FOTENN

400 Coventry Road

Planning Rationale + Design Brief
Official Plan and Zoning By-law Amendment
October 24, 2022

FOTENN

Prepared for Groupe Oradev

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1.0 Introduction

Fotenn Planning + Design has been retained by Groupe Oradev to prepare this Planning Rationale in support of concurrent Official Plan and Zoning By-law Amendment Applications to facilitate the redevelopment of the property at 400 Coventry Road in the Rideau-Rockcliffe ward of the City of Ottawa into a new mixed-use community consisting of seven (7) high-rise buildings and a new Public Park.

1.1 Development Summary and Required Applications

This application relates to a parcel municipally known as 400 Coventry Road ("subject property") that is currently occupied by a single-storey industrial use building with an attached three-storey office-use building, large surface parking lot, outdoor storage of construction aggregate, and service trucks. The property is located within the Overbrook-MacArthur neighbourhood of the City of Ottawa, and has approximately 90 metres of frontage along Coventry, approximately 176.92 metres of frontage onto Belfast Road along the east, and 98.8 metres of frontage on Provincial Highway 417 along the South.

Groupe Oradev intends to intensify the subject property by removing the existing structures, surface parking lot, and aggregate storage and replace this with a mixed-use community of seven (7) high-rise buildings consisting of residential and commercial uses, underground parking as well as a new public park with frontage onto a new east-west public road. The resulting development will divide the site into two blocks with the east-west public road separating the northern block from the southern block. The northern block is planned to be developed with three (3) high-rise buildings of 18 to 25 stories, a commercial podium, ground-oriented units, underground parking and a 2,030 square metre public park. The southern block will consist of four (4) residential use towers ranging from 23 to 30 stories in height, a residential use podium, surface and underground parking, outdoor amenity areas, as well as a required Ministry of Transportation (MTO) buffer along the abutting Provincial Highway 417 to the south.

The resulting development will provide approximately 1,700 residential units, a 2,030 square metre public park, an 18-metre-wide public road with on-street parking and other infrastructure, approximately 1,300 vehicular parking spaces for residential and commercial uses, and 846 residential and 10 commercial bicycle parking spots. Outdoor amenity will be provided within the new parkland, as well at grade in between buildings E1 and D within the northern block, as well as buildings A and B which will form a connection to landscaped spaces along the western edge of the parcel, and the southern MTO buffer. Additional private amenity spaces are expected internally within the buildings, through private balconies and rooftop amenity terraces.

Along the northern edge of the property, a single storey podium is proposed to house commercial/retail uses that are expected to animate frontage along Coventry Road. Internal to the site, ground-oriented units are contemplated along the base of the podium for towers within the northern block, and a three (3) storey podium is provided at the base of building C2 where ground-oriented units are contemplated in the south block.

To facilitate the proposed development concurrent Official Plan and Zoning By-law Amendment Applications are required. The site is currently designated Mixed-Use Centre, as per the current Official Plan, which permits a range of residential, non-residential and mixed uses. In addition to the Official Plan, the site is within the Tremblay, St. Laurent and Cyrville Secondary Plan, which permits heights of 30 storeys in the southern half of the lot, and 20 storeys in the northern half. The development proposes heights of 23, 27 and 30 storeys in the southern block and 18, 20 and 25 storeys in the northern block. As proposed, the 25-storey building (building D) is greater than the permitted 20-storeys as per the Secondary Plan, triggering the need for an Official Plan Amendment.

Further, the site is currently zoned General Mixed Use, Subzone 6 with height a restriction of 34 metres for the northern half, and a height restriction of 90 metres for the southern half (GM6 H(34) and GM6 H(90)). A Zoning

By-law Amendment Application is being submitted to rezone the subject property to appropriate Transit-Oriented Development (TD) Zones as contemplated by the Council approved Transit Oriented Development (TOD) Plan –Lees, Hurdman, Tremblay, St. Laurent, Cyrville and Blair and aforementioned Secondary Plan. As discussed in detail throughout this report, as per direction of the Council Approved TOD Plan, the Zoning By-law Amendment seeks to implement the appropriate Transit Oriented Development Zones (TD2 and TD3) on the subject property to better align with the direction of the Secondary Plan.

The intent of this Planning Rationale and Design Brief is to assess the proposed development against the applicable policy and regulatory framework and determine if the proposed development is appropriate for the site, compatible with adjacent development and surrounding community. This review also includes an analysis of how the proposed development achieves the City's applicable design guidelines including appropriate building form in an area near higher-order transit.

1.2 Public Consultation Strategy

The City of Ottawa has developed a Public Notification and Consultation Policy for development applications. The following consultation steps will be undertaken, or have been undertaken, in accordance with the Policy and Planning Act notification requirements.

- Pre-Application Consultation Meeting
  - A Pre-Application Consultation Meeting was held with City Staff and the applicant team on May 4th, 2022.
  - Members of the Overbrook Community Association were present at this meeting.

- Notification of the Area Councillor
  - Prior to Application submission, a notification email will be sent to the Ward 13 Councillor, Rawlson King.
  - Fotenn will follow-up on the email after submission to determine how and when the local Councillor would prefer the applicant team to engage with the surrounding community.

- Community "Heads Up" to local registered Community Associations
  - A 'heads up' notification to local registered community associations will be completed by City of Ottawa during the application process.
  - Following submission, Fotenn will contact the local Community Association representative to make them aware of the applications and make ourselves available to answer any questions.

- Community Information Session
  - If requested by the Ward Councillor, the applicant team will participate in a community information and comment session to discuss the proposed development.
  - It is anticipated that the Ward Councillor would provide notice to residents via the ward website and newsletter, Facebook, and Twitter.
  - It is anticipated that the community information session would be held via an online format such as a Zoom webinar or another similar platform.

- Planning Committee Meeting Advertisement and Report Mail out to Public
  - Notification for the statutory public meeting will be undertaken by the City of Ottawa.

- Statutory Public Meeting for Official Plan and Zoning By-law Amendments – Planning Committee
  - The statutory public meeting will take place at the City of Ottawa Planning Committee.

2.0
Site Context and Surrounding Area

2.1 Subject Property

The rectangular shaped corner lot, municipally known as 400 Coventry Road, is located in the Overbrook neighbourhood and Rideau-Rockcliffe Ward (Ward 7) of City of Ottawa. The site is legally described as Part of Lot 3 Registered Plan 747 City of Ottawa, and situated on a block bound by Coventry Road to the north, Belfast Road to the east, Provincial Highway 417 to the south, and a commercial-use plaza at 380 Coventry Road to the west (Figure 1:). The subject property is approximately 19,913.46 square metres (1.99 ha) in area and has approximately 90.0 metres of frontage along the southern edge of Coventry Road, and 176.92 metres along the western edge of Belfast Road. The site is currently occupied with a single-storey industrial use building and an attached three-storey office building to the east situated on the northern portion of the property. The remainder of the subject property consists of surface parking for use by employees and storage of company vehicles, as well as aggregate storage located in the southwestern portion of the parking lot. The site is accessed from two locations. The first is Coventry Road, an Arterial Road whose context is highly varied containing commercial, institutional, and entertainment uses through various built forms. Secondary access is provided through Belfast Road, a Major Collector Road. Belfast Road serves as a throughway with little to no properties having frontage. Further, the subject property is located within a 600 metres radius from the Tremblay O-Train Station with a walking distance of approximately 700 metres from the site to the Tremblay O-Train Station.

Figure 1: Subject Property - 400 Coventry, and surrounding context demonstrating proximity to Tremblay Station.

Historically, the general character of Coventry Road was industrial consisting mostly of sprawling industrial-warehouse buildings located on large lots with ample surface parking and loading spaces in the front and rear of the properties. Over time, Coventry Road has redeveloped and diversified, and the character of the road is now evolving towards a more mixed-use community consisting of commercial, institutional, office and leisure uses.

The furthest west portion of Coventry Road can be characterized by largely institutional, leisure and office use that are important at a regional level due to its proximity to the City's downtown core, convenient access to provincial Highway 417, Ottawa (VIA) train station and LRT Station, and local public transit as well as surrounding government offices.

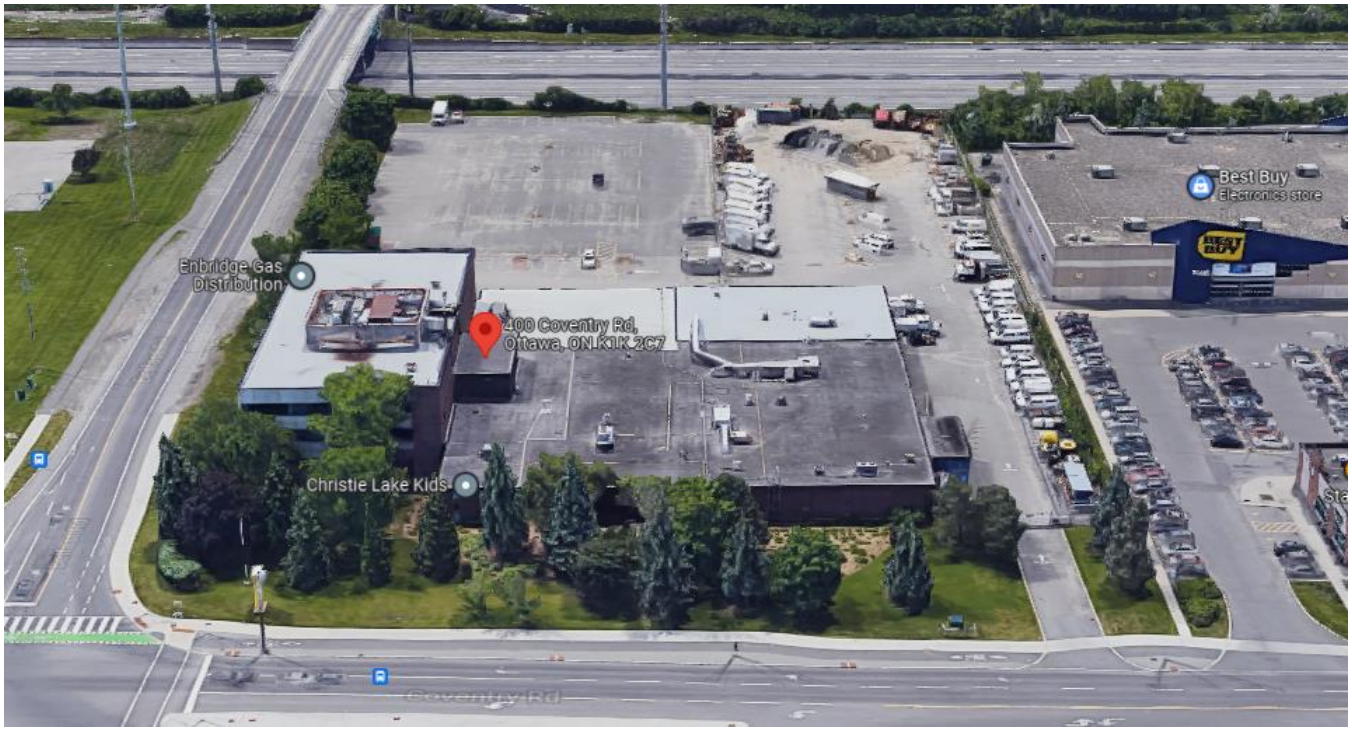

Figure 2: Aerial view of subject property facing south, from above Coventry Road.

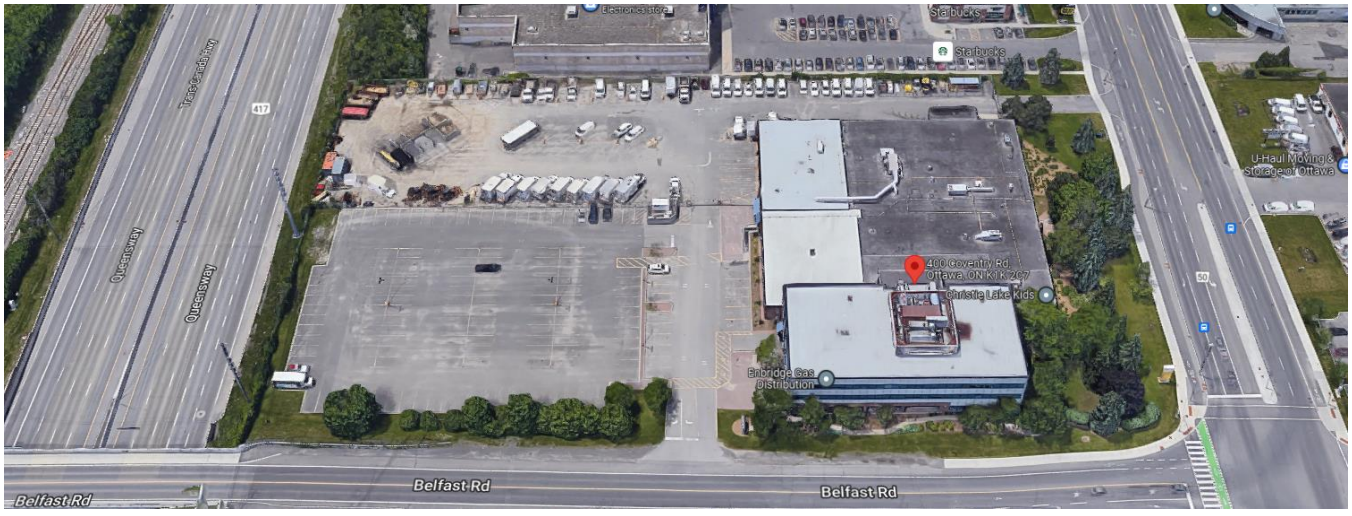

Figure 3: Areal view of subject property facing south - east from above Coventry Road.

Figure 4: Street view of subject property from Belfast Road, facing north-west.

2.2 Surrounding Context

NORTH: The subject property abuts Coventry Road to the north. Immediately to the north of the subject property is 383 and 401 Coventry Road (Figure 5). 383 Coventry Road is a large commercial moving and storage operation consisting of a single-storey office building, large surface parking and storage units located around its fringes. 401 Coventry Road is a large furniture manufacturing, sales and warehousing operation consisting of a single storey office and show room facility attached to a two to three-storey warehousing and manufacturing facility at the rear. The establishment also includes large surface parking spaces. Further north of these properties is Presland Park, a neighbourhood park. Further north of the park is a large low-rise residential neighbourhood that forms part of the Overbrook community of the City of Ottawa. This neighbourhood consists of low-density housing including townhomes, semi's and detached residential properties with generous front and rear yards. The area is characterized by a dominant suburban grid pattern of streets lined with deep front yards, and dominant pattern of mature trees within the rear yards of the properties.

Figure 5: Aerial view showing properties north of the subject property.

EAST: The subject property abuts Belfast Road to the east. Immediately to the east of the subject property is 440 Coventry Road. 440 Coventry Road is a large multi-storey institutional complex occupied by Elections Canada and the Royal Canadian Mounted Police (RCMP) (Figure 6). The buildings are centred on a large lot in a campus like setting with surface parking and ample soft landscaping along all edges. Further east is a large vacant lot with surface parking. Abutting this, approximately one kilometer east of the subject property is the St.

Laurent Shopping Centre, which is a large complex consisting of multiple buildings, parking structures, surface parking, a stand-alone mid-rise office building, as well as St. Laurent LRT Station. This centre is a large destination shopping centre consisting of various major and independent retail operations including clothing, liquor, department and personal needs shops. Abutting the mall, located within 800 metres from the subject property is St. Laurent Station which is a busy LRT station for the community.

Figure 6: Aerial view showing properties east of the subject property.

SOUTH: Immediately to the south of the subject property is Provincial Highway 417 (Queensway). Highway 417 is an east-west regional throughfare designed to carry large volumes of traffic at high speeds across the City and region. Beyond this, abutting the Highway is Ottawa's eastern LRT corridor and Tremblay Road—a Major Collector Road within the City of Ottawa. Abutting Tremblay Road is a single mid-rise office use building and multiple industrial use lots consisting of low-rise industrial warehouse and large surface parking lots.

Immediately to the west of the mid-rise office building at 200 Tremblay Road is the Ottawa (VIA) Train Station. The Ottawa Train Station is a main inter-city train station in the city and is operated by Via Rail. The station is located approximately four (4) kilometres outside the city's downtown core, and serves as a major national hub for rail travel connecting Ottawa to major cities like Kingston, Toronto, Montreal and Quebec City.

Adjacent to the Ottawa Train Station is Tremblay O-Train station which forms part of the broader LRT infrastructure within the City of Ottawa. Tremblay is an integral part of the Confederation Line and the broader LRT infrastructure that provides connection to the City's various neighbourhoods and regional train station.

Further south of this are the railway tracks, adjacent to which further south is a generally large commercial-industrial area consisting of multiple mid-rise offices, some low-rise industrial use buildings, and large retail-commercial plazas that collectively form part of the Trainyards Shopping District. The Trainyards Shopping District is a large destination shopping plaza which offers grocery, department, fashion, healthcare stores.

Figure 7: Aerial view showing properties south of the subject property.

WEST: Immediate to the west of the subject property is 380 and 330 Coventry Road, which contain large commercial-retail stores—Best Buy and Canadian Tire, and a restaurant café – Starbucks Coffee (Figure 8). Best Buy and Canadian Tire are two large, single-storey retail destinations on the site and are generally set back closer to the southern edge of the property with ample surface parking along the northern half of the lot. Further west is the Ottawa Stadium (RCGT Park), surface parking, hotels and conference centre. The Ottawa Stadium contains a semi-professional ball field and a large parking space that is typically used by sports clubs, and other organizations.

Opposite to this, immediately north is 323 Coventry Road a large low-rise self-storage facility owned by Dymon Storage. Abutting this, further west are offices of the Department of National Defence, a fire station, and access to a townhome complex part of the Overbrook residential neighbourhood of the city.

Further west is Vanier Parkway, which continues south of Highway 417 as Riverside Drive. Vanier Parkway and Riverside Drive are Arterial Roads in the City of Ottawa and generally run north-south to move large volumes of traffic. West of Vanier Parkway at the terminus of Coventry Road is a large government campus for the Royal Canadian Mounted Police (RCMP), beyond which is the Rideau River.

Figure 8: Aerial view showing properties west of the subject property.

2.3 Transportation Network

The site is conveniently located close to the City's downtown area, and benefits from multi-modal connectivity to its surrounding area including public transit and cycling.

2.3.1 Urban Road Network

The subject property is located along Coventry and Belfast Road. Coventry Road is designated as an **Arterial Road** on Schedule E of the City of Ottawa – Urban Road Network Plan (Figure 9). Arterial Roads are major roads of the City that carry large volumes of traffic over long distances. These roads function as major public and infrastructure corridors in the urban communities, and handle multi-modal transport including car, truck, pedestrian, cyclist and transit traffic as well as public utilities. Where appropriate, arterial roads can also include sidewalks, cycling lanes, bus stops and shelters in some cases street furniture, pedestrian scale lighting, trees and other landscaping.

To the east, the site is bound by Belfast Road, which is designated as a **Major Collector Road** within the City. Major collector roads connect communities and distribute traffic between the arterial and local road system. These roads tend to be shorter and carry lower volumes of traffic than arterials. Direct access to collector roads from adjacent properties is permitted where the access does not introduce traffic safety or capacity concerns. Major Collector roads are expected to accommodate safe and efficient operation of transit services. Collector roads are principal streets in the urban neighbourhoods and are used by local residents, delivery and commercial vehicles, transit and school buses, cyclists, and pedestrians. They accommodate generally lighter speeds than arterial roads, which make them more suitable for cyclists and pedestrians.

Additionally, the site abuts Provincial Highway 417 to the south, which is accessed through a ramp located approximately 1.1 kilometres from the subject property, off Vanier Parkway, another Arterial Road. Highway 417 is a provincial Highway that carries high volumes of traffic at high speed through the region and connects to the

City Freeway 174 further east before bending south. Highway 417 and City Freeway 174 collectively provide high-speed traffic that serves the need for intra-city travel.

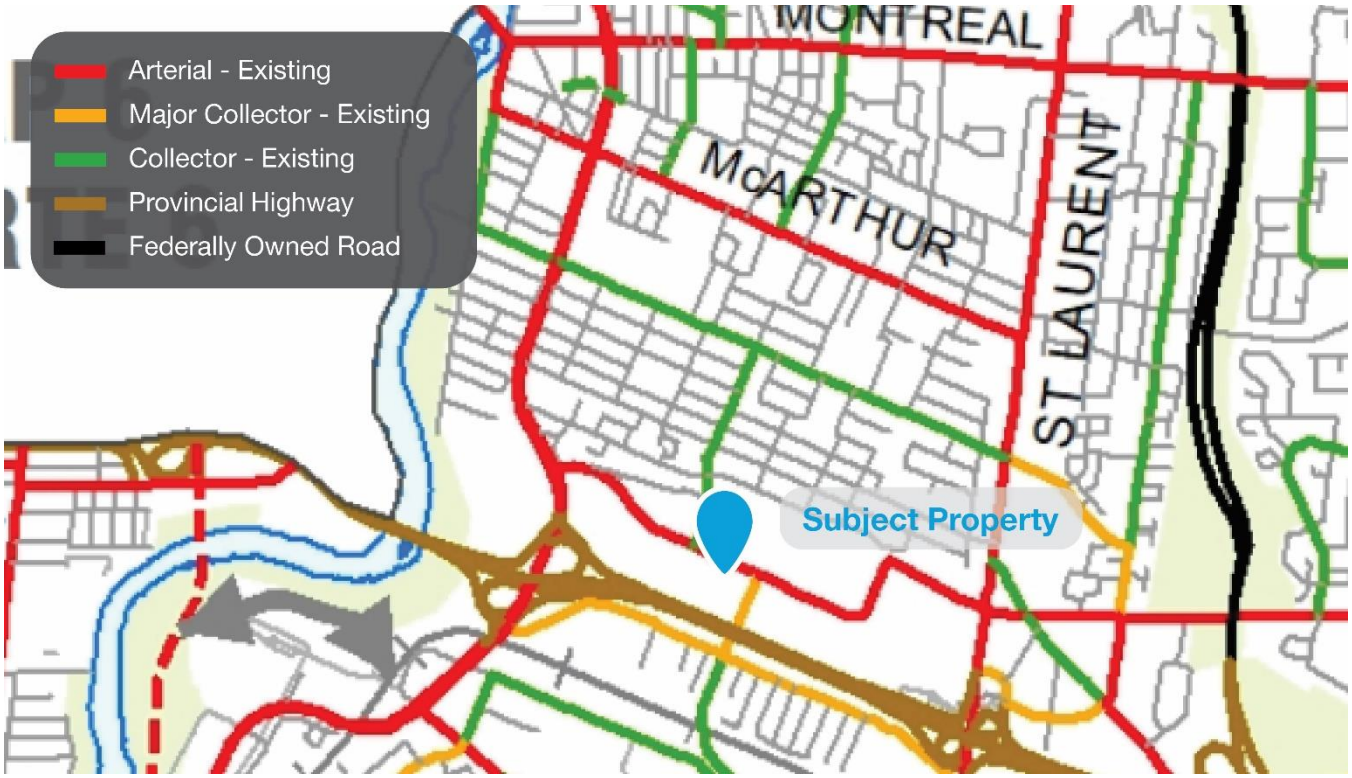

Figure 9: Schedule E--Urban Road Network, City of Ottawa Official Plan

2.3.2 Transit

The subject property is located within 700 metres walking distance from the Tremblay O-train station, located approximately south-west of the subject property and separated by Highway 417 (Figure 10). Tremblay O-Train station is part of the Confederation Line of City of Ottawa's Light Rail Transit infrastructure, and provides connection to the Downtown Core, as well as neighbouring Ottawa Train Station. The O-train station is separated by Highway 417, and access is provided from Belfast Road which connects to Tremblay Road. Alternative access is also provided through Max Keeping pedestrian sky bridge accessed through the Ottawa Stadium (RCGT Park).

Local bus service is also available along Coventry and Belfast Road with bus stops located on the north and south side of Coventry Road, and on the east and west sides of Belfast Road. Local route 18 runs along Belfast and Coventry Road, providing direct connection to the downtown core, and Tremblay Road (Figure 11).

