



**Application for Zoning By-law Amendment
Planning Rationale and Design Brief
1368 Labrie Avenue**

November, 2020

Application for Zoning By-law Amendment

Planning Rationale and Design Brief

1368 Labrie Avenue

Prepared for:

Carina Guzman
1606 Proulx Drive
carina.guzman@yahoo.ca

Prepared by:

1223 Michael Street North
Suite 100



Ottawa, ON K1J 7T2

NOVEMBER, 2020

TABLE OF CONTENTS

1.0 INTRODUCTION	1
1.1 Site and Surrounding Context	1
2.0 REQUESTED AMENDMENT	2
2.1 Development Proposal	2
3.0 COMPATIBILITY OF DEVELOPMENT PROPOSAL WITH THE PLANNING POLICY	4
3.1 Provincial Policy Statement (2020)	4
3.2 City of Ottawa Official Plan (2003, as amended)	5
3.2.1 Tremblay, St. Laurent and Cyrville Secondary Plan	8
3.2.2 Cyrville Transit-Oriented Development (TOD) Plan (2014)	10
3.3 Comprehensive Zoning By-Law (2008, as amended)	15
4.0 DESIGN BRIEF	17
4.1 Existing Context, Building Massing and Design and Public Realm Elements	17
4.2 Design Proposal	19
5.0 SUMMARY AND CONCLUSION	24

List of Figures

Figure 1: Site Context	1
Figure 2: Site Plan.....	3
Figure 3: Land use designation applicable to the Site	5
Figure 4: Tremblay, St Laurent and Cyrville Secondary Plan, Schedule C - Maximum Building Heights	9
Figure 5: Cyrville TOD Plan Area.....	10
Figure 6: Cyrville Pedestrian Network.....	11
Figure 7: Cyrville Bicycle Network	12
Figure 8: Cyrville Green Plan	12
Figure 9: Cyrville Land Use Framework	13
Figure 10: Cyrville Density Range and Maximum Building Height.....	14
Figure 11: City of Ottawa Comprehensive Zoning By-Law	15
Figure 12: Zoning applicable to the Site	15
Figure 13: View from Site looking South	18
Figure 14: View from Site looking north side.	18
Figure 15: Looking west at the Site	18
Figure 16: Site surrounding context that includes residential and commercial uses	19
Figure 17: Labrie Avenue at Cryville Road	19
Figure 18: Ground Floor Level Plan	20
Figure 19: North, East, South and West Building Elevations	20
Figure 20: Perspective View from Southeast Corner	21
Figure 21: Perspective View from Northwest Corner	22
Figure 22: Perspective View from Southwest Corner	23
Figure 23: Perspective View from Northeast Corner with proposed finishes.....	23

1.0 INTRODUCTION

This Planning Rationale and Design Brief has been prepared to support of an application for a Zoning By-Law Amendment to allow for the development of a new residential building located at 1368 Labrie Avenue (the “Site”). The developer proposes to construct a new 6-storey, 45-unit residential building which would include below-grade parking and landscaping and amenity spaces at-grade. The purpose of this rationale and design brief is to assess the appropriateness of the proposed development in the context of the policy framework and the surrounding community. This Planning Rationale and design brief has been prepared to provide the City with helpful assistance in evaluating the proposed development.

1.1 Site and Surrounding Context

The Site is an approximately 0.14 ha (1,398 m²) property located south of Highway 417 and Cyrville Road on Labrie Avenue and is within 400 metres to the Cyrville Light Rail Transit (LRT) Station. The Site has direct access to Labrie Avenue which connects to Cyrville Road to the north. Currently, the Site consists of an existing detached dwelling, an accessory building used for storage, with the remainder of the lot used for parking and storage. The Site is surrounded by single detached buildings, many of which having been converted to commercial uses with some residential dwellings. St. Joseph Printing and Iron Mountain Storage, large industrial/warehouse uses are located to the west of the Site. Sidewalks exist at the intersection of Cyrville Road and Labrie Avenue and a multi-use pathway extends adjacent to the Iron Mountain Storage Facility connecting to this intersection. No pedestrian or cycling facilities currently exist on Labrie Avenue.

Figure 1: Site Context



2.0 REQUESTED ZONING AMENDMENT

The site is currently zoned Light Industrial, Subzone 2, maximum floor space index 0.7, maximum height 14 metres (IL2 F(0.7), H (14)) and is proposed to be rezoned to Transit Oriented Development Subzone 1 (TD1) in accordance with the Tremblay, St. Laurent and Cyrville Transit-Oriented Development Plan and the Secondary Plan. This Planning Rationale and Design Brief will demonstrate that the requested Zoning By-law Amendment is consistent with the Provincial Policy Statement, the policies of the Official Plan, the Comprehensive By-law and the proposed development is compatible with the surrounding community.

2.1 Development Proposal

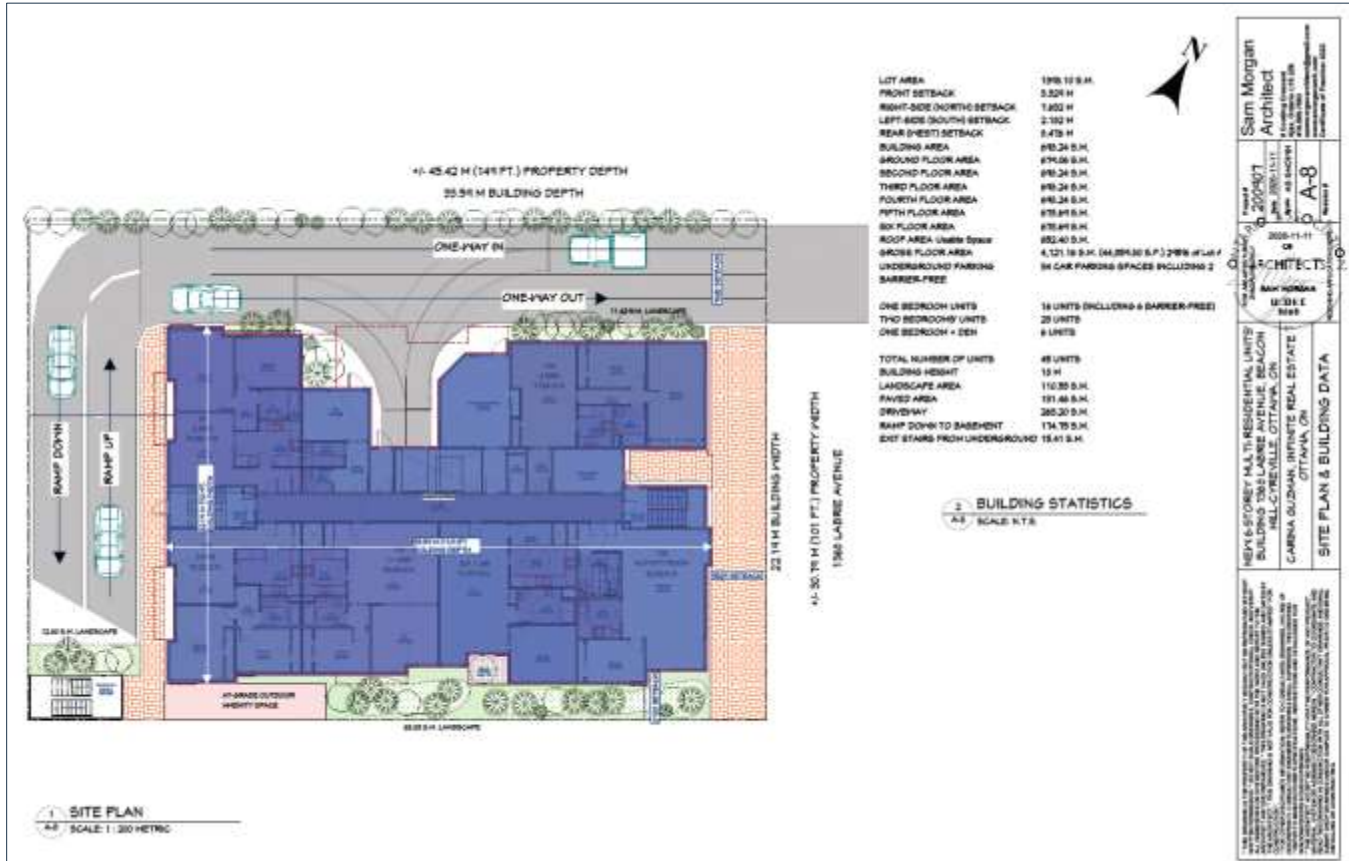
A concept plan has been prepared in support an application for Zoning By-law Amendment which proposes the development of a 6-storey residential use building that is planned to include a total of 45-units consisting of 16 one-bedroom units (including six (6) barrier-free units), six (6) one-bedroom plus den units, and 23 two-bedroom units. Amenity space would be provided both at-grade, within the building, as well as on a roof-top terrace. The proposal uses the setback on the north and south side of the building to provide for landscaping elements. The building has been sited and designed in keeping with the surrounding low to mid-rise commercial/light-industrial community. The proposed Site Plan as seen in **Figure 2** has been prepared by Sam Morgan Architect.

