



Canada Lands Company
Société immobilière du Canada

530 TREMBLAY ROAD PLANNING RATIONALE

DRAFT PLAN OF SUBDIVISION APPLICATION

APRIL 2020





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1 INTRODUCTION

WSP was retained by Canada Lands Company CLC Limited (“CLC”) to prepare a Planning Rationale (the “Report”) in support of a Draft Plan of Subdivision application for the property municipally known as 530 Tremblay Road (“the site”), in the City of Ottawa. CLC, through a collaborative process with Public Services and Procurement Canada (PSPC), is undertaking a planning application for the future development of the site.

The site is currently owned by PSPC and the intent is for PSPC to dispose a portion of the site to CLC. The lands to be disposed to CLC and retained by PSPC are outlined in **Figure 1-1**. The Draft Plan of Subdivision applies only to the eventual CLC lands, and as such CLC is the applicant for the Draft Plan of Subdivision application. This Report will provide the planning justification for the Draft Plan of Subdivision for the eventual CLC lands.

As part of the proposed development, CLC will develop the mixed-use, residential, stormwater management pond, and park and open space block components, as well as build the realigned Tremblay Road and bring municipal services to the site, as illustrated in **Figure 1-2**. Each block of the development will be subject to a Site Plan Control application at a later stage.

PSPC will develop the federal office uses northeast of the site at a later date. The number of buildings and associated parking could be configured in numerous ways, which would be determined through the separate and future PSPC’s RFQ/RFP Design Build procurement process. Accordingly, it does not form part of this Draft Plan of Subdivision.

A total of 1.6 hectares (3.95 acres) of the Park and Open Space Block in the form of a parkette and open space area will be conveyed to the City as parkland dedication.

The ultimate building configuration will be determined at the site plan control approval stage. The development will acknowledge the maximum buildings heights for each block. It will include up to 9 storeys for the blocks on the westerly portion of the site and up to 30 storeys along the southerly side of Tremblay Road.

This Planning Rationale has been prepared in accordance with the City of Ottawa and Planning Act requirements to assess the Draft Plan of Subdivision in the context of the surrounding community and the overarching policy and regulatory framework for the site.

A number of supporting technical studies have been prepared in support of the application and have been submitted to the City. These studies are available under separate cover and have been summarized in this Report as part of the Integrated Environmental Review. It should be noted that while the portion of the site that will eventually be retained by PSPC is not subject to

the Draft Plan of Subdivision, the Draft Functional Servicing Brief and the Draft Transportation Impact Assessment, both prepared by WSP have been completed for the entire site.

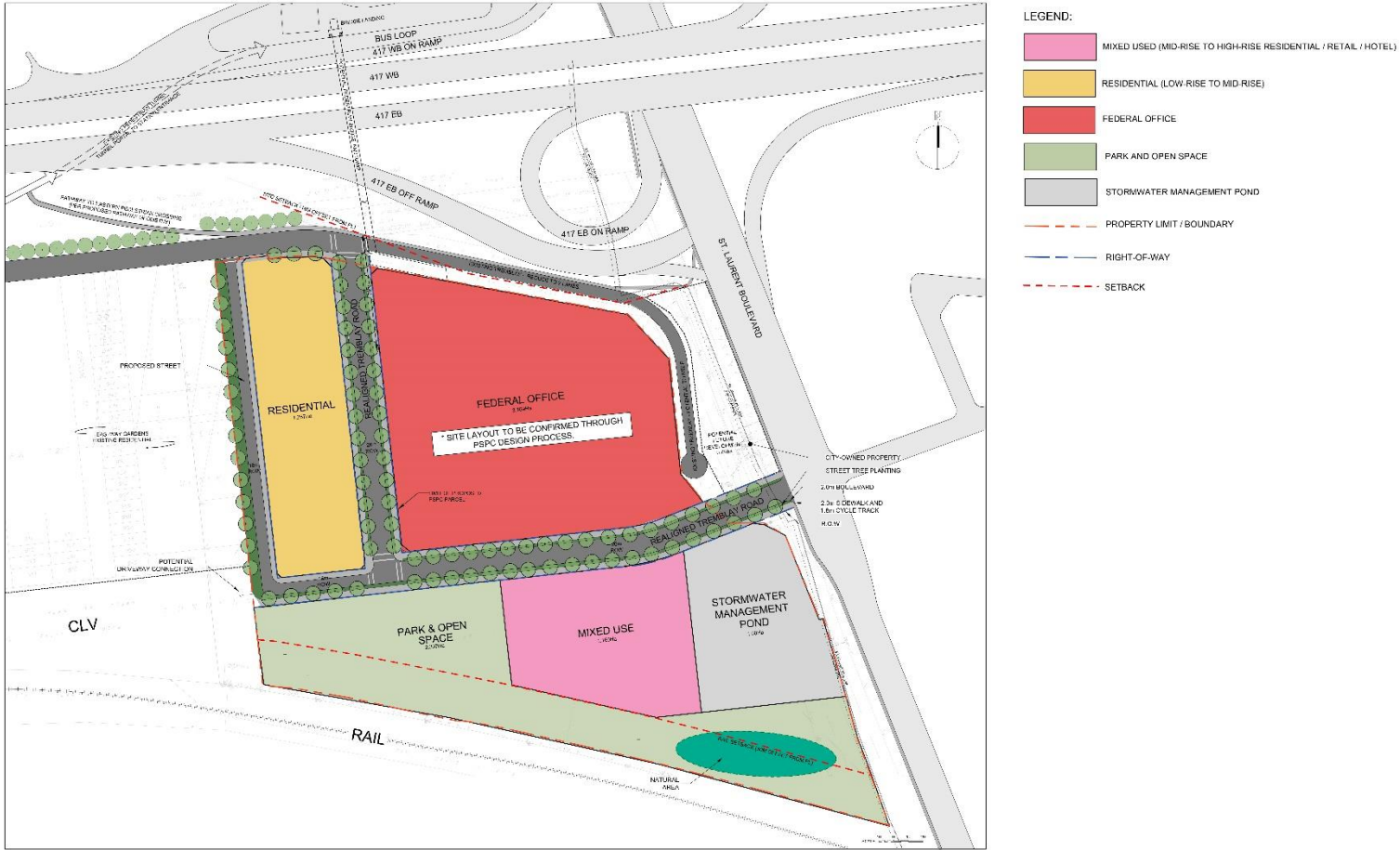
This Report is set up as follows:

- **Section 2** provides a description of the site location and community context;
- **Section 3** provides an explanation of the proposed development;
- **Section 4** outlines the policy and regulatory framework applicable to the site and a planning rationale for the proposed development;
- **Section 5** includes an Alternative Transportation Plan summary;
- **Section 6** summarizes the technical reports and studies in an Integrated Environmental Review; and
- **Section 7** summarizes the planning opinion regarding the Draft Plan of Subdivision.

530 Tremblay Road | Planning Rationale
Draft Plan of Subdivision Application
Canada Lands Company CLC Limited



Figure 1-2: Development Concept Plan



DEVELOPMENT CONCEPT PLAN

2 SITE LOCATION AND COMMUNITY CONTEXT

2.1 SITE LOCATION

The registered owner of the property is Her Majesty the Queen in Right of Canada, as represented by the Minister of Public Works and Government Services (PWGSC), now known as Public Services and Procurement Canada (PSPC). The site is a former Ministry of Transportation of Ontario (MTO) property and is currently vacant. The intent is for PSPC to dispose a portion of the site to CLC. The Draft Plan of Subdivision applies only to the eventual CLC lands, and as such CLC is the applicant for the Draft Plan of Subdivision application.

The site is legally described as: Part of Blocks K, L, M and N and Part of Tremblay Street, Angus Street and Catherine Street (All as Closed by By-law 257-61, Inst. OT45284) on Registered Plan 84 and Part of Lots 11 and 12 Concession Junction Gore in the Geographic Township of Gloucester now in the City of Ottawa, all more particularly described as Part 1 on Plan 4R-32458. It is municipally known as 530 Tremblay Road, and has an area of approximately 10.7 hectares (26.44 acres, 107,000 m²), which includes the 3.1686 hectares (7.83 acres, 31,686 m²) of area of adjacent additional lands owned by the federal government that are not subject to this Draft Plan of Subdivision.

The site is located south of Highway 417 and west of St. Laurent Boulevard in Ward 18 (Alta Vista) in the City of Ottawa, and has a dual frontage onto the existing Tremblay Road as well as St. Laurent Boulevard, as illustrated in **Figure 2-1**. There is also an existing St. Laurent Transit Station pedestrian tunnel entrance located to the southwest of Highway 417 and northwest of the site, as illustrated in **Figure 1-2**.

Figure 2-1: Site Location



Site visits were conducted on July 12 and July 17, 2019. Photos contained herein are from WSP, unless otherwise stated.



Figure 2-2: Site Looking East on Tremblay Road (July 12, 2019)



Figure 2-3: Site Looking South on Tremblay Road (July 12, 2019)



Figure 2-4: Site Looking Northwest on St. Laurent Boulevard (July 17, 2019)



Figure 2-5: Site Looking North on St. Laurent Boulevard (July 17, 2019)

2.2 COMMUNITY CONTEXT

Land uses adjacent to the site are as follows:

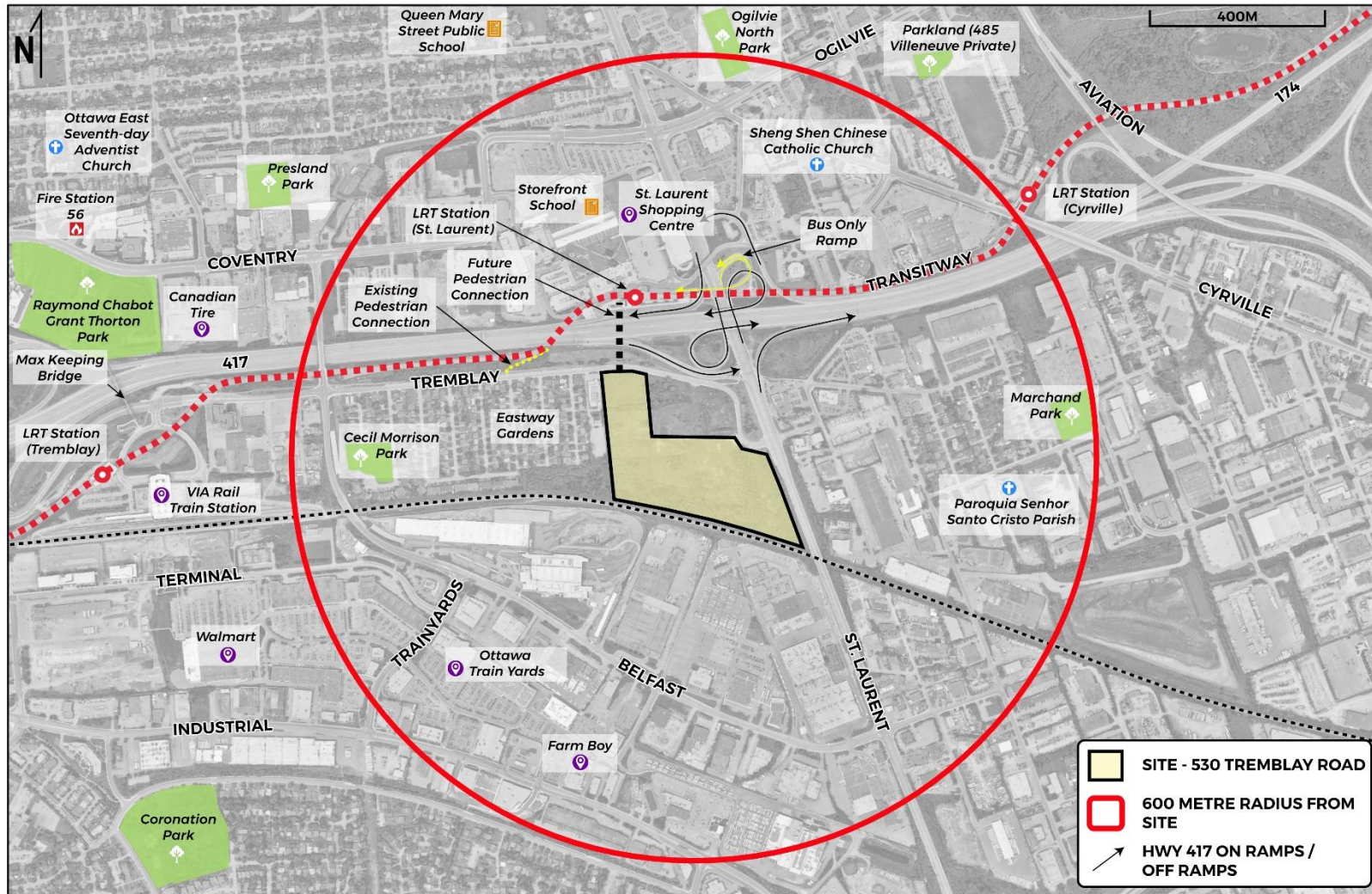
- **North:** Highway 417, St. Laurent Shopping Centre
- **South:** OC Transpo headquarters, Ottawa Train Yards Shopping District, and Farm Boy grocery store
- **East:** Various employment uses including various offices and a car dealership
- **West:** Office use and Eastway Gardens residential subdivision consisting of low-rise residential uses

As identified in **Figure 2-6**, the site is in close proximity to employment uses, which includes OC Transpo, offices North of Highway 417, and along St. Laurent. An existing pedestrian tunnel is located approximately 230 metres northwest of the site that connects to the St. Laurent LRT Station. Various employment uses are also located east and south of the site. The site is also in

close proximity to grocery and retail stores such as Walmart, Farm Boy, St. Laurent Shopping Centre, Ottawa Train Yards, Canadian Tire, Rainbow Cinemas and Best Buy. Surrounding parks include Cecil Morrison Park and Marchand Park.

The Highway 417 Corridor and VIA Rail Station provide regional transportation options and local and frequent buses run in proximity to the site. The St. Laurent Transit Station is a major bus transit station in Ottawa located within 600 metres of the site. The St. Laurent LRT Station also provides light rail transit below grade as part of Stage 1 of the City of Ottawa's Confederation Line.

Figure 2-6: Context



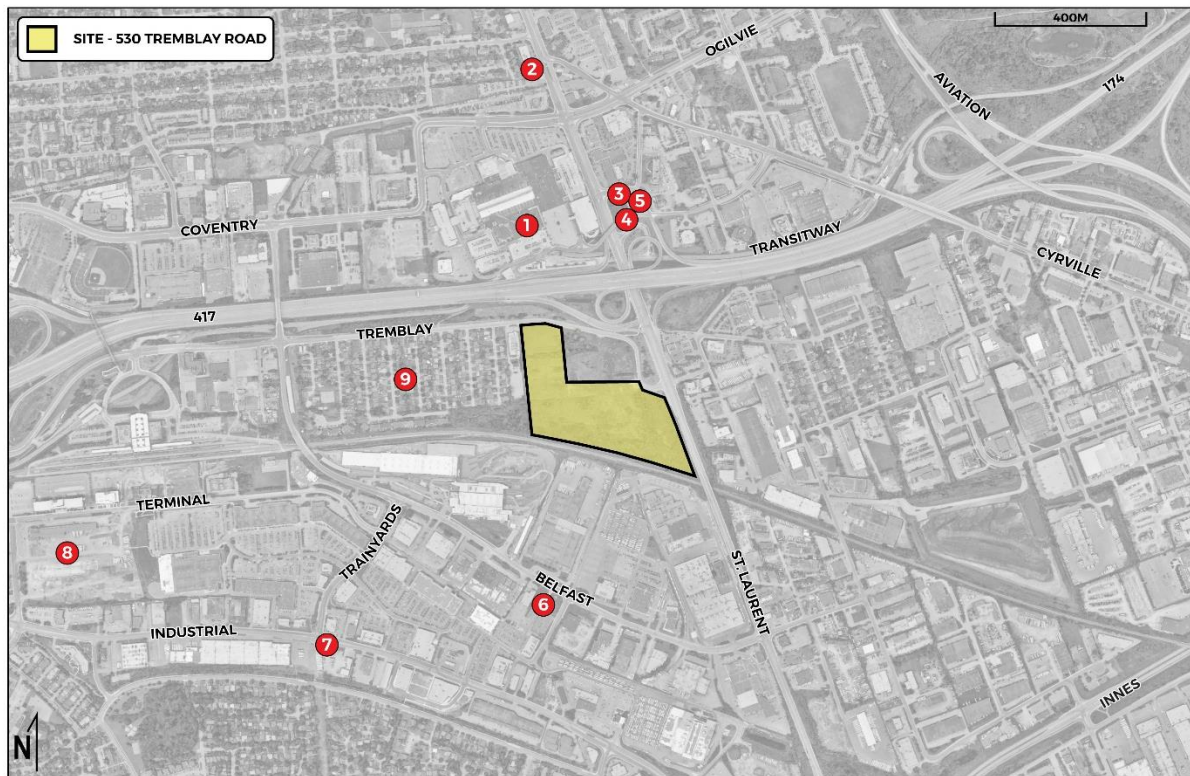
2.2.1 SURROUNDING DEVELOPMENT ACTIVITY

Figure 2-7 outlines active development applications in the vicinity of the site. **Table 2-1** provides a summary of development applications within the vicinity of the site, including their address, development type, proposed building heights, number of units or gross floor area (GFA), and the status of the applications.