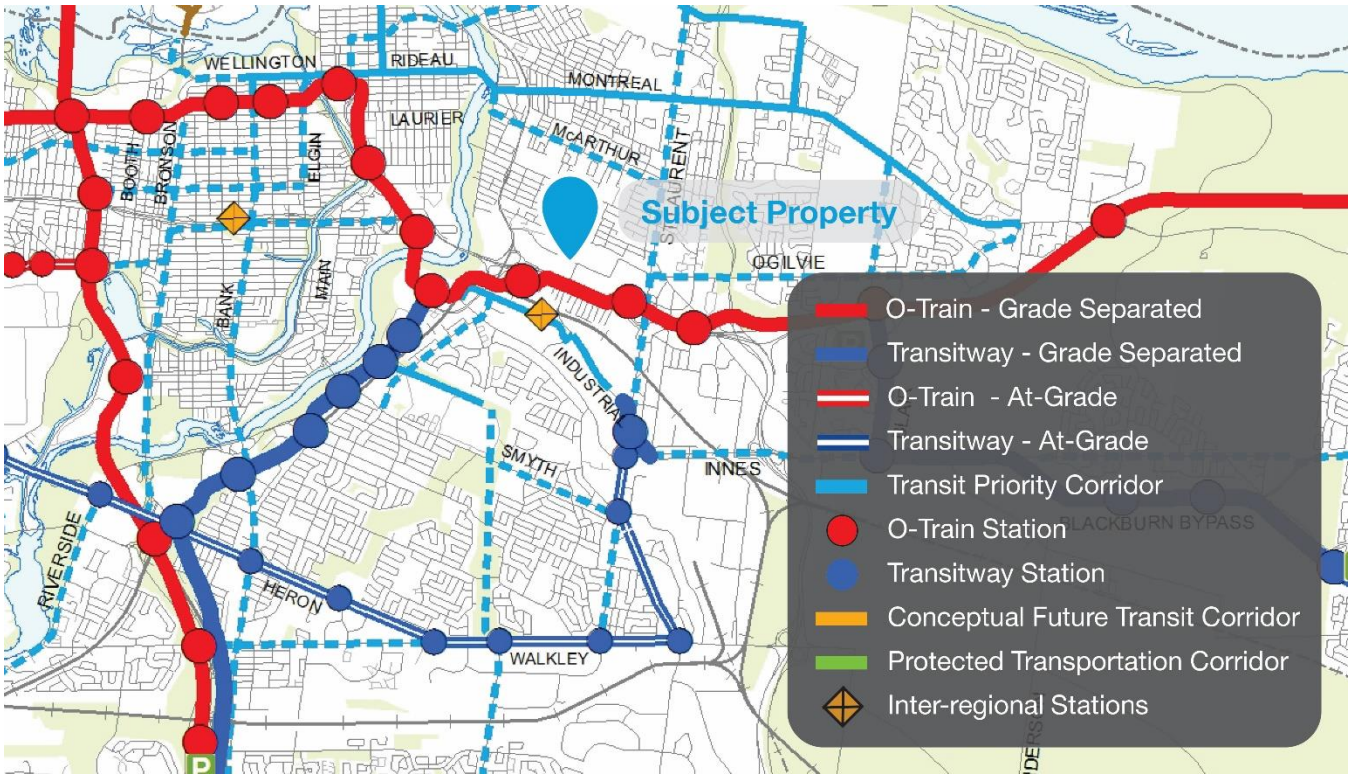

Figure 10: Schedule D --Rapid Transit Network, City of Ottawa Official Plan

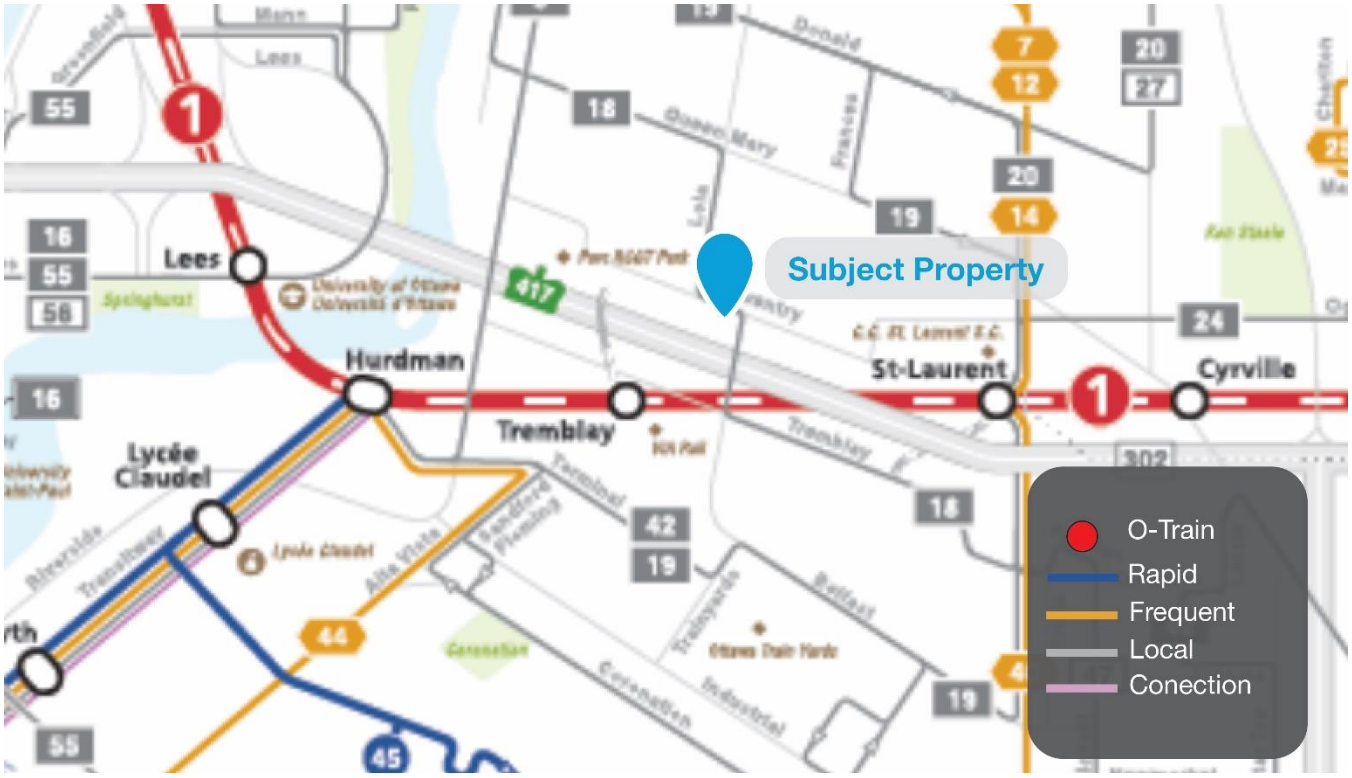

Figure 11: OC Transpo Network Map

2.3.3 Cycling

The subject property is well served by the greater cycling network and city- wide and community-level multi-use pathways (Figure 12). Coventry and Belfast Roads are serviced with dedicated bike-lanes on both sides of the road. A fragmented multi-use pathway is located along Coventry Road. A Multi-Use pathway also extends along Belfast Road, as per Schedule C, which ultimately connects to Spine Routes and Cross-Town Bikeways along Pressland Road. These routes provide connection to the broader network including routes along St. Laurent, Ogilvie, Cyrville Roads to the east, and to Vanier Parkway to the west.

Figure 12: Schedule C - Primary Urban Cycling Network, City of Ottawa Official Plan

2.4 Neighbourhood Amenities

The subject property is well situated in close proximity to mature residential neighbourhoods, and on an Arterial Road which is presently well serviced with numerous amenities located within the surrounding neighbourhood and broader community. The subject property derives benefit from its strategic location close to major commercial-retail, recreational and institutional operations as well as neighbourhood parks and regional level transportation infrastructure that provide connectivity to the broader city. Many of the local amenities are generally destination-oriented and draw members from the broader City.

Commercial

The subject property is situated in close proximity to a variety of destination commercial-retail uses including large format retail shopping (Figure 13). Immediately abutting the property to the west along Coventry Road is Best Buy Electronics, a large format destination electronics retailer. Located within the parking lot of Best Buy is Starbucks Coffee, a destination restaurant café chain. Immediately west of this is Canadian Tire, a large format retailer for a variety of household and automotive goods and services. Both retailers sit along the southern edge

of large lots with ample surface parking, accessed through Coventry Road. Both retailers are located within 450 metres of the subject property.

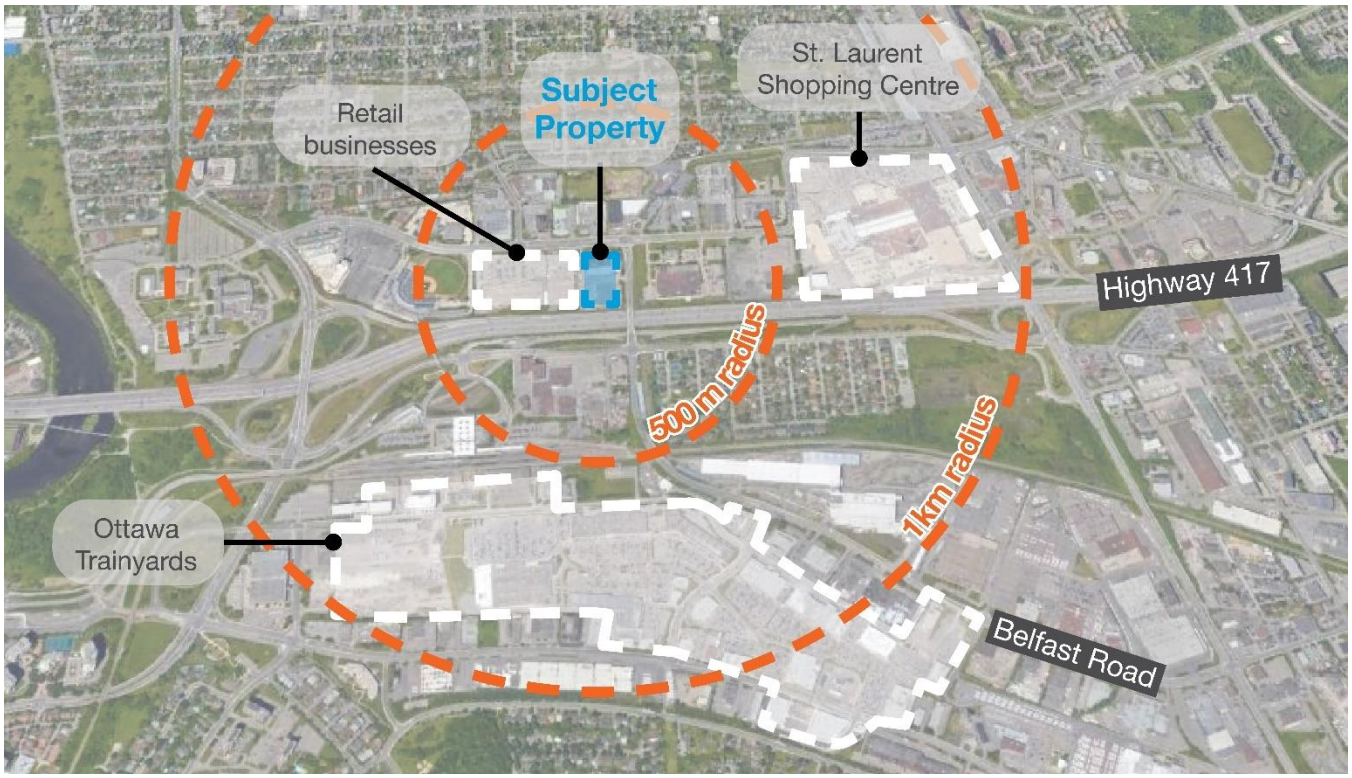

Figure 13: Commercial Amenities Map

In addition to a large furniture retail and warehouse operation located immediately north of the subject property, the property is also approximately 750 metres west of the St. Laurent Shopping Centre. St. Laurent Shopping Centre is a large format major shopping destination for the region and draws customers from the broader geographical area. It's location along St. Laurent Boulevard, access from Highway 417 as well as on site St. Laurent O-train Station make it easily accessible. The shopping centre carries a variety of retail and service-based operations. Further, St. Laurent Boulevard hosts a variety of small to large sized retailers including small businesses.

Further south, approximately 1.5 kilometres from the subject property is the Ottawa Train yards Shopping Complex located on Industrial Avenue. The Ottawa Trainyards is a sprawling destination shopping complex that contains a variety of mid to large format retailers including spread across several blocks fronting onto Industrial Avenue. The plaza includes clothing, housing, and other retailers including Walmart, Farmboy, Dollarama, Pioneer Gas and more.

Institutional

The subject property is situated near numerous institutional uses such as government offices, municipal services, and healthcare services. These included government institutions such as the Government of Canada office located immediately west of Belfast Road containing offices for Elections Canada and the Royal Canadian Mounted Police (RCMP). Additional federal institutional buildings are located along Coventry Road approximately 400 metres from the subject property. These include the Department of National Defence, offices for the Chief Military Personnel, and along Vanier Parkway, the offices for Criminal Intelligence Services (CISC) Centra Bureau, and RCMP campus (Figure 14).

Figure 14: Institutional Uses along Coventry Road

In addition to federal institutional centres, there is also a fire station located along Coventry Road, and Animal Emergency and Specialty Hospital located along Lola Street, within a 500-metre radius of the subject site.

Schools
The subject property is located within the Overbrook neighbourhood, which is very well served by a variety of public and private schools including Catholic and French-language schools. A non exhaustive list of schools in the surrounding area includes:

- Queen Marry Street Public School located approximately 950 metres northeast of the subject property,
- St. Michael School, located approximately 1.4km north,
- Ottawa Technical Secondary School,
- VINCI School,
- Our Lady of Mount Carmel School,
- Education Permanente

Parks
The subject property is located within an area with numerous parks, including the Ottawa Stadium (RCGT Park) located 750 metres west of the subject property. The Ottawa Stadium is a large ball field located close to the City's downtown. It typically hosts baseball leagues and is not generally accessible to the public.

The nearest community park is Presland Park, located approximately 850 metres north of the subject property, and located internally along a row of townhomes on Presland Road. Additional community parks are located along Queen Mary Street, including Overbrook Park which is approximately 1 kilometre northwest of the subject property and Lawson Park located approximately 1.2 kilometres north-east of the subject property.

3.0
Proposed Development & Urban Design Brief

3.1 Project Overview

Groupe Oradev is proposing to redevelop the site to construct seven (7) high-rise, 18 to 30 storey mixed-use buildings with ground floor commercial-retail use along the podium of buildings abutting Coventry Road, an underground parking garage, surface parking, a new public park, and a new public east-west road (Figure 15). The proposed development will create two new blocks which are separated by the newly proposed public road. The northern block will consist of three (3) towers, a public park, below grade parking and commercial frontage along Coventry Road. The southern block will consist of four (4) residential use towers with below-grade and surface parking. When complete, the site will provide a total of approximately 1,690 residential units, with 1,700 square metres of commercial space along Coventry Road, and a 2,030 square metre public park with 1,059 below-grade residential parking spots spread through three (3) levels of parking, 39 above-grade parking spots, 100 commercial parking spots, 845 residential bicycle parking spaces, and 10 total commercial bicycle parking spaces.

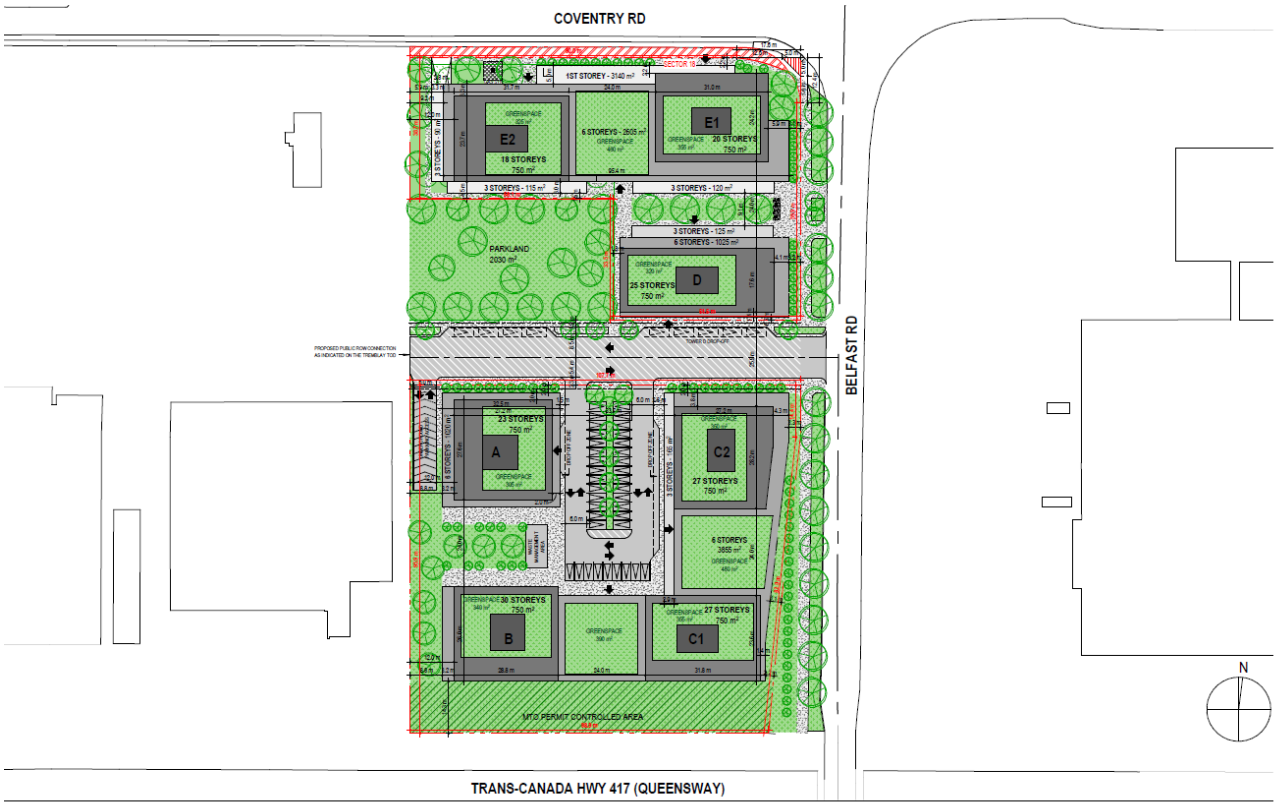

Figure 15: 400 Coventry Road - Proposed Development Site Plan

North Block

The northern block will be developed to consist of a total of three (3) buildings including two towers of 18-storeys, and 20-stories height (Buildings E1 and E2) connected by an a two (2)-storey podium that steps back at the third level to provide a total six (6)-storey podium with commercial frontage along Coventry Road, and ground-oriented units internally through the site. Another 25-storey tower (Building D) is located further southeast on the block, with frontage on the newly proposed public road. The three buildings are connected through a below-grade

parking structure and have a two (2)-storey podium fronting onto the proposed public park designed to provide ground-oriented units. The northern block will provide a total of 615 residential units consisting of a mix of bachelors up to three-bedroom units, as well as 1,700 square metres of commercial space. The ground floor of the podium is proposed to accommodate retail tenants, with active entrances along Coventry Road. Outdoor amenity space is proposed at-grade between Buildings E1 and D, as well as internally within the podium, at-grade communal spaces, in private balconies as well as in the rooftop areas.

South Block
The southern block will be developed to provide a total of four (4) buildings including a 23-storey building located northwest on the block (Building A), two 27-storey towers (Building C1 and C2) located east on the block, and a single 30-storey building located southwest on the block. Building B, C1 and C2 share a common six (6)-storey podium that wraps around the site in an inverted "L" shaped pattern and abuts the Highway 417 MTO buffer along the south property line and Belfast Road along the east property line. The podium provides a three (3) storey base internally to the east where ground oriented units are potentially contemplated. All four (4) towers are connected below grade through a parking structure, and front onto a central "U"-shaped driveway with surface parking and a landscaped median. The southern block will collectively provide 1,075 residential units. Amenity space is provided at-grade between towers A and B and designed to provide connection to greenspaces within the MTO buffer further south on the site. Additional amenity space is proposed within at-grade communal areas, private balconies and in the rooftop area.

3.2 Design Brief

3.2.1 Massing & Scale

The proposed development comprises of seven (7) total high-rise building (referred to as Buildings A, B, C1, C2, D, E1 and E2) which comprise of mostly residential uses with commercial spaces in the ground floors of towers E1 and E2 with frontage on Coventry Road. The buildings are separated by a new proposed public road to create a north and south block. The north block consists of building E2, an 18-storey building and E1, a 20-storey tower both connected through six-storey podium that steps back after the first-floor along Coventry Road, and second storey at the rear; and building D, a 25-storey tower with a six-storey podium that steps back above the third-floor. The tower portions of the proposed development step back from the podium to ensure a pedestrian scale and active, inviting frontages via commercial and residential spaces framing Coventry and Belfast Road, as well as the adjacent public Park, proposed street and interior circulation driveways. These design initiatives will encourage pedestrian and cyclist activity along adjacent streets, within the dedicated park space central to the site, and throughout the central courtyard into the private realm in the southern block.

All seven (7) proposed buildings are designed with similar consistent architectural language with correlated architectural features to maintain a consistent rhythm and character on site (Figure 16). The developments differ in their built height, mass and orientation to create an appropriate degree of variation creating visual interest while respecting and addressing the public realm at grade. The mass of each building has been divided into smaller volumes through a podium, base and tower portion to ensuring volumes feel less dense. Balconies, and awning treatments to lower levels are considered that help to reduce the visual mass at grade and improve the pedestrian scale of the developments. The volumes are distinguished by the subtle variations in treatment from solid materials, transparent glass, and the rhythm created by the balconies. This architectural expression is carried down into the podium. This vertical articulation creates a volume which appears less solid. Increased glazing reveals a ground floor which achieves more visibility to enhance the public realm.

Figure 16: Architectural Rendering of the Proposed Development - birds-eye view looking south-east.

3.2.2 Building Transition

Transition and massing have been considered in contemplating building heights in relation of the existing and planned context of the surrounding area. The subject property is located within an area that is generally characterized by its industrial uses, abutting a provincial highway. As the planned context, (particularly the highway, transit station, and pedestrian overpass) of adjacent properties to the south and west supports taller heights that gradually reduce to the north and east, the proposed development considers 18 and 20 storey heights along Coventry Road that gradually transition towards 25 - 30 storeys abutting the Highway and the west property line—points that are closest to the Tremblay LRT Station and pedestrian overpass respectively. Overall proposed development is designed to achieve an appropriate transition to the planned neighbourhood context, while achieving an appropriate transition to adjacent buildings on site.

The proposed design considered the angular plane to establish building heights that achieve appropriate transition to existing and planned neighbouring context. The angular plane is measured from a point of 18 metres high, setback 7.5 meters front yard setback of the property to the north along Coventry Road. 18 metres represents the maximum permitted height in the Light Industrial (IL) Zone and right-of-way of 32 metres represents the right-of-way after widening for Coventry Road. The same was applied from Belfast Road where the adjacent property shares the same zoning, and right-of-way width is 26 metres was used for Belfast Road (Figure 17 and Figure 18).