Parking on the Site is proposed to be provided underground with access to the underground parking located along the north side of the building with the ramps situated at the rear of the proposed building. Underground parking includes 32 parking bays and two (2) barrier free accessible parking spaces for a total of 34 spaces for the building occupants and includes visitor parking.

While pedestrian and cycling upgrades are not planned in the near-term along Labrie Avenue, the proposed development contributes to the public realm by providing a generous entryway along the lots frontage and upgrades the gravel shoulder within the right-of-way to a paved surface. The architectural style and expression contribute to the streetscape and includes visually engaging architecture. The elevations contribute to a vibrant streetscape by incorporating harmonious visual massing along Labrie Avenue. The elevations modern and attractive and add a creative element to the surrounding community

The development proposal will provide an attractive urban form along Labrie Avenue and will include improvements to the public realm through new and enhanced building frontage with landscape elements. The proposal encourages and **promotes supports** transit by providing a balance of parking on-site.

Figure 2: Site Plan



3.0 COMPATIBILITY OF DEVELOPMENT PROPOSAL WITH THE PLANNING POLICY

3.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS), issued under Section 3 of the *Planning Act*, provides policy direction on matters of provincial interest related to land use planning and development. The *Planning Act* requires that decisions affecting planning matters “shall be consistent with” policy statements under the Act. The PPS sets out policies relating to appropriate land use development within Ontario while protecting matters of Provincial interest, public health and safety, and the quality of the natural and built environment.

The underlying principles of the PPS relate to the province’s long-term economic prosperity, environmental health and social well-being, which depend on the following:

- Promoting efficient development and land use patterns;
- Accommodating an appropriate range and mix of residential, employment, recreational and open spaces; and
- Avoiding development and land use patterns which may cause environmental or public health and safety concerns.

Section 1.0 of the PPS (Building Strong Healthy Communities) aims to wisely manage change and promote efficient land use and development patterns. Policies that relate to the proposed resulting development include:

“Healthy, liveable and safe communities are sustained by:

“promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (Policy 1.1.1.e)

“Land use patterns within settlement areas shall be based on densities and a mix of land uses which are:

“are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available and avoid the need for their unjustified/or uneconomical expansion (Policy 1.1.3.2. b).

“transit-supportive, where transit is planned, exists or may be develop” (Policy 1.1.3.2. f)

“Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.” (Policy 1.1.3.3)

“Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. (Policy 1.1.3.5)

With respect to Land Use Compatibility, the PPS includes policies related to the following:

“Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.” (Policy 1.2.6.1)

“Long-term economic prosperity should be supported by:

“encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;” (Policy 1.7.1.b)

“Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

“encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;” (Policy 1.8.1.e)

“promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure;” (Policy 1.8.1.f)

Section 2.0 of the PPS aims to conserve biodiversity by protecting the health of the natural environment as well as preserving cultural and archaeological resources. The Site does not contain or adjacent to any known natural or cultural heritage features or archaeological resources.

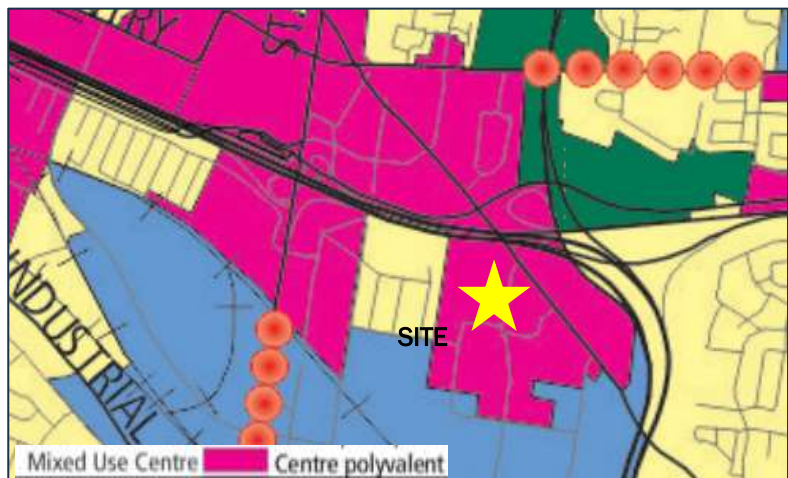
Section 3.0 of the PPS aims at protecting the health and safety of Ontarians from natural or human made hazards. The Site does not contain or adjacent to any known natural or human-made hazard lands.

The resulting development will make use of efficient use of land located in an existing settlement area, close to an existing Light Rail Transit (LRT facility) and makes use of existing infrastructure. The proposed development does not contain and is not adjacent to areas that have identified natural heritage, cultural or archaeological resource potential and is evaluated to result in negligible impacts on the environment and surrounding community. Moreover, it will provide a new form of residential housing stock in the area promoting healthy and sustainable intensification in the community. It is our opinion that the resulting development is consistent with the Provincial Policy Statement.

3.2 City of Ottawa Official Plan (2003, as amended)

The City of Ottawa Official Plan provides high-level policy direction for land use planning in the municipality in consideration of the Provincial Policy Statement. The City’s Official Plan (OP) designates the Site “Mixed Use Centre”. Mixed Use Centres occupy strategic locations on the Rapid-Transit network and act as central nodes of activity within their surrounding communities and the city as a whole. In guiding development in Mixed-Use Centres the OP supports a “broad variety of land uses at transit-supportive densities such as high and medium-density residential uses” (Policy 3.6.2.5). The development proposal of a residential use building is permitted in the Mixed Use Centre designation and will further complete this community located within 400 metres of the existing Cyrville LRT station.

Figure 3: Land use designation applicable to the Site



Section 2.2.2 - *Managing Intensification within the Urban Area* of the OP provides policies on how the City will support growth. The OP supports intensification throughout the urban area where there are opportunities to accommodate more jobs and housing and increase transit use. The OP encourages areas around major transit stations to develop as compact, walkable developments with densities that support transit use. The proposed development is consistent with this strategic direction.

All development applications are reviewed in accordance with section 2.5.1 - Designing Ottawa and 4.11 – Urban Design and Compatibility of the OP. As noted in Section 2.5.1,

In general terms, compatible development means development that, although it is not necessarily the same as or similar to existing buildings in the vicinity, can enhance an established community through good design and innovation and coexists with existing development without causing undue adverse impact on surrounding properties. It ‘fits well’ within its physical context and ‘works well’ with the existing and planned function for the area. Generally, the more a new development can incorporate the common characteristics of its setting in the design, the more compatible it will be. Nevertheless, a development can be designed to fit and work well in a certain existing context without being “same as” the existing development.

When evaluating compatibility of the proposed development, the site’s land use designation (including Secondary Plan designation), applicable site-specific policies, and urban design guidelines are to be considered. The planned function allows for areas to evolve over time towards the overall objective for the community.

The proposed development meets the intent of Section 2.5.1 by ensuring that relevant compatibility and design principles. To assist with meeting the objectives of Section 2.5, Annex 3 of the Official Plan was considered. The following is a summary of the design objectives that have been incorporated into the design.