Table 2-1: Development Activity within the Vicinity of the Site (as of December 2019)

NO.	ADDRESS	LAND USE	MAX. HEIGHT (STOREYS)	NO. OF UNITS or GFA	DEVELOPMENT APPLICATION STATUS
1	500, 525, 535, 539 Coventry Rd., and 1130, 1200, 1300 and 1400 St. Laurent Blvd. (St. Laurent Shopping Centre)	Commercial (addition)	N/A	12,000 m ²	Zoning By-law Amendment (ZBLA) application submitted. No activity since 2014.
2	1110 St. Laurent Blvd.	Commercial	2	2,311 m ²	Site Plan Control application under review.
3	1080 Ogilvie Rd., 1113 Cyrville Rd., 1117 Cyrville Rd.	Commercial	1	1,107 m ²	Site Plan agreement registered.
4	1125, 1129, 1133, 1137, 1145 and 1149 Cyrville Rd.	Commercial	N/A	6,124 m ²	Site Plan approved.
5	1098 Ogilvie Rd., 1178 Cummings Avenue	Residential	N/A	85 units	Application remains on hold since 2012.
6	820/830 Belfast Rd.	Commercial	1	3,530 m ²	Site Plan application submitted in May 2019. Request for agreement received as of Oct. 2019.
7	564 Industrial Ave.	Commercial	1	2,167 m ²	Council approved the ZBLA on Sept. 11, 2019.
8	200, 230, 260 Steamline St.	Residential	20	1,890 units	Site Plan application under review.
9	"2098 Avenue P" and "1399 Avenue U) (CLV lands adjacent to 530 Tremblay Road)	Residential	6	124 units	Site Plan Application under review.

Figure 2-7: Development Activity within the Vicinity of the Site

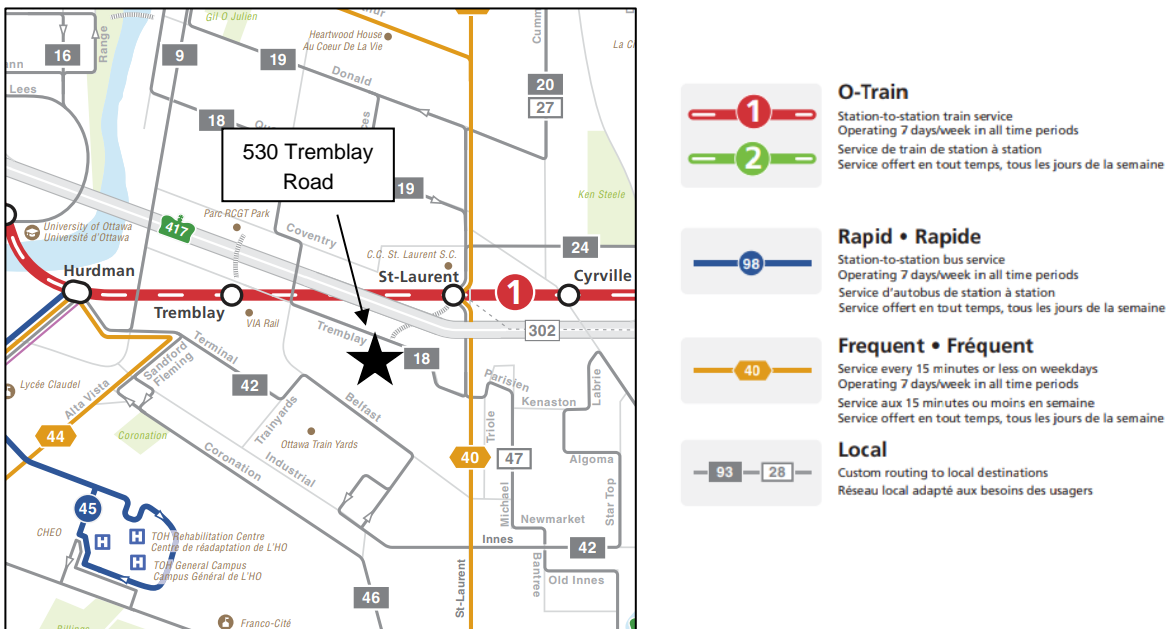


2.3 TRANSPORTATION NETWORK

St. Laurent Boulevard (an arterial road running north-south) is located east of the site and provides vehicular and transit access to the St. Laurent Shopping Centre, Ottawa Train Yards, and the Canada Science and Technology Museum. Highway 417 (running east-west) is also located approximately 100 m north of the site.

The site is well serviced by existing public transit, as illustrated in **Figure 2-8**. The site is also located within 600 m of the St. Laurent Transit Station. The station provides a direct connection to the Confederation Line LRT corridor / Transitway (running east-west below grade), which provides transit access to downtown Ottawa and is a major hub between the Transitway and local east end routes. The site also features a frequent route (Route 40), and two local routes (Routes 18 and 19).

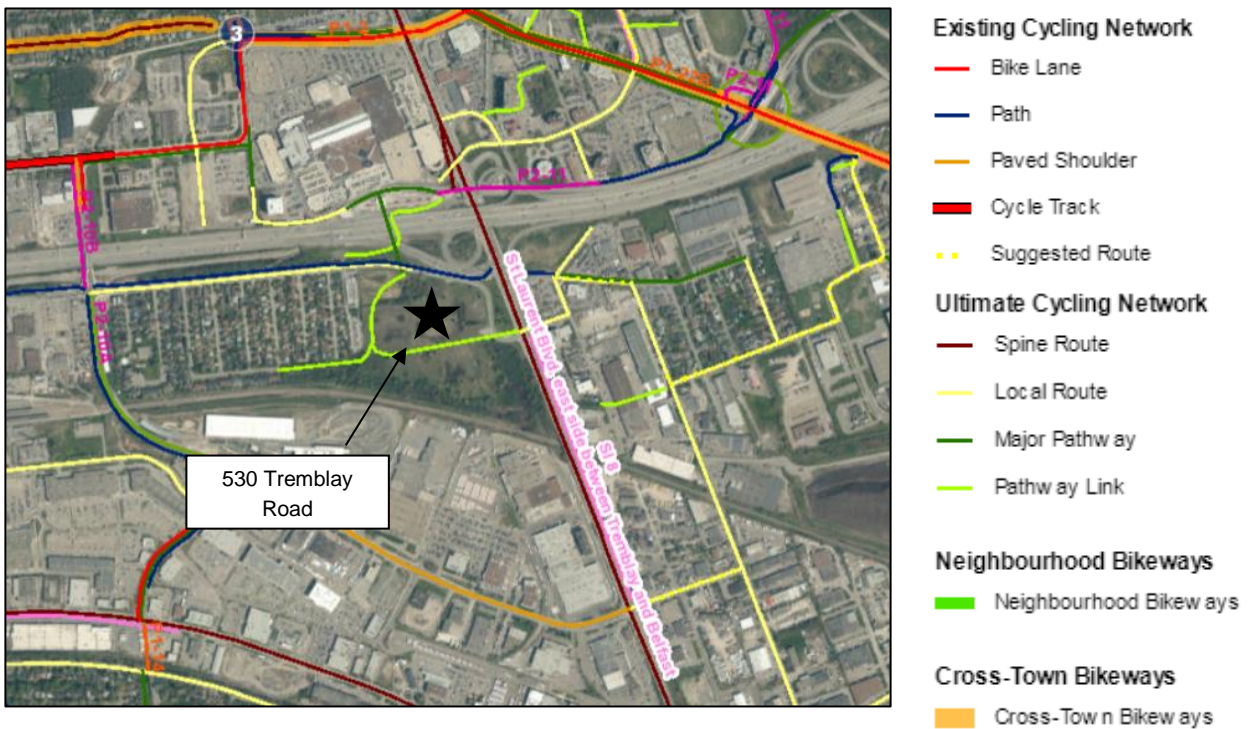
Figure 2-8: OC Transpo Network Map (October 2019)



Further, the site is also located within close proximity to the City of Ottawa's extensive existing and planned cycling network, as illustrated in **Figure 2-9**, which connects the site to the downtown core and the broader city.

St. Laurent Boulevard is identified as a spine route. As per the City of Ottawa's Cycling Plan (2013), spine routes follow major roadways (typically arterials) and may provide a reserved space for cyclists ideally in the form of a cycle track or a buffered bike lane. Spine routes will provide access along major corridors, connecting the Cross-Town Bikeways and major off-road bike paths to local neighbourhood local routes and Neighbourhood Bikeways (Section 5.1.1). The existing Tremblay Road is identified as a path. A local route is also identified south of the site, which will typically be used at the neighbourhood level, providing access from residential streets and shopping areas to the more major spine and bikeway routes. They could feature painted bike lanes or shared lanes with mixed traffic (City of Ottawa's Cycling Plan, Section 5.1.2).

Figure 2-9: City of Ottawa Existing and Planned Cycling Network (geoOttawa, 2018)



3 THE PROPOSED DEVELOPMENT

The proposed development consists of a mixed-use subdivision consisting of residential and mixed-use buildings, a park and open space, and a stormwater management pond. As part of the proposed development, Tremblay Road will be realigned. There is also an opportunity to connect the site to the existing St. Laurent Transit Station pedestrian tunnel entrance to the southwest of Highway 417 and northwest of the site. The site could also connect to the St. Laurent Transit Station via the existing pedestrian tunnel to the St. Laurent Transit Station.

The building configuration will be determined at the site plan control approval stage. The development will acknowledge the maximum buildings height requirements for each block. It will include up to 9 storeys for the block on the westerly portion of the site (Blocks 1-4) and up to 30 storeys along the southerly side of Tremblay Road (Block 6).

The subdivision layout, as shown in **Figure 3-1** is proposed as follows:

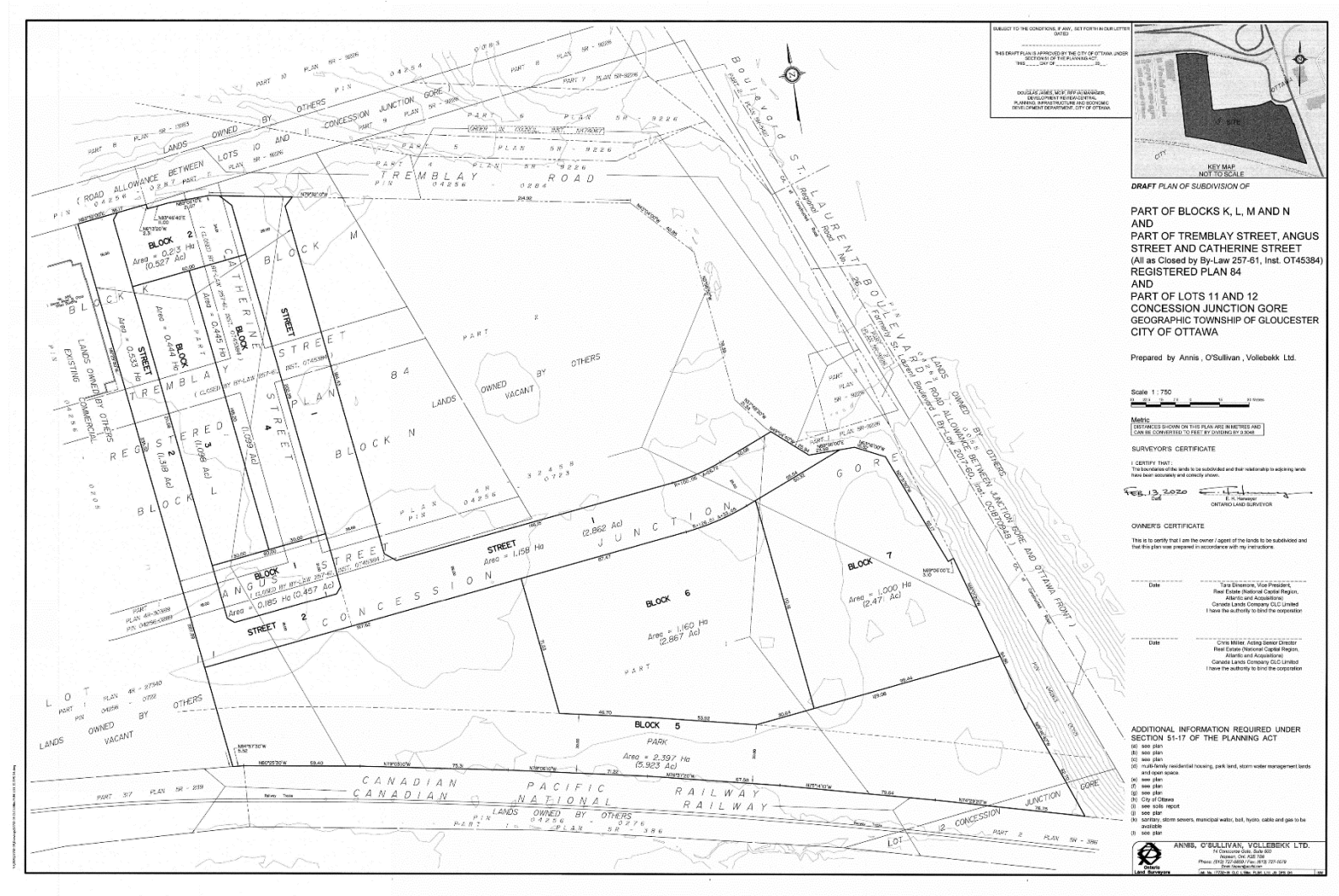
- Block 1: Residential uses with a block frontage of 60 metres along Street 2 and a block area of 0.1851 hectares (0.457 acres);
- Block 2: Residential uses with a block frontage of 47.25 metres along the existing Tremblay Road and a block area of 0.2134 hectares (0.527 acres);
- Block 3: Residential uses with a block frontage of 148.20 metres along Street 2 and a block area of 0.4445 hectares (1.098 acres);
- Block 4: Residential uses with a block frontage of 148.20 metres along Street 1 and a block area of 0.4447 hectares (1.098 acres);
- Block 5: Park and Open Space uses with a block frontage of 167.62 metres along Street 2 and Street 1 and a block area of 2.3970 hectares (5.923 acres);
- Block 6: Mixed-use uses with a block frontage of 87.47 metres along Street 1 and a block area of 1.1602 hectares (2.866 acres);
- Block 7: Stormwater Management Pond with a block frontage of 50.32 metres along Street 1 block area of 1.0002 hectares (2.471 acres);
- Street 1: Realigned Tremblay Road with a 26-metre right-of-way and an area of 1.1583 hectares (2.862 acres); and
- Street 2: Local Street with an 18-metre right-of-way and an area of 0.5333 hectares (1.317 acres).

The total area for the proposed development is approximately 7.53 hectares (18.62 acres), which includes a total block area of 5.84 hectares (14.43 acres) and a total street area of 1.69 hectares (4.17 acres), as illustrated on the Draft Plan of Subdivision in **Figure 3-1**.

The development has been capped and any additional floor space above 200,000 m² PSC rentable or residential units above 784 units would require supporting engineering analysis and servicing design.

Community engagement and outreach with the public was conducted prior to the submission of this application. This included a Public Open House on June 24, 2019 and November 25, 2019. Comments and input received from these meetings have been acknowledged in the development of the proposed Development Concept Plan, as illustrated in **Figure 1-2**.

Figure 3-1: 530 Tremblay Road – Draft Plan of Subdivision



3.1 RATIONALE FOR PARK LOCATION, SIZE AND CONFIGURATION

A large Park and Open Space Block, as well as a stormwater management pond are proposed along the southern half of the site, south of the proposed realigned Tremblay Road. CLC would build the park and convey a total of 1.6 hectares (3.95 acres) in the form of a parkette and open space area to the City of Ottawa for parkland dedication. The following uses could also be accommodated, based on City approval: a dog park, a playing field, and public art features.

A stormwater management pond of roughly 1.0002 hectare (2.471 acres) will be located adjacent to the Park and Open Space Block and will be integrated into the proposed development to create an appealing, accessible and attractive place for both the residents and public. The Park and Open Space Block also contains 0.20 hectares of natural area located south of the stormwater management pond, which provides an opportunity to protect a feature within the subwatersheds, as per **Figure 3-2**.

Figure 3-2: Park Concept Plan (final park uses will be determined through City's park planning process)



4 POLICY AND REGULATORY FRAMEWORK

This section describes the provincial and local policy framework that is relevant or applicable to the proposed development of the site.

4.1 PROVINCIAL POLICY STATEMENT (2014)

The Provincial Policy Statement (2014) (PPS) provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the PPS sets the policy foundation for regulating development and use of land.

The PPS seeks to strike a balance between the province's economic, social and environmental interests through the following:

- Promoting cost-effective development patterns which stimulate economic growth;
- Protecting resources for their economic use and/or environmental benefits; and
- Directing development away from areas where there is a risk to public health and safety or of property damage.

Policy 1.1.1 states that healthy, liveable and safe communities are sustained by promoting efficient development patterns and land use patterns, accommodating an appropriate range and mix of uses to meet long term needs, and promoting cost-effective development patterns and standards, among other considerations.

Policy 1.1.3.2 (a) states that land use patterns within settlement areas shall be based on densities and a mix of land uses which:

1. "efficiently use land and resources;
2. 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;
3. minimize negative impacts to air quality and climate change;
4. support active transportation; and
5. are transit-supportive, where transit is planned, exists or may be developed".

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

Further, Policy 1.3.1 states that planning authorities shall promote economic development competitiveness by “encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities.”

Policy 1.4.3 directs planning authorities to provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents by:

- a. “establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households.
- b. permitting and facilitating:
 1. all forms of housing required to meet the social, health and well-being requirements of current and future residents, including special needs requirements; and
 2. all forms of residential intensification, including second 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. establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.”

Policy 1.5.1 states that 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; [...].

The Ministry of Municipal Affairs and Housing has released a Proposed Provincial Policy Statement (July 2019). The following summary of proposed changes are relevant to this application while it is in draft form:

- Increase the supply and mix of housing by increasing land supply for housing to help people find homes close to where they work and give municipalities more flexibility to plan for a range of homes;
- Protect the environment and public safety by encouraging transit-oriented development and ensuring municipalities prepare for the impacts of a changing climate while continuing to protect important natural features; and
- Support certainty and economic growth by giving more flexibility to municipalities to ensure areas designated for employment are planned to reflect local needs and to help

facilitate the conditions for economic investment, and to ensure that local infrastructure investments are efficiently used, and that protections for transportation and energy corridors for future needs are in place.

