

## **300 TREMBLAY ROAD**

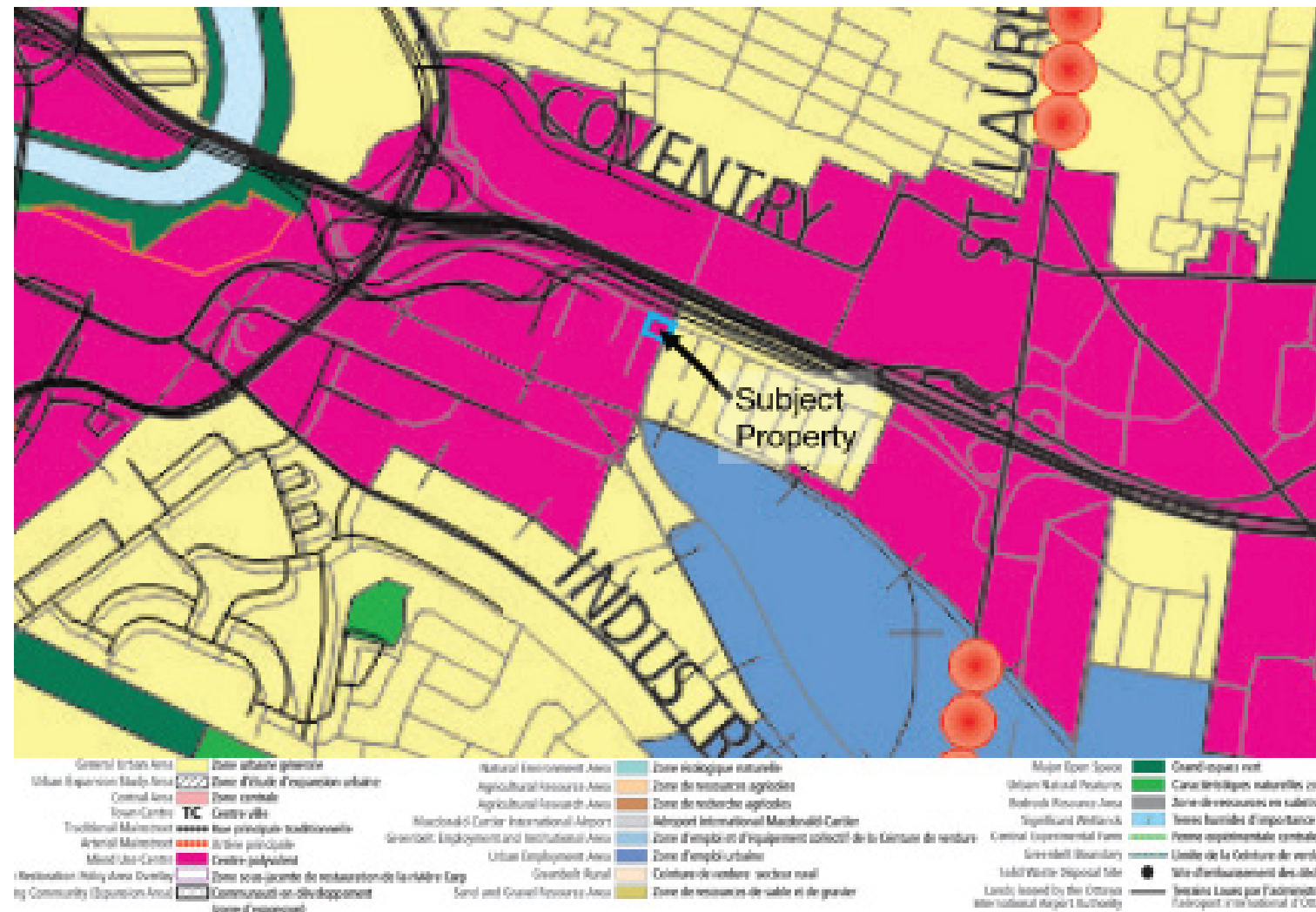
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DESIGN BRIEF

17 August 2021

# POLICY AND REGULATORY FRAMEWORK

## Official Plan

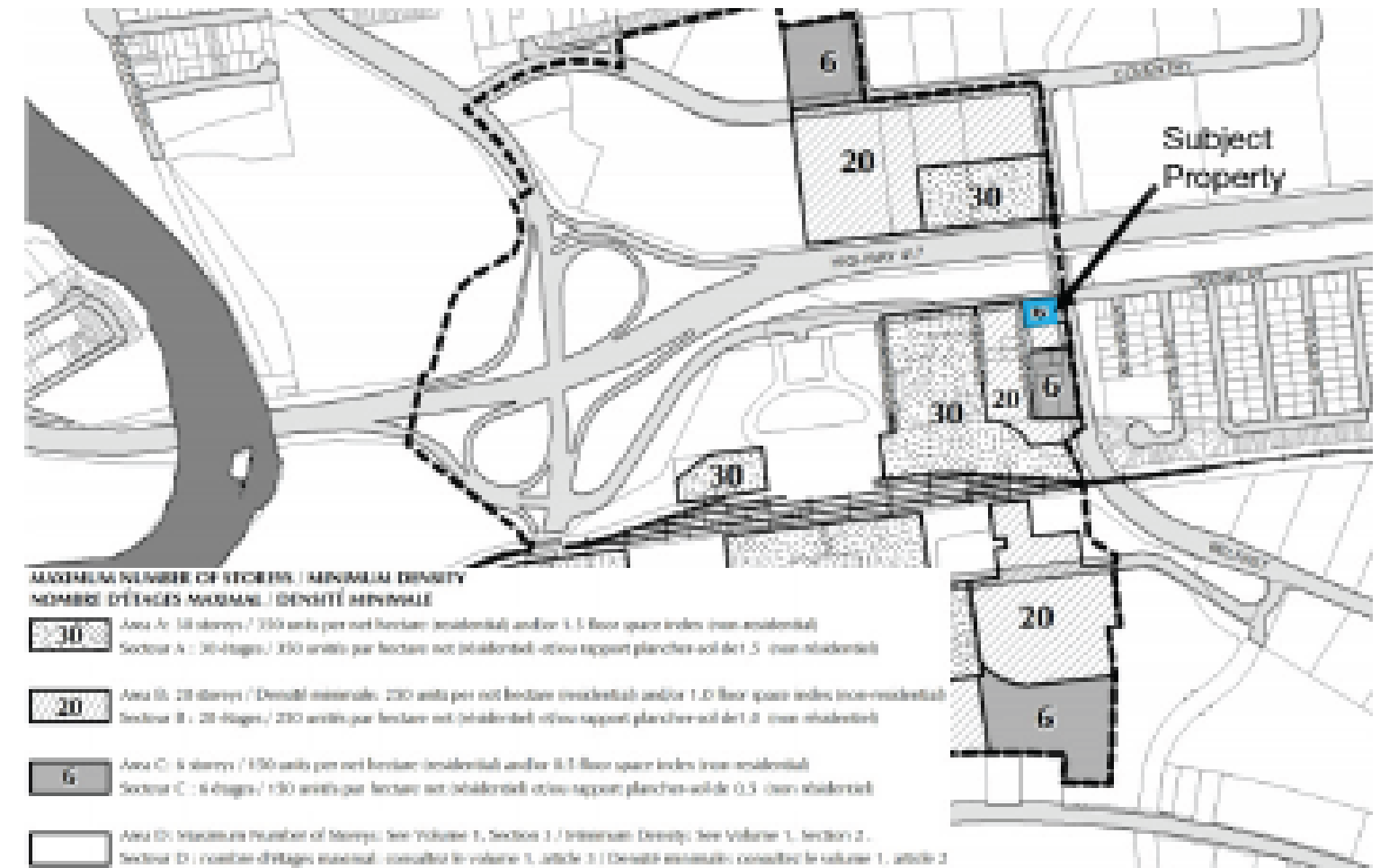


The Subject Property is designated Mixed Use Centre on Schedule B of the Official Plan. This designation permits a broad range of uses at transit-supportive densities, including medium-density residential, commercial, and mixed-use developments. Mixed Use Centres are identified as a target area for intensification.

A range of building heights may be considered in Mixed Use Centres. Appropriate transition, in building height, is to be provided at the periphery where the Mixed Use Centre abuts established low-rise or mid-rise areas. New developments in Mixed Use Centre areas must also meet the design criteria set out in Sections 2.5.1 and 4.11 of the Official Plan.

## Tremblay, St. Laurent and Cyrville Secondary Plan

The subject property is designed "Area C" as per Schedule A: Tremblay TOD – Maximum Building Heights of the Secondary Plan. Area C permits a maximum building height of six (6) storeys and requires a minimum density of 150 residential units per net hectare and a 0.5 floor space index for non-residential uses.



### Tremblay TOD Plan

The Tremblay TOD Plan's Land Use Framework designates the subject property as "Mixed Use". Mixed Use provides an opportunity to develop many different transit-supportive land uses such as residential, commercial, office, institutional, entertainment and recreation accommodated in a variety of built form. Urban residential uses are permitted in all TOD zoned areas. Residential can be located to establish a compatible use and height transition between existing stable neighbourhoods and potentially tall buildings developed in other TOD area locations. Residential development in transitional locations should be at a moderate to low density, accommodated in buildings that are no more than six storeys in height. The ground-floor treatment should include a street-oriented built form such as row houses and have individual primary entrances oriented to the sidewalk.

The Tremblay TOD Plan Building Heights and Density Targets designate the subject property as "TD1", which corresponds to a general range of 250 to 500 people per net hectare and a maximum building height of six (6) storeys, or 20 metres.