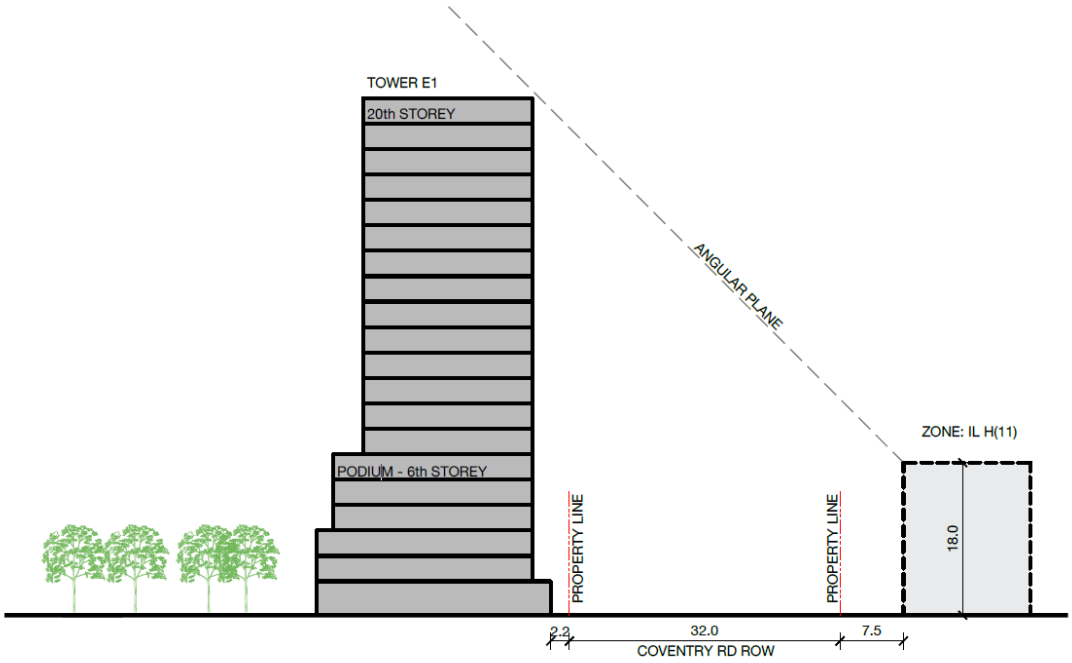

Figure 17: 45-degree angular plane from Coventry Road

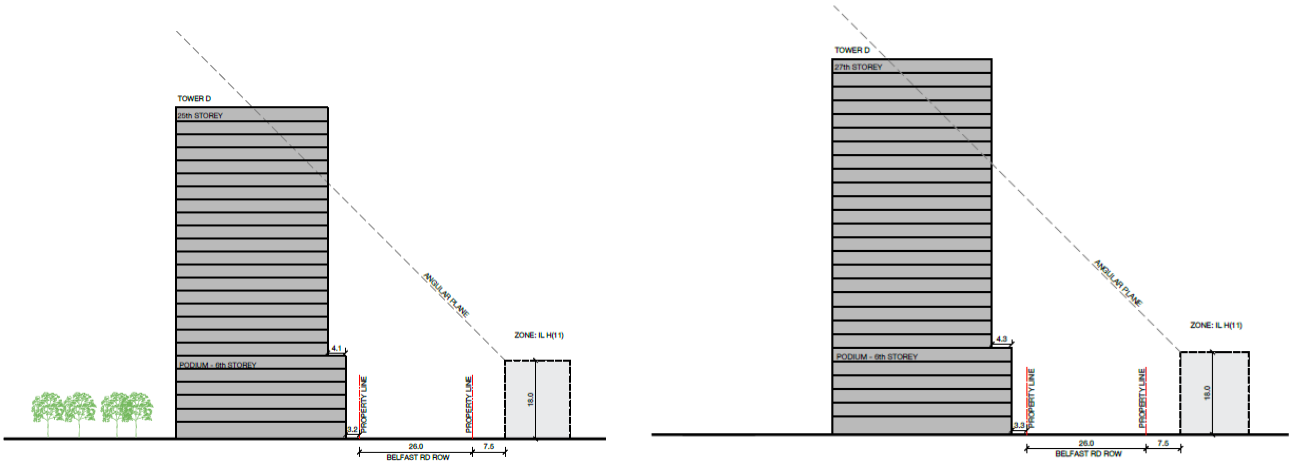

Figure 18: 45-degree angular plane applied to Buildings D (left) and C2 (right) from Belfast Road.

As demonstrated, the angular plane achieves appropriate transition to 20 storeys building heights along Coventry Road. For properties abutting Belfast Road, the proposed building heights align with the general intent of the angular plane and has been used in addition to other guidelines such as tower floorplate, separation distances, location of tallest towers abutting Highway 417 among others to achieve appropriate transition in scale and massing, as demonstrated above.

3.2.3 Public Realm

Pedestrian comfort and scale have been considered through the design of the subject property. The site considers active frontages, amenity spaces, pedestrian connections, and pedestrian comfort and safety throughout the site design.

Coventry Road is envisioned to become a lively and bustling commercial frontage with an active street life that supports the evolution of the street towards a more urban character. To achieve this, the development proposes to establish 1,700 square metres of commercial space within the podium with active entrances from Coventry Road. Coventry Road is designed with narrow setbacks from the public right-of-way, a well defined podium that steps back at a double-height first floor, and then past the sixth-storey, glazed facades, and landscaping to contribute to the definition of a high-quality public realm, and to support the gradual animation of this frontage. Ground floor commercial is expected to cater to the day-to-day needs of area residents as well as draw from the broader community.

Belfast Road is envisioned to be a pedestrian arcade that abuts the eastern edge of the development area. Pedestrian linkages along Belfast Road are proposed to create connection between the towers, and to the public park, and along the new public road. Heavy landscaping is considered along Belfast Road to define a comfortable pedestrian sidewalk that is protected from the high volumes of the Major Collector road. A step back past the sixth storey is considered along this frontage to further contribute to a pedestrian level streetscape.

Figure 19: Commercial Frontage along Coventry Road - facing south-west from Coventry Road near Belfast Road.

The 2,030 square metre public park is proposed to serve as amenity space for all area residents and the broader community. It is designed to be accessible and central to the site and positioned with consideration for potential future connection and expansion as adjacent parcels redevelop over time. Surrounding the park, two-storey podiums are considered along the base of towers E2 and E1. The reduced heights are considered for ground-oriented units that help to create a neighbourhood feel surrounding the public park. Through their use, and treatment, they are anticipated to create safe and accessible public spaces through passive surveillance of public areas. In particularly the units fronting onto the linkage between Coventry Road and the park block to the south, as well as along the park block. Multiple linkages to the amenity area are proposed including through narrow

connections from Coventry Road, and along paths from Belfast Road. Landscaped pathways are considered to provide convenient and efficient access to amenity areas and public spaces throughout the site.

A new public road is proposed between the site facing the new public road, and southern block. The new private road is proposed to have street parking spaces along the north for park users and deliveries to Tower D. A landscaped sidewalk is also planned to further define the pedestrian realm.

Vehicle parking is entirely below grade within the northern block, with access provided from Coventry Road.

Within the southern block, a well-defined drive-aisle with landscaped central medium is proposed from the new east-west public road. This is to introduce a safe and accessible circulation pattern that moves traffic safely through the site and minimizes pedestrian conflicts. Step backs are introduced to all towers on site, including a three-storey podium along the eastern part of the podium of Towers C1 and C2 , as well as two (2) storey podiums within the northern block. These stepback patterns contribute to the establishment of a pedestrian scale around the internal courtyard, and around the public park.

Figure 20: Architectural Rendering - Birds Eye View of the Proposed Public Park facing North-East

Additional amenity spaces are proposed between Tower A and B. The soft and hard landscaped surfaces are designed to seamlessly merge with the Ministry of Transportation (MTO) buffer along the southern edge of the property line where additional greenspace is provided in the form of a buffer.

Last, pedestrian comfort has been considered through the design of buildings where variation in building facades, podium stepbacks from one (1) to three (3) storeys help define a human scale at-grade and promote pedestrian comfort. Additional stepbacks past the sixth (6) floors for towers further define the street edge

without imposing onto the pedestrian realm below. Limiting tower floor plates to 750 square metres, and providing appropriate tower separation distances of 24 metres successfully achieve at grade environments which accommodate the desired density while ensuring pedestrian comfort is maintained at street-level.

3.2.4 Sustainability

The proposed development replaces an industrial use site that is currently occupied by a large surface parking lot for industrial vehicles and aggregate storage to replace it with high-density residential uses, and soft and hard landscaped features. Through its redevelopment the site introduces significantly greater soft land-scaped surfaces, and cleaner storm water run off resulting from the residential uses on site. Additionally, the development proposes to establish green roofs thereby reducing the amount of hard surfaces on the site. Additional grading and drainage measures are employed to ensure adequate water retention and diversion from the site.

While the materiality and construction is not yet fully contemplated at this stage, it is expected that modern technologies and materials will be used which are designed to be more efficient. More details will be discussed in the subsequent Site Plan Control applications.

4.0
Policy & Regulatory Framework

4.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) provides 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 issued under the Act.

The PPS emphasizes intensification in built-up areas to promote the efficient use of land and existing infrastructure and public service facilities to avoid the need for unjustified and uneconomic expansion. To achieve this goal, planning authorities are to identify and promote opportunities for intensification and redevelopment. The relevant policy interests to the subject application are as follows:

1.1.1 Healthy, liveable and safe communities are sustained by:

a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;

b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;

c) avoiding development and land use patterns which may cause environmental or public health and safety concerns; promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;

e) 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;

g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;

1.1.3.1 Settlement areas shall be the focus of growth and development;

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

a) efficiently use land and resources;

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

e) support active transportation; and

f) are transit-supportive, where transit is planned, exists or may be developed;

1.3.3.3 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.

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

1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

The proposed development is located within the urban boundary on a serviced lot and within proximity of two existing light rail transit (LRT) stations and is an example of transit-supportive development. The subject site's location adjacent to a highway and on the edge of an established neighbourhood provides an opportunity for the efficient use of land in proximity to existing amenities and services. This includes parks, schools, employment, retail, and transit while mitigating impacts on the established internal portions of the community.

The proposed mixed-use development contributes to an efficient use of land and resources, with two (2) mixed-use towers and five (5) residential towers proposed. The development is an example of how intensification and redevelopment can be successfully accommodated in a central area of the city, particularly given its proximity to transit.

The proposed development will contribute to the mix of housing sizes to accommodate a variety of household, family, and tenant compositions: the proposed unit mix includes bachelor, 1-, 1+den, 2-, 2+den, and 3-bedroom units. 27% of the units proposed are 2-bedroom and 2+den and 7% are 3-bedroom for a total of 34% of 2+ bedroom units.

As well, private greenspace is proposed on the subject site for the enjoyment of residents. Outdoor space is provided at-grade as a courtyard feature and a rooftop community garden is also proposed. Parkland dedication amounting to 10% of the Subject Site land area will be provided to the city, which will contribute to supporting healthy communities.

1.3.1 Planning authorities shall promote economic development and competitiveness by:

a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
c) facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment; and
d) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4;

The current and proposed zoning for the subject site permits mixed-use development and the proposed development includes space at grade for commercial and retail uses, which will create employment opportunities, and support liveable and resilient communities.

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

b) permitting and facilitating:

1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;

c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;

d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and

e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

The proposed development represents the highest and best use of the land, which is currently underutilized and occupied by a single-storey industrial building, three (3) storey office building, substantial surface parking area, and outdoor storage. The proposed development will contribute to providing new housing options and price ranges in the Overbrook-McArthur neighbourhood. As well, the proposed development will contribute to achieving residential intensification in an appropriate location at the edge of an existing community, where existing services, such as and including servicing and public transportation, already exist.

1.5.1 Healthy, active communities should be promoted by:

a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;
b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;

1.6.7.1 Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

The proposed development includes the creation of a new east-west public road that provides access to the development and parking garage entrance, which is located in the middle of the site to the west. Buildings are oriented to face and front onto Coventry Road, Belfast Road, and the new east-west street, which will support the creation of a consistent streetwall. Buildings enclose the existing and future streets as well as the public park located in the centre west of the site. At-grade units with multiple active entrances front onto the park, supporting the notion of 'eyes on the street.'

The proposed development supports active transportation, including walking and cycling, by including a network of internal pathways, new public road, and extensive bicycle parking on-site, which encourages and enables residents to walk and cycle. Both Tremblay and St. Laurent LRT Stations are an approximately 14-minute walk away, accessible via sidewalks on Coventry Road, Belfast Road, and Tremblay Road. The Max Keeping Bridge also provides access to Tremblay Station for people using forms of active transportation.

A public park is proposed as part of the redevelopment and will be a sufficient size of 2,030 square metres. The proposed park is easily accessible via the new east-west public road, and will have most

of its frontage along this public road. While the programing of the park is not yet finalized, it is envisioned to be a staple within the community. Ground-oriented units in the podium of towers E1 and E2 and glazed facades along Tower D abut the park, adding to passive surveillance and increased safety of the site.

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

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

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

1.6.6.1 Planning for sewage and water services shall:

b) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:
    1. municipal sewage services and municipal water services; and
    2. private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available or feasible;
d) integrate servicing and land use considerations at all stages of the planning process; and
e) be in accordance with the servicing hierarchy outlined through policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5. For clarity, where municipal sewage services and municipal water services are not available, planned or feasible, planning authorities have the ability to consider the use of the servicing options set out through policies 1.6.6.3, 1.6.6.4, and 1.6.6.5 provided that the specified conditions are met.

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

1.6.6.7 Planning for stormwater management shall:

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

1.6.7.1 Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Development is proposed on a site that is presently serviced and therefore represents an efficient form of land use and servicing. The Assessment of Adequacy of Public Services Assessment conducted by LRL Engineering confirms that sufficient capacity exists in the system to accommodate the proposed

development. Finally, the proposed development is located near rapid transit; the proposed development will contribute to developing a density that will support public transit and active transportation, as future residents will not require a private automobile, such as to commute or run errands.

1.6.8.1 Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs.

1.6.8.2 Major goods movement facilities and corridors shall be protected for the long term.

1.6.8.3 Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.

New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.

The proposed development accounts for and will not negatively impact the adjacent Trans-Canada Highway 417 and provides the requisite buffer from the Ministry of Transportation (MTO) permit controlled area.

1.7.1 Long-term economic prosperity should be supported by:

b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce

e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes

The proposed development provides market-based residential units, thereby contributing to the housing supply. A range of unit sizes are proposed, including 27% two (2) bedroom and two (2) plus den units as well as 7% three (3) bedroom units reflects market demands. The development proposes an opportunity for intensification within the urban boundary and within proximity to transit and active transportation networks. Finally, the proposed development introduces a consistent streetwall along both Coventry Road and Belfast Road, which heretofore is dominated by large parking lots and low-rise buildings, will contribute to a sense of place and character.

1.8 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:

(a) promote compact form and a structure of nodes and corridors;

(b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas; and

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

The proposed development provides additional residential intensification on the edge of an existing community, in an area transforming with a greater mix of land uses, and is within close proximity to two existing rapid transit stations. The proposed development will replace a site with a substantial area of surface parking, which will have environmental benefits by reducing pressure on the outlying suburban and rural areas, thereby safeguarding lands that serve an important ecological function. The proposed

development is transit- and active transportation-supportive, which will help reduce the amount of people that drive, reducing transportation congestion.

In summary, the proposed development provides mixed-use intensification including residential and commercial uses and a public park on an underutilized, serviced lot located within the urban boundary. The proposed development is consistent with the objectives and intent of the Provincial Policy Statement.

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

The City of Ottawa Official Plan provides the policy framework for strategic growth and development of the city to the year 2036. The City plans to meet Ottawa's growth and development by managing it in ways that support livable communities and healthy environments. Objectives and policies direct the creation of 'complete' communities where residents can live, work and play.

4.2.1 Managing Growth

Section 2.2 of the Official Plan describes how growth is to be managed within the City of Ottawa, included within the urban area and village boundaries, managing intensification, and employment area policies. This section recognizes residential intensification as the most efficient pattern of development and is broadly defined in Section 2.2.2, Policy 1 as the "development of a property, building, or area that results in a net increase in residential units or accommodation", which includes the development of vacant or underutilized lots within previously developed areas, infill development, and redevelopment of brownfield sites.

The subject property is located within the Mixed Use Centre designation, which is identified as a target area for intensification (Policy 3). Intensification is encouraged in these areas and can be expressed through a variety of built forms, with the greatest density and building heights supported in proximity to Rapid Transit and Transit Priority Corridors (Policy 10). To ensure appropriate design, transitions, and compatibility with surrounding existing context and planned function, taller building heights should be located closest to transit stations or transit priority corridors (Policy 11).

The location of High-rise and High-rise 31+ buildings is influenced by the ability to provide an adequate separation distance from other existing and potential future High-Rise buildings, which should be carefully considered where this type of development is proposed (Policy 16). Taller building heights will be considered, subject to an Official Plan Amendment, provided the proposal demonstrates the impacts on the surrounding area have been assessed and a community amenity is provided (Policy 17).

The proposed development represents intensification through the redevelopment of an underutilized industrial site located within a designated Target Area for Intensification. Considering its location along an Arterial and Major Collector Road as well as its proximity to an existing Tremblay O-Train Station as well as St. Laurent O-train Station, the subject property represents significant opportunity to accommodate the proposed intensification. The proposed development provides a compatible design and appropriate built form and heights as further discussed in this report. More specifically, the proposed development addresses policies for High-Rise buildings by ensuring appropriate building separation, transition and compatibility with its surrounding area. The proposed development is located on a prominent intersection within the City of Ottawa that is in close proximity to numerous existing amenities. It's access to an Arterial Road (Coventry Road), proximity to a Provincial Highway 417, as well as a Major Collector Road (Belfast Road) ensures strong connectivity to existing amenities within the area. Moreover, the proximity of the site - located within approximately 600 metres radius and 750 metres walking distance from Tremblay O-Train Station - ensures connectivity to the broader transit system. The development of Coventry Road to provide an active frontage along the street, paired with a new public park fronting onto a new public road, its proximity to existing road and transit infrastructure as well as existing amenities in the area including nearby shopping and institutional uses address the policy intent for intensification within the urban boundaries as contained within the Official Plan.

4.2.1 Land Use Designation

The subject property is designated **"Mixed Use Centre"** on Schedule B—Urban Policy Plan of the City of Ottawa Official Plan.

Section 3.6.2 contains policies for Mixed Use Centres which are generally areas that 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. Mixed Use Centres are more diverse and have larger role as centres for the community around them as compared to Town Centres. They offer close-to-home opportunities for shopping, leisure and other activities, while being transit-supportive destinations through intensification and development of vacant land.

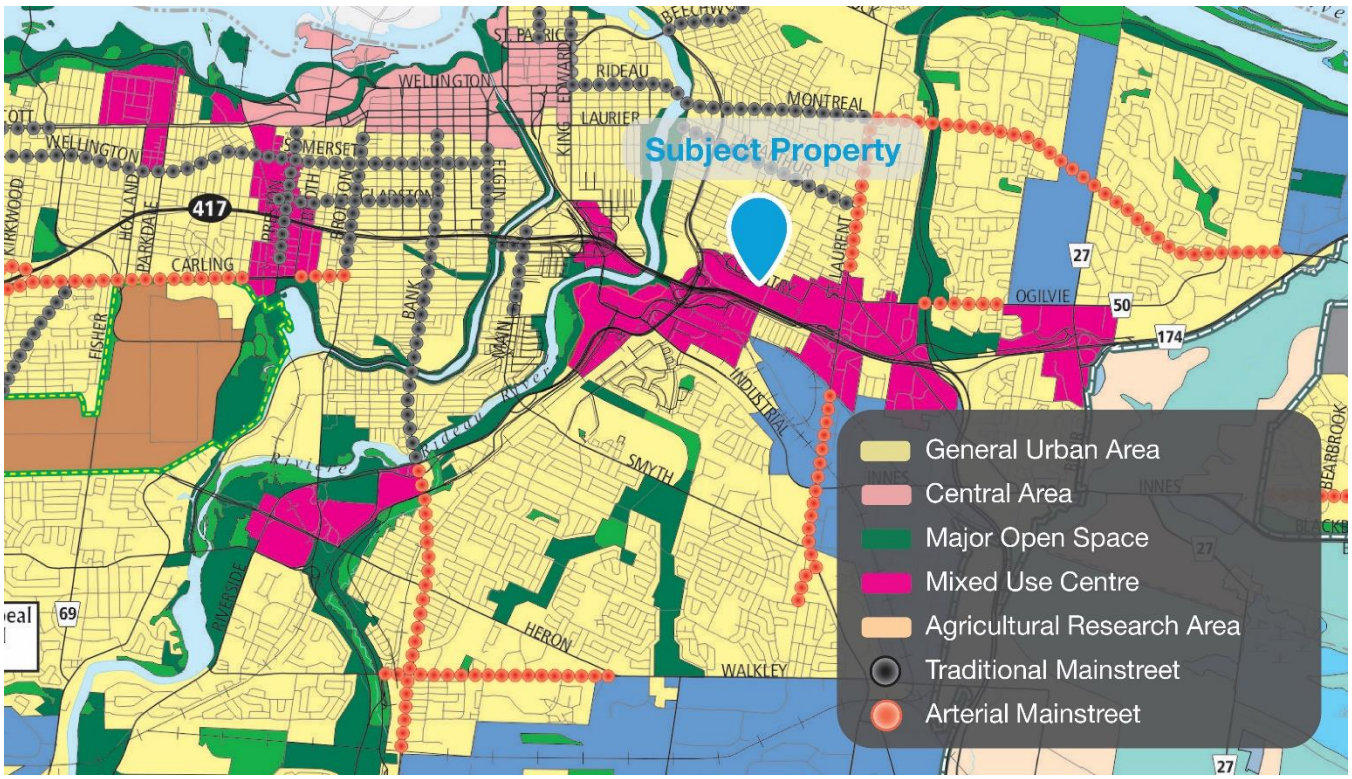

Figure 21: Schedule B - Urban Policy Plan, City of Ottawa Official Plan

Mixed Use centres are a critical element in the City's growth management strategy, being areas with potential to achieve high densities and compact and mixed-use development that supports transit use--Transit-Oriented Development. Transit-Oriented Development refers to the development that establishes densities that support the use public transit through higher density development in areas that are in close proximity to transit, and includes well designed environments where walking and cycling are attractive options within the centre, and transit can be easily accessed. Transit-Oriented Development means creating public areas that are visually interesting and well-designed and edged by buildings with increased fenestration; connecting transit to all locations within the centre along safe, direct and easy routes for pedestrians and cyclists; directing highest density close to station; encourage a mix of transit-supportive uses such as offices, shops, and services that provide for needs of residents and workers and reduce need to travel outside the area for every activities; supporting a mix of multi-unit housing; and carefully managing traffic and supply of parking.

Mixed Use Centres are sites that are mostly located within 800 metres walking distance of one or more rapid transit stations, and contains one or more arterial roads with all day, frequent transit service, where opportunity to achieve high densities of jobs and housing through intensification and redevelopment of older sites through

development of High-Rise buildings is present while maintaining appropriate transition from surrounding areas; the area can become transit-oriented (Policy 1).

Mixed Use Centres permit a broad range of land uses at transit-supportive densities such as offices, secondary and post-secondary schools, community recreation and leisure centres, retail uses, high-and medium-density residential uses and mixed-use development containing combinations of uses (Policy 5). Building heights within Mixed Use Centres are determined through Secondary Plans (Policy 3). Mixed Use Centres will optimize the use of land through provisions for compact mixed-use development, and Zoning By-law and community design plans will require employment and housing as part of a larger mix of use; and require residential uses in form of apartments and other mixed-uses at medium or high density; ensure that appropriate transition in built form between the Mixed Use Centre and surrounding General Urban Area occurs within the Mixed Use Site (Policy 10). Plans, public works, and development proposals for Mixed-Use Centres will enhance opportunities for walking, cycling and transit and in particular give priority to walking and cycling in public rights-of-way and providing direct connections for pedestrians and cyclists linking transit and other developments in the Mixed Use Centres along the public rights of-way, off-road pathways and open space connections (Policy 11). To demonstrate the City's commitment to development within Mixed-Use Centres, the city will consider them as priority location for key municipal buildings and facilities, as well as areas for increasing capacity of transit service, pedestrian infrastructure, and water and other municipal services (Policy 13).

The proposed development implements and conforms to policies for Mixed Use Centres designation. The subject property is located within 600 metres of Tremblay O-Train Station and represents a significant opportunity for redevelopment of underutilized property with high-density, mixed-use development. By introducing new high-density residential development paired with commercial uses and a well-designed public realm that considers the public scale through building massing, stepbacks and face treatments, the proposed development will contribute to establishing transit supportive densities within the plan area. The proposed development has been designed in a manner that will support pedestrian and cycling infrastructure in the area, particularly along Coventry Road and internally through the newly proposed public road. The proposed development further adds housing options within a target area for intensification. Finally, the proposed development, through rezoning of the site, seeks to implement the objectives of a Mixed Use Centre designation that establish higher densities, building heights and mix of uses that support Transit-Oriented Development.

4.2.2 Designing Ottawa

Section 2.5.1 of the Official Plan provides objectives and policies for achieving compatibility between form and function when introducing new development into existing areas. Compatible development means development that, although not necessarily the same as or similar to the existing buildings in the vicinity nonetheless enhances an established community and coexists without causing undue adverse impact on surrounding properties. It "fits well" within its physical context and "works well" among those functions that surround it.