The proposed development is consistent with the 2014 PPS, as it represents mixed-use development within a settlement area that contributes to the range of available housing types and other commercial, retail, and office uses in the neighbourhood, and that utilizes land and existing infrastructure efficiently. The proposed development provides for residential intensification on a vacant lot within the City of Ottawa's urban boundary and promotes a compact form of mixed-use development, while supporting the use of active transportation and transit.

4.2 CITY OF OTTAWA OFFICIAL PLAN (2003, WEBSITE CONSOLIDATION)

The City of Ottawa Official Plan (2003, Website Consolidation) (OP) provides a comprehensive vision and policy framework for managing growth and development to the year 2036. The OP contains policies that address matters of provincial interest as described in the PPS, and “is not a tool to limit growth but rather to anticipate change, manage it and maintain options” (Section 1.1).

4.2.1 BUILDING A SUSTAINABLE CITY

The OP seeks to achieve Council's vision of a sustainable, resilient and liveable city. This vision is also articulated in the City's Strategic Plan, which identifies goals including the provision of housing options that are green, healthy, and meet the needs of the whole community. The City also strives for sustainability in connectivity and mobility by making walking, cycling, and transit residents' first choices for transportation.

4.2.2 STRATEGIC DIRECTIONS

Section 2.1 – Patterns of Growth indicates that Ottawa's growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing options, and places to work and shop.

Growth is to be directed to urban areas where services already exist. Growth in existing designated urban areas is to be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking, and cycling facilities. Further, infill and redevelopment will be compatible with the existing context or planned function of the area and contribute to the housing, employment, or services in the area. Designated

Mixed-use Centres will also be compact, liveable, and pedestrian-oriented with a vibrant mix of residential uses, and social, cultural and economic activity.

Section 2.2 – Managing Growth indicates that the majority of the City's growth will be directed to areas designated within the urban boundary of the OP. This strategy has the least impact on agricultural land and protected environmental areas and allows for a pattern and density of development that supports transit, cycling and walking.

The site is designated **Mixed-Use Centre** in the Official Plan. Mixed-use Centres are identified in this Plan as design priority areas, where both the public and private sectors will be required to achieve higher standards of design. These areas also have priority for completion of community design plans that show how the density and design requirements for these areas can be achieved.

Section 2.2.2 – Managing Growth Within the Urban Area indicates that intensification is supported throughout the urban area where there are opportunities to accommodate more jobs and housing and increase transit use. Within the designated urban area, growth will be directed to locations with significant development potential, such as Mixed-Use Centres. Mixed-use Centres are identified as target areas for intensification due to their location on the Rapid Transit and Transit Priority Network as defined on Schedule D of the OP.

Residential intensification is defined as development of a property, building or area that results in a net increase in residential units or accommodation and includes development of vacant or underutilized lots within previously developed areas. The City's target for residential intensification is 40% for 2017-2021.

Employment intensification means intensification of a property, building or area that results in a net increase in jobs and/or gross floor area and may occur by infilling of vacant or underutilized land within Urban Employment Area.

Target areas for intensification are focused on major elements of the rapid transit network and include Mixed-Use Centres. Minimum density targets, expressed in jobs and people per gross hectare (**Table 4-1**), are applied to those target areas with the greatest potential to support the Rapid Transit and Transit Priority Networks.

Table 4-1: Density Targets – Section 2.2.2 (City of Ottawa Official Plan)

DESIGNATION	2012 DENSITY*	DENSITY TARGET*
Tremblay	53	250
St. Laurent	64	250

*people and jobs per gross hectare

As per Policy 7, all new development within the boundaries of the intensification target areas will be required to meet the minimum density targets. Higher or lower densities may be permitted in a secondary plan for a target area where that Plan that re-allocates density among sites to achieve the overall objective of people and jobs. Where phased development is proposed, the proponent must demonstrate how the density target will be achieved at build out. Where implemented through secondary plans and zoning, the targets in outlined in the table will be converted from gross density to net density and from people and jobs per hectare to dwelling units and gross floor area equivalents.

Section 2.2.3 – City-wide Employment Area Policies states that major office development, consisting of buildings over 10,000 m² gross leasable area, will play a fundamental role in supporting and increasing the ridership of the Rapid Transit and Transit Priority Network and shall be located in areas adjacent to the Rapid Transit and Transit Priority Network. The City will permit new major office development in Mixed-Use Centres.

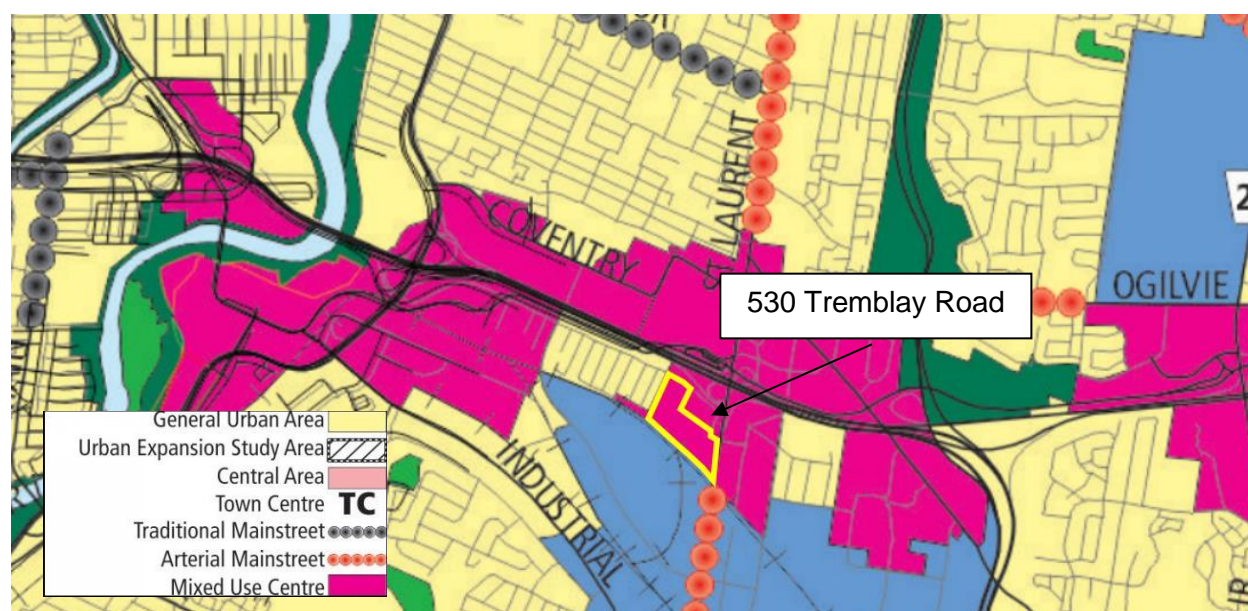
Section 2.5.1 – Urban Design and Compatibility encourages good urban design and quality and innovative architecture as it can help create lively community places with distinctive character. In order for a development to be compatible, it does not necessarily have to be the same or similar to existing buildings in the vicinity, but has to enhance an established community and coexist with existing development without causing undue impact on the surrounding properties. The design objectives in this section are addressed in detail in **Section 4.2.5** of this Report.

The proposed development supports the strategic directions of the OP by directing growth to urban areas, creating a community with a good balance of facilities and services to meet people’s everyday needs, and supporting intensification in target areas near Rapid Transit and Transit Priority Networks. The proposed development will provide an appropriate density at the Site Plan stage, which will be consistent with the OP policies and ensure the density target is achieved at build out. The future federal office use, along with the development of the site, will increase density and support transit.

4.2.3 LAND USE DESIGNATION

The site is located within the City’s urban boundary and is designated as Mixed-Use Centre on Schedule B Urban Policy Plan, as illustrated in **Figure 4-1**.

Figure 4-1: City of Ottawa Official Plan, Schedule B - Urban Policy Plan (Excerpt)



SECTION 3.6.2 – MIXED-USE CENTRES AND TOWN CENTRES

Mixed-Use Centres occupy strategic locations on the Rapid-Transit network and act as central nodes of activity within their surrounding communities and the city as a whole. Mixed-use Centres will become more transit-supportive destinations through intensification and development of vacant land. The challenge is to preserve this potential as the centres develop to meet today's markets (Policy 3.6.2).

Policy 1 states Mixed-Use Centres meet the following criteria:

- Most of the centre is within an 800m walking distance of one or more rapid transit stations, and contains one or more arterial roads with all day, frequent transit service;
- There is opportunity to achieve high densities of jobs and housing through intensification and redevelopment of older sites and development of vacant land;
- High-Rise Buildings of 10 storeys and more can be accommodated in a manner that provides appropriate transition to the surrounding area;
- Employment targets of at least 5,000 jobs can be achieved in Mixed-use Centres and at least 10,000 jobs can be achieved in Town Centres;
- The area is or can become transit-oriented, as described in this section; and
- The area is suitable for a mix of uses and could be linked within the area's greenspace network.

Policy 3 states Mixed-Use Centres are priority areas for undertaking more detailed Secondary Plans. These plans may: provide for minimum and maximum building heights; apply the target density for the area or require different densities to be achieved on a site-specific basis; and develop area-specific design considerations. The applicable Tremblay, St. Laurent and Cyrville Secondary Plan (2017) is discussed in **Section 4.2.4** of this Report.

Policy 4 states that, to achieve the employment targets for Mixed-use Centres and the target density within walking distance of existing and proposed stations on the City's Rapid Transit System, a range of building heights including High-Rise may be considered.

Policy 5 outlines a broad variety of land uses that can be supported at transit-supportive densities, such as offices, secondary and post-secondary schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, daycare centres, retail uses, entertainment uses, services (such as restaurants), high- and medium-density residential uses and mixed-use development containing combinations of the foregoing.

Policy 10 further outlines that Mixed-Use Centres will optimize the use of land through provisions for compact development. The Zoning By-law and community design plans will:

- a. Allow for a mix of uses within a building or in adjacent buildings;
- b. Enable the employment targets of this Plan to be achieved;
- c. Provide for the highest density development such as offices to occur within 400 metres of the rapid-transit station;
- d. Require all development to meet the minimum target densities set out in Section 2.2.2, policy 7. Where development comprising a number of individual buildings is proposed to be built in phases, either on a single parcel of land or as one comprehensive development on a number of parcels of land, each individual phase will not be required to meet the target density where:
 - i. the development is subject to a council approved site plan or concept plan that identifies the nature and use of each building in each phase; and
 - ii. the site plan or concept plan demonstrates that all of the phases once completed achieve or exceed the target density.
- e. Require residential uses in the form of apartments and other multiples at a medium or high density;
- f. Provide a minimum and maximum parking requirement for development within 600 metres distance of a rapid-transit station, recognizing that the minimum and maximum may vary in response to the contextual influence of the geographic location of individual Mixed-Use Centres and the stage of rapid transit development;
- g. Provide for the potential for shared parking arrangements among uses that peak at different time periods;
- h. Allow for the potential redevelopment of surface parking areas;
- i. Not permit uses that require large areas of their site to be devoted to the outdoor storage, sale or service of goods to be located within 600 metres rapid transit station;
- j. Ensure that an appropriate transition between the Mixed-Use Centre and any surrounding General Urban Area occurs within the Mixed-Use Centre site.

Policy 11 outlines the desire for proposals for Mixed-Use Centres to enhance opportunities for walking, cycling and transit. In particular, they will give priority to walking and cycling in public rights-of-way; provide direct, barrier-free connections for pedestrians and cyclists linking transit and other developments; and use public art and the design of public streets and spaces to create attractive public areas, among others.

Policy 13 acknowledges the City's commitment to development within Mixed-Use Centres. Among others, the City will consider them priority locations for: new or relocated municipal buildings and facilities which serve the public, or for leasing space for functions; investing in new facilities for pedestrians and cyclists; comprehensive traffic management plans and strategies to reduce the need for parking; and partnerships between the public and private sectors.

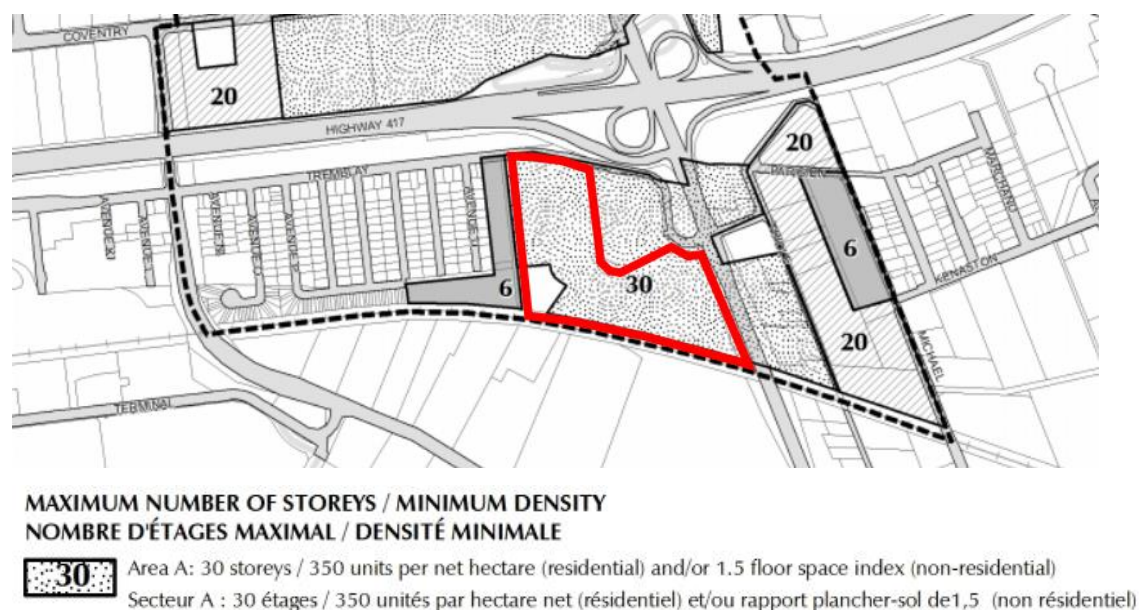
Policy 15 includes a site-specific exception to 530 Tremblay Road. It states, "The Mixed-Use Centre at the southwest corner of Tremblay Road and St. Laurent Boulevard (municipally known as 530 Tremblay Road) shall provide for a minimum floor area of 40,000 m² for employment uses, which will be implemented through the Zoning By-law".

The proposed development conforms to the Mixed-Use Centres policies of the OP, as it provides a transit-supportive destination established through intensification and the development of vacant land. The land uses proposed are appropriate and establish transit-supportive densities. The proposed development also provides pedestrian and cycling connectivity that links the site to existing station tunnel entrance to the west of the site.

4.2.4 TREMBLAY, ST. LAURENT AND CYRVILLE SECONDARY PLAN (2017)

The Secondary Plan provides direction on maximum building heights and minimum densities within the planning area identified in the Tremblay, St Laurent and Cyrville Transit-Oriented Development (TOD) Plans. The site is located on Schedule B (St. Laurent TOD) in the Tremblay, St. Laurent and Cyrville Secondary Plan, as per **Figure 4-2**.

Figure 4-2: Tremblay, St. Laurent and Cyrville Secondary Plan, Schedule B - St. Laurent Transit-Oriented Development



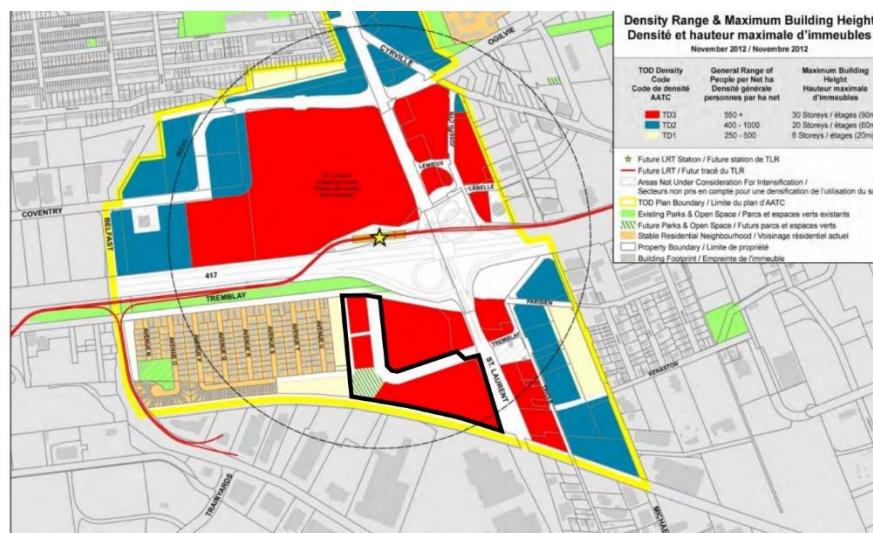
As per the Secondary Plan, the maximum number of storeys to be provided is 30 storeys. The minimum density to be provided is 350 units per net hectare (residential) and/or 1.5 floor space index (non-residential).

The building configuration will be determined at the Site Plan stage. The proposed development has acknowledged and will conform with policies of the Secondary Plan.

4.2.5 ST. LAURENT TRANSIT-ORIENTED DEVELOPMENT PLAN (2014)

The St. Laurent Transit-Oriented Development (TOD) Plan sets the stage for future transit-supportive or “intensified” land development in priority areas located near future Confederation Line stations. The 530 Tremblay Road site and immediate area is envisioned as a mixed-use, compact, transit-supportive development with a range of residential, office and retail uses, as outlined in **Figure 4-3**.

Figure 4-3: St. Laurent Transit Oriented Development Plan – Density Range and Maximum Building Height



As will be discussed in detail in **Section 4.3**, a large portion of the site is zoned Transit Oriented Development, Subzone 3 (TOD3).

The long-term minimum density under the TOD zoning is estimated to be approximately 250 jobs and people per gross hectare and 550+ people per net hectare (TD3 Area). The estimated maximum density is approximately 365 jobs and people per gross hectare.

The building configuration will be determined at the Site Plan Control stage.