# POLICY AND REGULATORY FRAMEWORK

## Urban Design Guidelines for High Rise Buildings

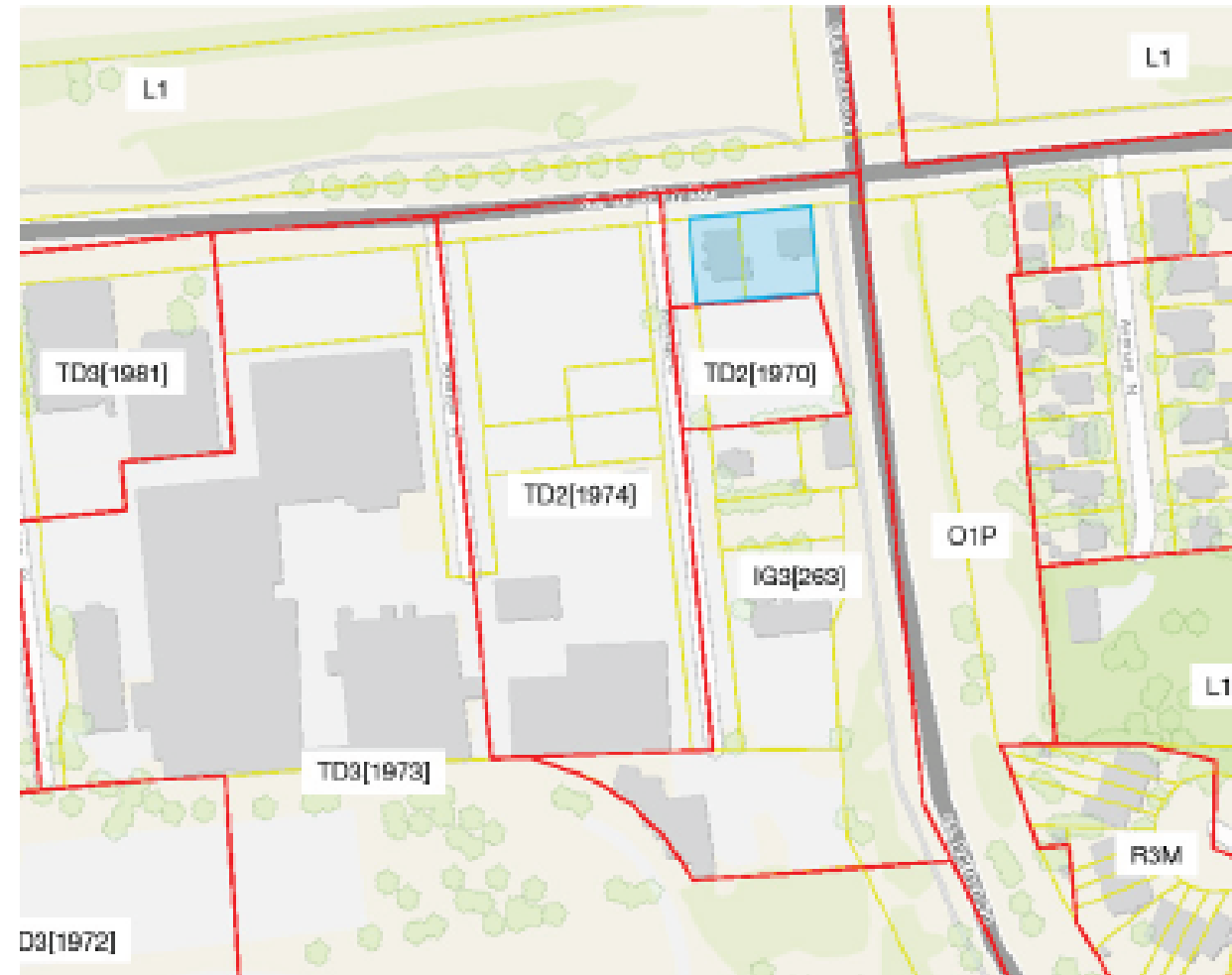


The Transit-Oriented Development Guidelines aim to provide guidance to assess, promote and achieve appropriate Transit-Oriented Development within the City of Ottawa. The Transit-Oriented Guidelines provide guidance on six (6) general sections: Land Use, Layout, Built Form, Pedestrians & Cyclists, Vehicles & Parking, and Streetscape & Environment.

The following guidelines are applicable to the subject property and proposed development:

- Provide transit supportive land uses within a 600 metre walking distance of a rapid transit stop or station.
- 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.
- Locate buildings close to each other and along the front of the street to encourage ease of walking between buildings and to public transit.
- 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 pedestrian.
- Provide no more than the required number of vehicle parking spaces, as per the Zoning By-law.

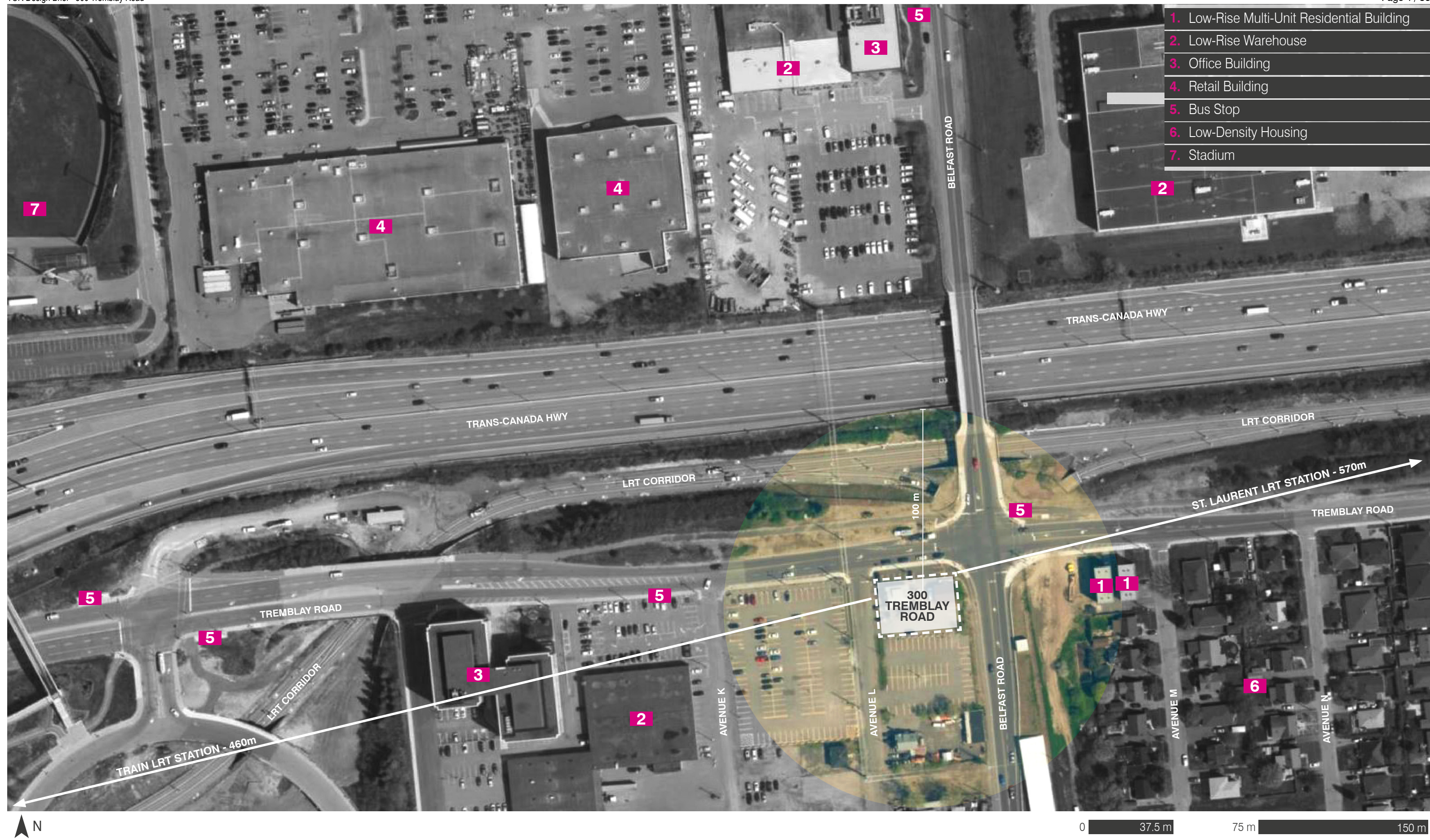
## Zoning By-law



The subject property is currently zoned "General Industrial Subzone 3, Exception 263" (IG3[263]) in the City of Ottawa Zoning By-law. A Zoning By-law Amendment Application is being submitted to rezone the subject property to "Transit-Oriented Development Subzone. The purpose of the TD zone is to:

- Establish minimum density targets needed to support Light Rail Transit (LRT) use for lands within Council approved Transit Oriented Development Plan areas;
- Accommodate a wide range of transit-supportive land uses such as residential, office, commercial, retail, arts and culture, entertainment, service and institutional uses in a compact pedestrian-oriented built form at medium to high densities;
- Locate higher densities in proximity to LRT stations to create focal points of activity and promote the use of multiple modes of transportation; and,
- Impose development standards that ensure the development of attractive urban environments that exhibit high-quality urban design and that establish priority streets for active use frontages and streetscaping investment.

The TD1 subzone establishes minimum residential and commercial densities, and a maximum building height of 20 metres. The subject property is small enough that minimum densities apply.



- 1. Low-Rise Multi-Unit Residential Building
- 2. Low-Rise Warehouse
- 3. Office Building
- 4. Retail Building
- 5. Bus Stop
- 6. Low-Density Housing
- 7. Stadium

### 300 TREMBLAY ROAD CONTEXT PLAN

| 2008 | SCALE 1:1500

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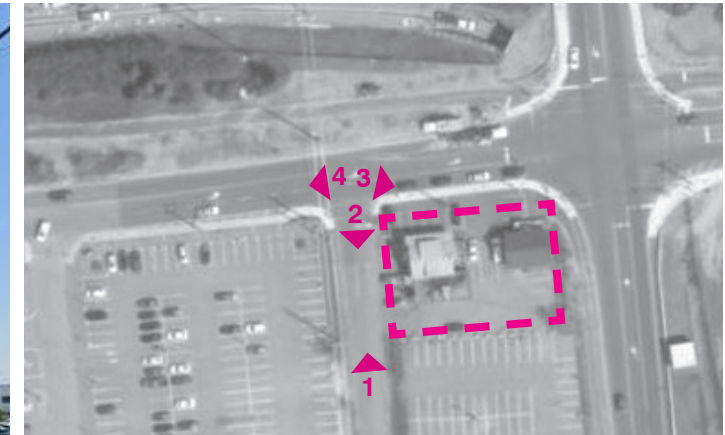