Design Objective	Design Concept
<p>1. <i>To enhance the sense of community by creating and maintaining places with their own distinct identity.</i></p>	<ul style="list-style-type: none"> • The proposal is a high-quality development. • The proposal reflects a thorough and sensitive understanding of existing and planned context. • The proposal includes a variety of textures in the building materials that are complimentary to the surrounding neighbourhood and land uses yet, creates its own distinct identity,
<p>2. <i>To define quality public and private spaces through development</i></p>	<ul style="list-style-type: none"> • The proposal defines spaces on the Site by proposing a high-quality building structure and provides opportunities for landscaping and outdoor amenity areas for leisure and recreational use. • The development will contribute to the overall coherency of the urban fabric by locating the access ramps for underground parking along the setback and not between the public right-of-way and the front of the building.
<p>3. <i>To create places that are safe, accessible and are easy to get to and move through</i></p>	<ul style="list-style-type: none"> • The proposal is located in proximity to an existing LRT station and proposes new pedestrian surfaces along the building frontage, thereby improving the safety on Site. A future planned multi-use pathway connection from Labrie/Kenaston to Cyrville Road via an existing protected corridor will provide additional access to Cyrville Road to/from the Site. The Site can also be connected to the existing multi-use pathway that is located to the west of the property that connects to the intersection of Labrie/Cyrville Intersection.
<p>4. <i>To ensure that new development respects the character of existing areas</i></p>	<ul style="list-style-type: none"> • The proposal will be integrated, compliment and enliven the surrounding area. • Elevations provided demonstrate that the proposal will complement the building materials, and provides appropriate setbacks to create space between the proposed development and the neighbouring uses.
<p>5. <i>To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.</i></p>	<ul style="list-style-type: none"> • The proposal will contribute to a more compact urban form overtime. • Accommodates the needs of a range of people of different incomes and lifestyles at various stages in the life cycle by providing a range of unit sizes and units that are specifically designed for accessibility.
<p>6. <i>To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.</i></p>	<ul style="list-style-type: none"> • Utilizing sun control, the proposed building includes large floor to ceiling windows and features such a horizontal projection over window openings to provide shade which in turn add to the energy savings measures of the building.

Design Priority Areas

The objective of the Design Priority Areas is to direct growth and intensification to identified rapid transit and transit priority locations and to develop those areas with a mix of uses and a greater focus on active transportation. Mixed Use Centres are recognized as Design Priority Areas and are subject to the Urban Design Review Panel for an enhanced review of the urban elements of the development proposal.

Section 4 Review of Development Applications outlines the policies that the City uses to review development applications in order to meet the objectives contained in the Official Plan. The accompanying submission requirements in consideration of the policies noted below were determined at a pre-consultation meeting that was held on July 16th, 2020. The following section provides a summary of how the proposal has been designed to meet the policies of the Official Plan and reduce the possibility of negative impacts on the surrounding context.

Section 4.1- Site Specific Policies and Secondary Plan – the Site falls within the Tremblay, St. Laurent and Cyrville Secondary Plan. Compatibility with the Secondary Plan is explained further in the section below.

Section 4.2 Adjacent to Land Use Designations - The Site is not adjacent to or part of the Natural Heritage System as illustrated on Schedule L1. The Site is also not adjacent to any *Natural Environment Area, Urban Natural Features, Sand and Gravel Resource Area, Bedrock Resource Area, Significant Wetlands, Solid Waste Disposal Site* or the National Capital Greenbelt as illustrated on Schedule B of the Official Plan.

Section 4.3 – Walking, Cycling, Transit, Roads and Parking Lots – In reviewing development applications, the City considers the proposed development on the surrounding transportation network and its adequacy to accommodate it. As noted in section 4.3, “*plans for large areas must be easy to get to and travel through on foot, by bicycle and transit, and by automobile*”. Cyrville Road is designated as a *Cross-Town Bikeway and Spine Route* for cycling on Schedule C providing access to the Cyrville Transit Station and beyond. The development proposal includes adequate underground parking and paved pedestrian connections along the building frontage providing safe and convenient access to the street. A future planned multi-use pathway connection from Labrie/Kenaston to Cyrville Road via an existing protected corridor will provide additional access to Cyrville Road. A Traffic Impact Study was deemed not necessary at the pre-consultation with the City due to the anticipated low volume of vehicular travel the development would create.

Section 4.4 – Water and Wastewater Servicing – The plan contains policies that aim to ensure that there is reliable supply of good quality water and the safe disposal of wastewater. As such, proponents are required to demonstrate that the servicing proposed for the development is adequate and ensure that the development will not cause negative impacts on adjacent areas and the city’s systems. The accompanying Storm Water Management Brief and Assessment of Adequacy of Public Services report illustrates that the development can be accommodated on the existing public infrastructure and on-site stormwater management.

Section 4.5 – Housing - The proposed development does not conflict with the City’s Housing policies.

Section 4.6 – Cultural Heritage Resources – The proposed development is not adjacent to any buildings or structures of identified cultural heritage value, within a Heritage Conservation District, or have known archaeological site or potential. The Site is not in proximity to environments that includes river and canal corridors, scenic-entry routes and their associated multi-use pathways.

Section 4.7 – Environmental Protection – The Site is not in proximity to any identified environmental features. This development application is accompanied by a Stormwater Management Brief and Erosion and Sediment Control Plan which demonstrate that the stormwater can be managed with existing facilities and on-site design solutions.

Section 4.8 – Protection of Health and Safety – The Site is not affected by the development constraints as identified in Schedule K of the Official Plan.

Section 4.8.3 Unstable Soils or Bedrock: the Site is not located near or known to contain any unstable slopes as identified on Schedule K.

Section 4.8.4 Contaminated Sites outlines that “potentially contaminated sites are sites where the environmental condition of the property (soil and/or groundwater) may have potential for adverse effects on human health, ecological health or the natural environment.” The City’s objective is to ensure that “development takes place only on sites where the environmental conditions are suitable for the proposed use of the site”. As such, the proponent has prepared a Phase 1 and Phase 2 Environmental Site Assessment (ESA) to determine the absence or presence of soil and/or groundwater contamination, and what mitigation measures or construction techniques need to be followed during Site development. The Phase 1 and 2 ESA Reports will be submitted as part of this application.

Section 4.8.7 Environmental Noise Control requires a Noise Study to be prepared that will ensure that the development will not negatively impact the surrounding uses and is consistent with the City’s Environmental Noise Control Guidelines. A Noise Study will be submitted as part of the Site Plan Control Application which will follow this Zoning By-Law Amendment Application once Site Plan and building details are more refined.

Section 4.9 – Energy Conservation Through Design – Energy conservation design techniques will be further investigated during the Site Plan Control and Building Permit process.

Section 4.10 – Greenspace Requirements – The proposed development is not in proximity to major greenspaces and waterways. The Site provide outdoor amenity space as well as conceptually shows roof top amenity space.