4.2.6 URBAN DESIGN

The City of Ottawa has a framework in place to guide urban design in accordance with a series of policies and guidelines documents. The following sections identify the urban design policies and guidelines which are applicable to the site.

SECTION 2.5.1 – URBAN DESIGN AND COMPATIBILITY

Policy 3.6.2.9(a) of the Official Plan state that development proposals within the Mixed-Use Centres and Town Centres will be evaluated in the context of the policies and Design Objectives in Section 2.5.1, and the Compatibility policies set out in Section 4.11. Compatible development is defined in the OP as “development that, although it is not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties. It ‘fits well’ within its physical context and ‘works well’ among those functions that surround it” (Section 2.5.1).

The proposed development supports the seven (7) urban design objectives and associated principles set out in Section 2.5.1, as demonstrated below. It should be noted that the OP specifies “proponents are free to respond in creative ways to the Design Objectives and Principles and are not limited only to those suggested by the Design Considerations.”

1. To enhance the sense of community by creating and maintaining places with their own distinct identity.

- The proposed development will enhance the sense of community by providing for residential and mixed-use development on a vacant lot. It will also provide key amenities within the area, including retail uses on the ground floor, and a large park and open space area, stormwater management pond and a natural area that will attract people to the site.

2. To define quality public and private spaces through development.

- The proposed development will contribute to the overall coherency of the urban fabric and to the vitality of the surrounding area by providing key amenities in the form of a large park and open space, stormwater management pond, and natural area that is attractive and accessible. The proposed development realigns the existing Tremblay Road to provide a more accessible, safe and welcoming thoroughway. It also provides pedestrian and cycling linkages to and from the site.

3. To create places that are safe, accessible and are easy to get to, and move through.

- The proposed development will connect buildings through the realigned Tremblay Road and will be accessible to all users. Public transit will be integrated and facilitated through a linkage to a tunnel portal to the St. Laurent Station entrance. The proposed development will provide a safe and usable area at all times of the day by considering Crime Prevention

Through Environmental Design (CPTED) principles, intuitive wayfinding, a variety of outdoor amenity spaces, adequate lighting and universal access.

4. To ensure that new development respects the character of existing areas.

- The character of the existing residential area is characterized by varying lot sizes and one-storey and two-storey detached dwellings of varying architectural styles. Within the existing zoning, a significantly larger dwelling than the proposed detached dwellings would be permitted on the lot.
- The proposed development will infill a vacant lot which otherwise interrupts the pattern of existing development and will stimulate the community with a mix of uses to serve and complement the area.

5. To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.

- The proposed development will achieve a more compact urban form and accommodate the needs of a range of people of different incomes and lifestyles at various stages in the life cycle. The proposed development will be adaptable to future circumstances in response to changing social, economic and technological conditions by acknowledging current best practices and promoting sustainable design.

6. To understand and respect natural processes and features in development design.

- The site is split between two subwatersheds; the northern half of the property is within the Cyrville Drain catchment of the Ottawa River East subwatershed, and the southern half is within the Rideau River – Rideau Falls catchment, located in the Rideau River subwatershed.
- On September 16, 2019, biologists from WSP met on-site with the Rideau Valley Conservation Authority (RVCA) to discuss the unevaluated wetland features located within the site. The RVCA's initial assessment identified both subwatershed catchments are highly urbanized with almost no wetlands present.
- The RVCA also requested that the restored wetland be included in the 'Open Space' block in the Development Concept Plan. This recommendation has been incorporated into the Development Concept Plan as a natural area.
- Stormwater will be managed through a stormwater management pond in the southeast area of the site in Block 7 indicated in **Figure 3-1**.

7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

- The proposed development will consider many sustainable goals and objectives which will be confirmed prior to the Site Plan stage. For example:
 - Buildings, where practical, will be oriented north-south to take advantage of daylighting and passive solar gain, in order to reduce the need for artificial lighting and the proposed development will also consider orienting buildings to capitalize on natural ventilation for passive heating and cooling;

- Designs that allow for the future installation of renewable energy sources should be utilized to the greatest extent feasible;
- To reduce water consumption, new buildings will consider including low-flow plumbing fixtures and different water systems are to be sub-metered to better understand water consumption and find opportunities to greater water reduction strategies; and
- New building development will consider rainwater harvesting with cisterns for sewage conveyance and/or site irrigation and consider installing collection and distribution piping to permit future installation of community water reuse systems.

In addition to the Design Objectives described above, development proposals are evaluated against the compatibility criteria set out in Section 4.11 Urban Design and Compatibility of the OP.

Table 4-2 provides an evaluation of the proposed development against the compatibility criteria set out in Policy 4.11.2.

Table 4-2: Evaluation of Proposed Development - City of Ottawa Compatibility Criteria

Policies	Measure of Compatibility
Views	The proposed development will not impact or obstruct views. The proposed development provides residential blocks that offer the opportunity to maximize views of downtown and open space.
Building Design	<p>The proposed development design fits with the existing desirable character and planned function of the surrounding area by providing a transition of building heights for the CLC residential/mixed use blocks that acknowledges the residential uses to the west. It is anticipated that main building entrances will be oriented to the street.</p> <p>The realigned Tremblay Road will serve as a gateway into the community that can support high levels of pedestrian and vehicular traffic.</p>
Massing and Scale	<p>The zoning for the site directs building design and massing that the proposed development must comply with.</p> <p>The Tremblay, St. Laurent and Cyrville Secondary Plan (2017) establishes massing and scale requirements.</p> <p>The proposed development acknowledges the integration of buildings through an appropriate transition of height and massing for the CLC residential/mixed use blocks to the existing residential uses to the west in order to minimize conflict with abutting establishes areas of low-rise development.</p> <p>Future development of the Residential and Mixed-use blocks will need to demonstrate compatibility with these criteria and ultimately conform to this policy at the Site Plan stage.</p>

Policies	Measure of Compatibility
High-Rise Buildings	<p>The zoning for the site provides regulations on high-rise buildings that the proposed development must comply with.</p> <p>The proposed development will be designed to ensure pedestrian safety and usability. It will also be designed to ensure the privacy of adjacent landowners is maintained. The proposed development acknowledges the City of Ottawa's Urban Design Guidelines for High-rise Buildings and considers the principles applicable at this stage.</p> <p>These guidelines will be further acknowledged during the Site Plan stage.</p>
Outdoor Amenity Areas	<p>Outdoor amenity area requirements will be addressed at the Site Plan stage, as zoning and Official Plan compliance are further assessed in greater detail. This Planning Rationale is in support of the Draft Plan of Subdivision for lot creation and the establishment of a new municipal road.</p>
Public Art	<p>Public art will be addressed through the detailed Park Facility Plan process.</p>
Design Priority Areas	<p>While the site is in a Design Priority Area, future applications for site plan will be required to further address design details subject to development.</p>

The proposed development meets the intent of the City of Ottawa's urban design objectives and compatibility criteria, as established in Sections 2.5.1 and 4.11 of the OP.

DESIGN PRIORITY AREAS

Mixed-Use Centres are identified as Design Priority Areas (DPAs), per Policy 2.5.1.5(c) of the OP. Policy 2.5.1.5 states that, in DPAs, all public projects, private developments, and community partnerships within and adjacent to the public realm will be reviewed for their contribution to an enhanced pedestrian environment and their response to the distinct character and unique opportunities of the area. In these areas, creative and enhanced design measures and amenities will be used to encourage greater pedestrian use and increased social interaction, such as: wider sidewalks; shade trees; coordinated furnishings and utilities; enhanced transit stops; decorative lighting; public art; median planting and treatments; enhanced pedestrian surfaces; traffic calming; natural public spaces; compact development; quality architecture and façade treatments; seasonal plantings; distinct signage; pedestrian connections; entrance features; commemorations; and seasonal decoration.

It was agreed upon with the City of Ottawa that Urban Design Review Panel submissions will be required as a condition to future landowners during future Site Plan application

processes and will not be completed at this time for the Draft Plan of Subdivision application.

TRANSIT-ORIENTED DEVELOPMENT GUIDELINES (2007)

The Transit-Oriented Development Guidelines were approved by Council on September 26, 2007. According to the Guidelines, “Transit-Oriented Development (TOD) is a mix of moderate to high-density transit-supportive land uses located within an easy walk of a rapid transit stop or station that is oriented and designed to facilitate transit use”.

The purpose of these Guidelines is to provide guidance to assess, promote and achieve appropriate Transit-Oriented Development within the City of Ottawa. These guidelines are applied throughout the City for all development within a 600 m walking distance of a rapid transit stop or station, in conjunction with the policies of the City of Ottawa Official Plan and other applicable regulations such as the City of Ottawa’s Zoning By-law. The proposed development is located within 600 m of the St. Laurent Transit Station, as illustrated **Figure 4-4** and on Schedule D of the OP, as illustrated in **Figure 4-5**.

The proposed development meets the following guidelines presented in **Table 4-3**, as outlined in the City’s Transit-Oriented Development Guidelines.

Figure 4-4: Site Location within 600 m around Transit Station (geoOttawa, 2018)

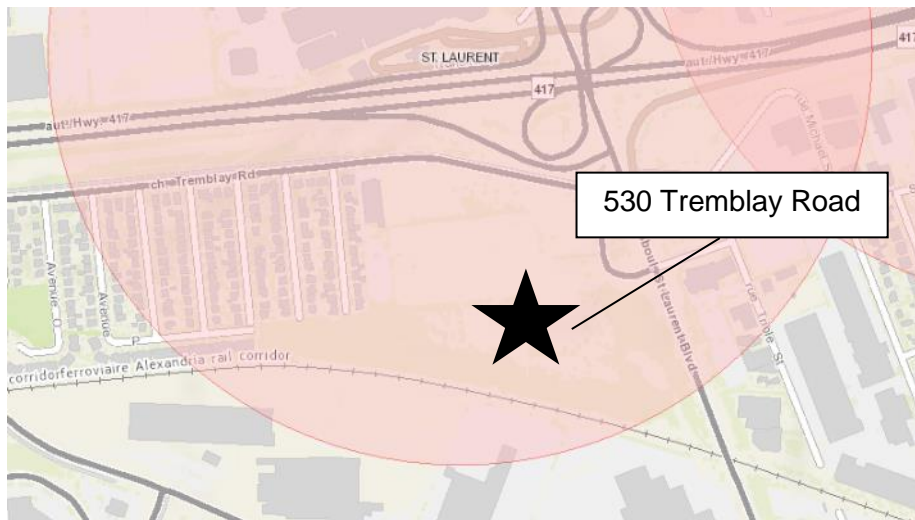


Figure 4-5: City of Ottawa Official Plan, Schedule D – Rapid Transit and Transit Priority Road Network (Excerpt)



Table 4-3: Applicable Transit-Oriented Development Guidelines

Guideline	Measure of Compatibility
Guideline 1: Provide transit supportive land uses within a 600 metres walking distance of a rapid transit stop or station.	The site is approximately 200 metres from the St. Laurent Transit Station. The proposed development will be within 600 metres walking distance of the St. Laurent Transit Station. These uses will be transit-oriented and transit supportive.
Guideline 2: Discourage non transit-supportive land uses that are oriented primarily to the automobile and not the pedestrian, cyclist or transit user.	The proposed development falls within Area Z in Schedule 1A of the City of Ottawa's Zoning By-law, regarding minimum parking requirements. Accordingly, there is no minimum parking required for the site. The proposed development takes advantage of this provision and the City's initiative to discourage automobile use. It will only provide parking to a standard feasible and will take advantage of its proximity to St. Laurent Transit Station to achieve a modal split in favour of transit, cycling and walking.
Guideline 3: 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.	The proposed development, through the Plan of Subdivision, will create blocks of land within the Transit Oriented Development, Subzone 3 (TD3) Zone, a zone that permits non-residential and residential uses.
Guideline 7: Locate buildings close to each other and along the front of the street to encourage ease of walking between buildings and to public transit.	The building configuration will be determined at the Site Plan Control stage. The proposed development will acknowledge the maximum buildings heights for each block. The proposed development will comply with the Zoning By-law requirements in the TD3 Zone as well as the Urban Design Guidelines for High-Rise Buildings (2018).
Guideline 8: Locate the highest density and mixed-uses (apartments, offices, etc.) immediately adjacent and as close as possible to the transit station.	The building configuration will be determined at the Site Plan Control stage.
Guideline 16: Design pedestrian connections that are convenient, comfortable, safe, easily navigable, continuous and barrier-free and that lead directly to transit.	The proposed development has been arranged to provide connections that meet the needs of pedestrians.

Guideline	Measure of Compatibility
Guideline 32: Provide no more than the required number of vehicle parking spaces, as per the Zoning By-law.	There is no minimum parking required for the site. Visitor parking is required for the residential uses and a maximum number of parking spaces is required. The proposed development will only provide parking to a standard feasible for the site.
Guideline 39: 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, nontransparent windows or soft and hard landscaping.	As per the City of Ottawa Zoning By-law 2008-250 (Consol. June 27, 2018), no off-street motor vehicle parking is required to be provided for the residential, office or retail uses. Visitor parking is required for the residential uses. No surface parking will be provided and there is a potential to provide parking underground or in structures that do not impede pedestrian flows.

URBAN DESIGN GUIDELINES FOR HIGH-RISE BUILDINGS (2018)

The City of Ottawa's Urban Design Guidelines for High-Rise Buildings was approved by City Council on May 23, 2018, and replaces the 2009 Urban Design Guidelines for High-Rise Housing. The OP and Guidelines define a high-rise building as any building that is 10 storeys or more. High-rise buildings are described as having three primary components: a base or podium; a middle or tower, and a top. The base is the primary interface with the city context of the street, people, and services. The tower is sized, shaped, orientated and clad to respond to functional and contextual requirements as well as the lifestyle of the residents. The top integrates the mechanical equipment, and contributes to sky views.

The Guidelines are general and not all will be applicable to every site. They are intended to be used during the preparation and review of development proposals to promote and achieve appropriate high-rise development, and will be applied wherever high-rise residential and mixed-use buildings are proposed. The objective of the Guidelines is to highlight ways to:

- Address the compatibility and relationship between high-rise buildings and their existing or planned context;
- Coordinate and integrate parking, services, utilities, and public transit into the design of the building and the site;
- Encourage a mix of uses and open spaces that contribute to the amenities of urban living;
- Create human-scaled, pedestrian-friendly streets, and attractive public spaces that contribute to liveable, safe and healthy communities;
- Promote high-rise buildings that contribute to views of the skyline and enhance orientation and the image of the city;

- Promote development that responds to the physical environment and microclimate through design.

At this time, the ultimate layout of the buildings has not been determined. Accordingly, not all design guidelines are applicable. The proposed development meets the following applicable guidelines presented in **Table 4-4**, as outlined in the City's Urban Design Guidelines for High-rise Buildings. A more comprehensive review of this document, including how the proposed development meets the guidelines indicated, will be conducted at the Site Plan stage.

Table 4-4: Applicable Urban Design Guidelines for High-Rise Buildings

Guideline	Measure of Compatibility
Guideline 1.14: The lot should be in regular shape to allow for a design that incorporates effective transition measures.	The development blocks that contain high-rise buildings are regular in shape so as to incorporate effective transition measures.
Guideline 1.15: The lot should abut the public realm, including streets, parks, plazas, and privately owned public spaces (POPS) on at least two sides.	The lots have been configured to abut the public realm.
Guideline 3.4: Where appropriate, particularly in densely populated areas such as the Central Area and the emerging downtown districts, provide at grade or grade-related public spaces such as plazas, forecourts, and public courtyards, which may be under public or private ownership.	The proposed development provides a park block as well as an open space block.
Guideline 3.5: The public spaces should: <ul style="list-style-type: none"> a. complement and be integrated into the existing network of public streets, pathways, parks, and open space; b. provide direct visual and physical connections to the surrounding public streets, pathways, parks, and open spaces; c. support the proposed high-rise development particularly at grade functions; d. allow for year-round public use and access; and e. maximize safety, comfort and amenities for pedestrians. 	The proposed development connects to the existing Tremblay Road and has the potential to connect to the existing pedestrian tunnel to the St. Laurent Transit Station, thus allowing for year-round public use and maximizes pedestrian safety and access.

4.2.7 TRAILS, TRANSIT AND CYCLING

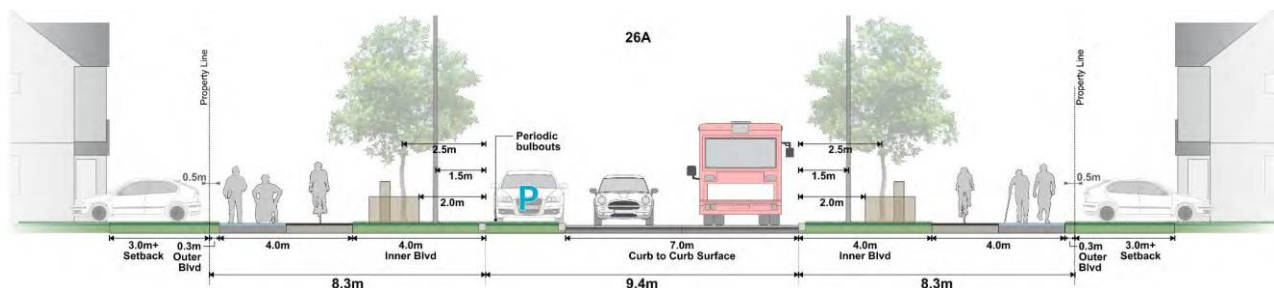
Section 4.3 of the OP outlines policies for Walking, Cycling, Transit, Roads and Parking Lots. It includes policies promoting active transportation and the importance of new development which is easy to get to and travel through on foot, by bicycle, transit, and automobile.

Specifically, Policy 4.3.12 states that:

The City will require that new plans of subdivision and other developments include adequately spaced inter-block/street cycling and pedestrian connections to facilitate travel by active transportation. Furthermore, the City will ensure that new developments are linked to the existing or planned network of public sidewalks, multi-use pathways and on-road cycle routes, which connect parks and other open spaces, transit stations and transit stops, and community services and facilities [...]