The following Design Objectives, which are intended to influence Ottawa's built environment as it grows, are applicable to the subject property and proposed development:

- **Enhances the sense of community by creating and maintaining places with their own identity;**
- **Defines quality public and private spaces through development;**
- **Creates places that are safe, accessible and are easy to get to, and move through;**
- **Ensures that new development respects the character of existing areas; and**
- **Considers adaptability and diversity by introducing new residential land uses in a compact built form that contributes to the range of housing choices and transportation options in the area.**

The proposed development recognizes and addresses the City of Ottawa's Design Objectives through its design that enhances an underutilized site on Coventry Road located within 600 metres distance from

Tremblay O-Train Station. The proposed development has been designed in a manner which introduces high densities in proximity to rapid transit while maintaining a sense of community and place throughout the site. It enhances the broader area and introduces residential use to a site that is in close proximity to existing infrastructure, transit and amenities, and introduces pedestrian activity at-grade along Coventry and Belfast Road. The proposed development defines quality public and private spaces through the development of a public park with frontage onto a newly opened public road, and at-grade commercial uses along Coventry Road. These features along with high-quality architecture also contribute to the establishment of a strong character of the area, particularly along Coventry Road. The proposed development is designed in a manner which facilitates pedestrian and cyclist movement throughout the subject property and along all frontages, providing safe and accessible connections to rapid transit. As a development within a Design Priority Area, the Urban Design Review Panel will review and provide comments on the proposed development with respect to urban design, including the public realm. The design objectives of the Official Plan will be further addressed during the forthcoming Site Plan process.

4.2.3 Urban Design and Compatibility

Similar to Section 2.5.1 of the Official Plan, Section 4.11 outlines as set of criteria that can be used to objectively measure the compatibility of a development proposal. At the scale of neighbourhoods or individual properties, consideration for views, design, massing, and amenity space, among, others are key factors for assessing the relationship between new and existing development. The following table provides an analysis of how the proposed development meets the applicable policies of Section 4.11.

Policy	Proposed Development
1. A Design Brief will be required as part of a complete application, except where identified in the Design Brief Terms of Reference. The focus of this Brief will vary depending on the nature of the development.	This Planning Rationale and Design Brief satisfies the requirement for a Design Brief for the proposed development.
2. Development applications for all High-Rise 31+ buildings will demonstrate how the proposed building will contribute to and enhance the skyline of the city and existing prominent views or vistas or create new vistas. Community design plans or other plans approved by Council may identify prominent important views.	The proposed development is for towers up to 30 storeys in height. This policy is not applicable.
Building Design	
5. Design of the parts of the structure adjacent to existing buildings and facing the public realm will achieve compatibility through design of: • Setbacks, heights and transition; • Façade and roofline articulation; • Colours and materials; • Architectural elements including windows, doors and projections; • On site grading; and • Elements and details that reference common characteristics of the area.	The proposed development achieves compatibility by incorporating many architectural and design elements. The proposed tower heights are appropriate considering the location of the subject property within an otherwise industrial area that is distanced from existing low-rise residential uses. The location of the property in proximity to the City's downtown core, and to existing transportation routes as well as Tremblay O-Train Station make it suitable for the proposed heights and density Towers are setback atop podiums which are setback minimally from the street edge to establish a comfortable pedestrian realm. Materiality, such as glazing enhance the architectural rhythm and articulation to all elevations, while balconies and rooftop

Policy	Proposed Development
	provide additional amenity areas and visual interest. Outdoor at-grade amenity space is provided throughout the site, particularly through the public park, and courtyards located between building podiums. The proposed development provides a somewhat contemporary design that enhances the existing industrial area and sets the stage for future development on adjacent properties. It gathers inspiration from the broader Ottawa region, and incorporates architectural elements commonly found within high-rise buildings throughout the city.
6. Orient the principle façade and entrances to the street, include windows on elevations adjacent to public spaces, and use architectural elements, massing and landscaping to accentuate entrances.	Primary entrances have been oriented to the public realm and amenity spaces throughout the site. The proposal includes commercial frontage and active entrances along Coventry Road, and two and three storey ground-oriented units within the podiums. The podium design, stepbacks, use of fenestration and landscaping treatment defines spaces and primary entrances to the buildings. Primary residential entrances and vehicle pickup and drop off locations and at-grade pedestrian access is located off of Coventry Road, along the new proposed public road and driveway in the Southern Block. These spaces are proposed to be enhanced and defined through architectural elements including transparent glazing and enhanced landscape treatment that ensure an active public realm and accentuated entrances,
7. The intersections of arterial and collector roads can serve as gateways into communities and can support high levels of pedestrian and vehicular traffic, the greatest density of housing, and other land uses and services, and commercial services and other land uses that are focal points for a community.	Pedestrian and active transit routes have been carefully considered and incorporated into the site design where Coventry Road (arterial) and Belfast Road (collector) intersect. Buildings are located close to the street front, with interesting frontage along Coventry Road, and the corner intersection of the two roads. Active frontage is proposed along Coventry Road through the establishment of ground floor retail, and pedestrian side-walks that are linked through landscaped areas to Belfast Road, and other areas of the site connecting to a new public park. Vehicular traffic is diverted to underground parking facilities, or to a new public road which connects to driveway circulating traffic through the south block. Vehicle access to the north block is limited to just drop-off locations around the peripheral areas of the site, and no vehicle access to the site is proposed.
8. To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other	Servicing, loading areas, and mechanical equipment have been internalized within the subject property and

Policy	Proposed Development
required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. If they cannot be internalized these services are to be screened from public view (i.e. trees, landscaping, decorative walls and fences etc.) and are to be acoustically dampened where possible. The location and operation these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.	do not interrupt the public realm along Coventry and Belfast Road or on the newly proposed public road. Loading and service areas have been internalized, while the mechanical penthouses provide a similar treatment to that of the towers to minimize their appearance.
9. Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building	The rooftop mechanical equipment and amenity spaces have been incorporated into the design and massing of the building. Private amenity areas are provided atop the podiums and rooftops.
Massing and Scale	
10. Where a secondary planning process establishes criteria for compatibility of new development or redevelopment in terms of the character of the surrounding area, the City will assess the appropriateness of the development using the criteria for massing and scale established in that Plan.	The Tremblay, St. Laurent and Cyrville Secondary Plan provides direction related to height and density within the Secondary Plan area, while the Transit Oriented Development (TOD) Plans provide additional direction for compatibility of new development within the Plan Area. As described in Section 4.5 of this report, the proposed development conforms to policy direction related to providing a mix of land uses, enhanced public realm, and high-rise built form and massing guidelines.
11. The Shadow Analysis and Wind Analysis will evaluate the potential impacts of the development on the adjacent properties and pedestrian amenity areas. The intent of each Analysis is to demonstrate how these impacts have been minimized or avoided.	A Shadow Analysis, was completed by Neuf Architects and will be submitted at the time of Site Plan Application submission, which will demonstrate the impacts of shadowing on site, on adjacent properties and public areas. A Wind Analysis was prepared Gradient Wind and demonstrates that the wind patterns through the site post development will be deemed acceptable. The report notes higher than usual wind at the base of Tower D, and recommends recessing the primary entrance from the new road and install wind guards on either sides. These measures will be implemented and incorporated through the design of the buildings.
12. Transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of Low-Rise development. Proponents for developments that are taller in height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as	The proposed development has been designed in a manner which considers its existing and planned high-rise context and provides appropriate transitions to surrounding areas. The proposed development provides the greatest heights and densities closest to rapid transit and shortest heights located further away. Transition to nearby low-rise development is achieved through stepback of podiums to create pedestrian scale street environments. Throughout, the site design ensures a high-quality public realm and pedestrian experience. The high-rise towers have been situated in a manner which transition to abutting properties, while

Policy	Proposed Development
a stepping down or variation in building form has been incorporated into the design.	varied tower heights contribute to a distinctive a high-quality skyline.
13. Building height and massing transitions will be accomplished through a variety of means, including: a) Incremental changes in building height (e.g. angular planes or stepping building profile up or down); b) Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet); c) Building setbacks and step-backs.	The proposed development provides appropriate transitions to surrounding properties and areas through high-quality architectural elements and design. The proposed towers are set atop a 6-storey podiums which stepback at the 3rd or 4th level to contribute to the streetscape and public realm abutting the site and ensures a pedestrian scale along all frontages. Towers have been setback, and through their orientation and height the design ensures a varied massing. Minimal setbacks along all frontages are provided to ensure an enhanced public realm and a street edge is maintained and appropriate transition to existing and planned context of nearby properties is maintained.
High-Rise Buildings	
14. High-Rise buildings should be designed to achieve the objectives of this Plan and avoid or reduce impacts or disruptions associated with: a) pedestrian comfort, safety and usability resulting from changes to wind and shadow patterns in outdoor amenities and adjacent public and private spaces surrounding the building; b) public views, including view planes and view-sheds referred to in Policy 3 above c) proximity to heritage districts or buildings, d) reduced privacy for existing building occupants on the same lot or on adjacent lots	The proposed development has been designed in a manner which ensures pedestrian comfort and high-quality amenity areas. A new public park is provided at the southwest corner of the north block of the subject property. This along with active frontage along Coventry Road will enhance the public realm and transition the site to its surrounding context. Internal courtyards areas are provided to allow pedestrian circulation throughout the site while a new public road is proposed to provide vehicular access to pickup and drop off locations and driveways in both blocks. The proposed development provides appropriate setbacks, separation distances, and transitions to nearby properties as per policy and zoning which are designed to reduce privacy impacts for existing buildings and occupants.
15. High-Rise buildings that consist of an integrated base, middle and top can achieve many of the urban design objectives. The tower should step back from the base and incorporate appropriate separation (generally 23 metres) from existing or future towers adjacent lots. Responsibility for tower separation shall be shared between abutting properties. Floor plates may also vary depending on the uses and context.	The proposed development conforms to the direction of this policy by providing distinct podiums of varied heights of 2- to 3- storey, a high-quality 6-storey middle portion, and an integrated top of each tower. Further, the proposed development provides an adequate tower separation as per policy by maintaining yard setbacks and tower separation on site. Tower floor plates are proposed in a manner which is consistent with the surrounding area and appropriate for the scale of the site, uses, and context.
16. Secondary Plans may provide area-specific directions for the design of high-rise buildings.	The proposed development conforms to Tremblay, St. Laurent and Cyrville Secondary Plan, and relevant Transit Oriented-Development (TOD) Plans. As described in Section 4.4 of this report, the proposed development conforms to the integrated urban design and TOD zoning as prescribed by the TOD Plans.

Policy	Proposed Development
	The proposed development considers appropriate building heights, setbacks, tower separations, podium designs as per the guidelines of these Plans. The proposed development has been designed in a manner which provides a new high-density use to an underutilized site near the Tremblay LRT Station situated in an otherwise industrialized area. It introduces density to an area that is well serviced by other amenities such as shopping, transportation infrastructure and located approximately 4km from downtown Ottawa. The site integrates a large public park, and a public road into the design in order to improve public connectivity and activity on site, and limit conflicts with vehicles.
18. The Urban Design Guidelines for High-Rise Buildings may establish general principles for the design of high-rise buildings, including the design of the base and guidance for tower separation distances.	The proposed development applies many Urban Design Guidelines for High-Rise buildings and conforms to their intent and general principles. The proposed development has been designed with podium, tower, and top portions and provides appropriate tower separation and setbacks.
Outdoor Amenity Areas	
19. Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s). Design measures include the use of transitions or terracing and the use of screening, lighting, landscaping, or other design measures that achieve the same objective.	The proposed development ensures appropriate transition to existing amenity areas and public spaces. The proposed buildings are setback appropriately from all property lines and oriented in a manner which enhances the public realm. A podium base allows for a new streetwall pattern and pedestrian scale along Coventry and Bronson Roads, as well as internally through the new public road. The tower portions are setback to create varied facades. Materiality, such as glazing, provide an enhanced rhythm to all elevations which ensures a built form pattern that is complementary to abutting spaces. In addition, 2,035 square metres of parkland is provided in the generous setback from the new public road, adding a new public outdoor space to an area that is currently underserviced for amenity spaces. The proposed development adds public amenity spaces to the surrounding public realm of an otherwise industrial area.
20. Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development. These areas may include private amenity areas and communal amenity spaces such as: balconies or terraces, rooftop patios, and	The proposed mixed-use development provides large number of private and communal amenity spaces via private balconies, terraces, indoor communal amenity spaces, and outdoor at-grade courtyards as. Additionally, a 2,035 square metre public park is proposed at the southwest corner of the north block of the subject property, as well as a required MTO buffer located south on the property. While the park area

Policy	Proposed Development
communal outdoor at-grade spaces (e.g. plazas, courtyards, squares, yards). The specific requirements for the private amenity areas and the communal amenity spaces shall be determined by the City and implemented through the Zoning By-law and site plan agreement.	serves as formal outdoor amenity space, the MTO buffer serves as an unofficial supplemental amenity area that provides a greater degree of greenspace to the subject property.
Design Priority Areas	
22. The portion of the building(s) which are adjacent to the public realm will be held to the highest building design standards by incorporating specific building design features.	The proposed development provides high-quality architectural design along abutting public frontages. The 6-storey podium incorporates high-quality double-storey height main floor for commercial use treated with high-quality design and ensures an articulation, pattern, and rhythm that both contributes to the streetscape while complementing the surrounding properties. Active frontages and landscaped public spaces further enhance the entire site, with particular focus on its interaction between the built form and the abutting traditional mainstreet.
23. The portion of the development which impacts the public realm will be held to the highest site design standards and should incorporate enhanced public realm improvements.	The public realm of the subject site will be significantly enhanced by the proposed development. The subject site currently contains a low-rise office-use building connected to a single-storey industrial use building with large surface parking abutting the public realm on Belfast Road. The proposed development will introduce a new public park, publicly accessibly outdoor amenity spaces, a new public road and active frontages, thereby significantly enhancing the pedestrian environment of the area. Further, the subject site has been designed in a manner which ensures connectivity and movement between the property and nearby public transit.
24. The massing and scale of development will define and enclose public and private spaces (e.g. streets, parks, courtyards, squares) using buildings, structures and landscaping; and relate to the scale and importance of the space they define (e.g. street width to height ratios).	The proposed development will define the public realm abutting the property by providing a high-quality built form that contributes to the streetscape by defining a streetwall along Coventry and Belfast Roads, and the newly created public road. The proposed development includes a 6-storey podium which incorporates 2-and 3-storey ground-oriented units, with the high-rise portions setback atop this, ensuring compatibility related to the surrounding area. Courtyard spaces are designed to accommodate pedestrian amenity between buildings, and a new public road is proposed to move vehicular traffic through the site and a driveway that serves towers located on the south block.

The proposed development conforms to the policy direction of Section 4.11.

4.3 New City of Ottawa Official Plan (anticipated 2022)

The City of Ottawa recently undertook a comprehensive review of their Official Plan, which resulted in a brand-new Official Plan that will plan for a 25-year time horizon (2021 to 2046). The final new Official Plan was endorsed by City Council on October 27, 2021, with amendments, and adopted by a by-law passed on November 24, 2021. The final new Official Plan is currently under review by the Ministry of Municipal Affairs and Housing (MMAH) prior to final approval, with or without modifications, which is anticipated in late 2022 or early 2023. While this Official Plan is not yet in force, the preliminary policy directions approved by City Council have been reviewed as they relate to the subject site.

4.3.1 Growth Management, Supporting Intensification

The new City of Ottawa Official Plan contains policies related to Growth Management, with specific policies providing guidance to support intensification. New development within the built-up portion of the urban area represents 51% of urban area growth through to 2046. Intensification may occur in a variety of built forms and height categories, including low-rise (up to four-storeys), high-rise (10-storeys to 40-storeys), to high-rise 41+ buildings (Policy 3.2.2).

Intensification will support 15-minute neighbourhoods by directing new development to Hubs and Corridors. The Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services, as well as accommodating significant residential opportunities (Policy 3.2.3). Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services, and is specifically encouraged on former industrial, commercial and brownfield sites (Policies 3.2.4 and 3.2.5).

Intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices, including small-household dwellings (units up to two-bedrooms, typically within apartment built forms) and large-household dwellings (units with three or more bedrooms, typically within ground-oriented built forms) (Policy 3.2.8). The new Official Plan provides a minimum density requirement for intensification in Hubs of 200 people and jobs per gross hectare, while residential density targets are outlined in the Secondary Plan. Intensification is to be achieved through a minimum of 5% with a target of 10% proportion of large-household dwellings (Policy 3.2.10).

The proposed development is supported by the new Official Plan policies related to growth management and intensification. The proposed development provides a compact, mixed-use built form which exceeds minimum residential density targets for Hubs while providing opportunities for housing within an area located in close proximity to the Downtown Core, and transit. It introduces high-density housing choices to an area that is well serviced by amenities and transportation infrastructure and consists mostly of industrial and institutional uses on neighbouring properties. Through the redevelopment of a former industrial-office brownfield site along an Arterial Road, the proposed development achieves the City's intensification goals and objectives and is highly supportive of nearby commercial, community and transportation services.

4.3.2 Inner Urban Transects

The site is located within the Inner Urban Transect and designated a "Hub", with an "Evolving Overlay" as shown on Schedule B2—Inner Urban Transect of the new City of Ottawa Official Plan (Figure 22).

The new Official Plan divides the City into six policy areas called Transects. Each Transect represents a different gradation of type and evolution of built environment and planned function of the lands within it. The transects range from the most urban (Downtown Core) to the least urban (Rural) areas. Throughout the transect policies, references are made to urban and suburban built form and site design. The Transect Policies provide direction on minimum and maximum height based on context through the type of Transect and designation.

The Inner Urban Transect includes the pre-World War II neighbourhoods that immediately surround the Downtown Core, and the earliest Post-World War II areas directly adjacent to them and is therefore characterized

by both urban and suburban elements. The new Official Plan identifies the intended pattern of development within the Inner Urban Transect as urban and for it to continue to develop as mixed-use environments, where a full range of services are located within a walking distance from home to support the growth of 15-minute neighbourhoods.

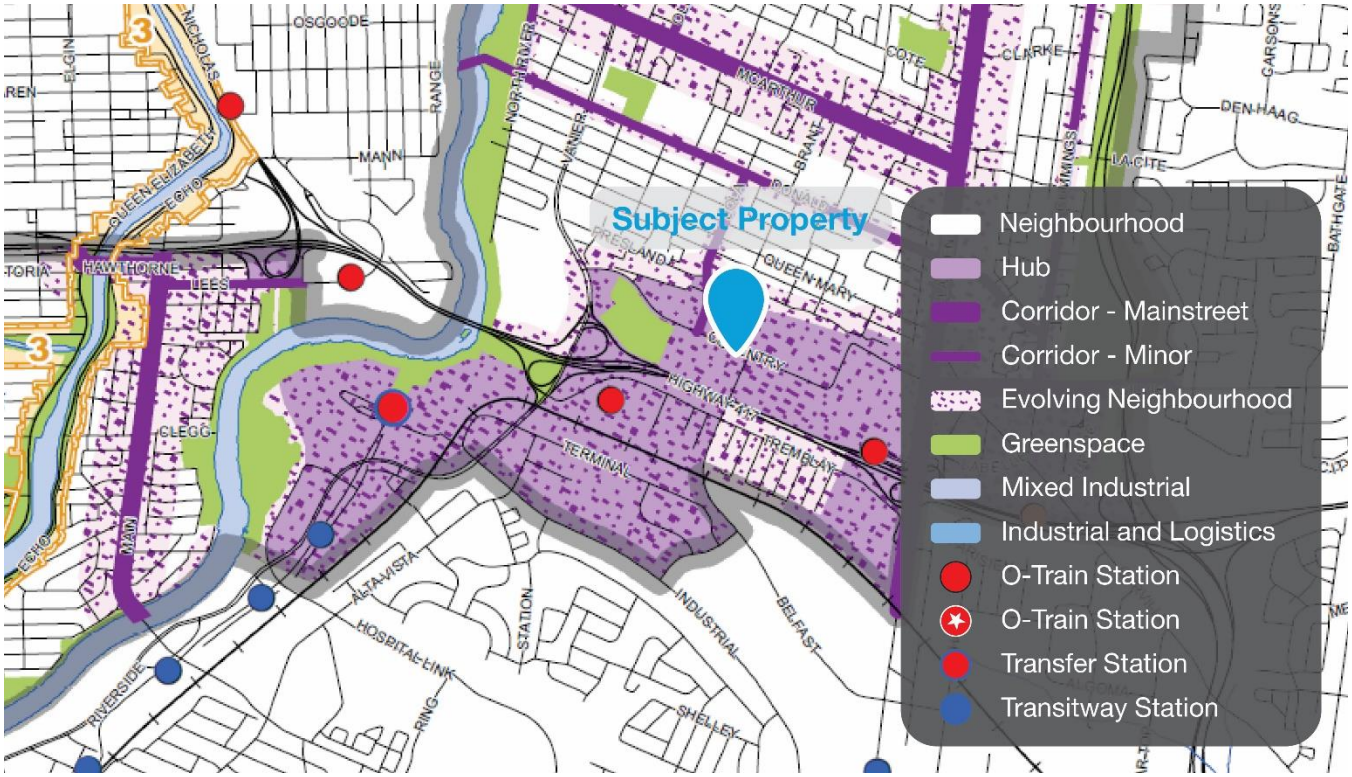

Figure 22: Schedule B2 - Inner Urban Transect, Official Plan

The inner Urban Transect Area is generally planned for mid-to high-density development, subject to proximity and access to frequent street transit or rapid transit; limits on building heights and massing; and resolution of any constraints in water, sewer, and stormwater capacity (Policy 5.2.1.3). The Inner Urban Transect Area shall continue to develop as a mixed-use environment where Hubs and a network of Mainstreets and Minor Corridors provide residents with a full range of services within a walking distance form home, in order to support the growth of 15-minute neighbourhoods (Policy 5.2.1.4). New automobile-oriented uses are typically prohibited, and policies seek to prioritize walking, cycling, and transit within the area. As such, vehicle parking may only be required for large-scale developments (Policy 5.2.2.3a).

4.3.3 Hubs

Hubs are areas centred on planned or existing rapid transit stations and/or frequent street transit stops. Their planned function is to concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and higher level of public transit connectivity than the areas abutting and surrounding the Hub. Hubs are also intended as major employment centres and are identified as Protected Major Transit Station Areas (PMSA's) for purposes of the *Provincial Policy Statement.*

Hubs will contribute to creating appropriate development densities that make transit viable as they include lands located adjacent to or within a 600-metre radius or 800-metre walking distance from an existing or planned rapid transit station or major frequent street transit stop (Policy 6.1.1.1a). The strategic purpose of Hubs is to focus major residential and non-residential origins and destinations including employment within easy walking access to rapid transit, and to integrate with and provide focus to Downtown Core and Inner Urban Neighborhoods and

to establish an network of residential, commercial, employment and institutional uses that allows residents of all income levels to easily live, work, play and access daily needs without the need to own a private automobile (Policy 6.1.1.2).

Within Hubs, building heights of three (3) storeys up to High-rise (defined in the new Official Plan as up to 40-storeys) are permitted within areas that are within a 300-metre radius or 400 metre walking distance from rapid transit stations (Policy 5.2.3.1a.) Outside this area, building heights of three (3) storeys up to High-Rise are permitted only on parcels that are sufficient size to allow for a transition in built form massing and sites that allow for transition by locating shortest heights at the outer edge of the Hub and tallest heights within the centre and near rapid transit stations (Policy 5.2.3.1d). Development within the Hub shall direct highest density close to the transit station, and encourage large employment, commercial or institutional uses to be closed close to the transit station (Policy 6.1.1.3a). Hubs shall establish safe, direct and easy-to-follow public routes for pedestrians and cyclists between transit stations and all locations within the Hubs; and create high-quality, comfortable public realm throughout the Hub that prioritizes the needs of pedestrians, cyclists and transit users (Policy 6.1.1.3d and e). Hubs shall establish buildings that define the edge and enhance the public realm through building placement, entrances, fenestration, signage and building façade design, and place principal entrances to prioritize convenient pedestrian access to transit stations and public realm, and address vehicular access (parking and loading) in ways that it enhances the public realm (Policy 6.1.1.3f).

Within Hubs, through Zoning By-law surface motor vehicle parking may be limited and restricted through a variety of measures in order to support transit use (Policy 6.1.1.3g).