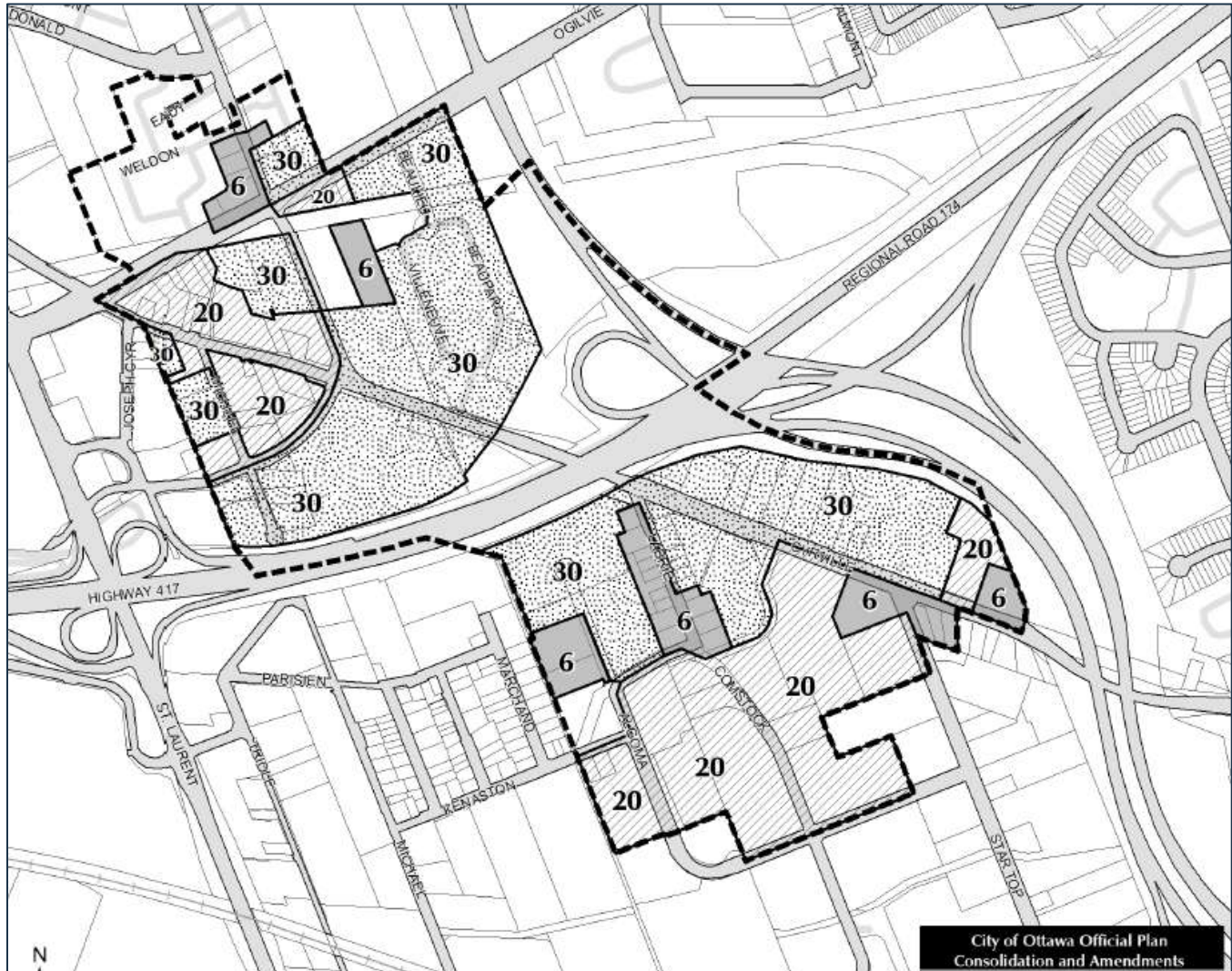
Section 4.11 – Urban Design and Compatibility of the Official Plan provided further guidance on the optimal integration of the development into the urban fabric of the City. This section also outlines the compatibility criteria considered for reviewing the development application by the City. These criteria have been understood and considered in the proposed development and a professional opinion is provided as follows:

Design Objective	Design Concept
Views	The Site is not located within the protected viewshed of any public monuments, bridges, civic spaces, landforms or any other known valued spaces. The development proposal also does not include an application for a high-rise building.
Building Design	The modern façade treatment, large open windows and building articulation demonstrate strong architectural design that include materials that are common in the area. The building is oriented with the main pedestrian entrance to the street and includes generous glazing at the street level that help to animate and place eyes on the street and a generous entrance across the front of the building to accentuate the main building entrance. The proposed site layout includes setbacks to the adjacent properties to provide space between uses and opportunities for landscaping. Vehicular access, including those for deliveries and garbage/recycling pick-up can be located at the site and rear of the building to reduce the potential conflict between pedestrians and vehicles. The concept plan shows a generous roof-top amenity space for the future residents of the building.
Massing and Scale	The development has been designed with a slender footprint and proposes a modern elevational treatment. The overall massing and scale of the development does not contradict the surrounding context but makes a positive attempt to revitalize the surrounding. The building design includes articulation to provide breaks in the building walls. A Shadow Analysis is included with this proposal which demonstrates that the proposal does not negatively impact the surrounding properties.
Outdoor Amenity Areas	The proposed concept includes a variety of private and public amenity areas including at-grade, on balconies of individual units and community spaces provided inside the building and on the roof. The property is surrounded by converted buildings now used for commercial spaces and impacts on existing amenity areas is not anticipated.
Design Priority Areas	The proposal is located within the Design Priority Area and ensures to maximize high quality design elements. Site lighting will be designed at the Site Plan Control to ensure safety of users after dark as well as to accentuate and animate the building. Enhanced vehicular circulation, pedestrian surfaces and landscaping treatments will be incorporated to deliver a high-quality design with positively impacts the public realm.

3.2.1 Tremblay, St. Laurent and Cyrville Secondary Plan

The Site is included within the Tremblay, St. Laurent and Cyrville Secondary Plan which provides direction on maximum building heights and minimum density requirement in the area. The goal of the minimum densities is to set the stage for intensification around the transit stations and so that development occurs in a manner that is context sensitive. It acknowledges that existing land uses are permitted to remain and expand, however would eventually be rezoned in accordance with the Secondary Plan. Schedule C of the Secondary Plan - *Cyrville Transit-Oriented Development – Maximum Building Heights (Figure 4)* sets the maximum number of storeys as 6-storeys and the minimum density as 150 units per hectare (residential) and/or 0.5 floor space index (non-residential) as it applies to this Site. The Site of the proposed development is a 0.14 ha property which would equate the requirement for 21 units. The proposed development of a six storey residential use building with a total of 45 units which meets the objective of the Secondary Plan for density and height on this property.

Figure 4: Tremblay, St Laurent and Cyrville Secondary Plan, Schedule C - Maximum Building Heights



Prepared by: Planning and Growth Management Department,
 Mapping & Graphics Unit

Préparé par: Service de l'urbanisme et de la gestion de la croissance,
 Unité de la cartographie et des graphiques

13-0736-A

E:\GIS\Shape\SecPlans\Tremblay...SchedCCyrville

Revision: 10/01/13 Rev #: 1

© Parcel data is owned by Teranet Enterprises Inc. and its suppliers. All rights reserved. May not be reproduced without permission. Parcel data appartient à Teranet Entreprises Inc. et à ses fournisseurs. Tous droits réservés. Ne peut être reproduit sans autorisation.

Scale - N.T.S. / Echelle N.A.E.

CYRVILLE TOD
 TREMBLAY, ST LAURENT AND CYRVILLE
 SECONDARY PLAN - SCHEDULE C
 Maximum Building Heights

AATC CYRVILLE
 PLAN SECONDAIRE - ANNEXE C
 TREMBLAY, ST LAURENT ET CYRVILLE
 Hauteurs maximales des immeubles

Secondary Plan Boundary / Limite du plan secondaire

MAXIMUM NUMBER OF STOREYS / MINIMUM DENSITY
NOMBRE D'ÉTAGES MAXIMAL / DENSITÉ MINIMALE



Area A: 30 storeys / 350 units per net hectare (residential) and/or 1.5 floor space index (non-residential)
 Secteur A : 30 étages / 350 unités par hectare net (résidentiel) et/ou rapport plancher-sol de 1,5 (non résidentiel)



Area B: 20 storeys / Densité minimale: 250 units per net hectare (residential) and/or 1.0 floor space index (non-residential)
 Secteur B : 20 étages / 250 unités par hectare net (résidentiel) et/ou rapport plancher-sol de 1,0 (non résidentiel)



Area C: 6 storeys / 150 units per net hectare (residential) and/or 0.5 floor space index (non-residential)
 Secteur C : 6 étages / 150 unités par hectare net (résidentiel) et/ou rapport plancher-sol de 0,5 (non résidentiel)



Area D: Maximum Number of Storeys: See Volume 1, Section 3 / Minimum Density: See Volume 1, Section 2.
 Secteur D : nombre d'étages maximal: consultez le volume 1, article 3 / Densité minimale: consultez le volume 1, article 2