The proposed development proposes to realign Tremblay Road in order to facilitate more convenient, safe and adequate travel through the site. It will include a treed boulevard that provides a desirable width to accommodate active transportation facilities, segregating cycling and transit service frequency, as recommended in the City of Ottawa's 2019 Designing Neighbourhood Collector Streets document, which was approved by Council on September 25, 2019. The proposed realignment of Tremblay Road would follow the 26A (Treed Boulevard) right-of-way cross section, as per Figure 4-6.

Figure 4-6: City of Ottawa's 2019 Designing Neighbourhood Collector Streets, 26A right-of-way cross section



4.2.8 ANNEX 1 – ROAD CLASSIFICATION AND RIGHTS-OF-WAY

As per Section 2.0 of the OP, the City may acquire land for rights-of-way or the widening of rights-of-way through conditions of approval for a subdivision, severance, site plan, condominium or minor variance.

Section 7, Annex 1, Table 1 of the OP sets forth the right-of-way (ROW) widths that the City may acquire for roads, as indicated in **Table 4-5**.

Table 4-5: Annex 1 – Right-of-Way Protection

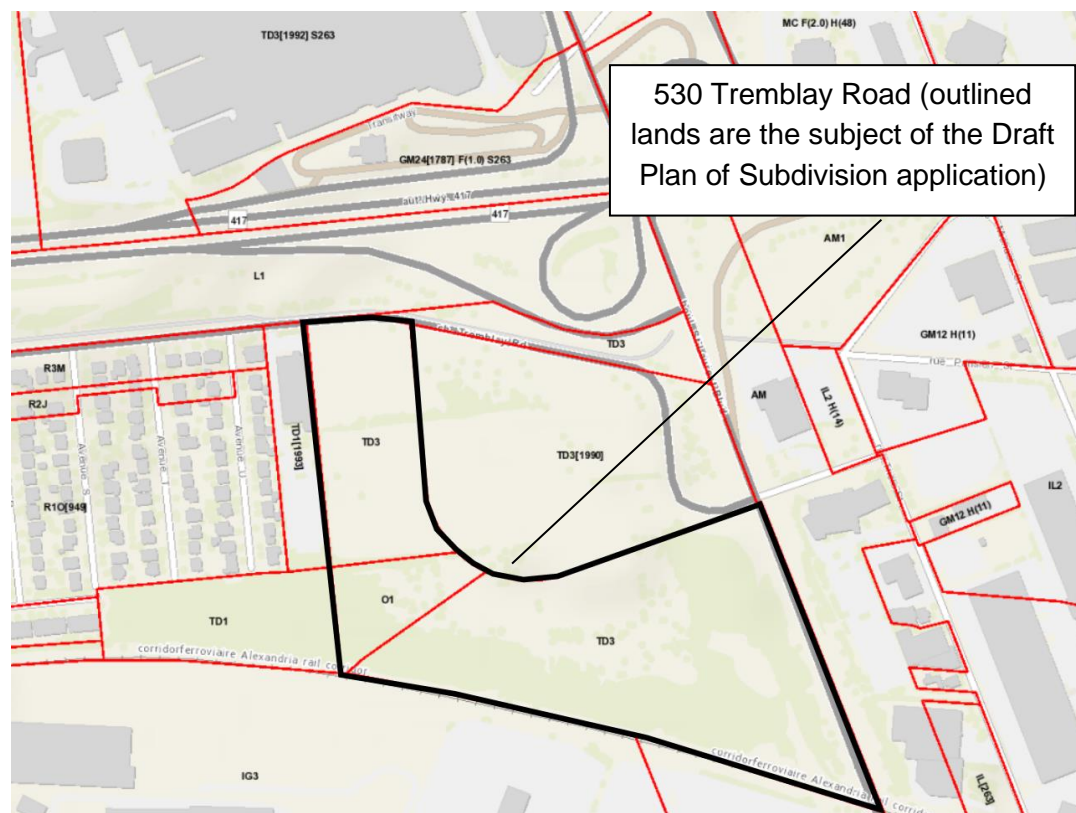
ROAD	FROM	TO	ROW TO BE PROTECTED	CLASSIFICATION	SECTOR
Tremblay Road	Riverside Drive	St. Laurent Boulevard	26 m Subject to unequal widening: 26 m, measured from the existing south ROW limit.	Major Collector	Urban

The proposed development will provide a 26-metre right-of-way along the realigned Tremblay Road consistent with the 26A (Treed Boulevard) right-of-way outlined in the City of Ottawa's 2019 Designing Neighbourhood Collector Streets document approved by Council on September 25, 2019.

4.3 CITY OF OTTAWA COMPREHENSIVE ZONING BY-LAW 2008-250 (CONSOLIDATION JUNE 27, 2018)

Under the City of Ottawa Comprehensive Zoning By-law 2008-250 (Consolidation June 27, 2018), the site is currently zoned Transit Oriented Development Subzone 3 (TD3) to the northwest and south and Parks and Open Space (O1) to the southwest as illustrated in **Figure 4-7**.

Figure 4-7: Site Zoning (geoOttawa, 2018)



4.3.1 ZONING PROVISIONS

TRANSIT ORIENTED DEVELOPMENT (TD) ZONE

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

- Establish minimum density targets needed to support Light Rail Transit (LRT) use for lands;
- Accommodate a wide range of transit-supportive land uses in a compact pedestrian-oriented built form at medium to high densities;
- Locate higher densities in proximity to LRT stations; and
- Impose development standards that ensure the development of attractive urban environments.

The TD Zone permits a wide range of non-residential and residential uses.

As per **Table 4-6**, permitted non-residential uses include:

Table 4-6: Permitted Non-residential uses in the TD Zone

Amusement Centre	Day Care	Nightclub	Restaurant
Animal Care Hospital	Diplomatic Mission	Office	Retail Food Store
Animal Hospital	Drive-through Facility	Park	Retail Store
Art Studio	Emergency Service	Payday Loan Establishment	School
Bank	Group Home	Personal Brewing Facility	Service and Repair Shop
Bank Machine	Home-based Business	Personal Service Business	Shelter
Bar	Home-based Day Care	Place of Assembly	Sports Arena
Broadcasting Studio	Hospital	Place of Worship	Storefront Industry
Cinema	Hotel	Post Office	Technology Industry
Click and Collect Facility	Instructional Facility	Post-secondary Educational Institution	Theatre
Community Centre	Library	Production Studio	Training Centre
Community Health and Resource Centre	Medical Facility	Recreational or Athletic Facility	Urban Agriculture
Convenience Store	Municipal Service Centre	Research and Development Centre	
Court House	Museum	Residential Care Facility	

As noted in **Table 4-7**, permitted residential uses include:

Table 4-7: Permitted Residential Uses in the TD Zone

Apartment dwelling, low rise	Retirement home
Apartment dwelling, mid rise	Retirement home, converted
Apartment dwelling, high rise	Rooming house
Dwelling unit	Stacked dwelling
Planned unit development	Townhouse dwelling

Subzone 3 requires buildings to meet certain performance and design standards which differ from the general TD Zone requirements.

The created lots as part of the Draft Plan of Subdivision meet the minimum lot area and frontage. As future development occurs on those lands, a full zoning compliance will be required at the time of development. **Table 4-8** provides a detailed compliance chart of how the proposed development meets the Zoning By-law provisions for the Transit Oriented Development Zone.

Table 4-8: Zoning Compliance for Transit Oriented Development, Subzone 3 Zone

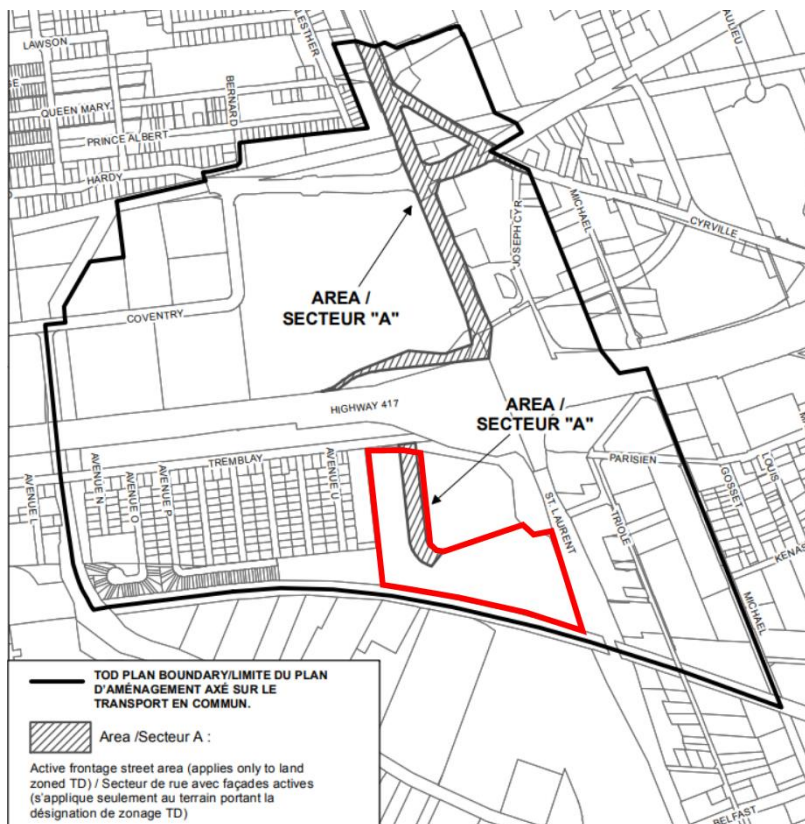
Zoning Provision	Requirement	Compliance (Yes or No)
Minimum lot area – Sec. 195 (4), Table 195 (a)	No minimum	Yes Block 1: 0.1851 hectares (0.457 acres); Block 2: 0.2134 hectares (0.527 acres); Block 3: 0.4445 hectares (1.098 acres); Block 4: 0.4447 hectares (1.098 acres); Block 5: 2.3970 hectares (5.923 acres); Block 6: 1.1602 hectares (2.866 acres); and Block 7: 1.0002 hectares (2.471 acres).
Minimum lot width – Sec. 195 (4), Table 195 (b)	No minimum	Block 1: 60 metres along Street 2; Block 2: 47.25 metres along the existing Tremblay Road; Block 3: 148.20 metres along Street 2; Block 4: 148.20 metres along Street 1; Block 5: 167.62 metres along Street 2 and Street 1;

		Block 6: 87.47 metres along Street 1; and Block 7: 50.32 metres along Street 1.
Maximum building height – Sec. 196 (3) (e) as per Sec. 195 (4), Table 195 (g)	90 metres	Yes – 9 to 30 storeys (27 metres to 90 metres)

ACTIVE FRONTAGE STREET AREAS

The site falls within Area A on Schedule 294 of the ZBL, as per **Figure 4-8**.

Figure 4-8: Schedule 294 (City of Ottawa)



The following provisions apply to lots abutting active frontage street areas shown as Area A on Schedule 294 (Section 195 (12)):

- a. minimum building setback from an active frontage street on:
 - ii. Schedule 294:
 1. residential use building: 3.0 metres,
 2. non-residential and mixed-use building: 0.5 metres
- b. maximum building setback from an active frontage street on:

- ii. Schedule 294:
 - 1. residential use buildings: 6.0 metres
 - 2. non-residential and mixed-use building: 3.0 metres
- c. at least 50% of the lot width measured at the building setback along the active frontage street must be occupied by one or more building walls
- d. a minimum of 50% of the surface area of the ground floor façade of non-residential and mixed-use buildings facing an active frontage street must be comprised of transparent glazing
- e. the ground floor façade of non-residential and mixed-use buildings facing an active frontage street must include a customer entrance access door from each individual occupancy to the active frontage street
- f. no person may park a motor vehicle in a required and provided yard abutting an active frontage street.

The zoning provisions for Active Frontage Street Areas will be addressed at the Site Plan Control stage.

PARKS AND OPEN SPACE (O1) ZONE

The general purpose of the O1 – Parks and Open Space Zone is to:

- 1. Permit parks, open space and related and compatible uses to locate in areas designated as General Urban Area, General Rural Area, Major Open Space, Mixed-use Centre, Village, Greenbelt Rural and Central Area as well as in Major Recreational Pathway areas and along River Corridors as identified in the Official Plan, and
- 2. Ensure that the range of permitted uses and applicable regulations is in keeping with the low scale, low intensity open space nature of these lands.

The O1 Zone permits the following:

- Environmental preserve and education area
- Park
- Urban agriculture

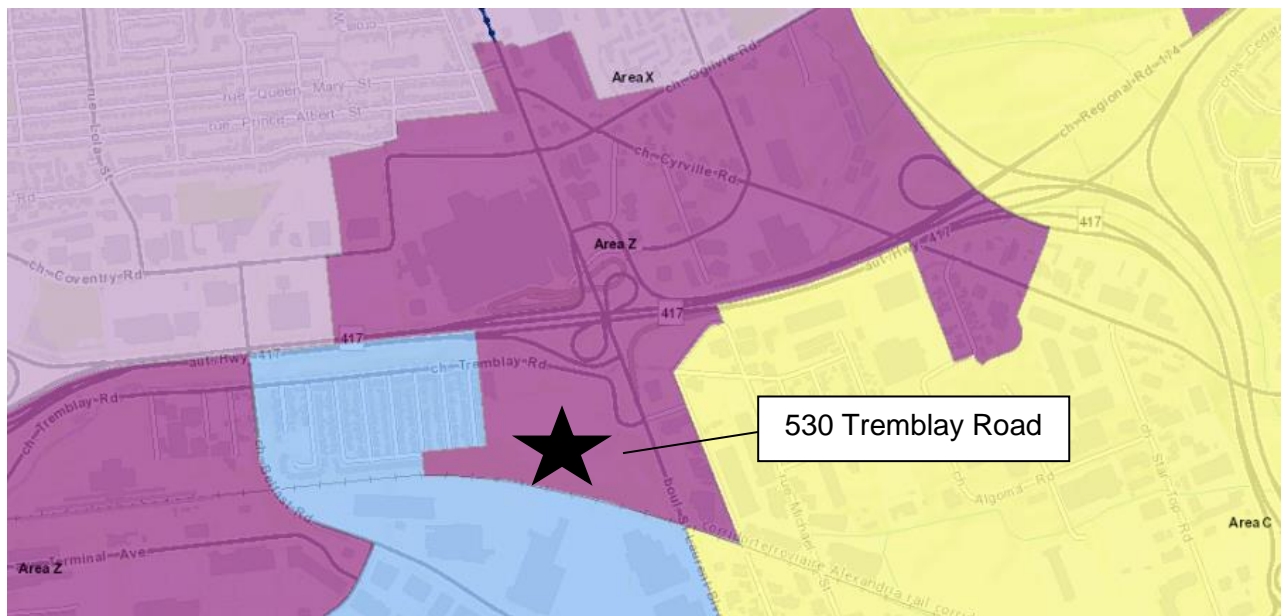
The proposed development includes Park and Open Space uses at the southern portion of the site. The proposed development will meet the requirements for CLC and PSPC, as well as the City's requirements for size. The Park and Open Space area will be designed to meet the Zoning requirements in Section 179(2) of the Zoning By-law. A natural area measuring 0.20 hectares has been identified on the Development Concept Plan and is incorporated into the overall Park and Open Space Block. This presents an opportunity to protect a feature within the subwatersheds. It will also be designed to be integrated into the park landscape and provide an aesthetically appealing public space, and will be an integral feature in the Park and Open Space Block.

4.3.2 PARKING AND LOADING SPACE PROVISIONS

In addition, the Zoning By-law contains provisions for parking as set out in **Table 4-9**. The provisions have been listed for informational purposes at this time. The provisions will be addressed at the Site Plan Control stage.

The site is within Area Z on Zoning By-law Schedule 1A, as illustrated on **Figure 4-9**. “Within the area shown as Area Z on Schedule 1A, no off-street motor vehicle parking is required to be provided under this section” (Section 101 (2)).

Figure 4-9: 530 Tremblay (Schedule 1A of the City of Ottawa Zoning By-law, via geoOttawa)



Further, the site is within 600 metres of a rapid transit station in Schedule 2B, as per **Figure 4-2**. Maximum parking rates apply where a lot is located within 600 metres of a rapid transit station, as per Table 103 of the Zoning By-law. In Table 103, the rates are based on the development's location on Schedule 1 (Boundaries of the Central, Inner Urban, and Suburban and Rural Areas) of the Zoning By-law. The site is located in Area B, as illustrated in **Figure 4-10**.