1. Looking North on Avenue L



2. Looking South on Avenue L



LEGEND



3. Looking East on Tremblay towards Belfast



4. Looking West on Tremblay

**300 TREMBLAY ROAD** PHOTOGRAPHS OF SITE AND ADJACENT BUILDINGS

| 2008 | SCALE NTS

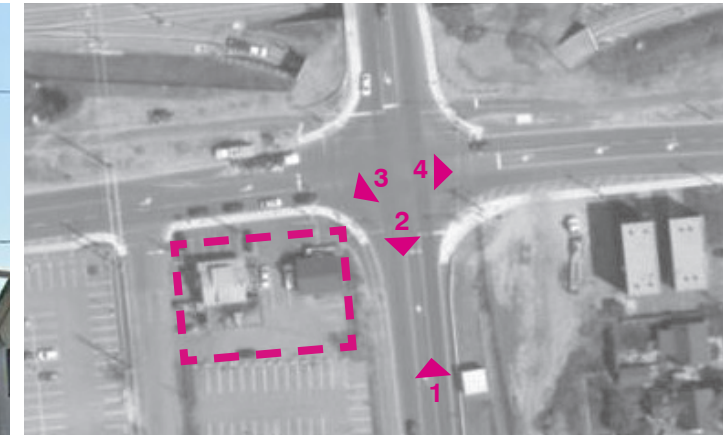
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1. Looking North on Belfast



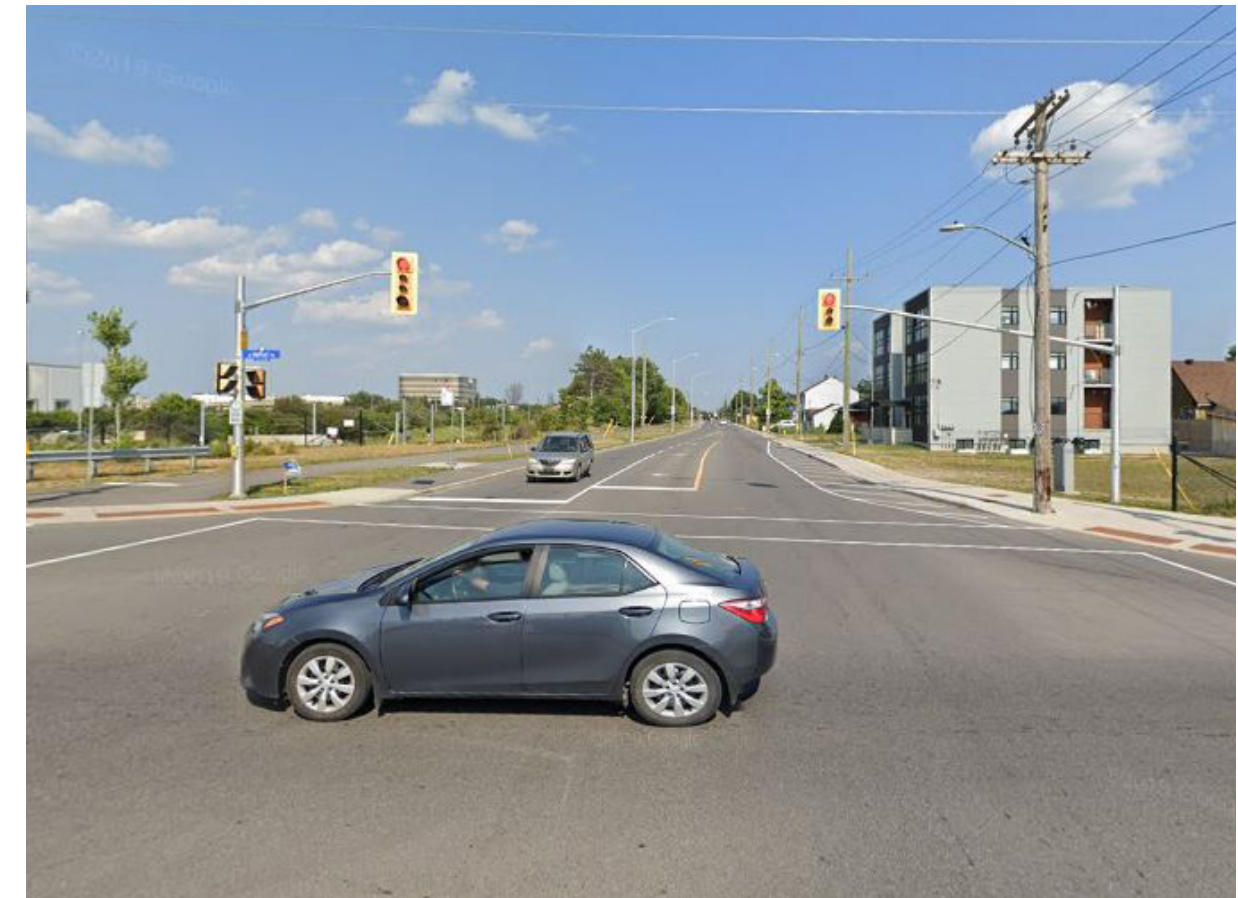
2. Looking South on Belfast



LEGEND



3. Looking South-West at Tremblay and Belfast towards proposed site



4. Looking East at Tremblay and Belfast

**300 TREMBLAY ROAD PHOTOGRAPHS OF SITE AND ADJACENT BUILDINGS**

| 2008 | SCALE NTS

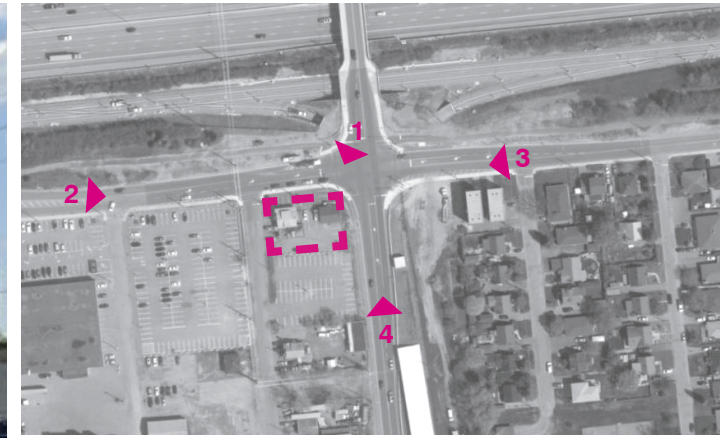
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1. Looking South-West on Belfast towards proposed site



