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Pickering Place, Ottawa

Planning Rationale

Draft Plan of Subdivision Application

Engineering excellence. Planning precision. Inspired landscapes.

Pickering Place

PLANNING RATIONALE AND INTEGRATED ENVIRONMENTAL REVIEW STATEMENT IN SUPPORT OF A DRAFT PLAN OF SUBDIVISION APPLICATION

Prepared for:



Colonnade BridgePort

Prepared by:



Engineers, Planners & Landscape Architects

Novatech

Suite 200, 240 Michael Cowpland Drive
Ottawa, Ontario
K2M 1P6

July 30, 2020

Novatech File No.: 119240

Ref: R-2020-072

July 30, 2020

City of Ottawa
Planning, Infrastructure and Economic Development Department
110 Laurier Avenue West, 4th Floor
Ottawa, ON K1P 1J1

Attention: Sean Moore, Planner III, Development Review East

Dear Mr. Moore:

**Reference: Pickering Place
Draft Plan of Subdivision Application
Planning Rationale and Integrated Environmental Review Statement
Novatech File No.: 119240**

Novatech is pleased to submit this Planning Rationale and Integrated Environmental Review Statement on behalf of Colonnade BridgePort in support of a Draft Plan of Subdivision application for a property municipally known as 1330 Avenue K but also informally known as 25 Pickering Place.

Colonnade BridgePort intends to develop the site as a mixed use community. The first stage of this is to subdivide the site into six building lots, one lot for a park and one public and one private street. A pre-consultation consultation was held with City Staff on May 1, 2020 where comments were made by City planning, urban design, parks and engineering staff.

The attached Planning Rationale and Integrated Environmental Review Statement outlines the proposed development, summarizes the required technical studies and demonstrates that the proposal is consistent with relevant provincial and municipal policy documents.

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

Sincerely,

NOVATECH



James Ireland, BUPD
Project Planner

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1.0 INTRODUCTION

Novatech was retained by Colonnade BridgePort to prepare a Planning Rationale in support of a Draft Plan of Subdivision application to permit a mixed-use development of 1330 Avenue K (hereafter 'the subject site'). The first stage of this, and the subject of this application, is to subdivide the site into six building lots, one lot for a park and one public and one private street.

An Integrated Environmental Review Statement (IERS) has been prepared, as required under Section 4.7 of the City of Ottawa *Official Plan*. The purpose of an IERS is to demonstrate how supporting studies influence the design of the development with respect to effects on the environment and compliance with the appropriate policies of Section 4 of the *Official Plan*.

1.1 Site Description and Context

The subject site is located immediately to the north east of the Ottawa VIA Railway Station between Pickering Place, Tremblay Road and Avenue L. It is irregularly shaped with an area of 19,829m² (1.98 ha). Since at least 1965 it has been occupied by Dustbane Enterprises, a manufacturer of cleaning products. It is proposed that the company will incrementally leave the site as it is redeveloped.

The full legal description of the subject site is:

LTS 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551 & 552, PL 320 , PT AVENUE J, PL 320 ; PT AVENUE K, PL 320 , AS CLOSED BY BYLAWS OT2235 & OT74046; AS CLOSED BY BYLAW OT3267 AS IN OT76142, CT111133 & NS148470 EXCEPT AS IN OT62947; S/T & T/W CT143598; S/T CT112205 ; OTTAWA/GLOUCESTER

The following describes the surrounding land uses:

North: A six storey office building is located immediately to the north west of the subject site at 250 Tremblay Road, with associated surface parking. It was constructed in the late 1960s to early 1970s and was renovated in approximately 2006. It is primarily occupied by The Professional Institute of the Public Service of Canada. To the north east is a surface parking lot under the same ownership as 250 Tremblay Road, spread across 1319 Avenue K, 280 Tremblay Road, 1320 and 1324 Avenue L and 550 Belfast Road. Further north is Tremblay Road, a separated pathway, the LRT line and Highway 417.

East: To the east across Avenue L are a range of single storey commercial uses including a tire depot, auto centre and a roofing company, along with a vacant lot. Across Belfast Road is a small residential subdivision developed in the 1950s with single dwellings. Some townhouses were added to it in the 1990s.