Figure 4-10: 530 Tremblay Road (Schedule 1 of the City of Ottawa Zoning By-law)

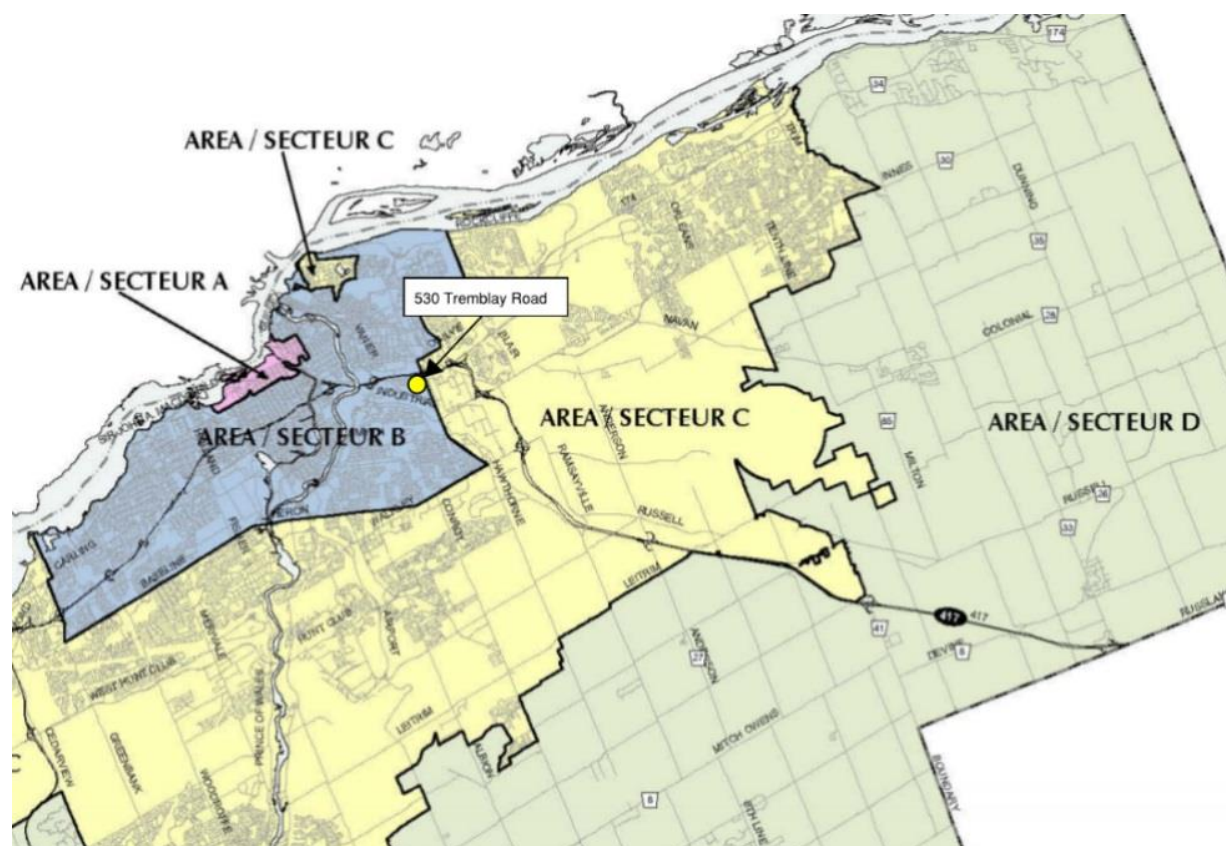


Table 4-9: Parking Space Rates

Parking Provision	Provision
Apartment Dwelling; Mid Rise, Apartment Dwelling, High Rise, and Apartment Dwelling, Low Rise - Table 103 (a)	Maximum 1.75 per dwelling unit (combined total of resident and visitor parking)
Dwelling Units, in the same building as a non-residential use – Table 103 (b)	Maximum 1.75 per dwelling unit (combined total of resident and visitor parking) – Table 103 (b)
Retail Store; Retail Food Store – Table 103 (h)	Maximum 3.6 per 100 m ² of gross floor area
Accessible Parking Spaces - Accessibility for Ontarians with Disabilities Act (AODA) – Regulation 80.36 (1), 4 and 5	Where there are between 201 and 1,000 parking spaces: 2 parking spaces and an additional 2 per cent of parking spaces for the use of persons with disabilities. i. Where an even number of parking spaces for the use of persons with disabilities are provided, an equal number

	<p>of parking spaces for Type A and Type B parking spaces must be provided.</p> <p>ii. Where an odd number of parking spaces for the use of persons with disabilities are provided, the number of parking spaces must be divided equally between Type A and Type B parking spaces, but the additional parking space, the odd-numbered space, may be a Type B parking space.</p> <p>Or</p> <p>Where there are more than 1,000 parking spaces: 11 parking spaces and an additional 1 percent of parking spaces for the use of persons with disabilities.</p> <p>i. Where an even number of parking spaces for the use of persons with disabilities are provided, an equal number of parking spaces for Type A and Type B parking spaces must be provided.</p> <p>ii. Where an odd number of parking spaces for the use of persons with disabilities are provided, the number of parking spaces must be divided equally between Type A and Type B parking spaces, but the additional parking space, the odd-numbered space, may be a Type B parking space.</p>
<p>Access Aisles – Accessibility for Ontarians with Disabilities Act (AODA) – Regulation 80.35 (2)</p>	<p>Access aisles may be shared by two parking spaces for the use of persons with disabilities in an off-street parking facility and must meet the following requirements:</p> <ol style="list-style-type: none"> 1. They must have a minimum width of 1,500 mm. 2. They must extend the full length of the parking space. 3. They must be marked with high tonal contrast diagonal lines, which discourages parking in them, where the surface is asphalt, concrete or some other hard surface.

MINIMUM VISITOR PARKING SPACE RATES

In addition to the parking required under Section 101, as per Section 102 (1), off-street visitor motor vehicle parking must be provided for the land uses and at a rate set out in Table 102 of the ZBL within the areas shown as Areas B, C, D, X, Y and Z on Schedule 1A. As indicated in **Figure 4-10**, the site falls within Area Z of Schedule 1A of the ZBL, therefore visitor parking is required.

Section 102 (2) of the ZBL states, “Despite (1), within Areas B, X, Y and Z, no visitor parking spaces are required for the first twelve dwelling units on a lot”.

Further, Section 102 (3) states, “Despite (1), within Areas X, Y and Z, no more than thirty visitor parking spaces are required per building, and within Area B no more than sixty visitor parking spaces are required per building”.

Table 4-10 outlines the minimum visitor parking spaces as per Table 102 of the Zoning By-law. The provisions have been listed for informational purposes at this time. The provisions will be addressed at the Site Plan Control stage. Visitor parking is still required for residential uses, as follows:

Table 4-10: Minimum Visitor Parking Space Rates

Parking Provision	Provision
Apartment, dwelling, low-rise or mid-high-rise – Sec. 102, Table 102	0.1 per dwelling unit
Dwelling units in a mixed-use building – Sec. 102, Table 102	0.1 per dwelling unit

MINIMUM BICYCLE PARKING SPACE RATES

Section 111 (1) of the ZBL states, “Bicycle parking must be provided for the land uses and at the rate set out in Table 111A for lands located in Areas A (Central Area), B (Inner City Area) and C (Suburban Area) on Schedule 1”. As per **Figure 4-10**, the site falls under Area B.

Further, as per Section 111 (2), “Where a building contains more than one use, bicycle parking must be provided for that building in accordance with the proportion of the building occupied by each use and the rate set out in Table 111A for each use”.

Table 4-11 outlined bicycle parking space rates, as per the Zoning By-law. The provisions have been listed for informational purposes at this time. The provisions will be addressed at the Site Plan Control stage.”

Table 4-11: Minimum Bicycle Parking Space Rates

Parking Provision		Provision
Minimum number of bicycle parking spaces	Residential – Sec. 111, Table 111A (b) (i)	0.5/unit
	Retail – Sec. 111, Table 111A (e)	1 per 250 m ² of gross floor area

4.3.3 AMENITY SPACE PROVISIONS

The Zoning By-law also contains provisions for amenity area to be provided in association with residential uses, as shown in **Table 4-12**. Also added the following statement:

“The provisions have been listed for informational purposes at this time. The provisions will be addressed at the Site Plan Control stage.”

Table 4-12: Amenity Area Provisions

Section	Required
Apartment Building, mid-high rise – Table 137 (5)	<u>Total Amenity Area</u> 6 m ² per dwelling unit, and 10% of the gross floor area of each rooming unit (Table 137(5))
Amenity area must be located on the same lot as the use for which it is provided (Section 137(2))	<u>Communal Amenity Area:</u> A minimum of 50% of the required total amenity area (Table 137(5)) <u>Communal Amenity Area Layout:</u> 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 (Table 137(5))

NEW ZONING PROVISIONS FOR HIGH-RISE BUILDINGS (OCTOBER 2019)

The City has also developed proposed draft zoning provisions which were presented to City of Ottawa Planning Committee on September 26, 2019 and Council on October 9, 2019 for approval. The new zoning provisions for high-rise buildings are proposed to regulate separation distances between high-rise buildings, and to require a minimum lot area for high-rise building development.

Three sets of zoning provisions for minimum separation distance and minimum lot area have been developed for different areas of the city: provisions for the MD-Mixed-use Downtown Zone; provisions for high-rise buildings located inside the Greenbelt; and provisions for high-rise buildings located outside the Greenbelt.

The site is located inside the Greenbelt but outside the MD-Mixed-use Downtown Zone. For high-rise buildings, the proposed provisions would require a 10-metre setback from the side and rear lot lines, for that portion of the high-rise building over a height equal to nine storeys or the street abutting the lot, whichever is less.

For two towers on one lot, there would be an additional requirement that the towers be a minimum of 20 m apart. Further, a minimum lot area of 1,150 m² would be required for a corner lot and a minimum lot area of 1,350 m² would be required for an interior lot.

5 ALTERNATIVE TRANSPORTATION PLAN

Modal split has been assumed at a rate of 45 to 55 percent in favour of transit, cycling and walking for the first phase of development. The ultimate build-out scenario, which may occur in 20+ years, assumes a modal split upwards of 75 percent for the site.

The development will capitalize on opportunities to facilitate the use of transit and active modes of travel in order to meet modal split objectives. The site is within the area shown as Area Z on Schedule 1A of the Zoning By-law, and therefore no off-street motor vehicle parking is required to be provided under this section. However, there are still provisions for minimum visitor parking for residential uses.

Accordingly, given the site's proximity to the St. Laurent Transit Station and no minimum parking requirements for the site, the development will minimize the amount of parking in order to achieve these objectives and provide for a more transit-oriented development.

6 INTEGRATED ENVIRONMENTAL REVIEW

Section 4.7.1 of the Official Plan requires an integrated environmental review to assess development applications for Draft Plan of Subdivision. As per Policy 1 of Section 4.7.1, “Subdivision applications will be accompanied by an integrated environmental review statement demonstrating how all the studies in support of the application influence the design of the development with respect to effects on the environment and compliance with the appropriate policies of Section 4”.

The following technical studies, available under a separate cover, have been prepared in accordance with Section 4.7 of the Official Plan, and as per the City’s recommendations at the pre-application consultation meeting held on August 1, 2019. This section of the Report provides an overview of the technical studies that were completed in support of the Draft Plan of Subdivision for the development of the site. This section also provides a summary of the potential environmental concerns raised and the impact on design, where applicable. All information noted is from the technical studies and this Section does not introduce new material.

It should be noted that the following section predominantly discusses the site-specific recommendations, mitigation measures, development conditions and monitoring as they pertain to 530 Tremblay Road. It is assumed that the more general standards and best practices outlined in the technical studies will be implemented and followed, as required.

The Integrated Environmental Review has been reviewed and concurred with by the individual sub-consultants involved in the design team and technical studies.

6.1 ARCHAEOLOGY

A letter of concurrence has been provided by the Ministry of Culture on July 6, 2007 indicating the Ministry has reviewed the Stage 1 and 2 Archaeological Assessment Report previously prepared in 2006 and notes nothing of archaeological significance was documented during the assessment.

The 2006 Archaeological Assessment Report is compliant with the current (since 2011) Standards and Guidelines for Consultant Archaeologists. Since no archaeological material was recovered during the 2006 assessment, no further archaeological work is required for the site.

6.2 PHASE 1 ENVIRONMENTAL SITE ASSESSMENT (AUGUST 2019)

Overview of Results from Technical Study:

WSP was retained by Canada Lands Company CLC Limited (CLC) to complete a Phase One Environmental Site Assessment (ESA) of the Phase One Property at 530 Tremblay Road (site),

in the City of Ottawa. The purpose of the Phase One ESA was to identify actual or potential environmental concerns that relate to past and present on-site and off-site activities. The scope of the investigation includes: records review, interviews and correspondence, and site reconnaissance.

The Phase One ESA study area for this undertaking included properties wholly, or partly, within 250 m of the site boundary. Properties wholly beyond 250 m of the site boundary were not added to the study area due to their distance from the site.

Based on information obtained and presented as part of this Phase One ESA, several potentially contaminating activities (PCAs) were identified on the site, which have lead to the identification of several areas of potential environmental concern (APECs). Potentially contaminating activities were also identified at off-site properties within the study area. With the exception of an adjacent railway line, none of these off-site PCAs are considered to have created APECs on the site, mainly due to large separation distances from the site.

Key Findings:

Based on information obtained as part of the Phase One ESA records search, interviews and site reconnaissance, the following major findings are presented:

- The site was probably first developed for agricultural use shortly after 1803, when it was transferred from the Crown to a private individual. A 1906 topographic map shows three buildings on the property, while the earliest aerial photo reviewed (1931) shows a farmstead on the site. For the purposes of this Phase One ESA, the site is considered to have been developed as early as 1906.
- The most recent on-site buildings that were demolished in approximately 2008, were constructed sometime in the 1950s.
- The nearest significant water body is the Rideau River, located over 1 km to the west.
- Several areas of potential environmental concern (APEC) were noted on the subject property. These were related to the past use of the Site as a Ministry of Transportation yard. Garages, above and below ground fuel storage tanks, pesticide storage and PCBs are among some of the concerns noted.
- Several environmental studies have been conducted on the property, more recently, a Phase II ESA (Stantec, 2019) was conducted, which identified soil and groundwater in exceedance of the selected site standards.
- Fill of unknown quality, as well as debris, was observed at the site.
- With the exception of a railway line to the south, adjacent properties are not considered to have created APECs on the site.

Given the findings, a Phase Two ESA would be required to further delineate soil and/or groundwater exceedances identified on the property.

Table 6-1: Key Findings Table for Phase 1 Environmental Site Assessment

Potential Environmental Concern	Recommendations, Mitigation Measures, Development Conditions and Monitoring	Impact on Design
<p>Several potentially contaminating activities (PCAs) were identified on the site, which have lead to the identification of several areas of potential environmental concern (APECs). Potentially contaminating activities were also identified at off-site properties within the study area.</p> <p>With the exception of an adjacent railway line, none of these off-site PCAs are considered to have created APECs on the site, mainly due to large separation distances from the Site.</p>	<ul style="list-style-type: none"> • A Phase Two ESA be completed according to the O. Reg. 153 (as amended) standards. The Phase Two ESA should investigate the areas of potential environmental concern, chemicals of concern and potentially-impacted media identified in this report. • More specifically, the Phase Two ESA should further delineate areas of impacts identified by Stantec in their 2019 Phase II ESA, such that a soil and/or groundwater remediation plan can be implemented prior to, or in conjunction with site redevelopment. 	N/A

Figure 6-1 to Figure 6-3 outline suspected areas of soil and groundwater impact.

Figure 6-1: Soil Exceedances Compared to Canadian Council of Ministers of the Environment (CCME) Residential Criteria

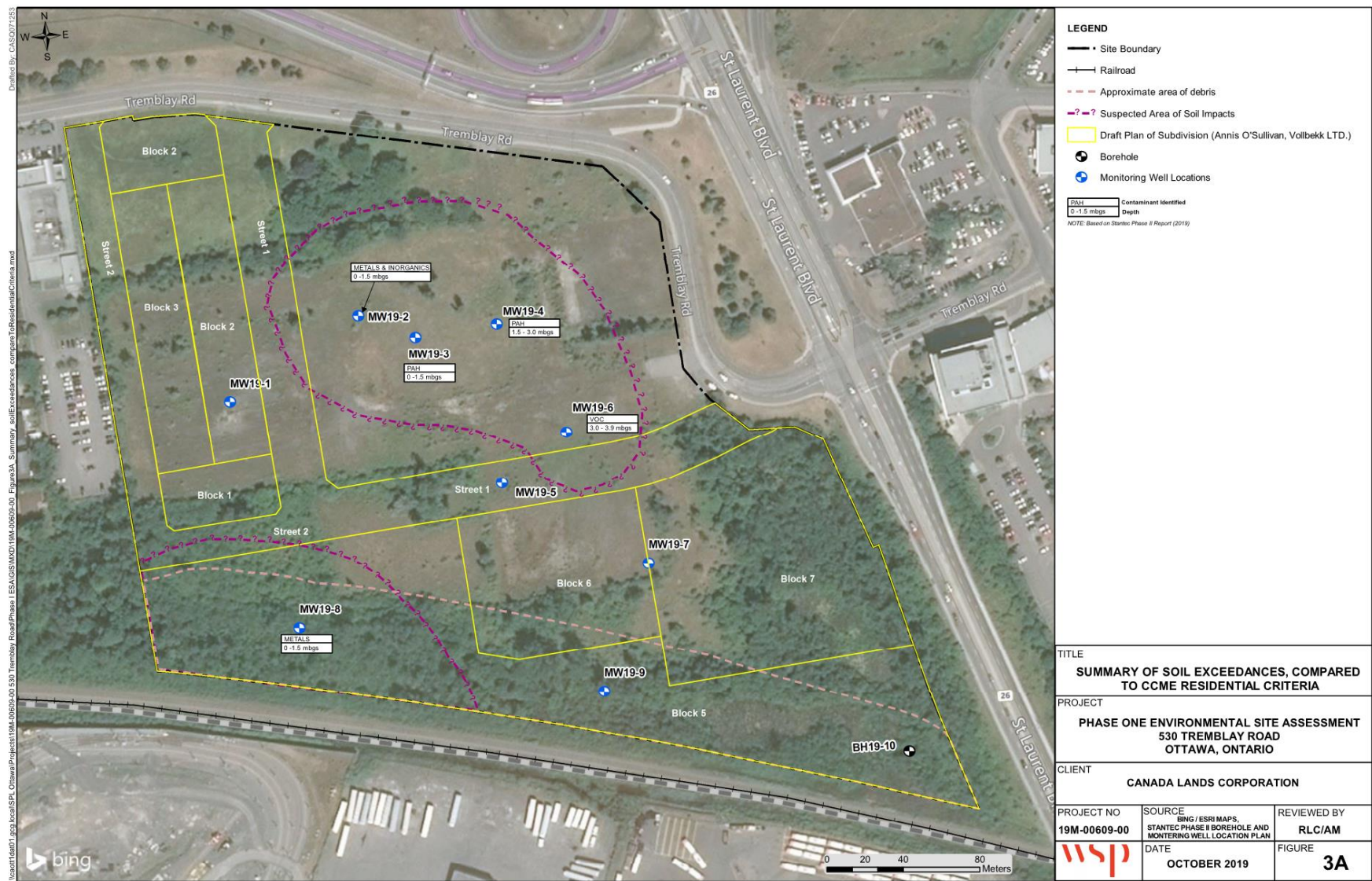


Figure 6-2: Soil Exceedances Compared to Ministry of the Environment, Conservation and Parks (MECP) Table 3 Residential Standard

