional density.
12. Concerned by the increase in pedestrians crossing unsafely at Beaulieu Place to get to Cyrville LRT. Please consider the addition of a pedestrian priority crossing, new signalized intersection or a roundabout at Beaulieu to improve conditions for pedestrians and cyclists. Alternatively, better walking facilities along Cummings or Ogilvy would be appreciated.

Staff Response to 10-12: A Transportation Impact Assessment was received, reviewed, and deemed acceptable for the full proposed buildout. The new development will have an acceptable impact on the nearby roads and intersections. Only one site access is provided and will minimize impact on nearby roads by consolidating traffic into one access. Improvements to existing pedestrian, cycling, and road networks will be planned and implemented as part of the Transportation Master Plan.

Theme 4: Neighbourhood Character, disruption to existing community

13. Characteristics and community of the surrounding neighbourhood will be destroyed by the development.

Staff Response: While the development will be a change of form and density not yet seen in the area, staff are satisfied that the proposed development is consistent with applicable planning policy that seeks intensification along Mainstreet Corridors and near rapid transit. The proposed development provides for an acceptable urban design transition to surrounding lands where the in-effect secondary plan permits for up to 30 storey buildings.

Theme 5: In Support

14. A few comments were received in support of the development and noted the new housing construction and increase in density near an existing transit station as positive aspects of the proposal.