2. Looking East on Tremblay West of Belfast



LEGEND



3. Looking West on Tremblay East of Belfast

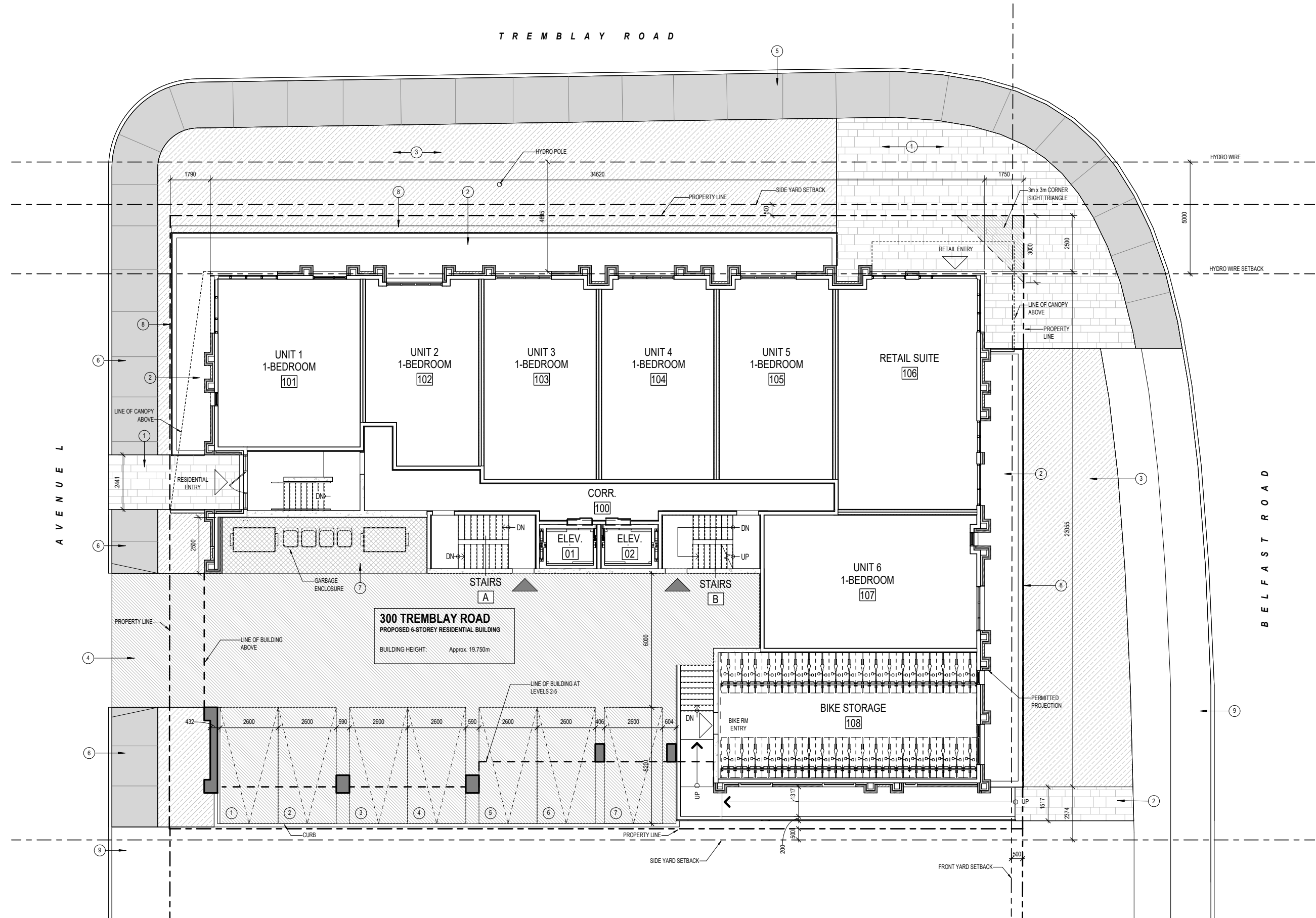


4. Looking North on Belfast South of Tremblay

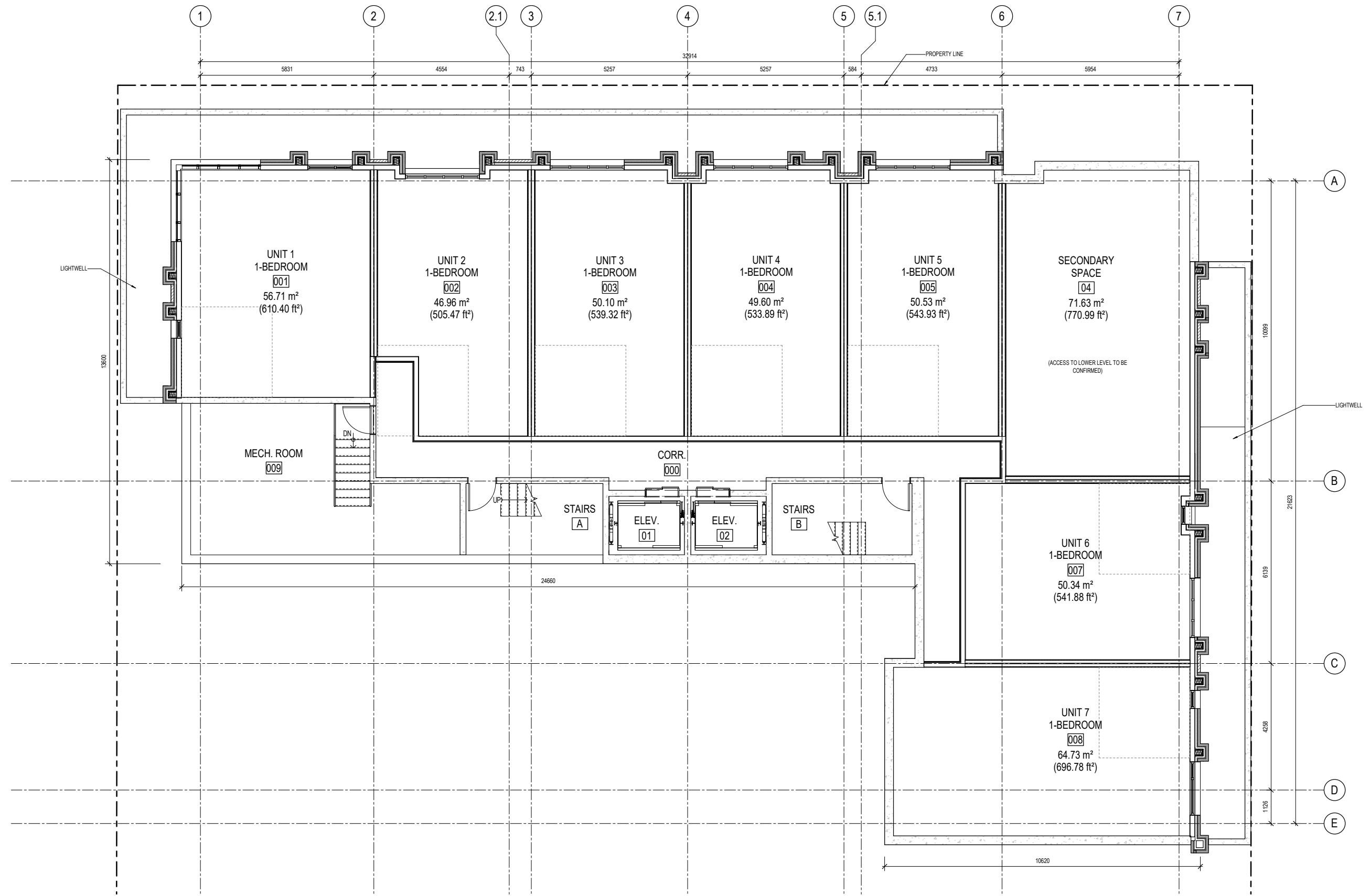
**300 TREMBLAY ROAD** PHOTOGRAPHS OF SITE AND ADJACENT BUILDINGS

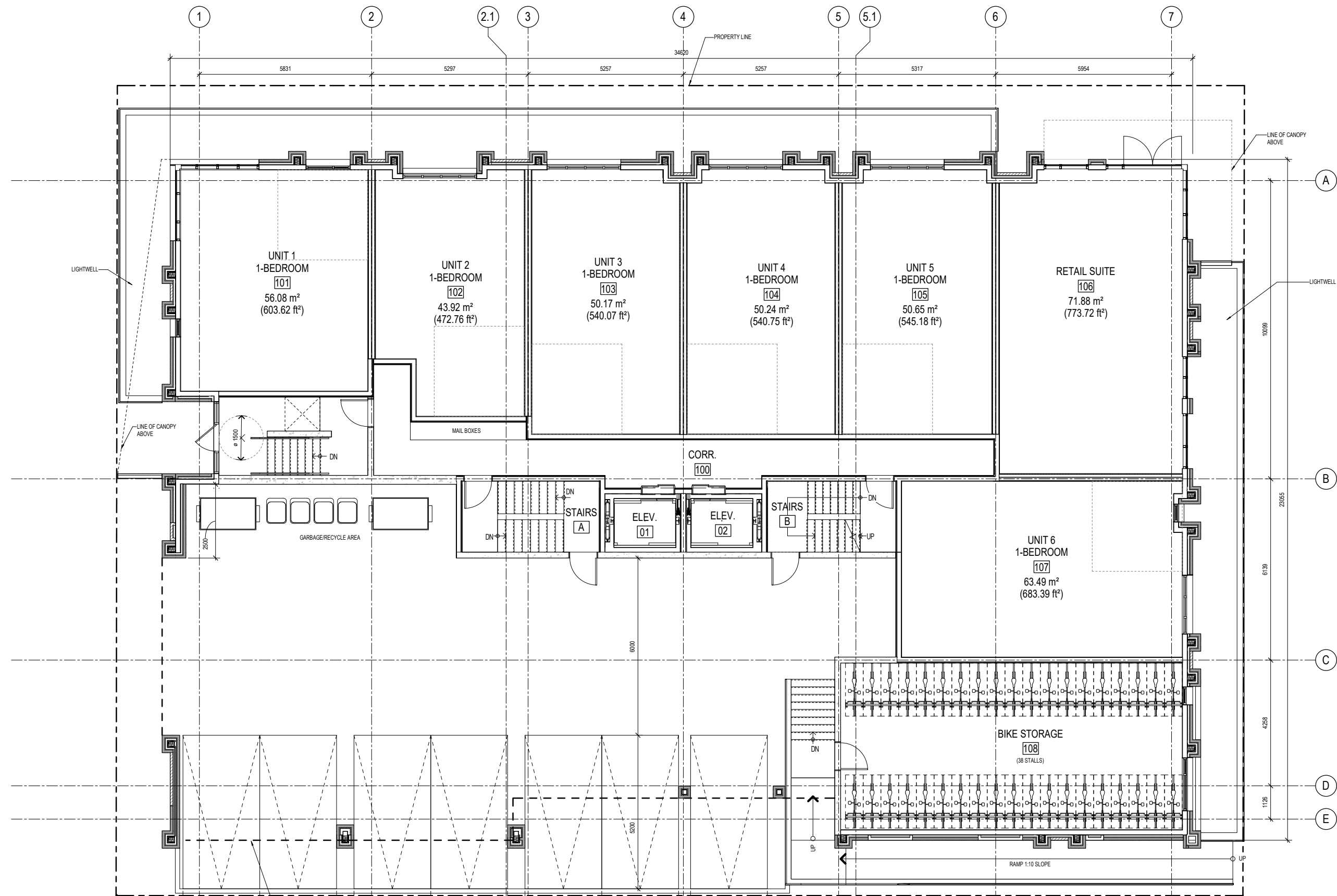
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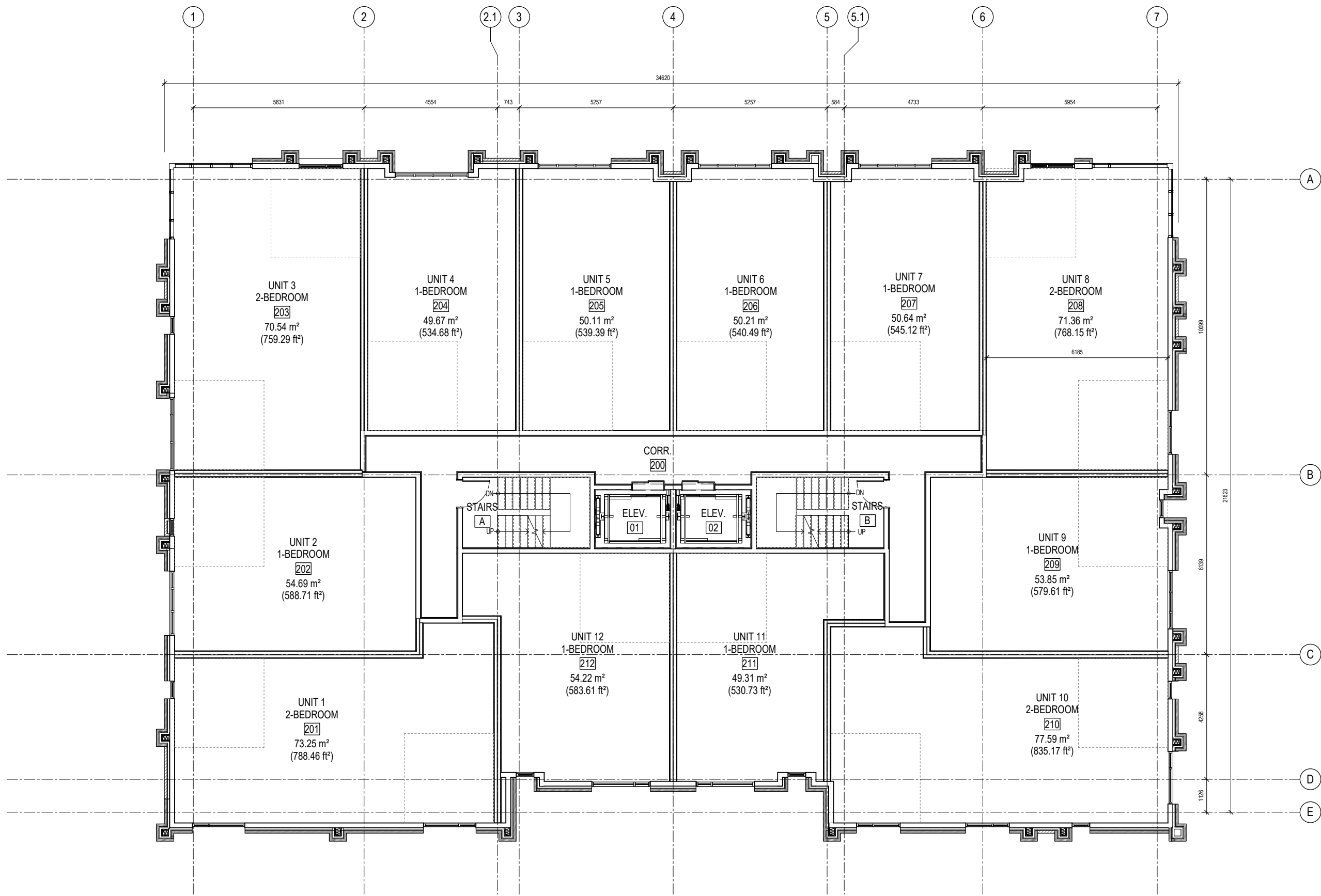