4.3.4 Protected Major Transit Station Areas (PMTSA'S)

Certain select Hubs are identified PMTSA's. PMTSA are required to meet the minimum density targets of Hubs as set out by the Official Plan, and permit uses that include a range of mid- and high-density housing types as well as a range of non-residential functions including employment, commercial services and education institutions (Policy 6.1.2.3). In PMTSA's the minimum building heights and lot coverage requirements except as specified by a Secondary Plan are two (2) storeys with minimum lot coverage of 70% for sites located outside 400 metres walking distance from rapid transit. Density targets are the minimum area-wide density requirement for the PMTSA is 200 people and jobs per hectare, and a minimum 5% with a target of 10% portion of large household dwellings.

The proposed development conforms to the intent and direction of the Inner Urban Transects and Hubs designation policies of the new Official Plan. The proposed development provides a high-density built form located within 600 metres of rapid transit while contributing to the creation of a new mixed-use environment on an underutilized site that is well served by area amenities, transit and transportation infrastructure. The development proposes High-Rise up to 30 stories on the site which aligns with the policy direction which permits building heights of three (3) storeys up to high-rise (40 storeys) on lands located within 800 metres walking distance from Transit and of large enough size to achieve appropriate transition within the Inner Urban Transect. The proposed development provides a site configuration and building design which is suitable for the subject site and achieves the policy objectives of the new Official Plan related to transition, urban design, and the pedestrian realm. Building heights of 30-and 27 storeys are appropriately located on the southern block, and part of the site that is closest to rapid transit, while shorter heights of 18-and 20-storeys are located further along Coventry Road, allowing for an appropriate height transition towards the edge of the Hub. The southern edge of the northern block also includes a 25 storey building due to its transitional location between the proposed 40 and 20 storey buildings. The proposed development exceeds the minimum density requirements as set out within the PMTSA, and provide a mix of unit types with approximately 25% planned as large household dwellings.

4.3.5 Evolving Overlay

The Evolving Overlay is applied to areas within 150 metres of Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including a chance in character from suburban to urban to "allow new built forms and more diverse functions of land." Intended to provide opportunities to reach the City's growth management framework for intensification through the Zoning By-law by providing:

- Guidance for gradual change in character
- Allowance for new building forms and typologies, like the missing middle
- Provide direction to built form and site design that support more urban built form patterns and applicable transportation mode share goals.
- Provide direction to govern the evolution of development.

The new Zoning By-law shall provide development standards for the built form and buildable envelope within the Evolving Neighbourhood Overlay and will apply minimum density targets. In the Inner Urban Transect area covered by the Evolving Overlay, substantial increases of density are planned and building form and massing is anticipated to change significantly from existing context. Form-based regulation will provide for built form and site development characteristics that are urban (as opposed to suburban).

The proposed development adheres to the direction of the Evolving Overlay by providing a more urban and compact built form and site design. The proposed development has been designed in a manner which contemplates the existing character of the area and considers its context as a Hub within the Inner Urban Transect Area and within 600 metres of the Tremblay O-Train Station. The proposed development provides a density, unit mix, and building typology supported by the new Official Plan policy direction for the Evolving Overlay.

4.4 Tremblay, St. Laurent, and Cyrville Secondary Plan (2017)

The subject property is affected by the policies of the **Tremblay, St. Laurent and Cyrville Secondary Plan** which provides direction on maximum building heights and minimum densities within the planning are. The Secondary Plan defines maximum building heights and densities for lands within the planning area which will result in the achievement of transit-supportive development densities over the long term. These density targets set the stage to encourage intensification in context-sensitive locations at the time market pressure for density exists. The Secondary Pan recognizes that zoning on these lands is unchanged until such time that intensification pressure is present. The plan anticipates lands within the planning area to be rezoned to an appropriate TD zone by the owner at a time market pressure to intensify is present.

The Secondary Plan relies on the policies set out within the **Transit-Oriented Development (TOD) Plans – Lees, Hurdman, Tremblay, St Laurent Cyrville, and Blair as discussed in detail below.**

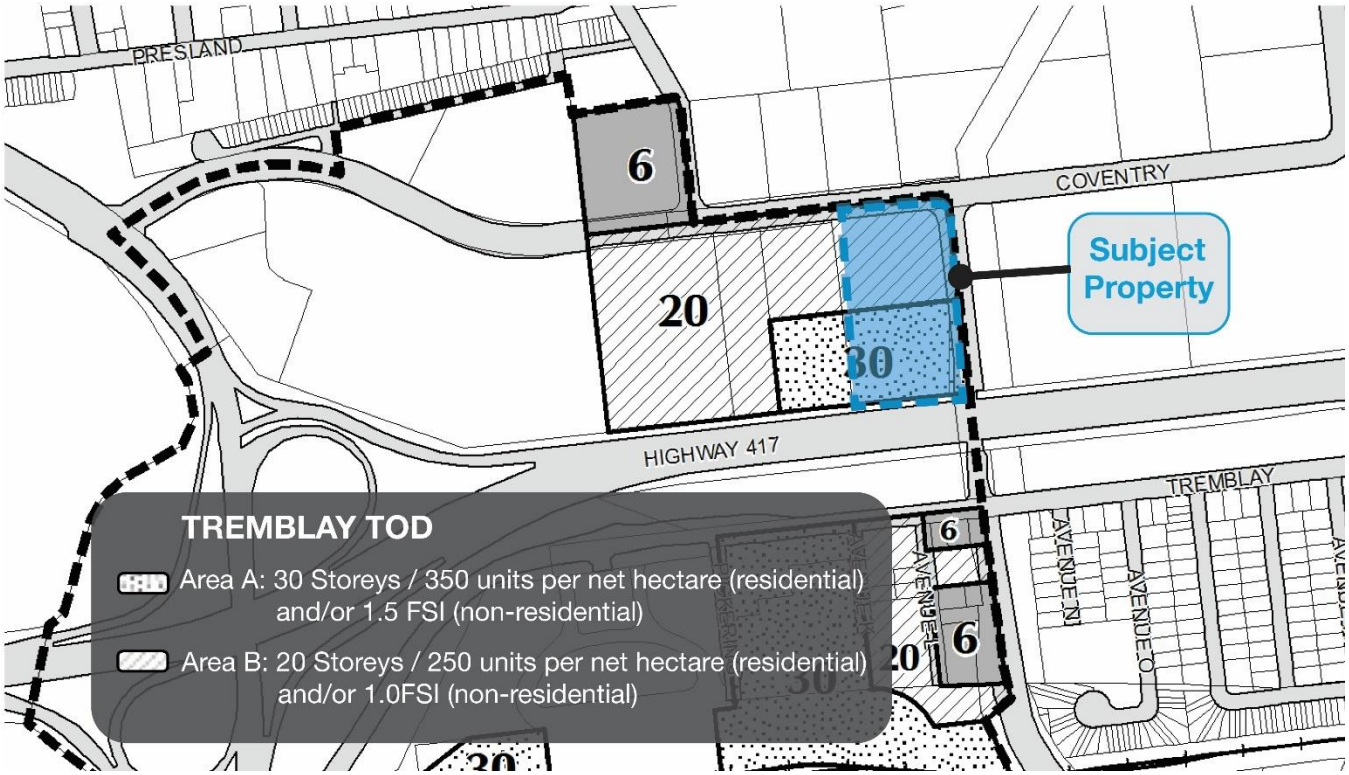

Figure 23: Schedule A - Tremblay TOD - Maximum Building Heights, Tremblay, St. Laurent & Cyrville Secondary Plan

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

The Transit-Oriented Development (TOD) Plans are a Council-approved document similar to a Community Design Plan (CDP). The TOD Plans identify areas where transit-supportive densities can be achieved and provide guidelines for their development. These areas are located surrounding transit stations on the Confederation Line and present conditions where higher densities can be achieved which will make transit viable. The TOD Plans provide direction on growth within the identified areas by using effective urban design techniques in the planning and design of these communities. Through this, the TOD Plans aim to guide the creation of future high-quality living environments that prioritize pedestrian and cycling access to transit, along with high quality urban design standards and achieve target densities of 200 to 400 people and jobs per gross hectare. In addition to these primary objectives, the Plans implement Council's strategic priorities regarding transportation and mobility.

Council's strategic priorities relating to the TOD Plans are:

- TM2 – Maximize density in and around transit stations; plan well-designed, compact neighbourhoods where residents can live, work, shop and play close by, complete daily activities easily, access viable transit, and support local business.)
- TM3 – Provide infrastructure to support mobility choices; improve residents' mobility choices by supporting a variety of initiatives related to routes, rapid transit, walking and cycling.

The TOD Plans anticipate that development in these areas will be slow and will occur over time. They anticipate these areas functioning like small downtowns, and to grow in response to market pressure and public improvements. TOD areas consider 400 to 800 metre an acceptable walking distance to rapid transit, which is

the equivalent to 5 to 10 minutes. Target densities within TOD's are 200 to 400 people and jobs per gross hectare within an 800-metre walking distance from transit station. Some common elements within TOD planning areas are:

- Priority for pedestrian and cyclists movements on site, and improved connections with surrounding community;
- Proximity of higher density land uses to transit stations;
- Flexible planning permitting a varied mix of land use types; and,
- An enhanced public realm

TOD Plans understand the need to provide flexibility by permitting existing development to remain, and permit expansion when desired, and to have in place regulatory framework that permits a broader range of land uses and higher densities over time. The Plans permit future uses of land to establish in response to market pressures for most location in the TOD Plan areas.

The boundaries of TOD areas are defined by an 800 metres or 10 minute walking distance from a transit station. Areas adjacent to TOD Plan areas are TOD "influence areas" which may be suitable locations for higher density infill development or redevelopment in the future, despite having longer walking or cycling commute distances to transit.

The guiding principals for TOD areas are:

- Creating complete, mixed-use communities
- Accommodating people and jobs densities in a compact built form
- Establishing context-sensitive development that respects existing neighbourhoods
- Promoting choices and reprioritizing pedestrians, cyclists and transit users over single occupant automobiles
- Creating green spaces and urban places
- Creating an attractive, well-designed urban environment
- Managing parking

The TOD Plan integrates urban design considerations within TOD Zoning Regulations and sets out parameters for development within the TOD Zone. Generally, the TOD Plan identifies a Low TOD Density Zone (TD1), Medium TOD Density Zone (TD2), and High TOD Density Zone (TD3), with additional provisions for towers within the TOD area.

4.5.1 TOD Plan Areas: Tremblay Transit-Oriented Development Plan Area

The subject property is located within the Tremblay TOD Plan area, which is approximately 100 hectares in area, and includes approximately 40 properties. This Plan area is close to the Rideau River open space area to the west and has major community baseball stadium facility as well as large retail shopping area, located approximately four (4) kilometres from downtown Ottawa. The subject property falls within the northerly district of the Tremblay TOD Plan area.

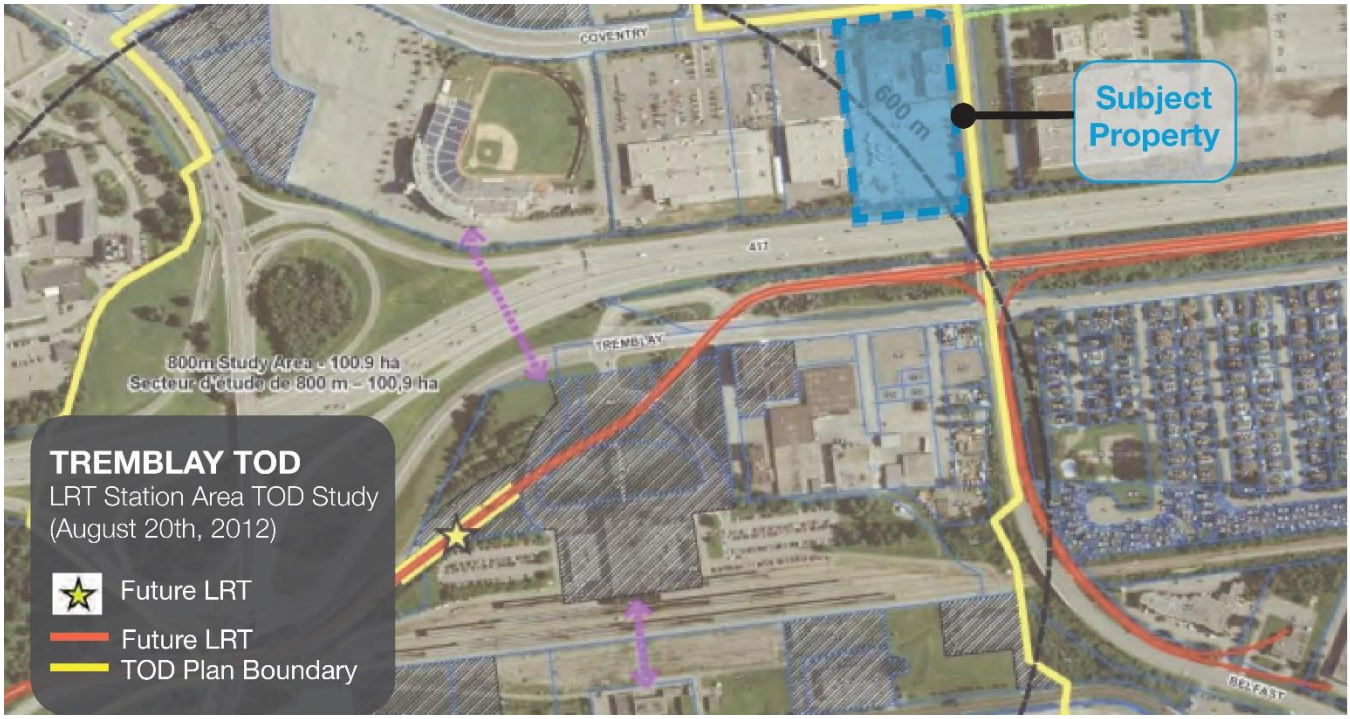

Figure 24: Tremblay TOD Plan Area, Transit Oriented Development (TOD) Plans - Lees, Hurdman, Tremblay, St. Laurent, Cyrville and Blair.

4.5.2 Tremblay TOD Pedestrian Network

The Pedestrian Network plan shows existing and required sidewalks and multi-use pathways (MUPS) as well as future pedestrian/cycling crossings of Highway 417 and VIA Rail main line. There is an existing sidewalk along Coventry Road abutting the subject property, and the Plan requires future sidewalk to be considered along Belfast Road creating a connection between Coventry Road and the existing sidewalk on Belfast just north of Highway 417. The Plan requires a sidewalk connection through the site as well, connecting Belfast Road to a MUP abutting the baseball stadium. A sidewalk may be replaced by a MUP (Figure 25).

The intersection of Coventry and Belfast Road is identified as a Key Pedestrian Crossing point. Here, special design considerations are required to ensure safe and expedient crossing movements which include wider and textured crossing routes, signalization and consideration of longer walk signal times.

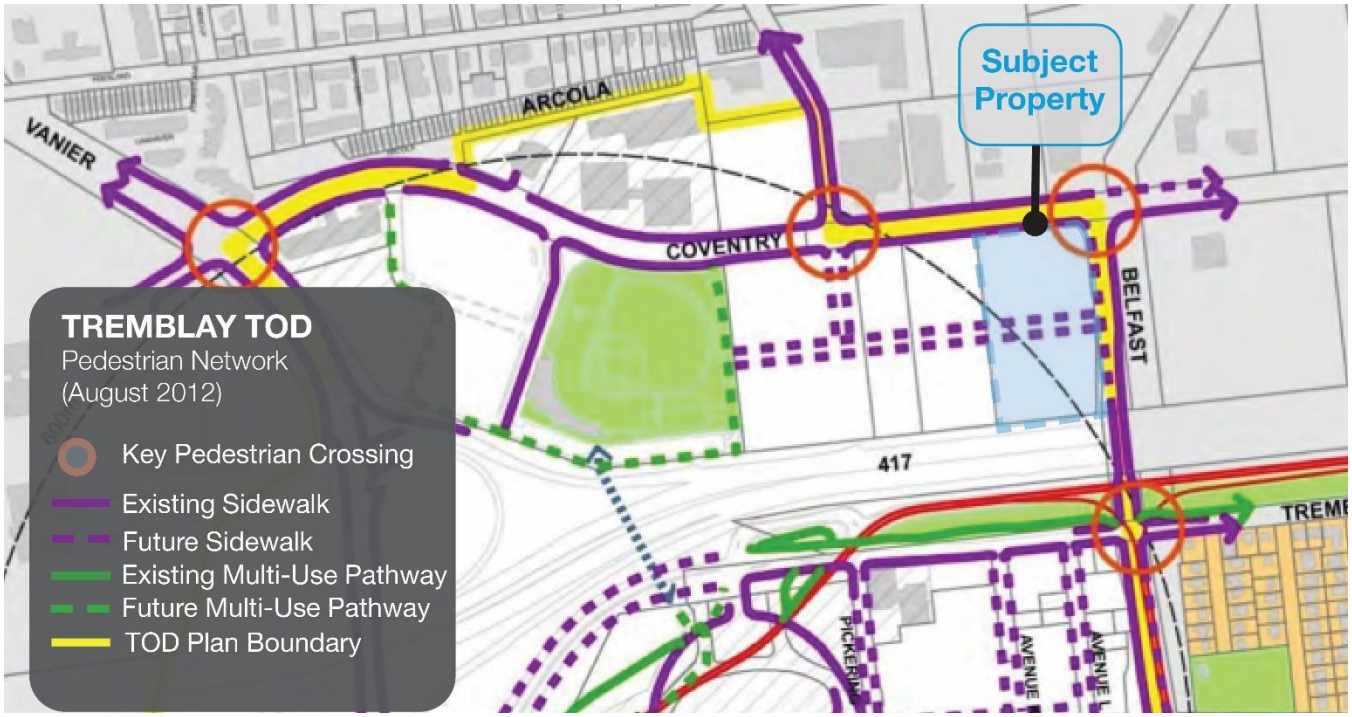

Figure 25: Tremblay TOD - Pedestrian Network, Transit Oriented Development (TOD) Plans - Lees, Hurdman, Tremblay, St. Laurent, Cyrville and Blair.

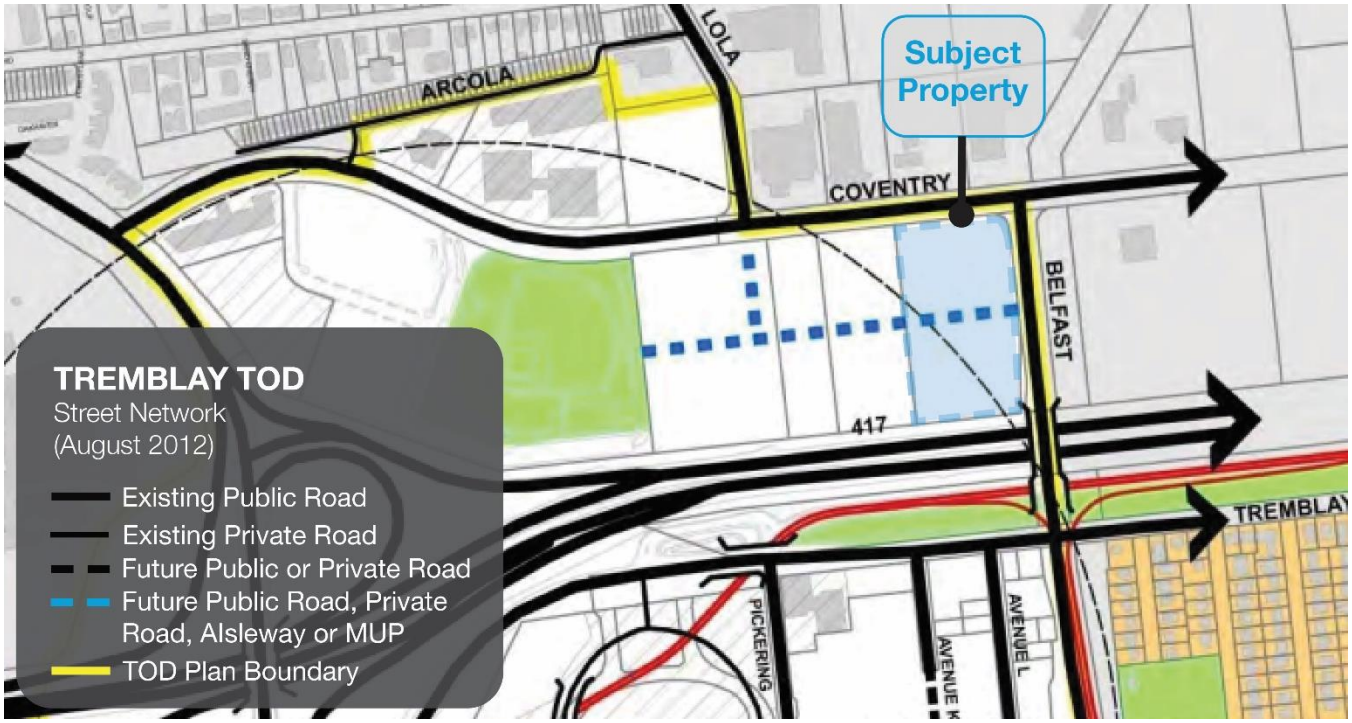

Figure 26: Tremblay TOD - Street Network, Transit Oriented Development (TOD) Plans - Lees, Hurdman, Tremblay, St. Laurent, Cyrville and Blair.

4.5.3 Tremblay TOD Street Network

The TOD Plan Street Network Plan shows existing and future streets in the Plan area. The plan anticipates alignments for two flexible types of connections to convey pedestrians and cyclists in direct and safe routes to/from the station. The Plan anticipates a future public or private road, aisleway or multi-use pathway through the subject property connecting to the baseball stadium further west, with a branch extending north to Lola Street (Figure 26).

4.5.4 Tremblay TOD Green Plan

The Tremblay Green Plan shows existing and future parks, open spaces, playgrounds and "priority streetscape". The Plan illustrates conceptual size and locations for private outdoor amenity areas. The implementing TOD zone requires a minimum 2% of the project land area to be constructed as outdoor communal amenity space. The subject property is located within a district requiring a future park. Guidelines in Section 7.2.1 of the Plan outline that public parks in TOD areas shall be between 0.1 and 0.5 hectares in size, or as determined by the City at the time of development approvals. Parks should be located in places of prominence, and designed to be flexible.

Parks should consist of soft landscaped features such as shrubs, trees and grass that define walkways and promote circulation, while hard landscaped elements such as paved walkways promote pedestrian connections and points of entry through the site. Benches, waste receptables and signage should also be provided. Subject to funding, parks within TOD Areas should also include hard surfaced courtyards and landscape features, lighting, bike racks, bollards, public art, tree guards and grates, gazebos and pergolas and play structures.

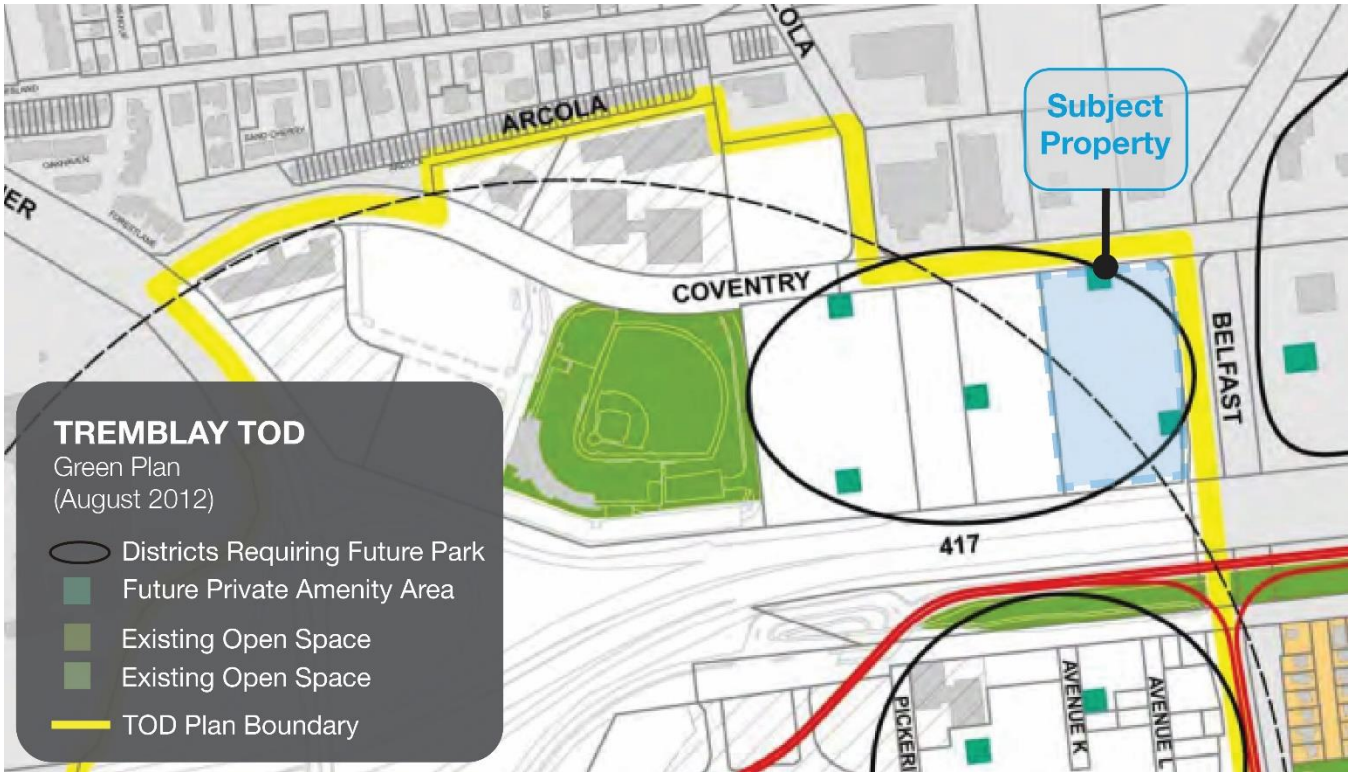

Figure 27: Tremblay Green Plan, Transit Oriented Development (TOD) Plans - Lees, Hurdman, Tremblay, St. Laurent, Cyrville and Blair.