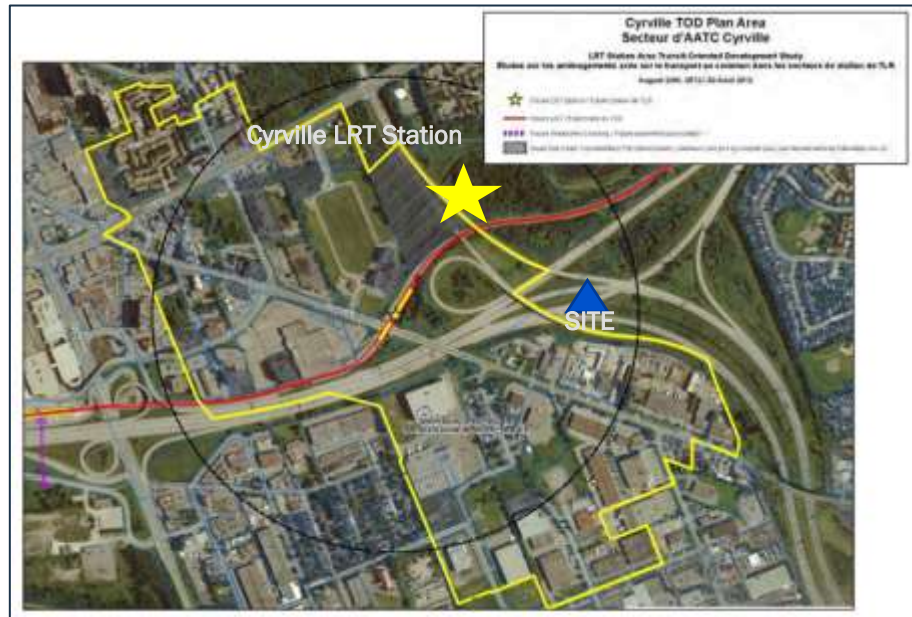
3.2.2 Cyrville Transit-Oriented Development (TOD) Plan (2014)

The *Transit-Oriented Development (TOD) Plans for Lees, Hurdman, Tremblay, St. Laurent, Cyrville and Blair* was approved by City Council in 2014 in anticipation of land development projects in proximity to the Confederation Line Stations and are considered the equivalent to Community Design Plans. The plans are intended as a growth strategy for achieving transit-oriented communities with the primary goal of guiding future development to create future high-quality complete communities that include increased residential and employment densities that typically occur presently. Pedestrian and cyclist access to transit, along with high urban design standards for public and private spaces are also among the primary objectives of these plans. Development applications are required to demonstrate how the proposal meets the intent of the TOD Plan.

Figure 5: Cyrville TOD Plan Area

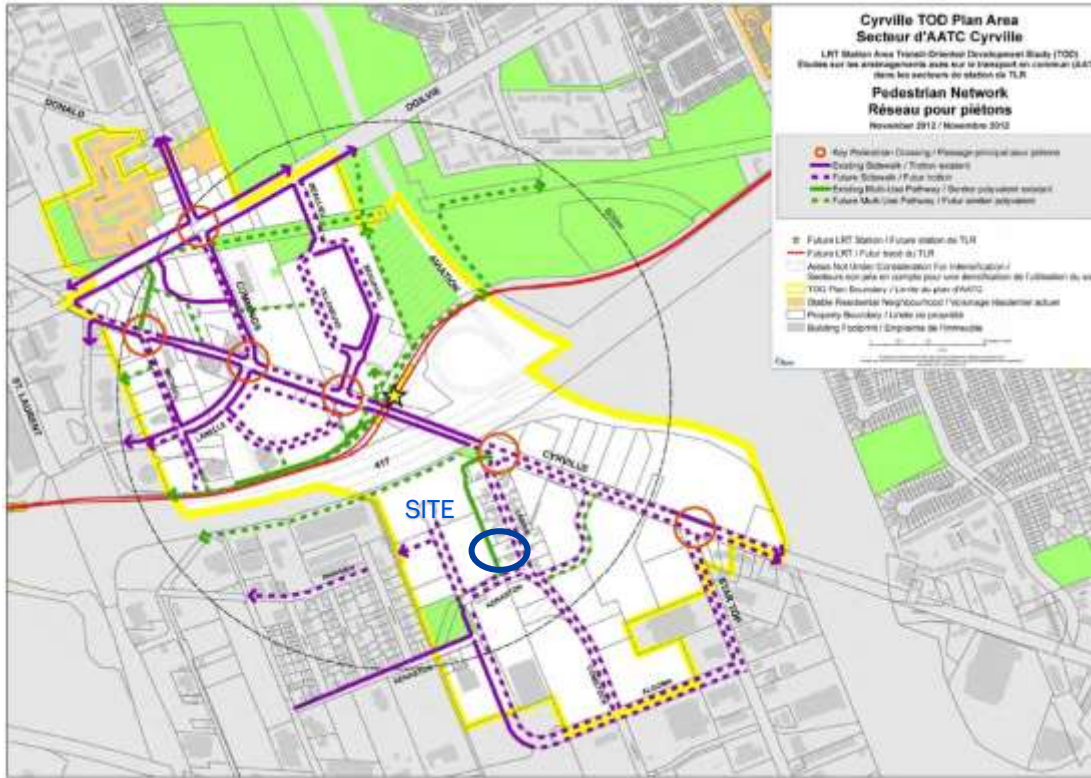
The Site falls within the Cyrville TOD Plan Area (Figure 5) and is located within walking proximity to the Cyrville LRT Station as seen in the adjoining figure. The development proposal supports and encourages the City's vision to accommodate more housing close to LRT stations thereby increasing transit ridership and building well-connected pedestrian and cycling connections to transit to support individual choice.

The proposed development considers the policies of the Cyrville TOD Plan Area and its guidance as it applies to the proposed development is described below:



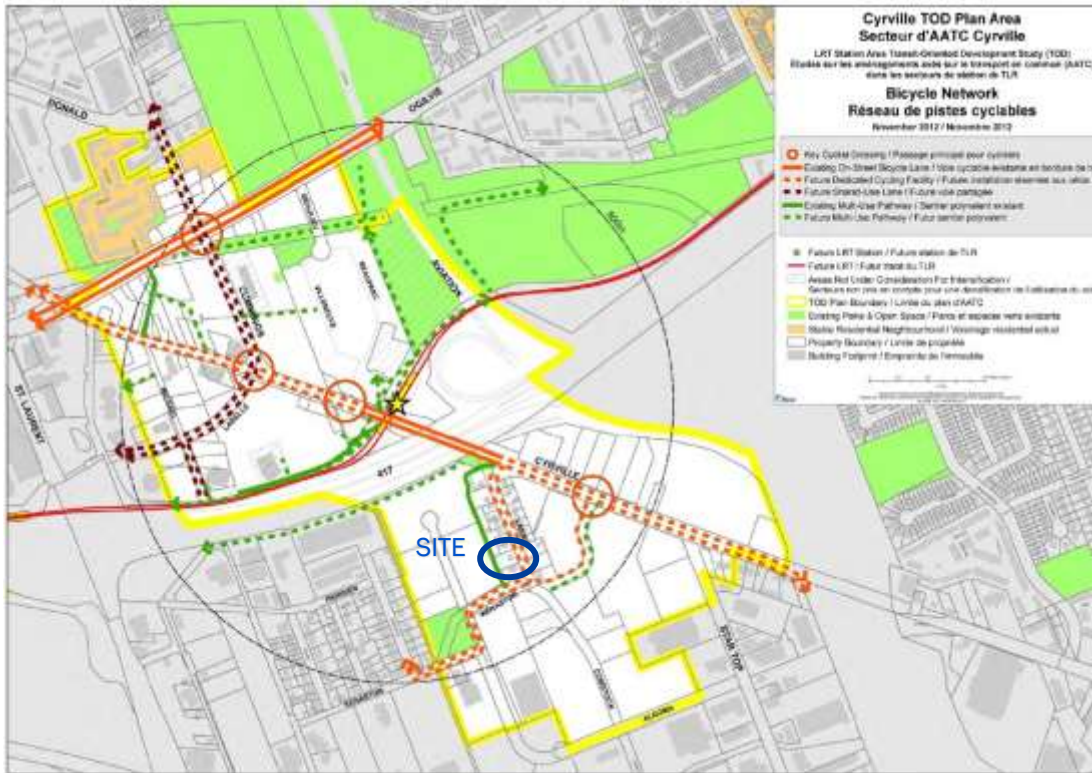
Section 10.5.2 Cyrville Pedestrian Network (Figure 6) illustrates the existing and future pedestrian facilities for the area. The intersection of Cyrville Road and Labrie Avenue is noted as a key pedestrian crossing point and future sidewalk facilities that are required in keeping with the transit-supportive and pedestrian-friendly requirement of the area. Until such time as dedicated pedestrian facilities are constructed along Labrie Avenue, safe access to facilities on Cyrville Road directly connecting to Cyrville Station, can be made through use of the multi-use pathway connection to the rear of the Site.