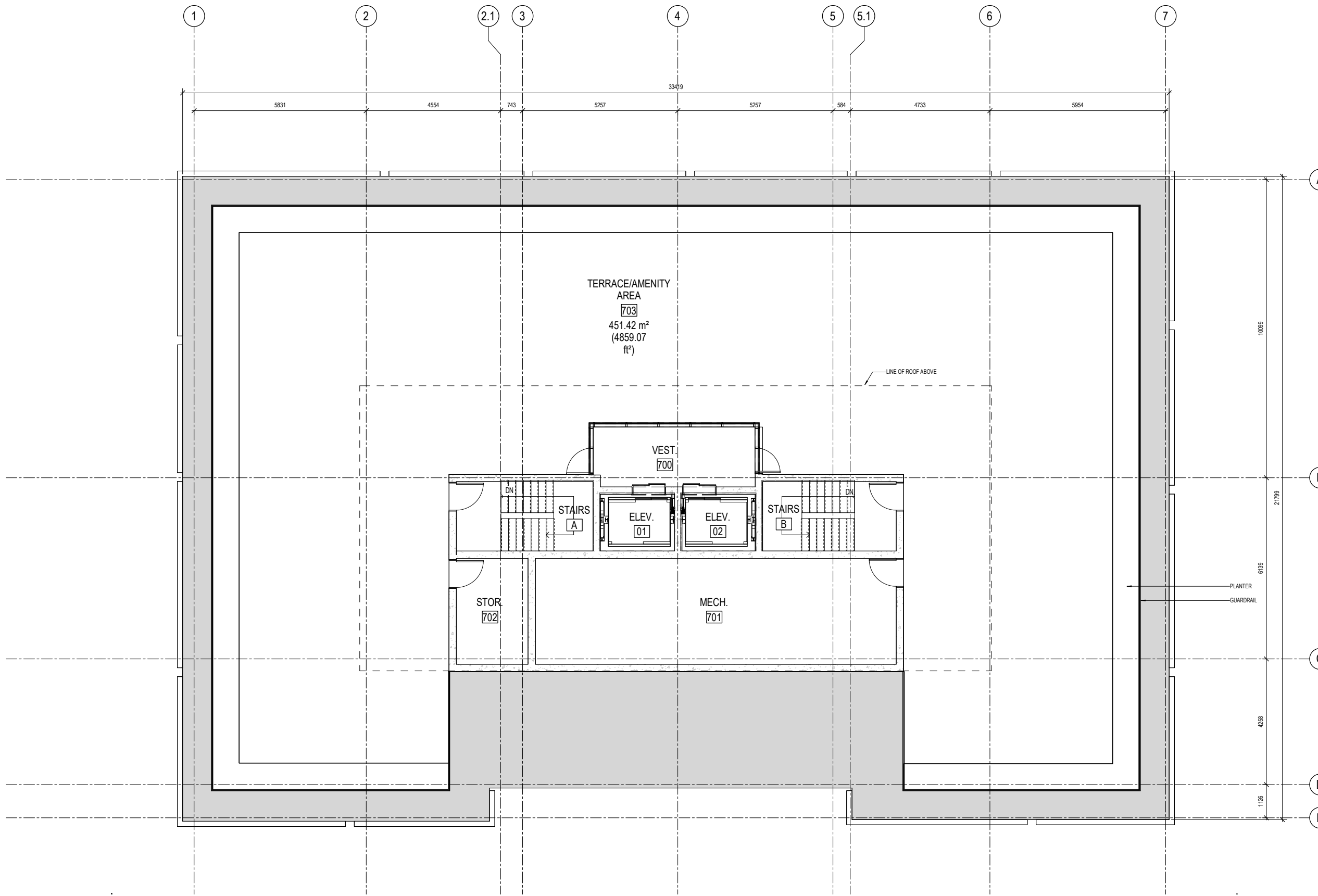


300 TREMBLAY ROAD PROPOSED GROUND FLOOR PLAN | ORIGINAL PROPOSAL

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**300 TREMBLAY ROAD** VIEW AT CORNER OF TREMBLAY AND AVENUE L SHOWING POTENTIAL FUTURE CONTEXT | ORIGINAL PROPOSAL

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**300 TREMBLAY ROAD** VIEW AT CORNER OF TREMBLAY AND BELFAST SHOWING POTENTIAL FUTURE CONTEXT | ORIGINAL PROPOSAL

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**300 TREMBLAY ROAD** VIEW AT CORNER OF TREMBLAY AND AVENUE L LOOKING SOUTH - EAST | ORIGINAL PROPOSAL

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**300 TREMBLAY ROAD** VIEW AT CORNER OF TREMBLAY AND BELFAST LOOKING SOUTH - WEST | ORIGINAL PROPOSAL

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**300 TREMBLAY ROAD** VIEW ALONG TREMBLAY LOOKING SOUTH | ORIGINAL PROPOSAL

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**300 TREMBLAY ROAD** VIEW ALONG AVENUE L LOOKING NORTH - EAST | ORIGINAL PROPOSAL

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**300 TREMBLAY ROAD** VIEW ALONG BELFAST LOOKING NORTH - WEST | ORIGINAL PROPOSAL

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**300 TREMBLAY ROAD** STREET LEVEL VIEW AT TREMBLAY AND AVENUE L LOOKING EAST | ORIGINAL PROPOSAL

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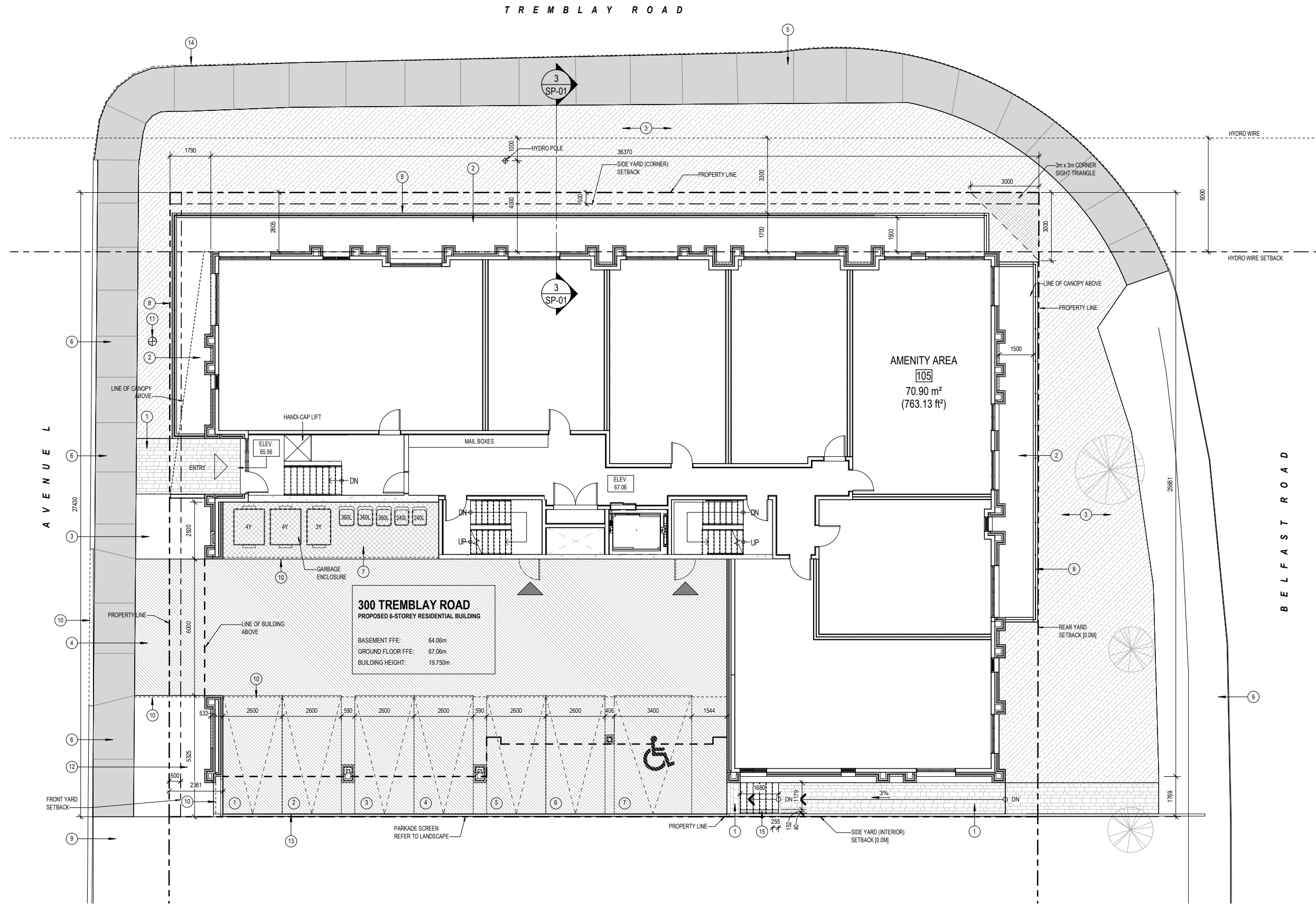