4.5.5 Tremblay Building Heights and Density Targets

The Tremblay TOD area accounts for an approximately 100 hectare area of which approximately 44 hectares is available for future development for transit-supportive densities. The plan expects to see approximately 12,500

people living and/or working in the TOD Plan area over the next 20 years. According to the TOD Plan, the subject property is anticipated to be developed as mixed-use development, and heights of 20 and 30 storeys are considered for the parcel. Figure 28 shows the southern portion of the site is zoned Medium TOD Density Zone (TD2) for the north half of the property, and High TOD Density Zone (TD3) on the south half of the property.

Within the **Medium TOD Density Zone (TD2)** a minimum density of 250 units per net hectare for residential or a minimum FSI of 1.0 for non-residential land use is considered. Buildings in this Zone are capped at a height of 20 storeys in height, and ay include apartment dwellings, a combination of ground-oriented dwellings and apartment dwellings, mixed-use, and commercial buildings.

Within the **High TOD Density Zone (TD3)** minimum densities of 350 units per net hectare for residential or a minimum FSI of 1.5 for non-residential land uses is considered. Buildings in this Zone are capped at 30 storeys height and may include apartment dwellings, mixed-use and commercial buildings. The TD3 Zone is generally located nearest to future stations and maximizes efficiency of land and city infrastructure while brining more people in closer proximity to the stations.

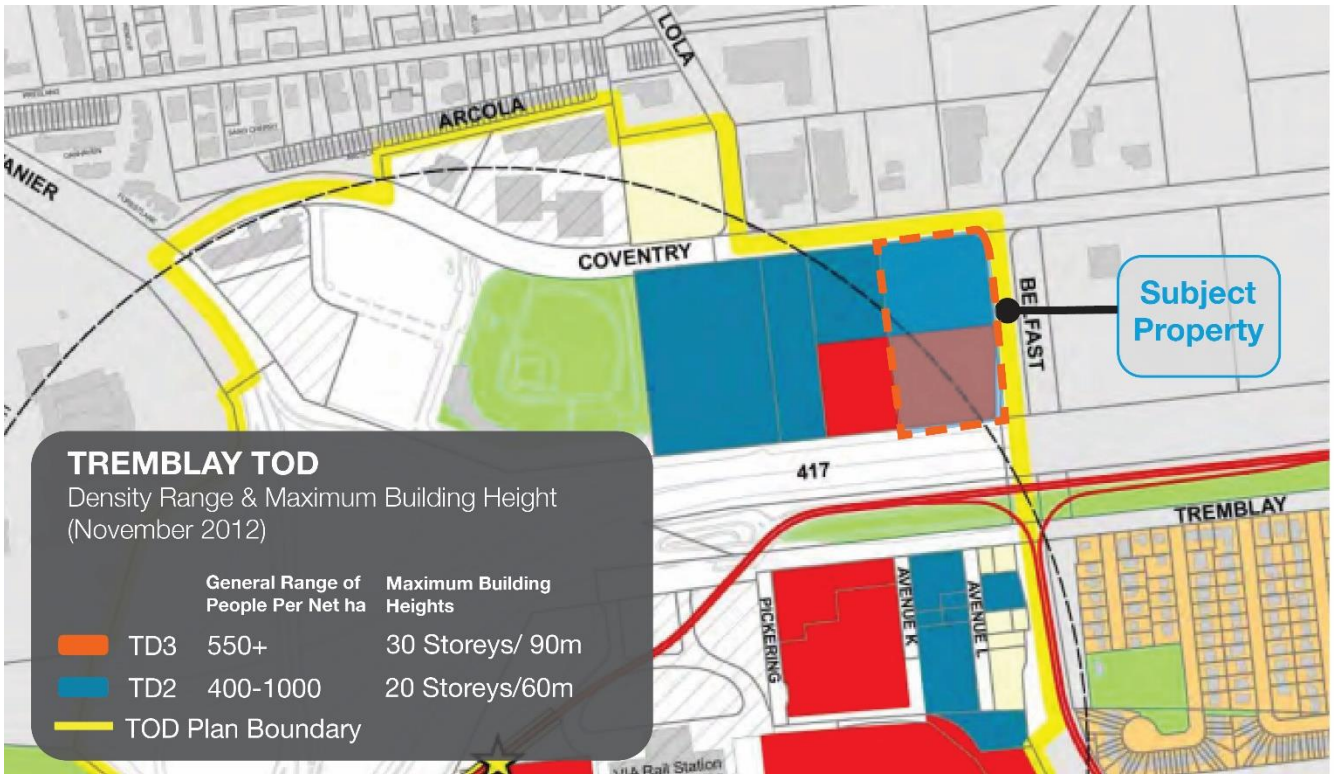

Figure 28: Tremblay Building Heights and Density Targets, Transit Oriented Development (TOD) Plans - Lees, Hurdman, Tremblay, St. Laurent, Cyrville and Blair.

The proposed development meets the intent and objectives of the Tremblay, St. Laurent and Cyrville Secondary Plan and approaches or meets the prescribed heights through most of the site except for Tower D, which exceeds the 20 storey limit by 5 additional storeys. Further, the proposed development is subject to guiding policies of the Transit Oriented Development (TOD) Plans and meets these objectives by proposing a mix of uses and high-density residential development within an area designated for such type of development. The proposal seeks to add seven (7) high-rise residential buildings with ground-floor commercial uses along Coventry Road that contribute to the creation of transit supportive densities within the TOD area. The proposal prioritizes the pedestrian realm and

proposes a new public park located internally off a new proposed public road. Vehicle access above grade is limited to mostly pick-up and drop-off locations around the perimeter of the north Block, with some surface parking located along the drive aisle within the southern block.

The proposed development further aligns well with the objectives of the Tremblay TOD Plan Area and meets several of the integrated urban design and TOD zoning regulations, including matching the proposed road location, where cycling and pedestrian infrastructure is to be accommodated. The proposed development recognizes that the site is within an area designated for requiring a park, and provides a large public park.

Although higher than 20 storey tower heights are contemplated for tower D in the northern block, the built form of this and all high-rises on site are well suited for the subject property and provide the required separation distance between the towers, the lot lines, and achieve the planned density for the site. More importantly, the proposed tower pattern and implementing Official Plan Amendment actually reallocates the maximum heights in the schedule to provide more successful transition from south to north. Finally, the proposed development meets several of the TOD objectives of creating mixed-use communities in a compact built form that promote choices and prioritize pedestrians, cyclists and transit. It further meets objectives of creating green spaces and urban places that are attractive and well designed.

4.6 Inner East Lines 1 and 3 Stations Secondary Plan—Volume 2 (new Official Plan)

The Inner East Lines 1 and 3 Stations Secondary Plan establishes policy on maximum building heights and minimum densities within the planning area (Figure 29). Similar to the old Secondary Plan, the Inner East Lines 1 and 3 Stations Secondary Plan is informed by the "Transit-Oriented Development (TOD) Plans: Lees, Hurdman, Tremblay, St. Laurent, Cyrville and Blair, January 2014" which was approved by Council, and has a similar status to a community design plan.

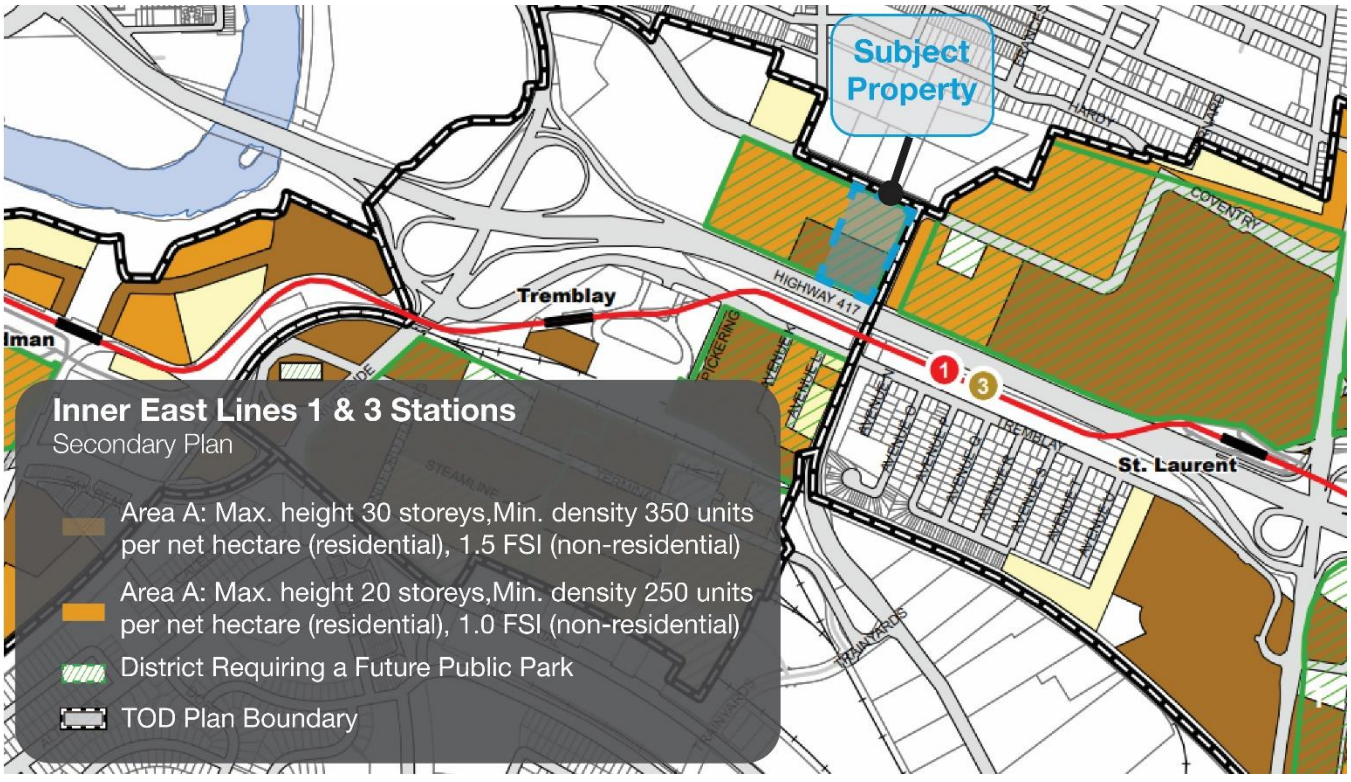

Figure 29: Schedule A - Maximum Building Heights and Minimum Densities, Inner East Lines 1 and 3 Stations, Secondary Plan - Volume 2

In line with the old secondary plan, the Inner East Lines 1 and 3 Stations Secondary Plan outlines minimum densities to set the stage for intensification so that development with increased densities can occur in context-sensitive locations at the time market pressure for density exists. The implementing zoning will provide flexibility by permitting existing constructed uses of land to be expanded and rebuilt at densities below the minimum densities in the Secondary Plan. The Plan anticipates that land subject development intensification pressure will remain in the existing zoning until the owner requests a rezoning. At that time, the property is to be rezoned to an appropriate Transit Oriented Development (TD) Zone in accordance with this secondary plan and the TOD Plan.

The new Inner East Lines 1 and 3 Stations Secondary Plan maintains the original intent and building heights as the old Secondary Plan.

Similar to the current Secondary Plan, the proposed development aligns with the intent and objectives of the new Secondary Plan and provides high-density development that contributes to achieving transit-supportive densities within the TOD Plan area. The development aligns with the objectives of the Transit Oriented Development (TOD) Plan, and Tremblay TOD Plan Area. Although the development proposes heights that are slightly higher than those permitted in the northern block, the development aligns with general intent and objectives of the Secondary Plan and the guiding TOD Plans, as outlined in the previous section.

4.7 Urban Design Guidelines for High-Rise Buildings (2018)

The City of Ottawa's Urban Design Guidelines for High-rise Buildings (the "Guidelines") were approved by City Council on May 23, 2018, and provide recommendations for urban design and guidelines to be used during the review of development proposals. As stated on page 2 of the Guidelines, they are not intended to be used as a checklist for evaluating a proposal and not all of the guidelines are applicable to every site. As the Guidelines note, the given context of a site will inform the development and that each site will have its own opportunities and challenges.

The Urban Design Guidelines for High Rise-Housing apply to high-rise (10 storeys or more) and used during the review of development proposals to promote and achieve appropriate high-rise development. The main objectives of the Guidelines is to address the compatibility and relationship between high-rise buildings and their existing or planned context, as well as promote high-rise buildings that contribute to views of the skyline and enhance orientation and the image of the city.

The proposed development responds to the guidelines in the following ways:

- The proposed development features background buildings (Guideline 1.4);
- The predominant views from the buildings within the proposed development include views of Highway 417 to the south, VIA rail and Tremblay O-Train Stations, industrial complexes along Tremblay Road, and low-rise residential beyond, as well as views of the Rideau River, particularly if viewed from a dwelling unit inside a proposed tower in the southern block. The views looking to the north are low-rise residential development within the Overbrook community, as well as views of the Rideau River and downtown Ottawa. To the east views of low-rise residential, commercial, industrial and parks are expected. To the west, the proposed development abuts low-rise commercial, views of this commercial space, parking lots, institutional buildings as well as the Stadium, the Rideau River are anticipated.(Guideline 1.6);
- The proposed buildings are designed to respect and enhance the existing and planned views and vistas trough their placement, height transitions, stepbacks and stepbacks and landscaping. They're designed to respect and enhance the overall character of the existing and planned urban fabric and the

skyline by maintaining harmonious relationships with the neighbouring buildings as adjacent properties become developed (Guideline 1.9).

- The proposed development is located in an identified growth area; therefore, the buildings have been designed to increase in height, with the shortest building being 18 and 20 storeys at the north end of the site and increasing to 25, 23, 27, 27, and 30 storeys progressively further to the south abutting the highway. In this way, the tallest buildings are located adjacent to the highway and the shortest buildings are located closer to Coventry Road (Guideline (1.10);
- The base of the buildings are directly related to the height and typology of the existing and planned streetwalls: buildings have podiums ranging in height from one (1) to six (6) storeys. In the north block, Building E faces Coventry Road with podium heights of one (1), two (2), and six (6) storeys. The one (1) storey, double-height portion is the closest to the street and takes up the largest amount of the streetwall. This portion is proposed to have commercial uses. Two (2) storey ground-oriented units face the park and the western property line. In Building E2, E1 and D, ground-oriented units are contemplated for the three (3) storey podiums that face west, south towards the park, and the pathway between the two buildings. In the south block, the three (3) storey portion is contemplated for the three (3) storey west-facing portion of Building C. The three (3) storey podium steps back to a six (6) storey podium, and helps to define the street edge to add a human scale element to the development and respond to the context of the site (Figure 30)(Guideline 1.12);

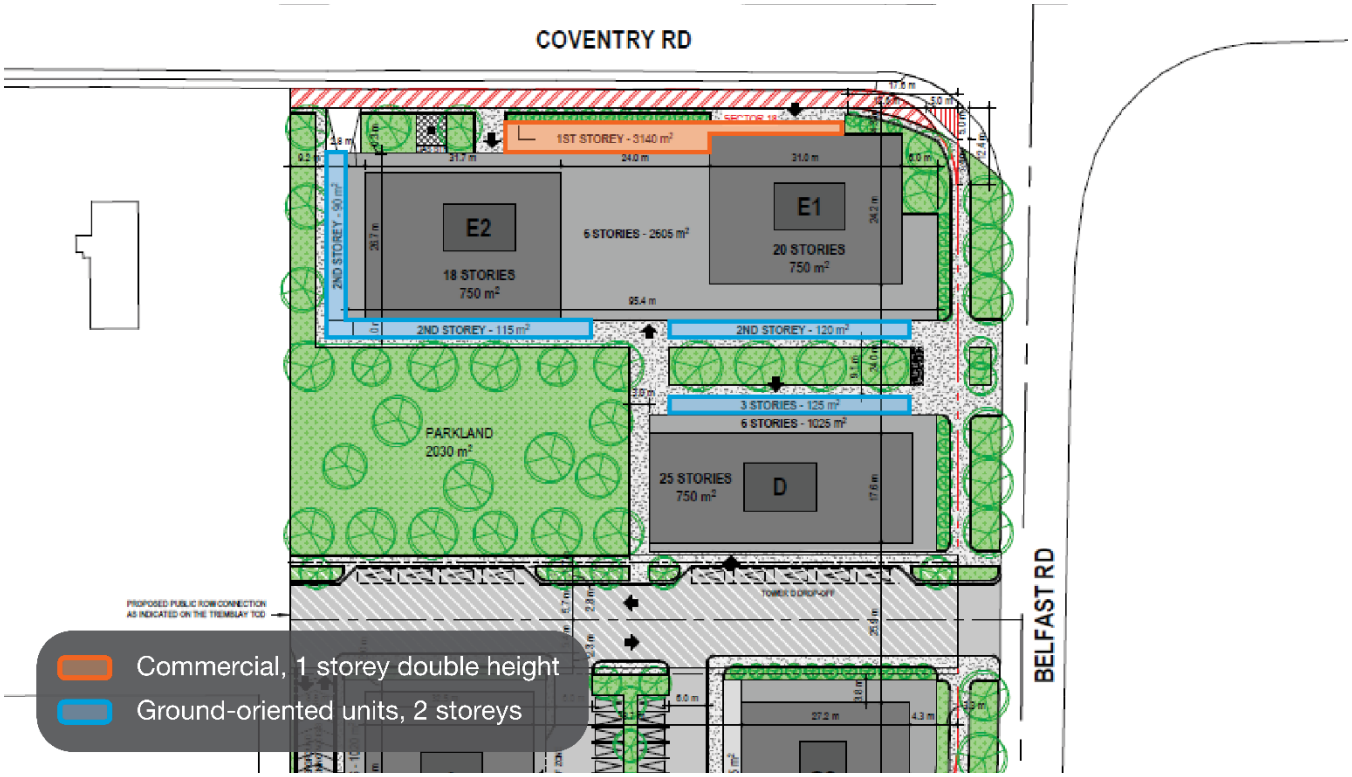

Figure 30: Diagram noting the locations of the commercial units and ground-oriented units in north block

- A 45-degree Angular Plan was considered from the properties north of Coventry Road. The Angular Plane was considered on the subject property from its current Light Industrial (IL) Zone, which requires a minimum front yard setback of 7.5 metres, and the underlying zoning permits heights of 18 metres. Considering these elements and implementing a 45-degree angular plane, the buildings heights of 20 storeys can be achieved on the subject property abutting Coventry Road, and 27 storeys for parts abutting Belfast Road. (Figure 17 and Figure 18) (Guideline 1.13);

- The lot is rectangular, which permits adequate transition measures (Guideline 1.14);
- The lot abuts two public streets, Coventry Road and Belfast Road, and includes a public park as part of the redevelopment (Guideline 1.15);
- The lot is of a sufficient size, 1.99 hectares, for the size and scale of redevelopment proposed, much exceeding the minimum 1,350 square metre minimum lot size for a corner lot (Guideline 1.16 and 1.18);
- The lower portion of the buildings have been designed so as not to overwhelm the pedestrian realm. Podiums have double-height one (1) storey and two (2) and three (3) storey portions, which help reinforce the human scale design. The public park is framed to the north by two (2) storey ground-oriented units. These measures help to ensure that the buildings create a streetwall and conditions that define and animate new public spaces for a pedestrian scale, including sidewalks, internal pathways, and the public park (Guideline 2.1);
- Architectural elements and details are considered to make the buildings visually appealing and contribute to the creation of an image of a community and city through its design. The details are not yet finalized, however variation in façade recession throughout the site, as well as additional architectural elements such as an extended podium at the corner of Belfast and Coventry Road are proposed which all provide a canvas for additional architectural expression. Additional elements will be refined at the time of Site Plan application (Guideline 2.2);
- The buildings in the proposed development have been designed with a base, middle, and a top. The podiums define the base and have heights of one (1), two (2), three (3), and six (6) storeys, where the one (1) through three (3) storey heights step back to six (6) storeys. The middle includes the tower, which range in height from 18 to 30 storeys, and the top includes the mechanical penthouses (Guideline 2.3);
- The base of the buildings form a continuous building edge along streets and public spaces to create a new streetwall. As shown in Figure 30, a continuous and highly-articulate streetwall encloses the public park and internal pathways with ground-oriented units (Guideline 2.13);
- Additional stepbacks are provided in the podiums, with one (1), two (2), and three (3) storey portions stepping back to six (6) storeys. Note that the one (1) storey portion of the podium is a double-height commercial space. These stepbacks are proposed around building entrances and to frame the public park and internal pathways (Guideline 2.14);
- The base of the buildings reflect the width of the existing and proposed roads: Coventry Road has a protected right-of-way (ROW) of 30 metres and Belfast Road has a protected ROW of 26.9 to 29.2 metres. The ROW of the new east-west street is 18 metres. The proposed podium heights are: approximately 18 to 20 metres throughout the site (Guideline 2.15);
- Stepbacks in the podiums have been provided (Guideline 2.16);
- The base of all buildings is a minimum of two (2) storeys, with each podium being six (6) storeys, and the commercial frontage having a double-height one (1) storey portion facing Coventry Road (Guideline 2.17);
- The proposed development introduces building typologies that are not currently present within the surrounding area, however, the buildings are consistent with architectural elements and rhythm that is typically found within the generally area and around the City. The buildings are designed with podiums, base and tower sections that break up the vertical mass and achieve compatibility. Along Coventry Road longer facades are proposed to close off the street edge, and define the pedestrian realm. Multiple entrances are considered along this frontage (Guideline 2.20);
- Materiality for the proposed development will be refined during site plan stage. Green roofs are proposed for the development. (Guideline 2.21);

/ Ground floors of all buildings are proposed to be animated thorough the use of transparent glazing as well as ground-oriented units that line the northern most buildings along the base. The use of glazed surfaces and location of ground oriented units through the sites animates the public realm and promotes pedestrian safety and comfort. Similarly, along Coventry Road commercial frontage is proposed with increased glazing that achieves the same effect. (Guideline 2.23);

/ All the towers in the proposed development have floorplates of 750 square metres in size to minimize shadow and wind impacts, loss of skyviews, and allow for the passage of natural light into interior spaces (Guideline 2.24);

/ Tower separation is a minimum of 24 metres, with two towers on different buildings set apart greater distances: Tower D and C2 are 25.9 metres apart and Tower A and C2 are 33.7 metres apart (Guideline 2.25);

/ Ensure there are no blank walls where towers are staggered and face one another (Guideline 2.28);

/ Buildings employ step backs from the base to the tower to allow the base to be the primary defining element for the site and adjacent public realm, reducing the wind impacts, and opening skyviews. Stepbacks include:

- Building A:
  - 2.0 metre step back after the sixth storey on the north side;
  - 3.2 metre step back after the sixth storey on the west side;
- Tower B1:
  - 3.2 metre step back after the sixth storey on the west side;
- Tower C1:
  - 2.9 metre step back after the third floor on the west side;
- Tower C2:
  - 3.8 metre step back after the sixth on the north side;
  - 4.3 metre step back after the sixth floor on the east side;
- Building E:
  - 2.8 metre step back from after sixth on the west side;
  - 6.0 metre step back from after sixth on the east side;

/ A portion of building E1 is proposed to extend straight down to the ground to address the street corner and create a forecourt for the entrance. This location is expected to define the pedestrian realm, and serve as an architectural element that transitions into the development (Guideline 2.30);

/ Wind and Shadow have been considered through studies, and their impacts have been considered in the design of the site (Guideline 2.31);

/ The buildings consider high-quality materials and finishes in their design to achieve a high degree of design. The tower placement has considered various elements including natural elements and its relationship with its surroundings. The buildings are designed to correlate with one another through their colors, materiality, design and fenestration pattern (Guidelines 2.32 to 2.34);

/ Details of building tops are not yet finalized, however, their incorporation into the overall building design is considered (Guideline 2.35);

/ A mechanical penthouse is included on the roof of every tower (Guideline 2.36);

- The building tops are expected to be designed to maintain a common rhythm on site and be an integral part of the building design (Guideline 2.37)
- The main pedestrian entrances to the buildings and towers are conveniently located with seamless connections to the sidewalks (Guideline 3.10);
- Multiple site access are considered, where pedestrian entrances are placed closest to the street edge. For Towers B and C, additional entrances close to Belfast are considered and will be defined through the Site Plan phase. (Guideline 3.10-3.11);
- Ground-oriented units with useable front entrances are proposed to frame the park (see also Figure 30, above) (Guideline 3.12(b));
- The commercial unit in front of Tower E1 is double height, which will allow for greater flexibility in use over time (Guideline 3.12(c);
- Materiality for the building is not yet finalized, however bird friendly glazing will be considered for the ground floor that faces pedestrian spaces (Guideline 3.12(d));
- The site consists of several public and private amenity spaces including a 2,030 square metre public park, internal amenity spaces as well as rooftop amenity spaces on top of all buildings (Guideline 3.12(e));
- The public realm is a priority through the development, and improvements such as art will be discussed through the development process (Guideline 3.12(f));
- Parking is primarily located underground, with only 3.4% provided aboveground for convenience (Guideline 3.14);
- Pick-up and drop-off areas are proposed internal to the site, with one on new east-west road in front of Building D and two in the southern block, in front of Building A and Building C/D (Guideline 3.15); and
- The waste management area proposed between Building A and C/D will be screened, additional waste management will be located below grade within the parking garages of the buildings (Guideline 3.16);

The proposed development meets several of the guidelines for High-Rise Development as demonstrated above.