Figure 6: Cyrville Pedestrian Network



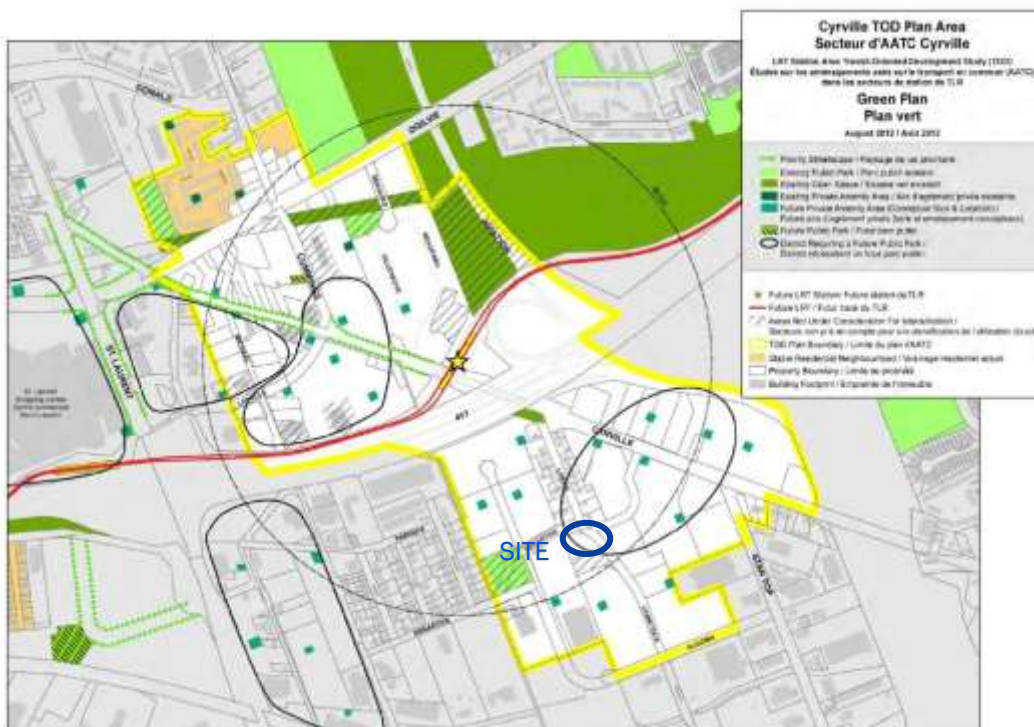
Section 10.5.3 Cyrville Bicycle Network (Figure 7) illustrates the existing and future required cycling connections for the area. A future dedicated cycling facility are identified on Labrie Avenue as well as an existing multi-use pathway located to the west of the Site and a new MUP connection to Cryville Road from Labrie/Kenaston. Until such time as dedicated cycling facilities are constructed along Labrie Avenue, safe access to facilities on Cyrville Road directly connecting to Cyrville Station, can be made through use of the multi-use pathway connection to the rear of the Site.

Figure 7: Cyrville Bicycle Network



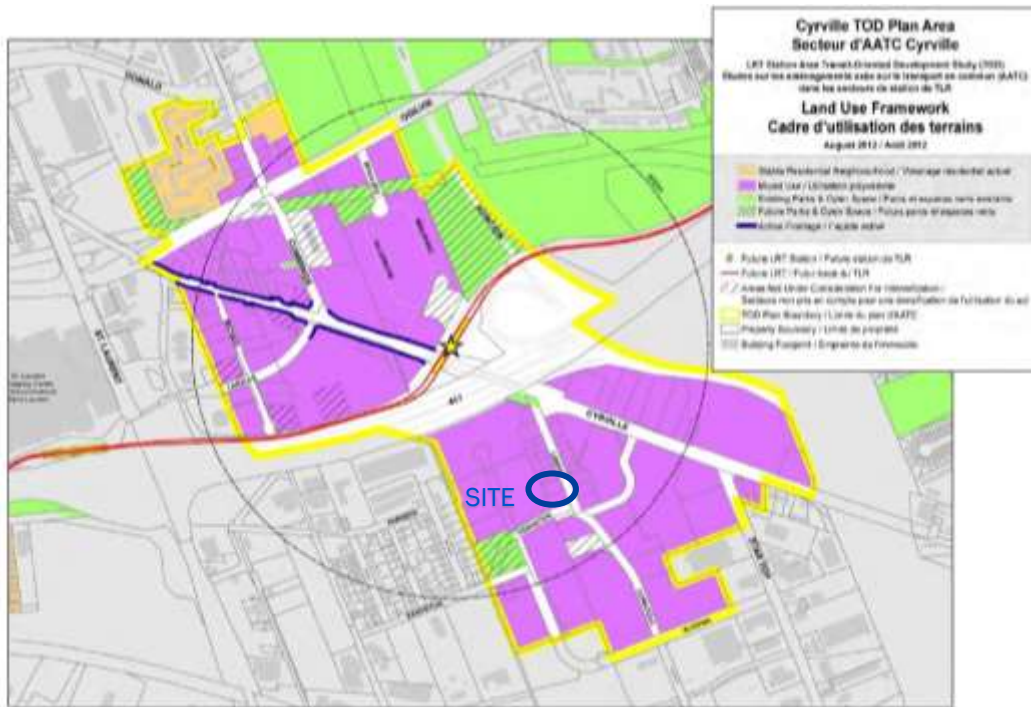
Section 10.5.5 – Cyrville Green Plan (Figure 8) shows the existing and future parks, open spaces, playgrounds and 'priority streetscapes for the TOD plan area. Labrie Avenue is not an identified priority streetscape/Active Street Frontage Street in the plan. While identified in the area, no future private Amenity Areas or Open Spaces are identified on the Site. Private amenity space will be provided with the proposed development.