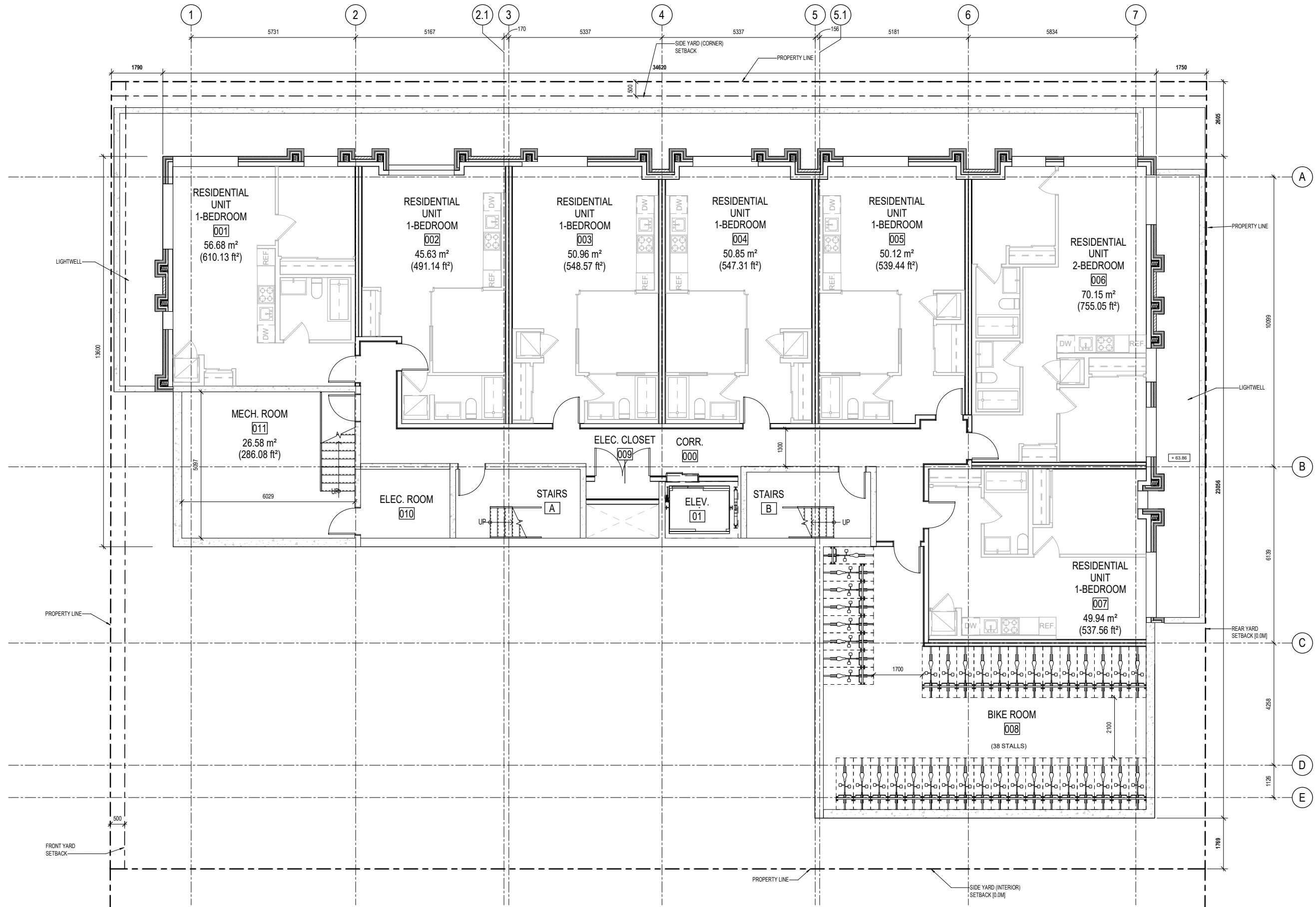
**300 TREMBLAY ROAD** STREET LEVEL VIEW AT TREMBLAY AND AVENUE L LOOKING SOUTH | ORIGINAL PROPOSAL

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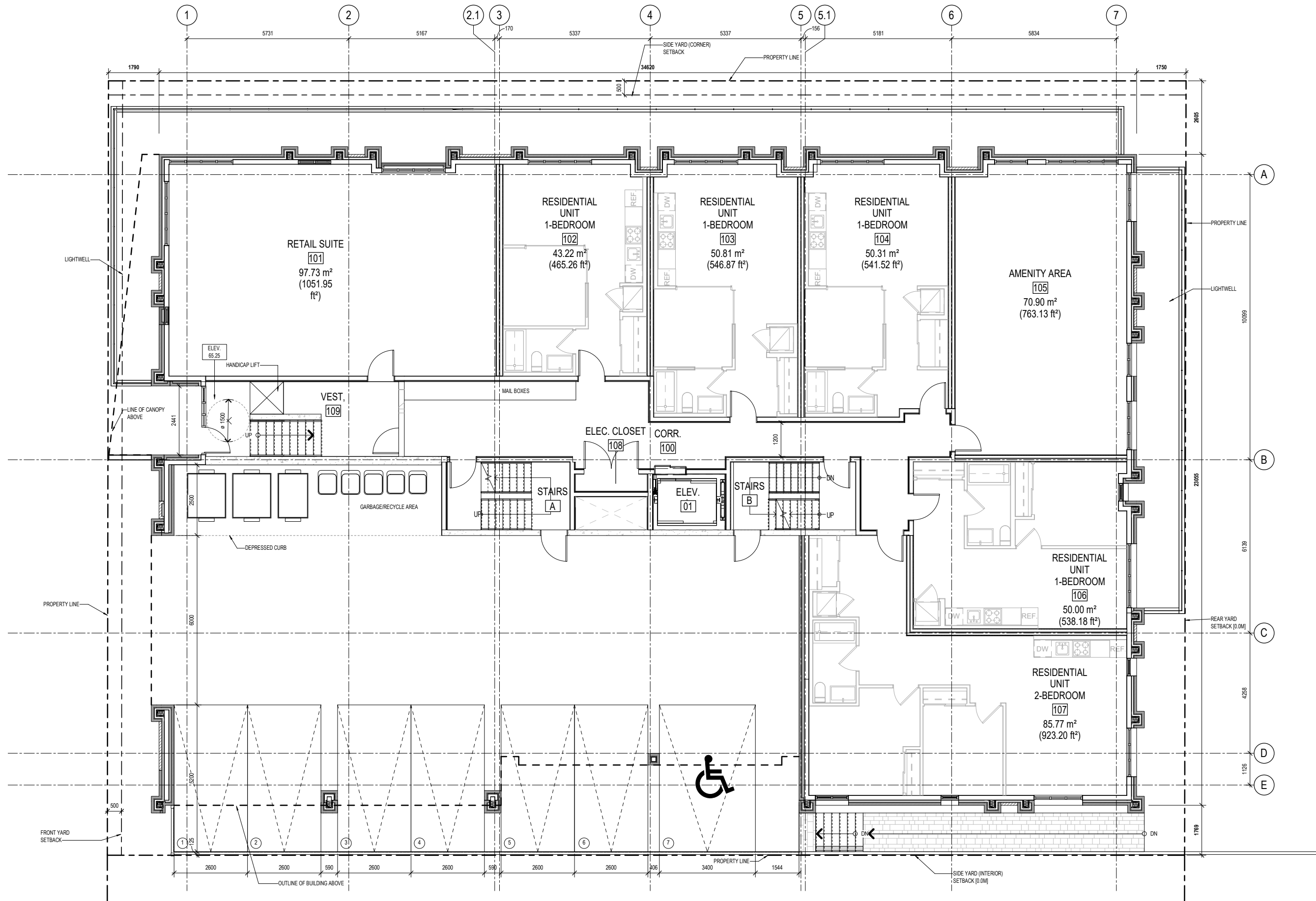


300 TREMBLAY ROAD LOWER LEVEL PLAN | REVISED PROPOSAL

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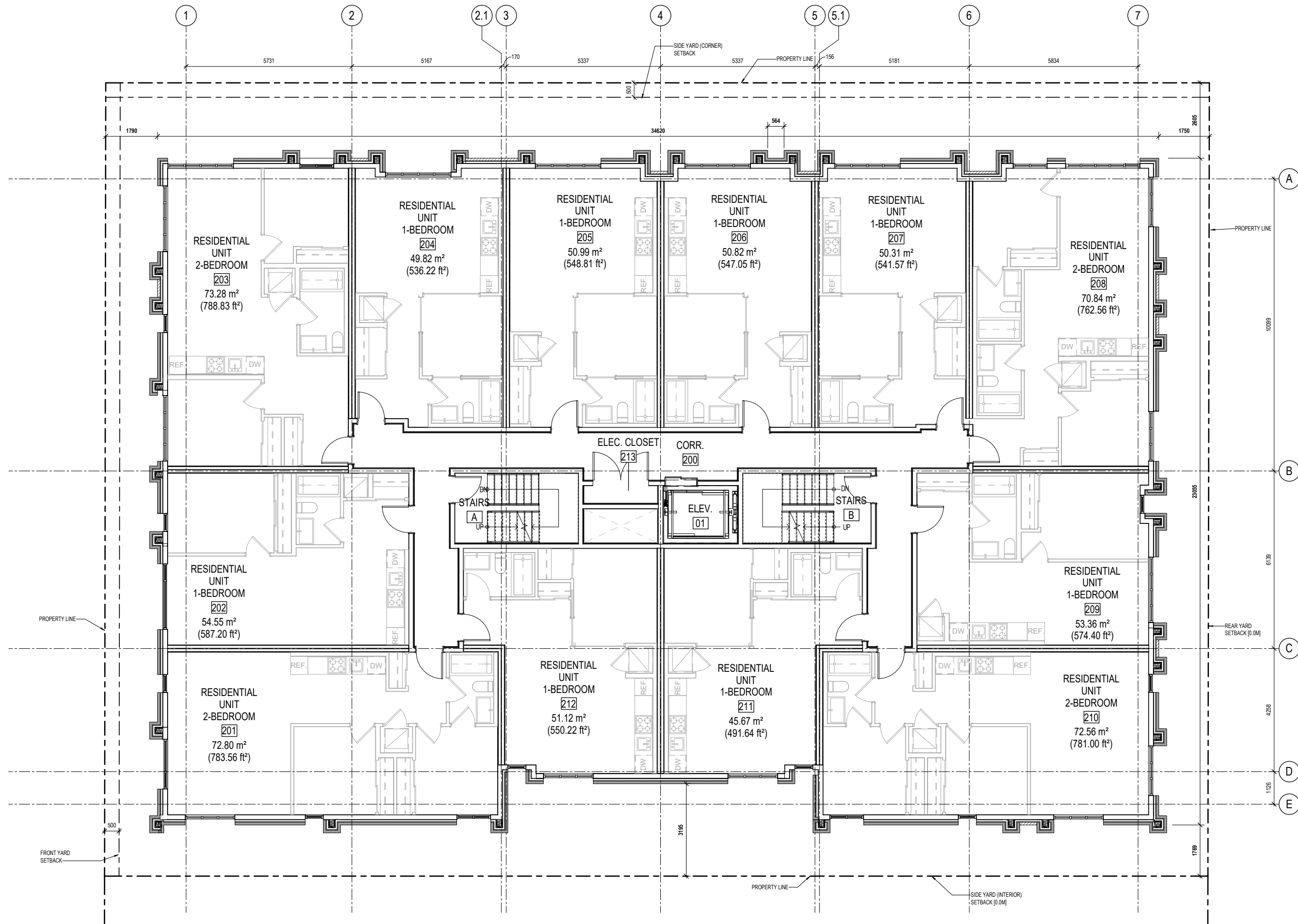