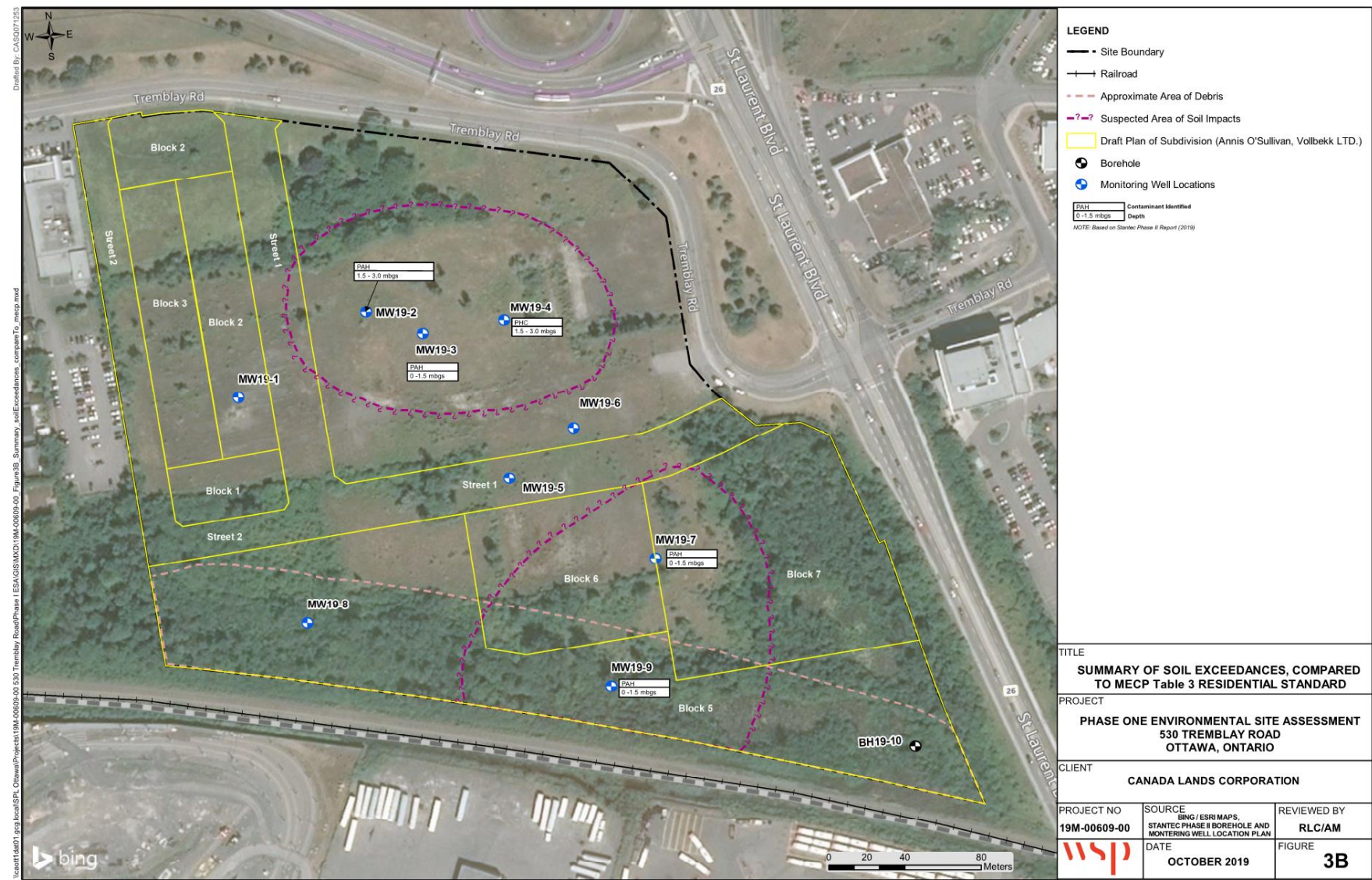
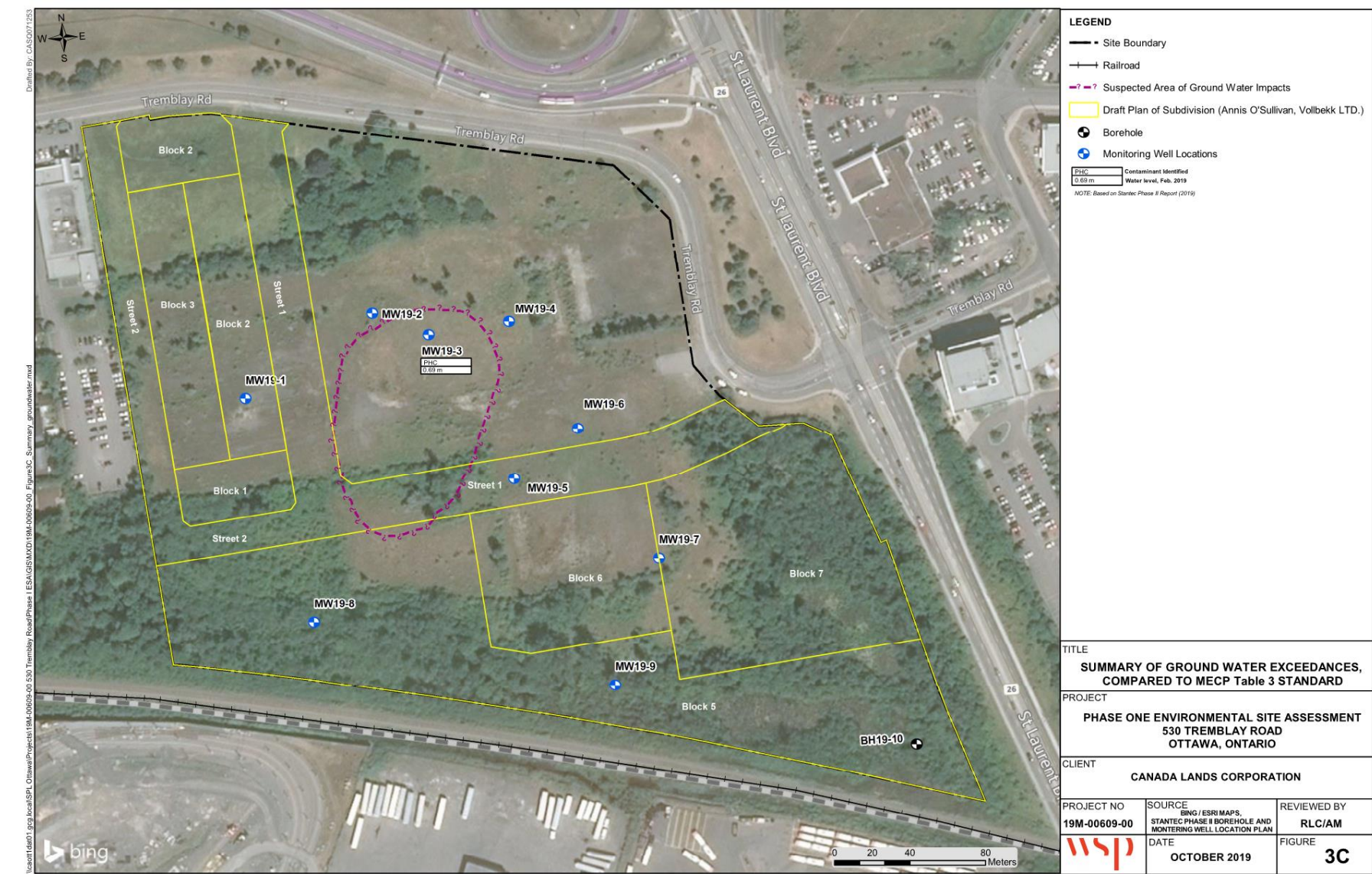


Figure 6-3: Summary of Groundwater Exceedances Compared to MECP Table 3 Standard



6.3 ENVIRONMENTAL IMPACT STATEMENT & TREE CONSERVATION REPORT (NOVEMBER 2019)

Overview of Results from Technical Study:

WSP was retained by Canada Lands Company CLC Limited (CLC) to complete an Environmental Impact Statement (EIS) and Tree Conservation Report (TCR) for the parcel of land at 530 Tremblay Road in the City of Ottawa. The primary objective of this EIS and TCR is to evaluate the environmental impacts associated with the proposed mixed-use development.

Project timeline constraints limited the opportunity to complete all required surveys within the required seasonal survey windows. Preliminary natural heritage field investigations for the Project were conducted between June and August 2019 and consisted of a preliminary site visit, Ecological Land Classification (ELC), and significant woodland evaluation, and general wildlife habitat assessment. These investigations also assisted in identifying potential Significant Wildlife Habitat (SWH) features to be fully evaluated during the 2020 field surveys.

Based on the available information, it is expected that negative impacts from the proposed development can be mitigated and compensated for and should not pose an impediment to development. It is therefore WSP's opinion that the proposed development at 530 Tremblay Road can be accepted pending the findings of the remaining field surveys and with the condition that the compensation and mitigation measures recommended herein be implemented.

However, as noted, the natural heritage features and functions described in this report are subject to confirmation and update following the completion of the required field surveys in the spring and summer of 2020. Based on this fundamental limitation, it is WSP's recommendation that a revised EIS should be prepared to confirm the assessment of impacts and mitigation measures proposed in this report.

Key Findings:

- The Fresh-Moist Deciduous Woodland Ecosite community was evaluated as significant based on age and size; however, this community appeared to be heavily disturbed and formed a complex with a Buckthorn Deciduous Shrub Thicket Type community. This woodland provides limited ecological connectivity to the natural heritage system and the fence surrounding the property limits the social and recreational value of the woodlot.
- Two Cattail Mineral Shallow Marsh communities were delineated in the southeastern corner of the property. Preliminary results suggest these communities are disconnected from surface water features and are likely formed due to anthropogenic alterations of the surrounding landscape.

- Provincial and municipal mapping indicates two unevaluated wetlands located on the southern property boundary. However, a Wetland Assessment completed by Stantec in 2012 refined this mapping and identified two small pockets of wetland on the property.
- Several swales were identified around the wetland features; but could not be properly evaluated for function due to seasonal constraints.
- The woodland communities within the property may provide bat maternity colony Significant Wildlife Habitat (SWH).
- The woodland and wetland communities within the property may provided amphibian breeding SWH.
- To offset the anticipated impacts to significant woodlands and loss of urban canopy, it is recommended to prioritize tree retention where possible, removal of invasive species, and replanting of native trees.
- Enhancement of wildlife habitat features have been recommended to mitigate the removal of candidate habitat features for amphibians, bats, birds, and pollinators.
- On September 16, 2019, biologists from WSP met on-site with the Rideau Valley Conservation Authority (RVCA) to discuss the unevaluated wetland features located within the site. The RVCA's initial assessment identified that the project area is located within two separate subwatershed catchments (Rideau River – Rideau Falls and Cyrville Drain), both of which are highly urbanized with almost no wetlands present.

Table 6-2: Key Findings Table for Environmental Impact Statement and Tree Conservation Report

Potential Environmental Concern	Recommendations, Mitigation Measures, Development Conditions and Monitoring	Impact on Design
Notable observations during field investigations include the potential presence of candidate woodland and wetland amphibian breeding SWH, potential candidate bat maternity colony SWH, and potential SWH for Species of Conservation Concern.	<ul style="list-style-type: none"> • Creation of constructed wetland in conjunction with SWM pond to off-set loss of cattail marsh and provide wetland amphibian habitat; • Installation of appropriate bird nesting features, such as Wren houses or Chimney Swift houses, to attract urban bird populations; • Installation of bat boxes to compensate for loss of candidate roost and maternity colony habitat and support urban bat populations; • Creation of pollinator gardens and bee hotels to enhance habitat for wild bees and other pollinators; and • Retention of mature trees and replanting of native trees to maintain urban tree canopy. 	The site will include a constructed wetland in conjunction with the SWM pond as well as incorporate other mitigation measures outlined at a later stage.

Potential Environmental Concern	Recommendations, Mitigation Measures, Development Conditions and Monitoring	Impact on Design
Wetland retention (as per site visit with the Rideau Valley Conservation Authority).	<p>As per the RVCA Site Visit, the RVCA had the following recommendations for the unevaluated wetland features:</p> <ul style="list-style-type: none"> • The general mitigation recommendation outlined in the EIS, whereby WSP recommends enhancing the existing feature or creating a new wetland is generally supported; • The size of the restored wetland should be the same as the existing wetland feature located on the eastern boundary of the project area. However, if this is not possible the wetland should be large enough to function effectively; • The shape and overall design of the restored wetland should appear natural and use the existing topography and hydric soils where possible; • Due to the isolation of the wetland, and disconnection from fish habitat features, the RVCA's typical 30-metre regulation setback can be reduced to an average of 15 metres, with flexibility to accommodate for site layout and existing topography and natural features; • The restored wetland should be separate from the proposed stormwater management (SWM) pond, but clean and treated water could be discharged into the wetland from the SWM pond; • The grading plan for the proposed adjacent park area should direct surface flows towards the wetland. Surface flows from elsewhere on the site (pavement and hardened surfaces) should not be captured in the wetland; • The RVCA recommends wetland depth of approximately 1-2 metres, with an organic/hydric substrate depth of approximately '1-foot'; • The wetland should be large and deep enough to contain areas of open water, but mixed with shallow, vegetated areas; • Dead trees surrounding the wetland can be used to create habitat features within 	The Development Concept Plan identifies the "restored wetland" as a natural area (measured at 0.20 hectares) within the Park and Open Space Block. The natural area will be integrated into the Park and Open Space Block as an attractive and aesthetically appealing public feature of the site.

Potential Environmental Concern	Recommendations, Mitigation Measures, Development Conditions and Monitoring	Impact on Design
	<p>and around the wetland, such as basking logs and root wads – large quantities of these logs should be utilized;</p> <ul style="list-style-type: none"> • Several mature, healthy trees surrounding the wetland should be retained where practical, as these trees can provide shading for the wetland; • The future pond should consider the groundwater levels and be design with season variations in groundwater in mind; • Existing soils should be tested for contaminants; • Access into wetland during construction activities should use most direct and least destructive path; and • The RVCA also requested that the restored wetland be included in the 'Open Space' area description in the Development Concept Plan. 	

6.4 GEOTECHNICAL INVESTIGATION REPORT (NOVEMBER 2019)

Overview of Results from Technical Study

WSP was retained by Canada Lands Company CLC Limited (CLC) to carry out a geotechnical study for the new development located at 530 Tremblay Road, Ottawa, Ontario. The main purpose of the geotechnical study is to apply for Draft Plan of Subdivision to the City of Ottawa and to determine the nature and properties of subsurface conditions, the groundwater conditions, seismic/liquefaction potentials and to provide relevant geotechnical recommendations for the development.

This report contains the interpretation and recommendation based on WSP's desktop study, site visit in May 2019, WSP's review of geotechnical investigations conducted previously by LVM (Geotechnical Investigation, Interpretations and Recommendations – March 2014), and WSP's review of Stantec Preliminary/Desktop Study Geotechnical Investigation in March 2013.

Ultimately, in order to have a more comprehensive analysis of the entire new concept plan, a geotechnical gap analysis, supported by additional geotechnical investigation, is recommended. The key findings, as outlined in the key findings section this Planning Rationale, provide an overview of recommendations, mitigation measures, development conditions and monitoring considerations, as determined in the Geotechnical Investigation Report.

Table 6-3: Key Findings Table for Geotechnical Investigation Report

Potential Environmental Concern	Recommendations, Mitigation Measures, Development Conditions and Monitoring	Impact on Design
Water level expectation during excavation	<ul style="list-style-type: none"> All working and accessible piezometers from previous investigations should be checked and monitored to assess the fluctuation of ground water table through a considerable period of time. 	N/A
Site servicing at 530 Tremblay Road.	<ul style="list-style-type: none"> It is recommended that additional boreholes to be advanced along the proposed re-alignment of Tremblay Road, taking into consideration the site servicing works underneath the road. The boreholes shall be advanced to a minimum depth of 1.5 m, with one borehole from each set advanced to a minimum of 2 m beyond the invert of lowest proposed services. A monitoring well to be installed in the deepest borehole to monitor ground water fluctuation. Standard Penetration Tests (SPT) should be carried out at regular intervals in each borehole while collecting soil samples. Field vane shear tests should be performed at regular intervals if cohesive material is encountered. 	Additional boreholes will be advanced along the proposed re-alignment of Tremblay Road.
The area proposed as the future storm water pond is expected to have unknown layers of peat or organic based on the site visit to the said development.	<ul style="list-style-type: none"> It is recommended to drill 2 boreholes near the inlet and outlet of the pond and some test pits to define the extent of the organic layer and the soil at the bed of the pond. The 2 boreholes can be drilled to 4 m and 6 m depth. Field shear vane test is recommended to provide census about the shear of the organic or cohesive layer in addition to the frequent SPT for the cohesion-less layers, if any. 	
The south west part of the site shall be allocated as a park area with possible light structures. Information regarding the subsurface conditions of the proposed park is recommended.	<ul style="list-style-type: none"> A set of 5 test pits with depth ranges between 2 to 3 m are recommended to be carried out across the park to provide information about the subsurface conditions. 	N/A
Frost penetration can cause problems to the structure, servicing trenches and pavement.	<ul style="list-style-type: none"> In order to minimize this effect, it is recommended during winter construction 	N/A

Potential Environmental Concern	Recommendations, Mitigation Measures, Development Conditions and Monitoring	Impact on Design
	that, exposed surfaces to support foundations or paved areas must be protected against frost penetration by means of isolating materials such as straw, polystyrene, heating.	
The off-site disposal of the fill material must be according to Ontario environmental regulations. Due to the heaving nature of the pyritic shale, it will not be a suitable material to reuse.	<ul style="list-style-type: none"> The nature and composition of the till material are very heterogeneous (sand, gravel, silt and clay in variable proportions). The reuse of this fill material for the backfilling of the excavation is possible provided the opinion of geotechnical engineer that mostly require grain size analysis. 	N/A

6.5 ENVIRONMENTAL NOISE AND VIBRATION IMPACT STUDY (NOVEMBER 2019)

Overview of Results from Technical Study:

WSP was retained by Canada Lands Company CLC Limited (CLC) to prepare an Environmental Noise and Vibration Impact Study for the proposed mixed-use development at 530 Tremblay Road in the City of Ottawa (the site) in support of the Draft Plan of Subdivision application to the City.