Figure 8: Cyrville Green Plan



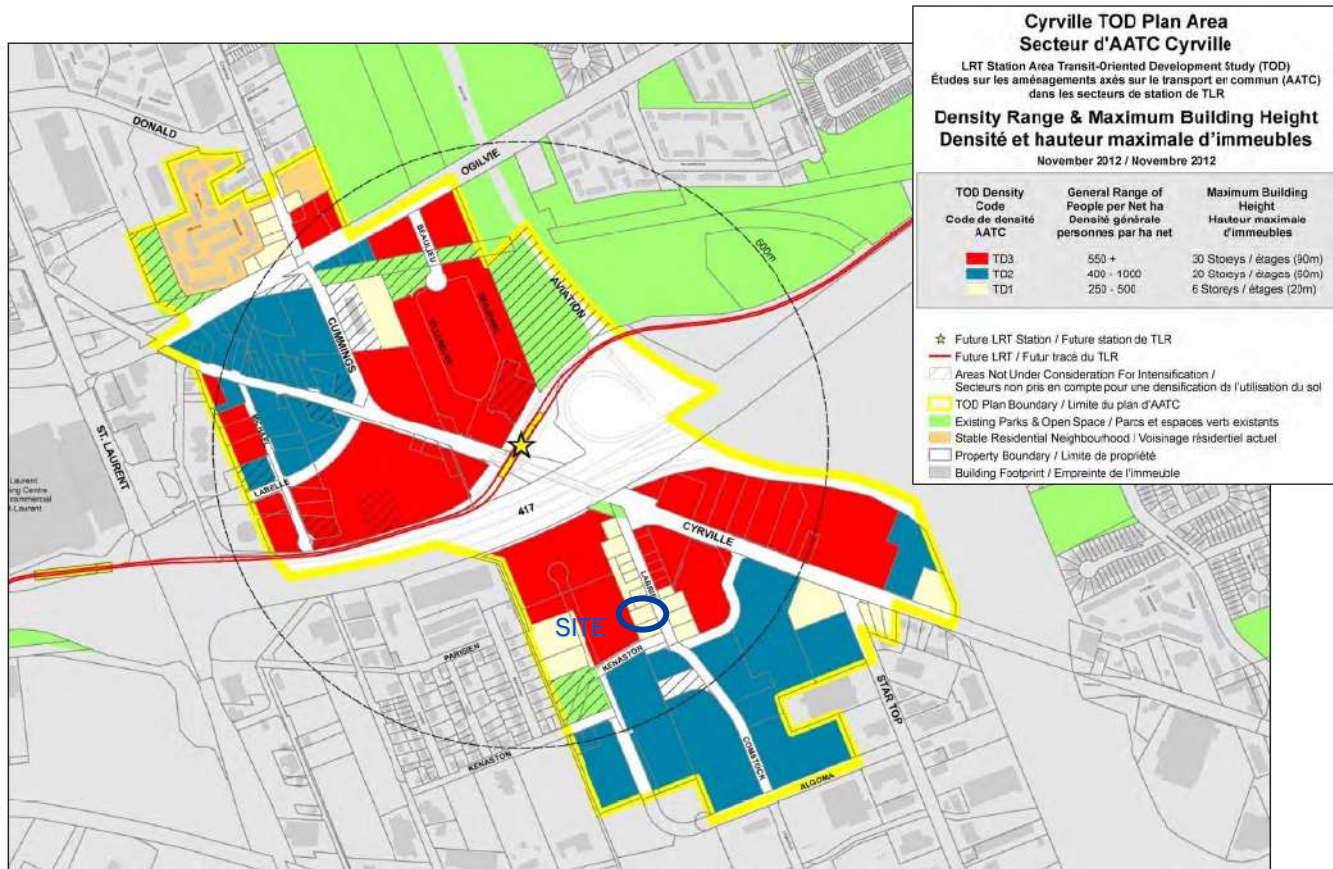
Section 10.5.6 – Cyrville Land Use Framework (Figure 9) supports the redevelopment of underutilized properties which will evolve over time into more compact, dense and mixed-use urban areas. Either than existing stable residential neighbourhoods, the plan area is designated for Mixed-Use which includes residential uses such as the proposed.

Figure 9: Cyrville Land Use Framework



Section 10.5.7 – Cyrville Building Heights and Density Targets (Figure 10) illustrate how the plan area could transform into transit-supportive densities with a projected increase of 6,200 people living and/or working in the area. The Site is identified as a TD1 Density Code, the lowest projected density in the plan area with a projected range of 250-500 persons per net hectare and a maximum building height of 6 stories. These density targets were further refined as part of the Secondary Plan and also the corresponding zones in the Comprehensive Zoning By-Law.

Figure 10: Cyrville Density Range and Maximum Building Height



The Official Plan provides high-level policy direction for land use in the City, designating this area and the Site for Mixed Use and is supported at the neighbourhood level by the Tremblay, St Laurent and Cyrville Secondary Plan which sets the minimum density and maximum height requirements for the plan area and this Site. The supporting Transit-Oriented Development Plan, the basis for the Secondary Plan, minimum density targets and maximum building heights also provides design direction on building form, pedestrian and cyclist connectivity and design for public and private open spaces/amenity areas. The implementation of the proposed zoning and develop will allow for a new residential use building that is within 400 metres of the Cyrville Transit Station, and connected by existing and future planned pedestrian and cycling networks. The residential use is a permitted use in Mixed Use Designation, and the associated Site Plan shows how it can be planned to meet the minimum densities required for this area and not exceed the maximum building height at six stories and provdes for private ameniy areas and landscaping on the Site. It is our opinion that the proposed rezoning and development successfully implements the policies of the Official Plan, Secondary Plan and Transit-Oriented Development Plan.

3.3 Comprehensive Zoning By-Law (2008, as amended)

While the Official Plan outlines the general land use pattern in the City, the Zoning By-Law regulates the location, scale, type of land use in accordance with the provisions of the Official Plan. The Site is currently zoned Light Industrial, Subzone 2, maximum floor space index 0.7, maximum height 14 metres (IL2 F (0.7), H (14)) as illustrated in **Figure 11**. A range of low impact light industrial uses as well as office in a campus-like industrial park setting including automotive uses, medical facilities, training centres and warehouse uses. Smaller commercial/services are also permitted to support the main uses including convenience stores, banks, restaurants and personal service businesses.

Figure 11: City of Ottawa Comprehensive Zoning By-Law



Current development standards for the Site include:

Zoning Mechanism	Provision
Minimum Lot Area	2,000 m ² (0.2 ha)
Maximum Lot Coverage	65%
Minimum Front Yard Setback	7.5 m
Minimum Interior Side Yard Setback	7.5 m
Rear Yard Setback	7.5 m
Maximum Building Height	14 m
Minimum Width of Landscape Area	3.0 m abutting a Street
Floor Space Index	0.7

The Site is proposed to be rezoned to Transit Oriented Development Subzone 1 (TD1) in Accordance with the design vision in the Cyrville Transit-Oriented Development Plan and as identified in the Tremblay, St. Laurent and Cyrville Secondary Plan. It is noteworthy that other lots in the vicinity have already been rezoned to include both TD1 on Labrie Avenue and TD3 along Cyrville Road.

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

1. Establish minimum density targets needed to support Light Rail Transit (LRT) use for lands within Council approved Transit Oriented Development Plan areas.

2. Accommodate a wide range of transit-supportive land uses such as residential, office, commercial, retail, arts and culture, entertainment, service and institutional uses in a compact pedestrian-oriented built form at medium to high densities.
3. Locate higher densities in proximity to LRT stations to create focal points of activity and promote the use of multiple modes of transportation; and,
4. Impose development standards that ensure the development of attractive urban environments that exhibit high-quality urban design and that establish priority streets for active use frontages and streetscaping investment.

The table below lists the relevant zone standards of the TD1 Zone and how the proposed development can fit within these standards.

Zoning Mechanisms	Required	Proposed
Minimum lot area	No minimum	1,394 m ²
Minimum lot width	No minimum	N/A
Minimum front	Residential Use: 3.0 m	3.3 m
Minimum interior side yard setback	No minimum	7.6 m on the north side to accommodate a driveway and deliveries lane. 2.2 m on the south side
Minimum rear yard setback	No minimum	8.5 m
Minimum building height	6.7 m and 2-storeys	6-storey
Maximum building height	20 m	6-storey / 18 m
Minimum width of landscape area	no minimum, except that where a yard is provided and not used for required driveways, aisles, parking, loading spaces or outdoor commercial patio, the whole yard must be landscaped	The Site Plan shows hard and soft landscaping which includes pedestrian access along the building frontage soft landscaping along south side of the Site.
Minimum Residential Units	150 units/ha = 21	45
Required Amenity Space	Total Required: 6 m ² /dwelling unit = 270 m ² Total Communal Amenity Area: 50 % of the total = 135 m ² Aggregated into areas up to 54 m ² , and where more than one aggregated area is provided, at least one must be a minimum of 54 m ²	First Floor Interior: 93.87 m ² Roof Top Terrace: Balconies: At-Grade Exterior: 99 m ²
Required Amenity Space at Grade	2% of total lot area must be provided as outdoor communal spaced located at-grade (1,394 m ² x 2% = 28 m ²)	99 m ²
Required Parking	Area Z – Near Major LRT Stations: No parking is required Visitor Parking: none required for the first 12 units, 0.1/dwelling unit thereafter = 3	A total of 34 spaces provided for the development including barrier-free and visitor spaces.
Maximum Parking Permitted	1.75 per dwelling unit (combined total of resident and visitor parking) = 79 spaces	34 Spaces

The development proposal is to rezone the property in accordance with the approved Official Plan, Secondary Plan and Transit-Oriented development plan for the to Transit-Oriented Development Zone 1 (TD1). The accompanying Site Plan and analysis provided in the table above shows how the proposed development can apply the new zone provisions and standards without the requirement for variances or further amendments. The proposal is in keeping with other properties in the vicinity that have already been rezoned to TD zones.