4.8 Transit-Oriented Development Design Guidelines

In September 2007, City Council approved design guidelines to address Transit-Oriented Development. The guidelines apply to all development throughout the city that is within 600 metres walking distance of a rapid transit stop or station and provide guidance for the proper development of these strategically located properties. The guidelines address six elements of urban design: land use, layout, built form, pedestrians and cyclists, vehicles and parking, and streetscape and environment.

The proposed development meets the following applicable design guidelines:
Land Use:

- Provide transit supportive land uses within a 600-metre walking distance of a rapid transit stop or station (Guideline 1).
- Create a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally, thereby reducing the need to travel. Elements include a variety of different housing types, employment, local services and amenities that are consistent with the policy framework of the Official Plan and the City's Zoning By-Law. The mix of different uses can all be within one building and/or within different buildings within close proximity of one another (Guideline 3).

Layout:

- Lay out new streets, laneways, pedestrian and cycling connections in a connected network of short block lengths that offer route choice (Guideline 4).
- Design street blocks to be no more than 150 metres in length with pedestrian friendly intersections (Guideline 5).
- Locate buildings close to each other and along the front of the street to encourage ease of walking between buildings and to public transit. Coordinate the location and integration of transit stops and shelters early in the design process to ensure sufficient space and adequate design (Guideline 7).
- Locate the highest density and mixed uses (apartments, offices, etc.) immediately adjacent and as close as possible to the transit station (Guideline 8).

Built Form

- Step back buildings higher than 4 to 5 storeys in order to maintain a more human scale along the sidewalk and to reduce shadow and wind impacts on the public street (Guideline 11).
- Create highly visible landmarks through distinctive design features that can be easily identified and located. For example, taller buildings can create a landmark location because they stand out on the skyline (Guideline 12).
- Set large buildings back between 3.0 and 6.0 metres from the front property line, and from the side property line for corner sites, in order to define the street edge and to provide space for pedestrian activities and landscaping (Guideline 13).
- Provide architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians (Guideline 14).
- Use clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order provide ease of entrance, visual interest and increased security through informal viewing (Guideline 15).

Pedestrians & Cyclists:

- Design pedestrian connections that are convenient, comfortable, safe, easily navigable, continuous and barrier-free and that lead directly to transit (Guideline 16).
- Reduce or limit grade separated pedestrian connections (Guideline 18).
- Design ground floors to be appealing to pedestrians, with such uses as retail, personal service, restaurants, outdoor cafes, and residences (Guideline 28).
- Provide convenient and attractive bicycle parking that is close to building entrances, protected from the weather, visible from the interior of the building and that does not impede the movement of pedestrians (Guideline 29).

Vehicles & Parking

- Locate parking lots to the rear of buildings and not between the public right-of-way and the functional front of the building. For buildings on corner sites, avoid locating parking lots on an exterior side (Guideline 35).
- Design access driveways to be shared between facilities. This helps to improve the pedestrian environment by limiting the number of depressed curbs across public sidewalks and reduces potential points of conflict between pedestrians and vehicles (Guideline 36).
- Design and locate parking lots and internal roads to minimize the number of vehicle crossings over primary pedestrian routes (Guideline 38).

- Encourage underground parking or parking structures over surface parking lots. Locate parking structures so that they do not impede pedestrian flows and design them with active street-level facades, including commercial uses and/or building articulation, non-transparent windows or soft and hard landscaping (Guideline 39).
- Include a boulevard or planting strip along internal roadways and parking areas to buffer pedestrians from vehicles and road spray (Guideline 42).

Streetscape & Environment:

- Incorporate special street lighting in significant areas to help define a pedestrian realm and to promote walking to and from transit (Guideline 50).
- Enclose air conditioner compressors, garbage and recycling containers and other similar equipment within buildings or screen them from public view (Guideline 54).

The proposed development implements several of the Transit-Oriented Development Design Guidelines and introduces well designed high-density transit supportive land uses within 600 metres of Tremblay O-Train Station while also integrating a high-quality public realm. It locates tallest heights and highest densities closest to the transit station, while gradually transition to lower densities in areas furthest away from rapid transit. The proposal includes active frontages along Coventry Road and ground-oriented units addressing a new Public Park which abuts a new public road. Buildings consist of podiums that are minimally setback from the public right-of-way, and stepback at the second, third or fourth and seventh storey, where the tower portion is setback significantly from the six (6) storey podium. Buildings are designed with high degree of architectural variation, and high degree of glazed surfaces are considered for ground floors. Vehicular access is removed form the northern block and located to the outer edges, while access to below grade parking structures is provided through driveways located outside the central areas of the block. These features collectively implement TOD Guidelines and meet objectives for intensifying TOD areas through a high degree of urban design. The proposed development intensifies an underutilized site close to rapid transit, and creates an area where pedestrians and cyclists are prioritized and provides a desirable public real.

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

The site is split-zoned **General Mixed-Use, subzone 6, Height 34 metres and Height Restriction 90 metres (GM6 H (34) and GM6 H (90)).** GM6 H(34) zoning is applied to the first approximately 91.5 metres of the site from Coventry Road, which limits heights of 34 meters. GM6 H(90) applied to the remaining 100.5 metres of the property, which restricts building heights to 90 metres. While the underlying zone is the same for the complete site the height restriction varies between the north and south portions.

Although the property is currently zoned General-Mixed Use which permits a range of commercial and residential uses, it is our opinion that a **Transit Oriented Development Zone (TD)** is more suited for this site and the intended development. The TD Zone appropriately implements superior policy objectives on this parcel that support Transit Oriented Development on this site and will align the subject property with the zoning framework applied to abutting properties.

This section demonstrates performance standards for the current GM6 H(34) and GM6 H(90) Zones as well as the proposed TD2 and TD3 Zones to evaluate the compliance of the proposed development against the provisions of both zones. The subsequent section discusses the proposed amendments in greater detail.

4.9.1 General Mixed-Use Zone (GM6 H(34) & GM6 H(9))

The purpose of the GM Zone is to allow for residential, commercial and institutional uses, limit commercial uses to individual occupancies or in groupings in well defined areas such that they do not affect development of designated Traditional and Arterial Mainstreets as viable mixed-use areas, and to permit uses that are large and

serve or draw from broader areas than the surrounding community and may generate traffic, noise or other impacts provided the anticipated impacts are adequately mitigated or otherwise addressed, and to ensure development standards that are compatible and complimentary surrounding uses. While the Mixed-Use Zone permits a mix of residential, commercial and institutional uses, the scale of commercial uses is intended to be smaller as compared to a Traditional or Arterial Mainstreet.

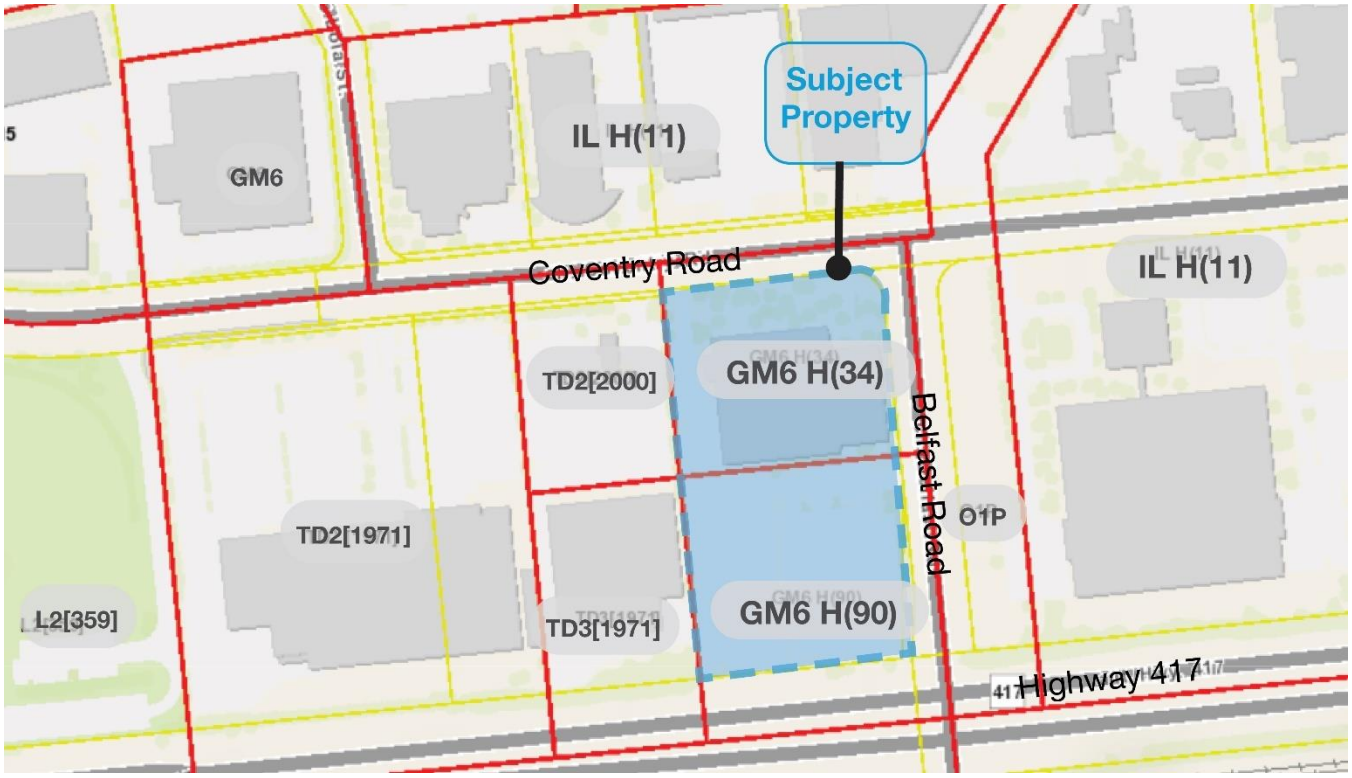

Figure 31: Current Zoning on subject property

The General Mixed-Use Zone permits a variety of non-residential and residential uses, including those proposed.

Table 1 provides a summary of Zone Provisions for General Mixed-Use, Subzone 6 - Height restriction 34 and 90 (GM6 H (34) and GM6 H (90)) and other applicable provisions related to the subject property as detailed in the City's comprehensive Zoning By-law (2008-250).

Split Zoned **GM6 H(34)** *for Northern half,* **GM6 H(90)** *for Southern half*		**Requirement**	**Compliance**
Minimum Lot Width (m)		No minimum	✓
Minimum Lot Area (m²)		No minimum	✓
Minimum Front Yard Setback (m)		7.5 metres (as per subzone)	✗
Corner Side Yard Setback (m)		7.5 metres (as per subzone)	✗
Minimum Interior Yard Setback (m)	Residential use building	Any building up to 11 metres height = 1.2 metres	✓

Split Zoned **GM6 H(34)** *for Northern half,* **GM6 H(90)** *for Southern half*		**Requirement**	**Compliance**
		Any building above 11 metres height = 3 metres	
	Other Cases	No Minimum	✗
Minimum Rear Yard Setback (m)		3 metres (as per subzone)	✓
Maximum Building Height (m)		Height Restriction:	
		North: 34m on northern half of lot	✗
		South: 90m	✗
Maximum Floor Space Index		2, unless otherwise shown Retail Store and Retail Food Store – max. cumulative GFA = 23,225 m^2	✗
Lot Coverage (Subzone 6)		Maximum 40%	✗
Minimum Width of Landscaped Area		Front yard, corner side yard and rear yard setbacks must be all landscaped (as per subzone)	✓
Parking Structure		Is permitted if it is located on a lot with another principal use and located in a rear yard not abutting a street.	✓
Parking Requirements Area X on Schedule 1A Walking distance greater than 400m to transit Reduced min parking does not apply.		Residential: 0.5 spaces/ unit, except for first 12 units,	✓
		Non-Residential: None required for non-residential use on ground floor up to 200sqm.	✓
		Visitor: 0.1 spaces/unit, except for first 12 units	✓
Vehicle Parking Space Dimensions		Must be 2.6m-3.1m by 5.2m Up to 40% of required parking aside from visitors spaces may be 2.4m x 4.6m	✓
Bicycle Parking		0.5/unit	✓
Bicycle Parking Space Dimensions		Horizontal: 0.6m by 1.8m Vertical: 0.5m by 1.5m (max 50% of required spaces)	✓
	Parking Lot	Driveway: Minimum 6.0m Drive Aisle: Minimum 6.7m	✓

Split Zoned **GM6 H(34)** *for Northern half,* **GM6 H(90)** *for Southern half*		**Requirement**	**Compliance**
Drive Aisle Width (Double Traffic Lane)	Parking Garage	Minimum: 6.0m Maximum: 6.7m	✓
Amenity Space Requirements		6m^2 per unit; 50% required to be communal, Aggregated into areas of up to 54m^2	✓

4.9.2 Transit Oriented Development Zone

The site is proposed to be rezoned to an appropriate Transit Oriented Development (TD) Zone as per the TOD Plans which anticipate rezoning to take place by the owner at a time intensification pressure is present. The purpose of the TD zone is to establish minimum density targets needed to support rapid transit for lands within Council approved TOD Plan areas, to accommodate a wide range of transit-supportive land uses such as residential, office, commercial, retail, leisure, service and institutional uses in a compact pedestrian form at medium to high-densities; to locate higher densities closer to LRT stations and create a focal point of activity and promote the use of multiple modes of transportation, and impose development standards that ensure development of attractive urban environments that exhibit high-quality urban design and establish priority streets for active frontages and streetscape investment.

For phased development all phases must be shown on site plan approval and each phase must comply with minimum densities and outdoor communal space requirements of the zoning for the portion of the property shown in that phase.

The following are specific zone provisions for TD2 and TD2 zones:

Table 1: TD Zone Provisions

Split Zoned – TD Zone TD 2 and TD3		**Requirement**	**Proposed**		
Minimum Lot Width (m)		No minimum	North	51.5 m	✓
			South	107.7 m	✓
Minimum Lot Area (m²)		No minimum	North	5,854.4 m^2	✓
			South	9,951.1 m^2	✓
Minimum Front Yard Setback (m)	Residential use building	3 metres	North	<u>On new road</u> Tower D = 0.7 m	✘
			South	<u>On new road</u> Tower A = 2.0 m Tower C2 = 2.0 m	✘
	All other cases	0.5 metres	North	n/a	-
			South	n/a	
Corner Side Yard Setback (m)		3 metres	North	<u>Belfast Rd</u> Tower D = 3.2 m	✓

Split Zoned – TD Zone TD 2 and TD3		Requirement		Proposed			
	Residential use building			South	Belfast Rd Towers C1 to C2 = 3.3 m and reduces to 2.2m for southern portion of site.		✗
	All other cases	0.5 metres		North	Coventry Rd Tower E1 = 3.1 m		✓
				South	n/a		-
Minimum Interior Yard Setback (m)	All other cases	No Minimum, except any part of building above 6 stories – 12 metres		North	**Building E2 - Podium**		
					3 stories	5.9 m	✓
					Abutting Park	1.5m	✓
					6 stories	= 9.2 m	✓
					Building E2 - Tower		
					From west side yard	12m	✓
					Abutting Park	4.5	✗
					Building D - Tower		
					Abutting Park	1.8m	✗
				South	**Buildings A and B - Podium**		
					Podium - 6 stories	8.8 m	✓
					Tower	12 m	✓
Minimum Rear Yard Setback (m)	All other cases	No Minimum, except for any part above 6 stories – 12 metres		North	n/a (no rear yard)		-
				South	Towers B and C1 = 14.3 m		✓
Minimum Building Setback from Private Way within PUDS	Residential use buildings	1.8 metres from a wall of a residential use building to a private way		North	n/a (no private way)		✓
				South	**Around driveway**		
					Tower A	1.5 m	✗
					Tower C2	2.8 m	✓
Maximum Building Height (m)		**TD2**	60 metres	North	Building E2	18 storeys (62 m)	✗

Split Zoned – TD Zone TD 2 and TD3		Requirement		Proposed			
					Building E1	20 storeys (67 m)	✘
					Building D	25 storeys (83 m)	✘
		TD3	90 metres	South	Building A	23 storeys (77 m)	✓
					Building B	30 Storeys (98m)	✘
					Building C2	27 storeys (89 m)	✓
					Building C1	27 storeys (89 m)	✓
Density Lots greater than 0.125 ha.	Min. Residential units	**TD2**	250 units/hectare	North	1025 units / ha		✓
		TD3	350 units/hectare	South	1075 units / ha		✓
	Non-Residential	**TD2**	1.0 FSI	North	n/a		✓
		TD3	1.5 FSI	South	n/a		✓
	Mixed-use buildings	Above applies to corresponding use that occupies larger portion of the GFA of building and smaller use, either residential or not residential is not calculated.					
Stepbacks	Where the wall of the 1st storey of a building is within 10 metres of a lot line abutting a public street and where the building is more than 6 storeys in height the wall facing the street must be stepped back at either the 2nd, 3rd, 4th, 5th , 6th or 7th storey at least a further 2.5 metres from the wall of the storey below.			North	Coventry Road		
					Building E1	2.2 m except North-East Corner = 0m	✘
					Building E2	5.0 m	
					Belfast Road		
					Building E1	5.9 m	✓
					Building D	4.1 m	✓
					New Road		
					Tower D	1.4 m	✘
				South	**New road**		

Split Zoned – TD Zone TD 2 and TD3		Requirement	Proposed			
				Building A	2.0 m	✓
				Building C2	3.8 m	✓
				Belfast Road		
				Tower C2	4.3 m	✓
				Tower C1	1.4 m southern portion	✗
Minimum Separation Distance Between Buildings within a PUDS	Height up to 14.5 metres - 1.2 metres All other cases - 3 metres		North	24 m		✓
			South	24 to 33.7 m		✓
Tower Separation	Tower above 6 stories	24 metres				✓

Table 2: Landscape Provisions

Landscape and Amenity Area Requirements				
Minimum Width of Landscape	No minimum, but unused yards shall be landscaped.	North	Soft: 763.8 m^2 Hard: 689.0 m^2 Total: 1 452.8 m^2	✓
		South	Soft: 1262.1 m^2 Hard: 650.5 m^2 MTO Permit Controlled Area: 1413.6 m^2 Total : 3 326.2 m^2	✓
Amenity Space Requirements	6m^2 per dwelling unit, and 10% of the gross floor area of each rooming unit **Required North= 3 690 m^2 for 615 units** **Required South = 6 450 m^2 for 1075 units**	North	Balconies = 5 585.4 m^2 Indoor = 505.1 m^2 Total = 6 090.5 m^2	✓
		South	Balconies = 10 102.9 m^2 Indoor = 1 317.5 m^2 Total = 11 420.4 m^2	✓
Communal Space	A minimum of 50% of the required total amenity area to be provided as communal 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	North	Indoor = 505.1 m^2 Rooftop terraces = 1 462.1 m^2 Total = 1967.2 m^2	✓

	North : **50% required = 1 845 m²** **2% required = 117.1 m²** **South :** **50% required South = 3 225 m²** **2% required = 199.0 m²**				
	For lots more than 1,250 m² in area	2% of total lot area must be provided as outdoor communal space located at grade anywhere on the lot and such area can also be used towards complying with any amenity area requirements.	South	Indoor = 1 317.5 m² Rooftop terraces = 2 222.4 m² Total = 3 539.9 m²	✓

Table 3: Parking Provisions

Parking Provisions					
Parking Requirements (Area X) Column 3 of table 103, despite location. Walking distance greater than 400m to transit Reduced min parking does not apply.	Residential:	0.5 spaces/ unit, except for first 12 units	North	Required : 308 Actual: 313	✓
			South	Required : 538 Actual: 574	
	Non-Residential:	None required for non-residential use on ground floor up to 200sqm. Retail Stores: 2.5m² per 100m² of gross leasable area	North	Required : 0 Actual : 65	✓
			South	Required : 45 Actual : 35	✓
	Visitor:	0.1 spaces/unit, except for first 12 units	North	Required : 62 Actual : 62	✓
			South	Required : 108 Actual : 108	✓
Minimum Width of Driveway	Private way – 6 metres		North	n/a	✓
			South	Driveway between	✓

				buildings width = 6 m	
Vehicle Parking Space Dimensions		2.6m-3.1m by 5.2m Up to 40% of required parking aside from visitors spaces may be 2.4m x 4.6m			✓
Drive Aisle Width (Double Traffic Lane)	Parking Lot	Driveway : Minimum 6.0m Drive aisle leading to 20 or more spaces: Maximum 6.7m			✓
	Parking Garage	Minimum: 6.0m Maximum: 6.7m			✓
Bicycle Parking		0.5/unit	North	Required : 308 Actual : 308	✓
			South	Required : 538 Actual : 538	✓
Bicycle Parking Space Dimensions		Horizontal: 0.6m by 1.8m Vertical: 0.5m by 1.5m (max 50% of required spaces)			✓

5.0
Proposed Amendments

5.1 Official Plan Amendment

A site-specific Official Plan Amendment is proposed to the Tremblay, St. Laurent, and Cyrville Secondary Plan as follows:

- Amend Schedule A, Tremblay TOD – Tremblay, St. Laurent and Cyrville Secondary Plan (Figure 32), by revising current maximum permitted building heights of 20 storeys within Area B to permit building heights of up to 25 Storeys on the subject property.