This study assesses the potential noise and vibration effects of the environment onto the proposed development, and the potential noise effects of the development onto itself, as well as on its surroundings. This report was based on the Draft Development Concept Plan prepared by WSP, dated August 6, 2019.

The site is located beyond the Ottawa Macdonald Cartier International Airport Authority's operating influence and development zones and thus, aircraft noise has not been included in the assessment.

Ground-borne vibration velocities due to rail movements on the VIA Alexandria Subdivision were measured on site at various setback distances from the rail right-of-way (i.e. 30 m, 45 m and 60 m). The measured vibration velocities are well below the criterion of 0.14 mm/s as suggested by the Federation of Canadian Municipalities (FCM) and the Railway Association of Canada (RAC) at all measurement locations. Therefore, vibration mitigation measures are not needed for this development.

Key Findings:

Based on the predicted sound levels at the proposed development due to transportation (road and rail) noise sources, the following noise mitigation measures are needed to comply with the City and MECP noise guidelines:

- Mandatory air conditioning for all residential suites within the development;
- Upgraded exterior wall and window construction;
- Final acoustical requirements for building facades should be checked when detailed building plans become available. This is typically done during the building permit application to the City; and
- Appropriate warning clauses are to be included in offers/agreements of purchase and sale or leases or rental agreements, to notify potential purchasers and tenants of the environmental concerns to make an informed decision.

Table 6-4: Key Findings Table for Environmental Noise and Vibration Impact Study

Potential Environmental Concern	Recommendations, Mitigation Measures, Development Conditions and Monitoring	Impact on Design
The preliminary noise assessment of the potential noise effects of the nearby industrial facilities (i.e. LRT Maintenance Facility, Pepsi and OC Transpo Belfast Yard) indicated that the sound levels at the proposed development, attributable to the operation of these facilities, are predicted to exceed the sound level limits under a Class 1 Area.	<ul style="list-style-type: none">• A detailed acoustical assessment of these facilities be completed to accurately assess its potential noise effect and investigate the feasibility of noise mitigation measures needed to comply with the applicable sound level limits at the proposed development.• It is anticipated that a detailed acoustical assessment will be completed in a future stage of the project.	N/A

6.6 FUNCTIONAL SERVICING STUDY (NOVEMBER 2019)

Overview of Results from Technical Study:

WSP was retained by Canada Lands Company CLC Limited (CLC) to prepare a Functional Servicing Report/Brief in support of a proposed subdivision located at 530 Tremblay Road in Ottawa, Ontario. This report provides the conceptual framework for water distribution, sanitary sewage, storm drainage and stormwater management for the site, prior to detailed design being undertaken.

As shown on the Draft Plan of Subdivision, the proposed development is serviced by the realignment of Tremblay Road and internal roads connecting the proposed development blocks. In terms of water servicing, the proposed development at 530 Tremblay Road will be serviced from the City's existing 300mm watermain on existing Tremblay Road and from the 400mm watermain on St. Laurent Boulevard.

The total estimated demand from the development was determined based on the proposed land uses for the subject property and the associated average waste water flows for each land use. Based on the land uses, estimated populations, and average waste water flows, the total estimated demand from the development is 40.5 L/s. Based on the estimated projected demands, the existing watermain and the proposed watermain network is sufficient to meet the servicing requirements of the development.

In terms of sanitary servicing, it is proposed that the development will be serviced by an existing 300mm sanitary sewer on the east side of St. Laurent Boulevard and an existing 375mm sanitary sewer on the north-west side of Tremblay Road.

In terms of storm servicing, the site is to be serviced by storm sewers following the general layout of the internal roads within the proposed development. The north-west portion of the subject property is part of the Rideau Falls subwatershed and the south-east portion of the subject property is within the Cyrville Drain subwatershed. Existing highpoints, which will be maintained in the proposed development, split the drainage toward one (1) of these two (2) subwatersheds. The proposed storm servicing design maintains the existing drainage boundaries present on the subject property and controls flows to pre-development conditions. As such, in the major and minor storm events there will be no impact downstream of the development.

Further, for stormwater management, the proposed development is split into two drainage areas to maintain pre-existing drainage patterns and areas. Since the proposed storm servicing design maintains the existing drainage boundaries present on the subject property and controls flows to pre-development conditions, in the major and minor storm events, there will be no impact downstream of the development.

It was confirmed with the City that the St. Laurent system does have capacity for the additional 25 L/s (email from Cody Oram at the City of Ottawa dated October 22, 2019) for the ultimate site (both CLC and PSPC lands). The Tremblay system was confirmed to have capacity to accommodate the anticipated 42 L/s (email from Cody Oram at the City of Ottawa dated September 30, 2019). As such, there will be no impacts to the downstream system given that the system has adequate capacity.

This exchange with the City was to confirm that the servicing capacity would be reserved for the federal office block capped at 200,000 m² of rentable (PSPC) office space. The Draft Functional Servicing Study also capped the number of residential units at 784. Any additional floor space or additional residential units above these numbers would require further supporting engineering analysis and servicing design.

Table 6-5: Key Findings Table for Functional Servicing Study

Potential Environmental Concern	Recommendations, Mitigation Measures, Development Conditions and Monitoring	Impact on Design
Pavement structure	<ul style="list-style-type: none"> The pavement structure for the proposed subdivision will be in accordance with the WSP Geotechnical Study prepared November 2019, and the City of Ottawa minimum pavement thickness standards. 	N/A
Flooding impacts on buildings	<ul style="list-style-type: none"> Block grading will be designed to convey positive drainage. When setting the building finished floor and underside of footing elevations for each block, groundwater levels will be considered to mitigate flooding impacts to the buildings. Roads will be designed with a minimum longitudinal grade of 0.7% and a maximum grade of 6.0%. 	Road elevations will be set to direct the major storm to the proposed stormwater management pond within the subject property where possible.
Water balances and low impact development (LID) to maintain the hydrologic cycle, protect water quality, and prevent flooding and increased erosion	<ul style="list-style-type: none"> In order to retain the 5mm storm event on site for evapotranspiration, infiltration or reuse, LID arrangements such as green roofs, enhanced landscaping (enhanced grass swales, 300mm absorbent topsoil, vegetated filter strips, dry swales) rain gardens and rainwater harvesting should be considered. Walking or biking paths through the park area benefit from vegetated filter strips to treat sheet runoff from impervious areas experiencing minor to moderate amount of sediment generating activities. 	The design of a LID system to achieve water balance targets will require a more detailed site plan and therefore will be completed at a later phase.
During construction, there is potential for short-term sediment wash-off from the site.	<ul style="list-style-type: none"> Sediment and erosion control works must be in place prior to the commencement of construction, and not removed until the end of the construction period, when the site has been stabilized. Construction phasing must be scheduled to minimize the extent and period to which disturbed soils are exposed to weathering. Access to the construction site must be minimized. A continuous siltation fence must be constructed along the perimeter of the proposed development. 	N/A

6.7 TRANSPORTATION IMPACT ASSESSMENT (JANUARY 2020)

Overview of Results from Technical Study:

WSP was retained by Canada Lands Company CLC Limited (CLC) to prepare a Transportation Impact Assessment (TIA) to support the Draft Plan of Subdivision Application for a subdivision located at 530 Tremblay Road in Ottawa, Ontario.

Adjustments to development generated demands have not been proposed since the trips generated by the development are not expected to adversely impact the adjacent transportation network.

Based on the results of the TIA, the proposed Plan of Subdivision for 500 residential units by Canada Lands Company located at 530 Tremblay Road is appropriately designed for sustainable modes, is aligned with the City of Ottawa's broader city-building objectives, and can be accommodated without adverse impacts to planned transportation network and services associated with the future 2033 planning horizon.

Table 6-6: Key Findings Table for Transportation Impact Assessment

Potential Environmental Concern	Recommendations, Mitigation Measures, Development Conditions and Monitoring	Impact on Design
Right-of-way protection	A 26-metre right-of-way along the realigned Tremblay Road consistent with the 26A (Treed Boulevard) right-of-way, as outlined in the City of Ottawa's 2019 Designing Neighbourhood Collector Streets document approved by Council on September 25, 2019, is recommended.	Provision for sustainable modes has been provided as part of the draft development concept plan prepared for this Plan of Subdivision Application. The realigned Tremblay Road generally follows the City of Ottawa's preferred Collector Road cross-section for a 26m ROW and includes separated facilities for pedestrians, cyclists, and motor vehicles. A pedestrian / cycling connection is provided between the planned pathway to the west (CLV development) and 530 Tremblay Road that satisfies the proposed pathway link shown in the Ultimate Cycling Network.
Boundary Street Design	The St. Laurent Boulevard cross-section adjacent to the property is not currently consistent with the City's complete streets philosophy with a Pedestrian and Bicycle	The realigned Tremblay Road follows the City's complete streets philosophy and implements the City's recently approved preferred Collector Road cross-section

	Level of Service 'F' resulting from the narrow sidewalks, lack of dedicated cycling facilities, and no separation between the high-speed vehicle lanes and the existing active transportation infrastructure. A future study focused on improvements to St. Laurent Boulevard could provide additional active transportation connections serving the Alta Vista area.	which includes separated facilities for pedestrians, cyclists, and vehicles.
Transportation Demand Management	The basic TDM measures provided in the City of Ottawa's TDM Checklist for Residential elements is appropriate for the residential component.	The existing road network has available capacity should the mode share targets not be met.
Neighbourhood Traffic Management	The designation of Major Collector Road for Tremblay Road continues to be appropriate in the 2033 planning horizon with future traffic volumes not exceeding the volume thresholds: a. Daily Threshold: 5,000vpd. Estimated Daily Volume: 3,785vpd b. Peak Hour Threshold: 600vph. Estimated Peak Hour Volume: 454vph	N/A
Transit	The residential development will generate 220 transit trips during the peak hour. The federal development could generate 1,350 transit trips during the peak hour. Based on the transit outputs from the TRANS Model for 2031, it is anticipated that Ottawa's Light Rail Transit will have reserve capacity and can accommodate the increase in ridership generated by the development.	N/A
Intersection Design	Riverside Drive and Tremblay Road: Modifications to the signal timing are suggested to accommodate the future total traffic conditions. St. Laurent Boulevard and Lemieux Street: No modifications are proposed. St. Laurent Boulevard and Highway 417 EB Off-Ramp: No modifications are proposed. St. Laurent Boulevard and Tremblay Road: No modifications are proposed along St. Laurent Boulevard.	The realigned Tremblay Road will include separated sidewalks and bike lanes which will tie into the existing intersection. The operational analysis indicates that two left-turn lanes will be required on the eastbound approach to accommodate the additional traffic generated by the federal office lands. Modifications to the signal timing are suggested to accommodate the additional lanes and traffic.

	<p>Tremblay Road and Belfast Road: No modifications are proposed.</p> <p>St. Laurent Boulevard and Belfast Road: No modifications are proposed.</p> <p>Belfast Road and Trainyards Drive: No modifications are proposed.</p> <p>Tremblay Road and Street 1: One-way stop in the northbound direction with a pedestrian crossing.</p> <p>Tremblay Road and Street 2: All-way stop with pedestrian crossings and cross-rides on all approaches.</p> <p>New Tremblay Road and Street 1: All-way stop with pedestrian crossings and cross-rides on all approaches. Consider implementing a raised and protected intersection configuration at this location.</p>	
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7 SUMMARY OF OPINION

It is the professional opinion of WSP that the proposed Draft Plan of Subdivision development of 530 Tremblay Road represents good land use planning and is appropriate for the site for the following reasons:

- The proposed development supports and is consistent with the 2014 Provincial Policy Statement.
- The proposed development conforms to the strategic directions and policies of the Official Plan.
- The proposed development meets several principles under the Urban Design Objectives and Principles of Section 2.5.1 of the OP, as well as the Compatibility criteria of Section 4.11.
- The proposed development meets numerous guidelines under the City's Transit-Oriented Development Guidelines and the Urban Design Guidelines for High-Rise Buildings.
- The proposed development complies with the general intent and purpose of the Zoning By-law.

Under Section 51(24) of the Planning Act, there are 13 criteria when considering a Draft Plan of Subdivision:

- a) "the effect of development of the proposed subdivision on matters of provincial interest;"
 - The proposed development will not affect and is supported by matters of provincial interest. As previously noted in this Report, the proposed Draft Plan of Subdivision is consistent with the PPS.
- b) "whether the proposed subdivision is premature or in the public interest;"
 - The proposed development is in the public interest as it will continue to provide diverse and appropriate housing options for residents of the City. The proposed development directs growth to the urban area and provides a mixed-use, compact, and transit-supportive development.
- c) "whether the plan conforms to the official plan and adjacent plans of subdivision, if any;"
 - As previously noted in this Report, the proposed development conforms to the City's Official Plan.
 - There is an opportunity to connect the site to the existing St. Laurent Transit Station tunnel entrance to the southwest of Highway 417 and northwest of the site. There is also an opportunity to connect to the CLV lands to the southwest of the site.
 - The proposed development also provides appropriate transitions in height and size for the CLC residential/mixed use blocks to the existing Eastway Gardens residential subdivision to the west.
- d) "the suitability of the land for the purposes for which it is to be subdivided;"

- As previously noted in this Report and through the findings of the supporting studies, the land is suitable for the subdivision and development.
- e) “the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;”
 - The proposed road network is designed to be safe for pedestrians, cyclists and motorists. The realigned Tremblay Road ensures adequate building orientation and safe navigation through the site. The sidewalks will be tree protected and there will be cycle tracks at the right-of-way edge, as per right-of-way 26A (Treed Boulevard) in the City of Ottawa’s 2019 Designing Neighbourhood Collector Streets document approved by Council on September 25, 2019.
- f) “the dimensions and shapes of the proposed lots;”
 - The dimensions and shapes of the proposed lots are configured in a way that best utilizes the lands. The blocks are rectangular and square in shape, which provides optimal shapes for land development. The proposed Blocks meet the zoning requirements for minimum frontage and lot areas, as outlined in the City of Ottawa’s Zoning By-law.
- g) “the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;”
 - The northeast portion of the site would be developed by PSPC for federal office use. The number of buildings and associated parking could be configured in numerous ways, which would be determined through the separate and future PSPC’s RFQ/RFP Design Build procurement process.
 - Specific urban design criteria through the City of Ottawa’s Urban Design Review Panel will be required at the Site Plan Control stage for the development of the various uses on the site.
- h) “conservation of natural resources and flood control;”
 - A stormwater management pond will be located at the southeast portion of the site, which will conserve the depressed area, utilizing the existing culvert for flood control.
 - The proposed storm servicing design maintains the existing drainage boundaries present on the subject property and controls flows to pre-development conditions, in the major and minor storm events. There will be no impact downstream of the development.
 - The Park and Open Space Block also contains 0.20 hectares of natural area located south of the stormwater management pond, which provides an opportunity to protect a feature within the subwatersheds and incorporate it for public use.
- i) “the adequacy of utilities and municipal services;”

- CLC will build the realigned Tremblay Road and bring municipal services to the site.
 - Based on the land uses, estimated populations, and average waste water flows, the total estimated demand from the development is 40.5 L/s. Based on the estimated projected demands, the existing watermain and the proposed watermain network is sufficient to meet the servicing requirements of the development.
 - Sanitary servicing for the development will be serviced by an existing 300mm sanitary sewer on the east side of St. Laurent Boulevard and an existing 375mm sanitary sewer on the north-west side of Tremblay Road.
 - The proposed storm servicing design maintains the existing drainage boundaries present on the subject property and controls flows to pre-development conditions. As such, in the major and minor storm events there will be no impact downstream of the development.
- j) “the adequacy of school sites;”
- CLC has contacted four local School Boards who have advised that they have no need for a school at this site.
- k) “the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;”
- A total of 1.6 hectares (3.95 acres) of the Park and Open Space Block in the form of a parkette and open space area will be conveyed to the City as parkland dedication. It will be dedicated for public purposes.
- l) “the extent to which the plan’s design optimizes the available supply, means of supplying, efficient use and conservation of energy; and”
- The proposed development will consider many sustainable goals and objectives which will be confirmed prior to the Site Plan stage. This will range from building orientation to renewable energy sources to low-flow plumbing fixtures and rainwater harvesting. It will also consider lot level sustainability features that could be employed in the engineering design, such as bioswales, amended top soil, permeable pavers, etc.
- m) “the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act.”
- The development blocks, as illustrated in **Figure 3-1**, will be subject to a Site Plan Control application.

In conclusion, the Draft Plan of Subdivision approval being sought to support the proposed development at 530 Tremblay Road represents good planning, the development is in the public interest and meets numerous criteria under the Planning Act.

Please feel free to contact me at Nadia.De-Santi@wsp.com or 613-690-1114 if you have any questions or require additional information.

Yours truly,

WSP

A handwritten signature in black ink, appearing to read 'N. De Santi'.

Nadia De Santi, MCIP, RPP
Senior Project Manager