4.0 DESIGN BRIEF

4.1 Existing Context, Building Massing and Design and Public Realm Elements

The Site is a rectangular parcel of land, approximately 1,398 square metres (0.13 ha) in area and has frontage along Labrie Avenue. The Site is located within 400m walking distance to the Cyrville LRT Station which is accessible from Cyrville Road. The Site is located within an existing light industrial neighbourhood in the City of Ottawa (**Figure 13**). At this time, the majority of residents, business owners and patrons are arriving to the area, and within the mixed use area in general by car. The current built environment is anticipated to change over time as the community redevelops and the modal share of the community shifts, through redevelopment and infill of existing properties.

Figure 13: Area Context



The present built form and the associated public realm environment on the Site along the street is illustrated in **Figures 14 to 18**. Buildings in the vicinity are largely single-story detached dwellings consisting of mainly a mix of uses ranging from automotive, contractor offices, plumbing services and building supplies. Currently, Labrie Avenue is a local road that

contains no dedicated pedestrian and cycling facilities. An existing multi-use pathway is located adjacent to the Site's rear lot line and connects to the pedestrian and cycling facilities along Cyrville Road. Hydro utility lines dominate the streets along the west side of Labrie Avenue. Very little landscaping is located along the street. More recent developments, circa 2000, include the larger light-industrial offices to the west of the Site, which are one to two storey commercial/industrial buildings. The buildings in the area include a variety of material including stone, masonry, stucco, and metal and vinyl siding.

Figure 14: View from Site looking South



Figure 15: View from Site looking north side.



Figure 16: Looking west at the Site



Figure 17: Site surrounding context that includes residential and commercial uses



Figure 18: Labrie Avenue at Cryville Road



4.2 Design Proposal

The building has been sited and designed in keeping with the provisions of the Transit-Oriented Development 1 Zone. The development proposal will provide a modern urban form along Labrie Avenue and serve as an impetus for the neighbourhood to evolve over time. The development proposal can be viewed as a pivotal improvement to the overall public realm to add a fresh look to the neighbourhood.

The proposed building massing is consistent and does not contradict the surrounding neighbourhood context. The architectural style and expression contribute to the streetscape and include visually engaging articulation. Private balconies and the proposed roof top communal garden space provide for recreational opportunities. The elevations contribute towards indulging in a vibrant streetscape and includes pleasant visual massing in the building design. The elevations are modern and attractive and add a creative element to the surrounding community as seen in **Figure 20**.

The building design uses the setback from the south property line to provide for landscaping elements and at-grade amenity area which also creates a buffer from adjacent properties as illustrated in the perspective views in **Figures 21-24**. The landscape improvements soften the development and create a more welcoming environment for pedestrians and occupants of the Site and along the street. Recommendations for exterior finishes is shown in **Figure 25**. The exterior materials will be finalized at the Site Plan Control stage. The Site Plan, Exterior Elevation and Perspective Drawings have been prepared by Sam Morgan Architect.

The City of Ottawa has established design guidelines to access, promote, and achieve appropriate development for certain areas in the City including Transit-Oriented Development Guidelines. These guidelines assist in supporting and achieving the overall goals of the Official Plan while keeping in mind key elements such as streetscape, built form, safe pedestrian and cyclist circulation, accesibility, connection to the natural environment, appropriate use of signage, services and utilities. Transit-Oriented Development (TOD) is defined as a mix of transit-supportive land uses located within an easy walk of a rapid transit stop or station that is oriented and designed to facilitate transit use. People are more likely to choose transit if they can easily walk between many destinations at the beginning and end of their trip. This can be achieved by providing increased densities, mixed-uses, and pedestrian-oriented design within easy walking distances of high-quality transit. The City's Transit Orientated Guidelines have been established to encourage a designed environment where walking and cycling options are more attractive.

Transit Orientated Guidelines are to be applied throughout the City for all development within a 600 metre walking distance of a rapid transit stop or station. The City's Transit-Oriented Development Guidelines are organized into six general sections including Land Use, Layout, Built Form, Pedestrians & Cyclists, Vehicles & Parking, and Streetscape and Environment. In the preparation of this application the City's Transit-Orientated Development Guidelines have been considered and incorporated into the Site design. The result is an improved site that is consistent with the six sections and the guidelines located within each section. Improvements provided within the Site Plan include the following:

- The proposed residential use building brings a greater density of residents closer to the Cyrville Transit Station that what currently exists on the street and neighbourhood.
- The Site is located near an existing mulit-use pathway that provides safe and convient access to the pedestrian and cycling faciltieis on Cryrville Road connecting directly to the station.
- The proposed building provides architectual variety and utilizes a variety of materials. The design proposal incorporates a mixture of glazing and exterior wall panels to add visual interest and articulation. Clear windowns and doors at-grade will provide ease of entrance, visual interest and increased security through informal viewing of the street.
- Parking provided underground, no surface parking is provided, and applies a balanced approach to the number of parking spaces, providing less parking spaces than the overall number of units in the building, thereby encouraging the use of walking and cycling and tranist over the use of private vehicules
- Loading areas are provided off the street and interior to building envelope

Figure 19: Ground Floor Level Plan

Figure 20: North, East, South and West Building Elevations





Figure 21: Perspective Overview from The Northeast Corner



Figure 22: Perspective View from Southeast Corner



Figure 23: Perspective View from Northwest Corner



Figure 24: Perspective View from Southwest Corner



Figure 25: Perspective View from Northeast Corner with proposed finishes



In our opinion, the design proposal is a context sensitive design that incorporates building materials that are common in the area as well as incorporating more contemporary materials. The main entrance to the building is oriented towards the street and effectively provides for a generous entrance area separate from vehicular access to the Site that can also accommodate landscaping elements and will be a marked improvement to the existing streetscape. The building location and massing provides a new building edge along the street, contributing to a more welcoming public realm than is currently experienced along this street. The residential building will contribute to the residential density within the area and support the nearby Confederation LRT Line.

5.0 SUMMARY AND CONCLUSION

This proposed request for a Zoning By-law Amendment will implement the planned function and design direction for the Site located within the Cyrville Transit-Oriented Development Plan and Secondary Plan Area. The implementation of the TD1 zone on this Site will permit the construction of a proposed six-storey residential use building that will be located within 400 metres of the Cyrville Transit Station. Reduced parking provided on the Site as well as connections to the existing multi-use pathway network and also future facilities that are planned to be constructed by the City on Labrie Avenue will provide safe pedestrian and cycling access to the station. The building design incorporates materials that are common in the area as well as incorporating more contemporary materials. The building setbacks provide room to accommodate landscaping elements and provide space to adjacent properties. The generous setback to Labrie Avenue will also create an attractive entrance to the building, provide a safe space for pedestrians and provide room for additional landscape elements that will contribute to a more positive streetscape and public realm.

The proposed rezoning and development is consistent with the Provincial Policy Statement and in general conformance with the policies of the Official Plan. The proposed development can conform to the set provisions of the TD 1 zone without requirements for further amendments or variances. The Site has been designed with careful consideration to the design guidance provided in the Official Plan and Urban Design Guidelines as outlined in the above Planning Rationale and Design Brief. Further, the accompanying plans and studies demonstrate that the development is not anticipated to cause adverse impacts on the surrounding environment and community and is compatible with adjacent land uses. Based on the analysis and evidence provided to support the development proposal, the new development is appropriate and can be adequately accommodated on this property. Therefore, in our opinion, the requested application for a Zoning By-law Amendment will result in good land use planning and is recommended for approval.

Respectfully Submitted,

Parsons Inc.