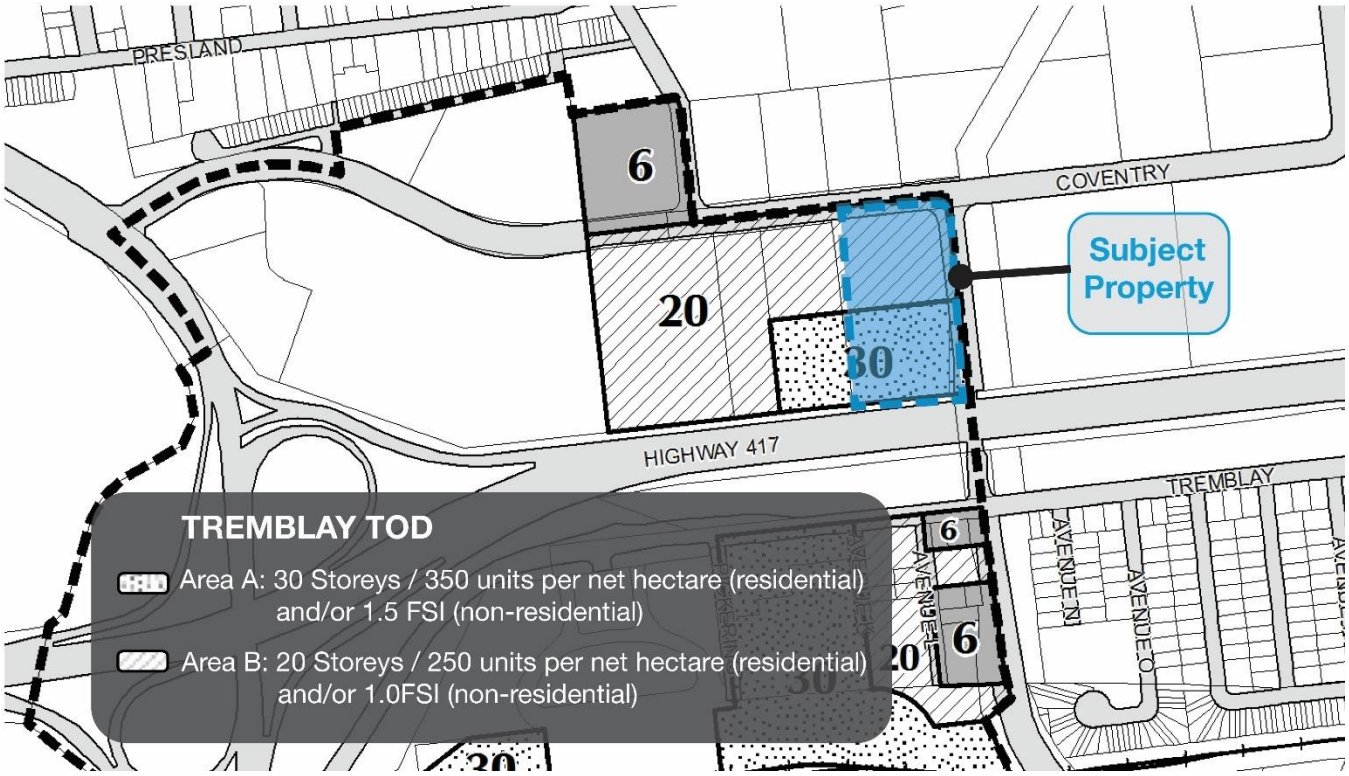

Figure 32: Schedule A, Tremblay, St. Laurent and Cyrville Secondary Plan

It is Fotenn's professional opinion that the proposed Official Plan Amendment is appropriate and represents good planning as it achieves several Official Plan objectives for increased density within areas designated as a Mixed Use Centre within the current Official Plan, and a Hub within the Inner Urban Transect in the new Official Plan. The proposed development achieves increased density that is contemplated throughout the Official Plan, Secondary Plan and the Transit-Oriented Development (TOD) plans. The proposed development achieves desired policy objectives by also employing appropriate design measures that provide appropriate tower-separation distances, appropriate transition to existing and planned context of adjacent properties, mixed-uses on site including main floor commercial, active street frontages, public park, a new public road, increased landscaping and significant improvements to the public realm and pedestrian and cycling connections on a site that is located within 600 metres from Tremblay O-Train station.

The proposed development responds to policy direction which supports tallest building heights and highest densities to be provided on properties closest to rapid transit stations, with heights of 30-storeys permitted within the southern half of the subject property, and 20 storeys within the northern property as per the Tremblay, St. Laurent and Cyrville Secondary Plan. The proposed development achieves the Official Plan and TOD Plans objectives for establishing transit-

supportive densities and mixed-uses within the Tremblay TOD Plan area. It further achieves the Plans objectives for achieving the desired density by focusing on Urban Design elements that make these areas desirable and pedestrian friendly. This is achieved through the creation of a new public park, public road and ground floor commercial uses located at the intersection of an Arterial and Collector Road, that will animate this prominent corner site. The development benefits from existing transit, transportation network and amenities which make it well suited for residential intensification.

The proposed development will provide housing types, choices and supply to an area that is well situated within approximately four (4) kilometres from the Downtown Core, within 600 metres from local rapid transit (Tremblay O-Train Station) and a regional VIA rail station and is well serviced by a road transportation network as it has frontage on an Arterial and Major Collector Roads as well as a Provincial Highway (Highway 417). Additionally, the site is well situated in close proximity to several amenities including shopping, institutional and recreational facilities as discussed earlier in this report; and is located far existing low-rise residential to maintain appropriate transition while also achieving appropriate density. The proposed development significantly adds to the existing housing stock within the neighbourhood which generally consists of low-density housing. The proposed development provides housing types and choices to area residents that are currently limited, and does not pose undue adverse impact on adjacent community.

Coventry Road and Belfast Road are currently underutilized roads that are occupied by a low-rise industrial and office use building with a sprawling surface parking lot containing aggregate storage and commercial vehicle storage. The intersection is well situated and has good connectivity to the surrounding communities and amenities. Both these roads will greatly benefit from the improved pedestrian realm, residential densities and the public park as it will introduce density needed to support the community and make it a thriving urban centre.

The upcoming new City of Ottawa Official Plan contemplates High-rise building heights within Hubs on parcels of lands that are sufficient in size to allow transition in built form massing and sites that allow transition by locating shortest heights at outer edge of the Hub and tallest heights within the centre and near rapid transit stations (Policy 5.2.3.1d, new Official Plan). The new Official Plan defines High-rise to be buildings that are up to 40 storeys in height. It further supports 40 storey building heights on sites which front onto segments of streets whose right-of-way is 30 metres or greater, and where the parcel is of sufficient size to allow transition in built form massing. The right-of-way width at Coventry Road is currently 30 meters with an additional frontage being taken by the City for road widening to provide a total of approximately 34 metres. Considering that the objective of the policies in the new Official Plan is to permit highest densities and tallest heights closest to transit stations, and achieve gradual transition to adjacent low-rise communities, the proposed heights of 25 to 30 storeys within an area that is 600 to 800 metres radius from Tremblay O-station are appropriate as adjacent properties to the west are located closer to the transit station and are expected to develop to achieve the 40 storey heights contemplated by the Official Plan.

Specifically, the Official Plan Amendment is sought to seek an additional five (5) storeys atop of Tower D, and requested in order to achieve appropriate built form mass and transition from tallest heights located abutting Highway 417 nearest to the Highway 417, and shortest heights further away towards the edges of the TOD area. Additionally, the proposed development appropriately implements several design guidelines to achieve the appropriate built form and massing transition that prioritizes the public realm, including appropriate tower separation, tower floor plates, building setbacks, and podium stepbacks as well as angular planes to ensure appropriate heights within the area.

5.2 Zoning By-law Amendment

To facilitate the proposed development, a site rezoning with site specific exceptions from the following provisions are requested:

- **Rezone to an appropriate TD Zone:** A rezoning is requested to update the current zoning on the subject property to implement an appropriate **Transit Oriented Development (TD) Zone** as outlined in the Hubs in the Inner Urban Transect designation within the new City of Ottawa Official Plan, and the Transit Oriented Development (TOD) Plans, approved by Council in 2014. As per the TOD Plans, the

Secondary Plans recognize that zoning on these lands is unchanged until such a time that intensification pressure is present. The plan anticipates lands within the Tremblay Transit Oriented Development Plan Area to be rezoned to an appropriate TD zone by the owner at a time market pressure to intensify is present. Therefore, the proposal is to rezone the subject property from a General Mixed Use Subzone 6 Heights 34 metres (north) and 90 metres (south) (GM6 H(34) and GM6 H(90)) to implement an appropriate Transit Oriented Development Zone Subzone 2 (for the northern half) and 3 (for the southern half) of the property (TD2 and TD3).

Within the TD2 Zone, building heights of 60 meters and within TD3 – 90 metres are permitted, while the Secondary Plan permits 20 storeys and general densities of 400 to 1000 people per net hectare within TD2 areas, and building heights of 30 storeys, and general densities of 550+ people per net hectare within TD3 areas.

/ **Amend Permitted Maximum Building Heights:** An amendment to the Zoning By-law is sought to permit an increase in building heights from 60 metres currently permitted within the TD2 zone to match 90 metres as already contemplated within the area, and to permit an increase in building heights within the TD3 Zone to 100 metres where heights of 90 metres are currently permitted.

As outlined earlier, both the current and forthcoming Official Plans contemplate high-rise uses on lots that are of sufficient size to accommodate such heights while maintaining appropriate separation distances, and transition in built form mass. The new Official Plan contemplates heights of higher than 40 storeys within the plan area designated as TD3. The proposed towers are well situated to achieve appropriate heights of 18 to 30 storeys while maintaining appropriate transition in built scale and massing from neighbouring properties by appropriately implementing a 45-degree angular plane as demonstrated in this report. The proposed development maintains the design objectives for all Plans for such type of development, and contributes to the establishment of transit supportive densities within the TOD area as outlined within the TOD Plans. The proposed heights are appropriate for the subject property, and its surrounding area.

/ **Reduction in Minimum Front Yard and Corner Setbacks:** An amendment to the minimum required front and corner side yard setbacks is requested from 3.0 metres for residential use buildings to 0.5 meters which is already contemplated by the TD zone for “all other” uses within this zone. Considering the development plan, and policy objectives of the current and forthcoming Official Plan, the TOD Plans, Urban Design Guidelines for High-Rise Developments and Transit Oriented Development Guidelines, the proposed front yard setbacks are appropriate for creating and defining a pedestrian level street edge, and establishing active frontages along the newly opened public roads. The proposed setbacks help to achieve urban design objectives that support the creation of pedestrian-friendly environments where transit is deemed to be an attractive option. The proposed reduction will bring pedestrian entrances to buildings closest to public roads thereby reducing the walking distance to public transit, and support the animation of these frontages. A 0.5 metre front and corner side yard setback is already considered by the TD zone for all other uses other than residential uses. The proposed amendment is reasonable, and appropriate for the type of development and does not create any undue adverse harm or impact.

/ **Minimum Interior Side Yard Setback for Parts of Buildings Above 6-storeys:** An amendment to reduce the zone provisions for minimum interior side yard setback for parts of buildings above 6 storeys is requested from 12 metres to 3 metres within the northern block of the proposed development (TD2). The proposal understands the intention of this provision to ensure adequate tower separation distance from adjacent properties if they chose to develop into a tower in the future and applies a 12-metre interior side yard setback to the site abutting the western property line. Relief is requested for parts of the site that abut the proposed public park, where future development of a tower will not occur. Here, an interior side yard setback of 0 metres is generally permitted for the parts of buildings up to 6 storeys in height, however a setback of 1.7 to 1.8 metres is provided by the development. An interior side yard setback of 12 metres is not deemed necessary for parts of a building above 6 storeys that abut a public park, and a setback of 1.5 metre is requested as this reasonable assists in the creation of a pedestrian level public realm, and permits passive surveillance of park spaces from interiors of the new buildings.

- **Minimum Setback from Private Way within a PUDS:** A reduction in the minimum required setback from a Private Way within a PUDS is requested from 1.8 metres to 1.5 metres. This is to consider reduced building frontage from a driveway where vehicular access is provided for pickup and drop off services to the buildings within the southern block, and to assist in reducing the distance traveled by building residents. The reduction helps to create an appropriate internal courtyard where building frontage is not too distanced from the roadway and allows outdoor areas to be illuminated by spillover lighting from interior spaces, thereby additionally contributing to their animation. The proposed amendment is deemed desirable and does not create any undue adverse impact.
- **Stepbacks:** An amendment to the stepback requirements of the Zoning By-law is requested for parts of buildings within the development parcel from the minimum required 2.5 metres to 0 metres on specific locations through the site. While majority of the site achieves this stepback, a 0 metre stepback is proposed for the northeast corner of tower E1 abutting the corner sight triangle at Coventry and Belfast Road. This is feature is designed to function as a forecourt—an architectural element that is considered a desirable feature as per the Urban Design Guidelines for High-rise Buildings, as creates architectural interest to the corner terminus of the intersection of an Arterial and Collector Road, while also contributing to the establishment of a gateway feature at a location where it is recommended by policy.

  Additionally, a stepback reduction is requested for Tower D, where a 1.4 metre stepback is provided past the 6th floor abutting the newly proposed public road. This is proposed to define the public realm along the newly proposed public road, and enclose the street. An additional stepback reduction is sought for the same tower along the western lot line where the building abuts a park.

  A stepback reduction is requested for tower C1 towards the southern edge of the development, where the property lines narrow out, and grade along Belfast Road changes. The proposed stepback is 1.4 metres for parts of this area. This setback is appropriate as it aligns with the podium below, and abuts a part of Belfast Road where grade changes, and pedestrian spaces are sufficiently distanced.

The proposed amendments are deemed appropriate and desirable for achieving the proposed development and positively impact the surrounding community without creating any undue adverse impacts.

6.0
Supporting Plans & Studies

The following plans and studies have been prepared in support of the Official Plan Amendment and Zoning By-law Amendment applications for the subject property.

6.1 Assessment of Adequacy of Public Services

LRL Associates Ltd. Was retained by Groupe Oradev Inc. to prepare a functional serviceability report to review and assess the adequacy of public services to support the proposed development on 400 Coventry Road. The report was limited in scope as it relates to the current Official Plan and Zoning By-law Amendment Applications being submitted. More detailed report will be submitted along with Site Plan Control Application.

The study evaluated available data including City of Ottawa plans and reports relating to Transit Oriented Development (TOD) Plans for a high-level analysis to review existing infrastructure capacities. This was further supplemented by a review of existing available services on site, and a review of conditions to determine servicing feasibility of a high-density residential development as proposed to include seven (7) high-rise towers with underground vehicular parking, public park, and a new public road. The study evaluated water supply and water distribution networks, and residential and commercial water demands, as well as fire protection measures and includes evaluation of sanitary and stormwater management requirements.

The reports concludes the following:

Water: The proposed development is anticipated to be serviced via an internal looped service connection to the existing watermain within Coventry Road, as domestic demands are expected to range from 9.36L/s to 20.59L/s for maximum hourly. Five (5) fire hydrants are available to service the proposed development and will provide a combined fire flow of 21,765 L/min to the site. It's recommended that a hydraulic model is completed during the detailed design stage to confirm fire flow, demands and input boundary conditions provided by City of Ottawa at that time.

Sanitary: Sanitary is anticipated to be serviced via a sanitary service lateral connection to the existing 300mm sanitary sewer on Coventry Road, which the City has confirmed has sufficient capacity to accommodate the expected demand, however will be on a "first comes basis." This will be confirmed at Site Plan Application stage.

Stormwater: Site stormwater runoff will need to be controlled to a pre-development release rate of approximately 290L/s and accommodate 448.48 m^3 of stormwater storage during the 100-year storm event. An OGS is anticipated to be installed to treat contaminated runoff to an enhanced quality treatment level (80% TSS removal). The subject property is anticipated to outlet into the existing 1350mm municipal storm sewer location on Coventry Road.

6.2 Phase I Environmental Site Assessment

A Phase I Environmental Site Assessment (ESA) was conducted by Le Groupe Gesfor Poirier, Pinchin Inc. (Gesfor) in March 2022. The report was in accordance with Canadian Standards Association (CSA) including review of readily available historical records, regulatory records, a site reconnaissance, interviews, and evaluation of information and reporting, subject to the limitations outlined within the report.

The Phase I ESA findings conclude there is potentially site contamination due to location of a private fuel outlet (PFO) equipped with 9,000-litre (L) underground storage tank containing gasoline on site; data available from well monitoring which indicated potential off-site contamination within 5 metres of the west elevation of the Site; commercial/ light industrial operation on site including vehicle maintenance and servicing since 1966 to the 2000s, the presence of a oil/water separator on site, floor trenches, presence of signage indicating coal and tar storage areas on site. Based on theses findings Gesfor recommends a Phase II ESA to be conducted on the site.

6.3 Noise and Vibration Feasibility Assessment

A transportation noise and vibration feasibility assessment study was conducted by Gradient Wind Engineering Inc (Gradient Wind) for the proposed development at 400 Coventry Road. The assessment was based on theoretical noise calculation methods conforming to the Ministry of Environment, Conservation and Parks (MECP) NPC-300, Ministry of Transportation Ontario (MTO), and City of Ottawa Environmental Noise Control Guidelines (ENCG) guidelines. Calculations were based on architectural drawings provided by NEUF architects in October 2022, with future traffic volumes corresponding to roadway classification and theoretical roadway capacities.

The report findings conclude that noise levels will be relatively higher on site, with the highest noise levels occurring at the south facades of Tower B and C1, which are nearest to Highway 417. To mitigate the higher noise levels, upgraded building components will be required for all towers as transportation traffic noise levels, and for some buildings upgraded components to building faces where noise levels exceed the criteria of 65dBA during the daytime. A more detailed review of window and wall assemblies would be performed during the detailed stage of each building. Additionally, all buildings within the development will require central air conditioning or similar ventilation system to allow occupants to keep windows closed and maintain comfortable living environments.

The report finds noise levels at podium roofs to be higher than acceptable criteria and recommends amenity areas contemplated for these areas be positioned away form transportation noise sources with intermediate building massing where feasible to reduce noise levels. Noise barriers or perimeter guards can also be used to mitigate the impacts of noise.

Vibration levels at the foundation nearest to OC Transpo line are expected to be within normal criterion, and no concerns due to vibration impacts on site are expected. The vibration levels are within acceptable limits, corresponding regenerated noise levels are also expected and deemed acceptable.

The report recommends a stationary noise impacts study for the site during the detailed design once mechanical plans become available.

6.4 Pedestrian Level Wind Study

A pedestrian level wind (PLW) study was conducted by Gradient Wind Engineering Inc. (Gradient Wind) to investigate pedestrian wind conditions within the proposed development and identify areas where conditions may interfere with certain pedestrian activities so that mitigation measures can be considered. The report was based on industry standard computer simulations using computational fluid dynamics (CFD) technique and data analysis procedures, City of Ottawa wind comfort and safety criteria, architectural drawings prepared by NEUF architects in August 2022, surrounding street layouts and existing and approved future building massing information obtained form the City of Ottawa as well as recent satellite imagery.

The study concludes that the at grade-level areas within and surrounding the proposed development are predicted to experience acceptable wind conditions for the intended pedestrian uses throughout the year, including conditions around sidewalks, laneways, walkways, transit stops, parking lots, surface parking, and in vicinity of building access points, except for around tower D, where conditions are expected to be windy owning to channeling of winds between Towers C and D and between Towers D and E1. To mitigate these impacts, front entrances are recommended to be recessed and flanked with wind screens on both sides.

6.5 Transportation Impact Assessment

A Transportation Impact Assessment Study was completed by CGH Transportation as per City of Ottawa's 2017 Transportation Impact Assessment (TIA) Guidelines. The report discusses existing and future capacity of transportation networks around the site and notes some capacity concerns for during peak AM and PM traffic along Vanier Parkway, Coventry Road, St. Laurent and Tremblay Roads. The report notes that road widening

along Coventry and Tremblay Road is planned, as well as additional routes contemplated by the Secondary Plan which are expected to improve the road network within the TOD Plan areas. The report notes that higher transit usage is anticipated by residents of the development, due to its proximity of 850 metres walking distance from Tremblay LRT station and within 1.1 kilometres walking distance from St. Laurent LRT station, consistent with the TOD context. The report also notes that with the quality of local and regional cycling connections and being within walking distance from St. Laurent Shopping Centre and the Ottawa Trainyards commercial area, a more active mode share targets are proposed.

7.0
Conclusion

It is our professional opinion that the proposed Official Plan Amendment and Zoning By-law Amendment applications to permit development of the subject property constitute good planning and are in the public interest. As outlined in the preceding sections:

- The proposed **development is consistent with the Provincial Policy Statement** and achieves its vision through efficient development and land use patterns that are supportive of transit and contribute to the creation of healthy, livable and safe communities. This is achieved through establishing mixed-use intensification which includes residential, commercial uses as well a new public park and new public road on a location that is well situated close to transit, transportation networks, amenities and on municipal services and is currently underutilized . The redevelopment advances several provincial goals for creating healthy and safe communities.
- The proposed development **conforms to the policy directions for Mixed Use Centres in the current Official Plan** by providing high-density and mix use development in close proximity (within 800 metres walking distance) to rapid transit to create communities where pedestrians and cyclists are prioritized. The proposed development establishes densities that support transit use, and a site design that establishes a well-defined public realm and pedestrian pathways as well as a new public park.
- The proposed **development is consistent with the design and compatibility policy directions of Section 2.5.1 and 4.11 of the Official Plan** and provides building types that align with the direction of the policies and establish buildings that define public spaces, and create places with their own identify and character and that are compatible with their surrounding. The proposed developments take into consideration all elements of these sections to ensure appropriate transition, compatibility and massing.
- The proposed development **conforms to the policy direction of the new City of Ottawa Official Plan** by providing residential and commercial densities in an area located mostly within 750 metres walking distance from existing transit, that is well designed to prioritize the pedestrian realm. The proposed development achieves several of the new Official Plan objectives for providing a mix of housing types within built up areas that are well serviced by community amenities.
- The proposed development aligns with the direction of the current **Tremblay, St. Laurent, and Cyrville Secondary Plan (2017)** and the **new Inner East Lines 1 and 3 Stations Secondary Plan** that is part of the **new Official Plan**. Both Plans establish maximum building heights and minimum densities within the Secondary Plan area, and take additional direction from Councill approved **Transit Oriented Development (TOD) Plans – Lees, Hurdman, Tremblay, St. Laurent, Cyrville and Blair.** The proposed development supports several of the objectives of the TOD Plans which relate to establishing transit-supportive development in TOD Plan areas that considers urban design in achieving transit supportive densities and communities where transit use is prioritized.
- The proposed **development considers the Urban Design Guidelines for High-Rise Buildings** and has been designed in a manner which effectively applies the holistic built form principles to provide a site design that achieves appropriate built form, separation transition and pedestrian realm. The resulting built form is compatible with the planned function of the surrounding properties and spaces

and provides appropriate setbacks, stepbacks, and separation distances to address potential impact on neighbouring sites.

- The proposed **development considers the applicable Transit-Oriented Development Guidelines** and locates tallest heights and highest densities closest to the transit station while providing active frontages throughout the site, and stepbacks and setbacks that help to achieve a well-defined public realm.
- The proposed **development meets the vast majority of the applicable requirements of the Comprehensive Zoning By-law 2008-250** and the requested amendments are appropriate for implementing an appropriate Transit Oriented Development (TD) Zone on the subject property to achieve transit-supportive densities as directed by the Secondary Plan without creating undue negative impact on the surrounding community.
- The proposed **development is supported by technical studies, plans, and reports** submitted as part of this application.
- In conclusion, the proposed applications appropriately implements several policy objectives of the PPS, current and new Official Plan, Secondary Plans, TOD Plans as well as guidelines to provide a compatible high density development on a site appropriate to manage the type of development proposed while maintaining appropriate transition in massing and scale, in close proximity to existing Tremblay O-train station, as well as local and regional transportation corridors including VIA rail station and Highway 417, and other neighbourhood amenities. The proposed development appropriately implements density through a well-designed site where the pedestrian realm is prioritized through the creation of an animated street along Coventry Road, and through the creation of a new public road onto which a new public park has broad frontage. The development is proposed in an area that is designed as the Tremblay TOD Plan Area, and in a ward that is predominantly low-rise in-built form, and under supplied in park space. The proposed development proposes to create a high-quality community that is self contained with a mix of uses, and well-defined pedestrian realm while adding amenities to the broader community. The proposed development will increase the viability of existing amenities within the area and encourage transition of the area to achieve the desired TOD densities.

Should you have any questions, please do not hesitate to contact the undersigned.

Sincerely,

Brian Casagrande, MCIP RPP
Partner

Haris Khan, MES
Planner