### 300 TREMBLAY ROAD GROUND FLOOR PLAN | REVISED PROPOSAL

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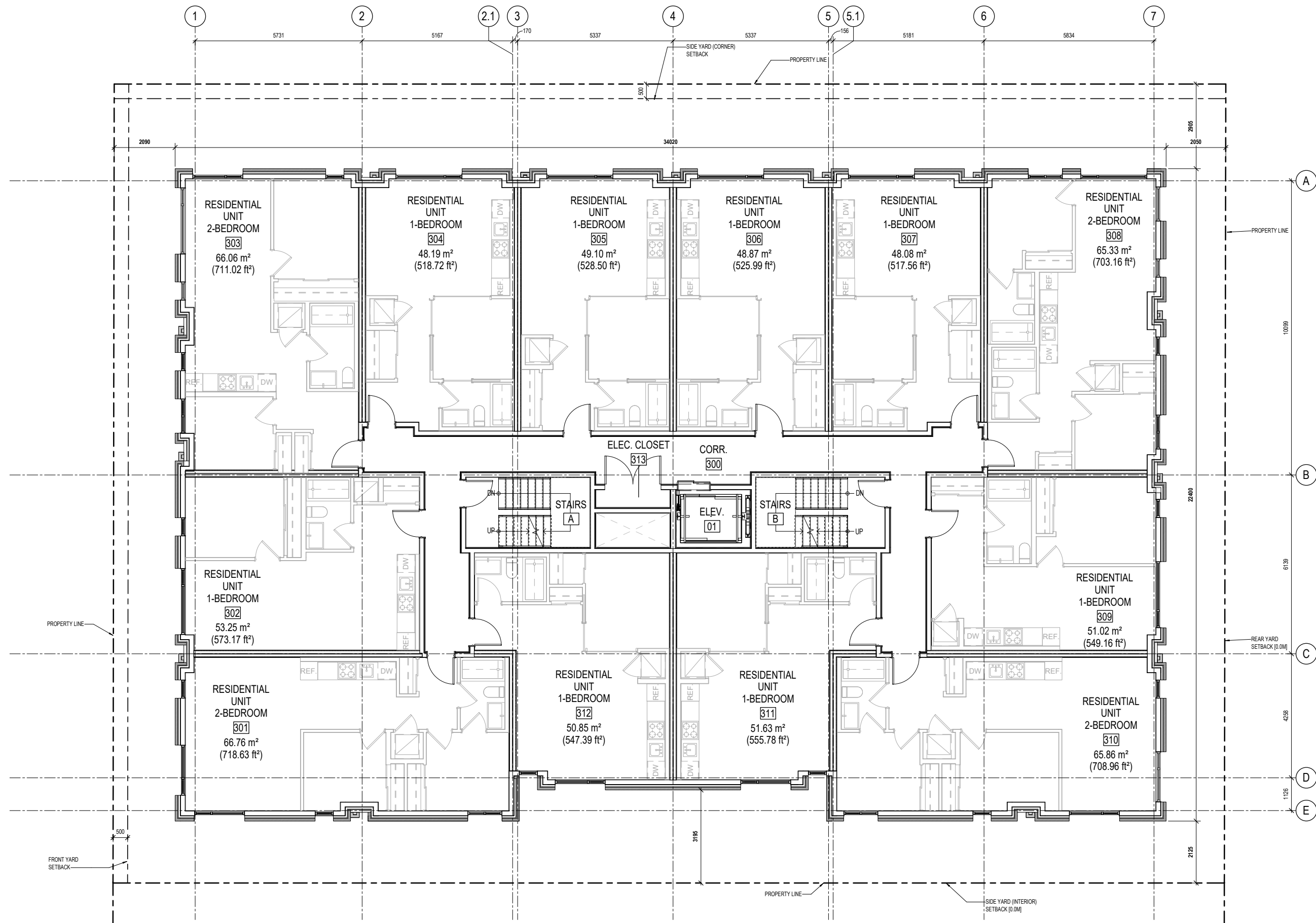




300 TREMBLAY ROAD SECOND FLOOR PLAN | REVISED PROPOSAL

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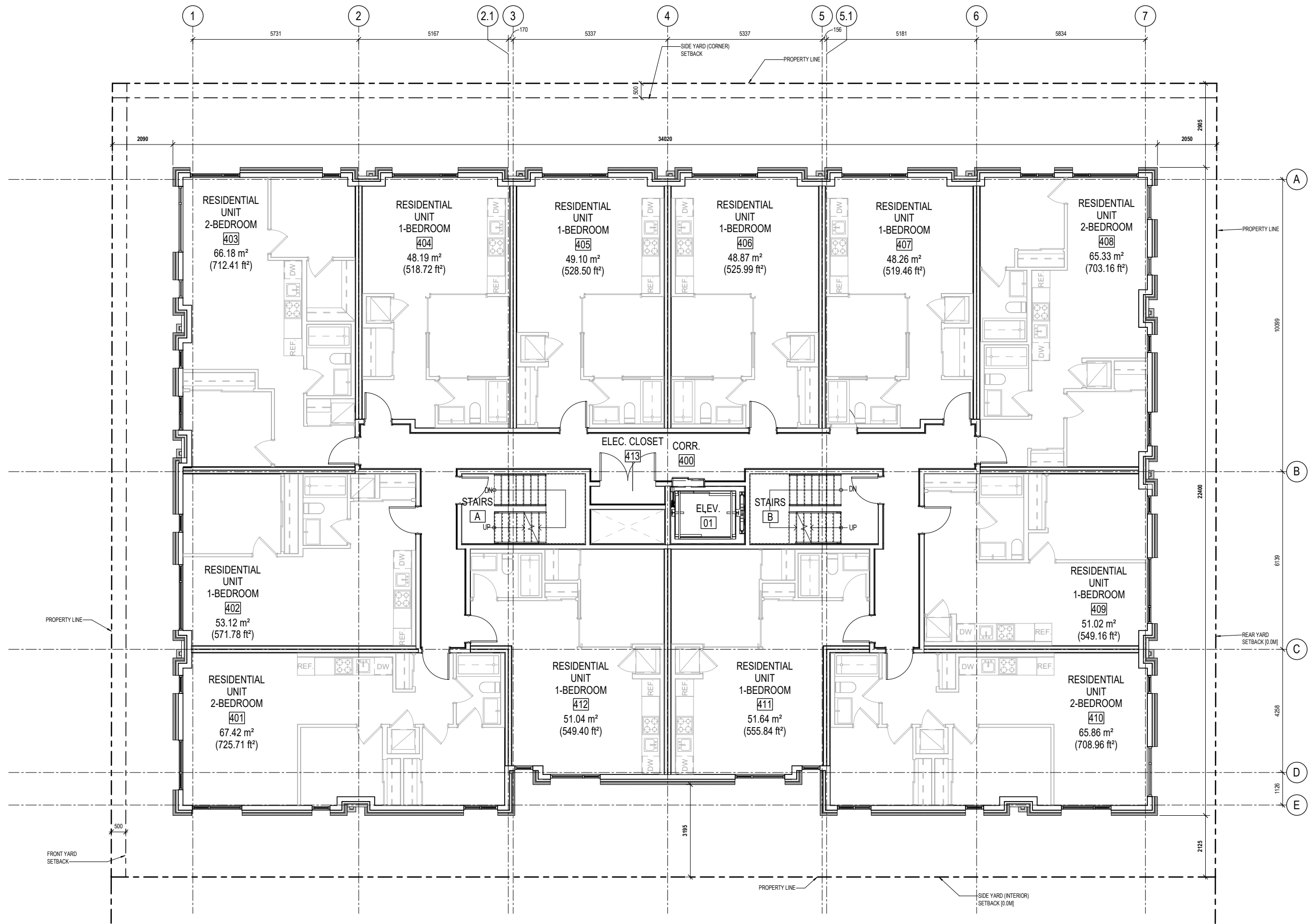
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**300 TREMBLAY ROAD THIRD FLOOR PLAN | REVISED PROPOSAL**

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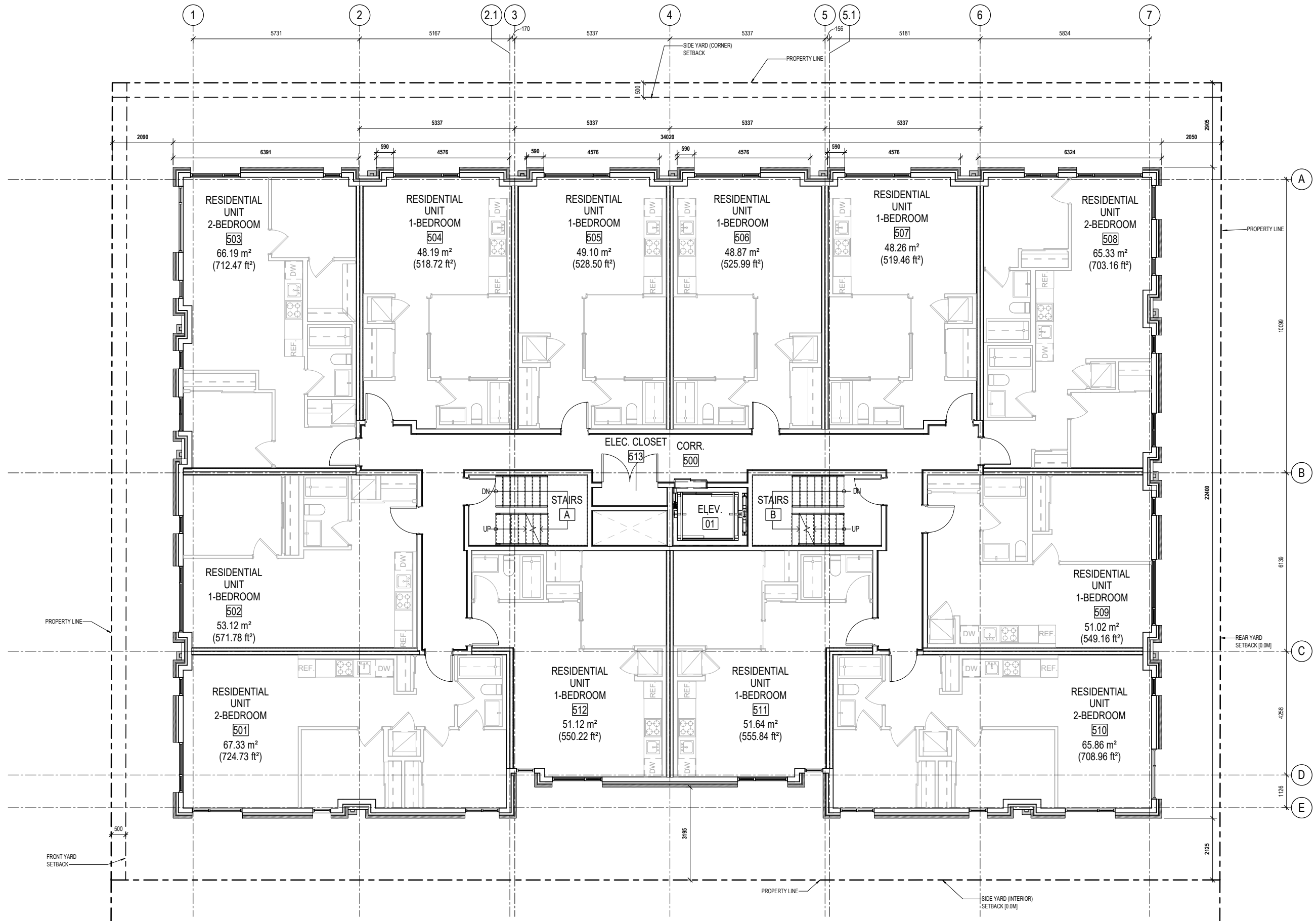
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**300 TREMBLAY ROAD FOURTH FLOOR PLAN | REVISED PROPOSAL**

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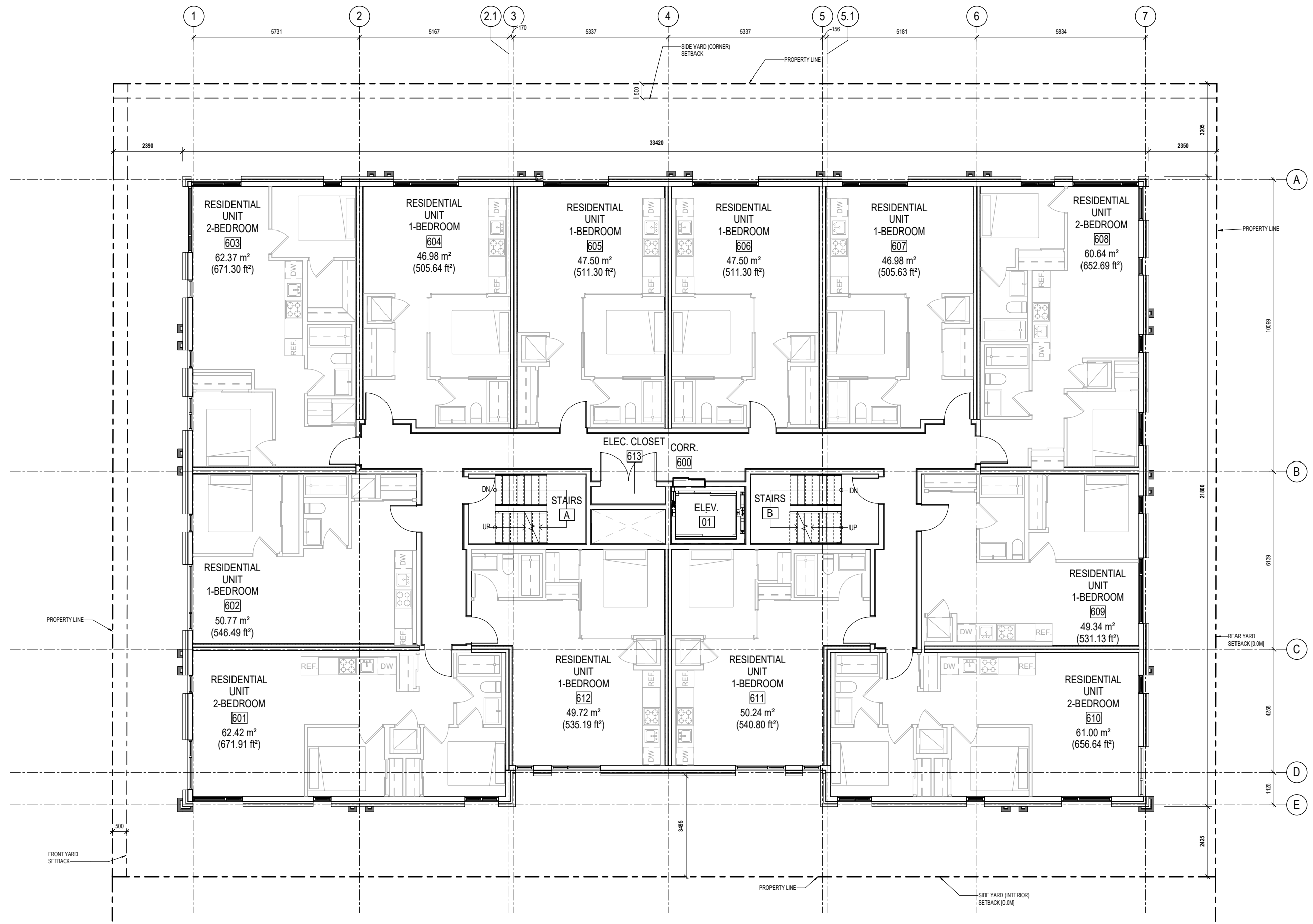
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300 TREMBLAY ROAD FIFTH FLOOR PLAN | REVISED PROPOSAL

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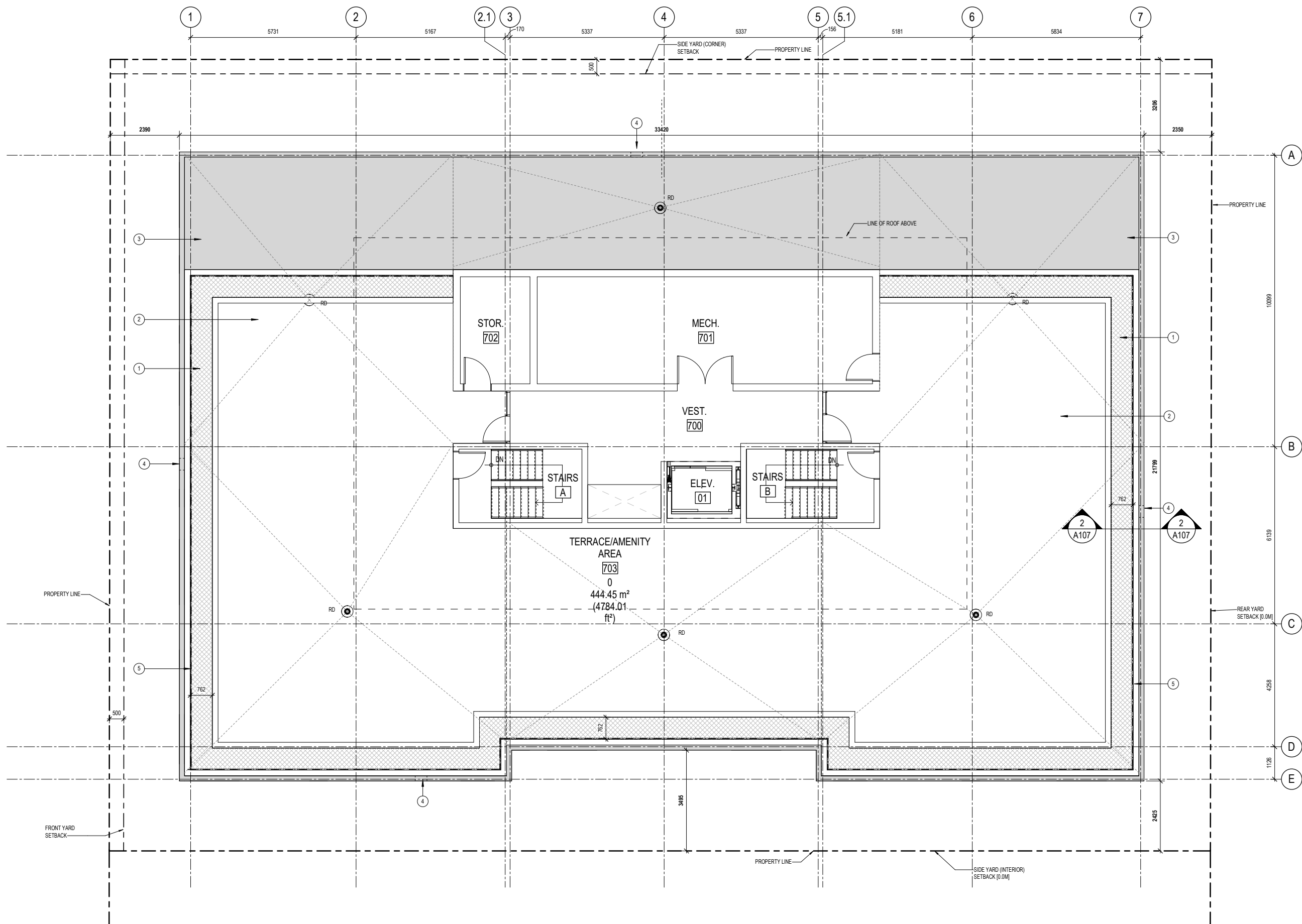
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300 TREMBLAY ROAD SIXTH FLOOR PLAN | REVISED PROPOSAL

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**300 TREMBLAY ROAD ROOF PLAN | REVISED PROPOSAL**

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**300 TREMBLAY ROAD RENDERING | REVISED PROPOSAL**

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