South and West: Ottawa VIA Rail Station abuts the subject site to the south and west. More specifically, to the south is a parking lot and a service yard associated with the station, separated from the site by a row of trees. Further south are the platforms and railways lines. To the west is the station building itself and the entry driveway loop.



Figure 1: Site Location and Surrounding Land Uses

2.0 THE PROPOSAL

2.1 The Concept Plan

A concept plan for the site was prepared by Hobin Architecture and this guided the Draft Plan. The proposed uses have not yet been confirmed, but the development will likely include residential uses along with complementary commercial uses. The uses being considered are all permitted under the current zoning provisions. The final use mix will be finalised in individual site plan applications.

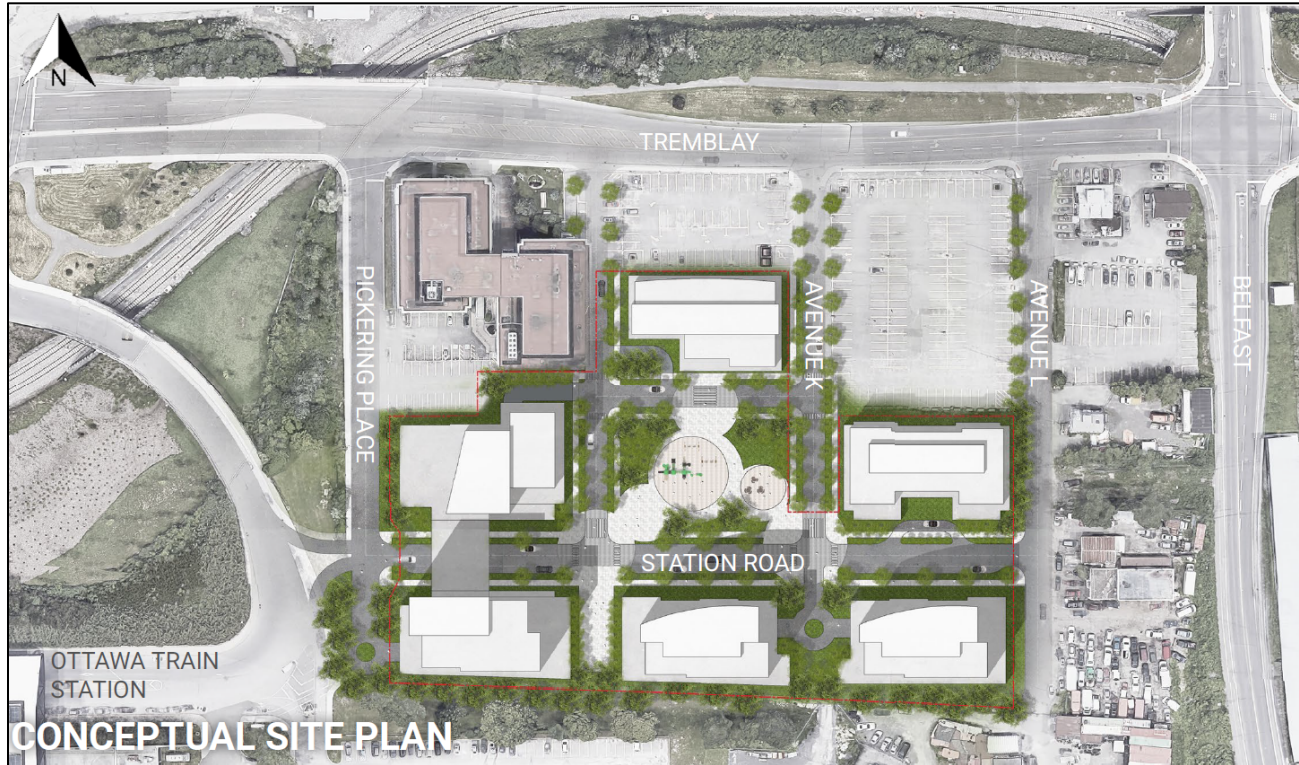


Figure 2: Conceptual Site Plan / Master Plan (Hobin Architecture)

2.2 Draft Plan of Subdivision

The Draft Plan reflects the layout of the Concept Plan. It shows six similarly sized blocks for buildings, ranging in area from 1,717-2197m² and arranged around a central park (Block E, 1482m²), as shown below:

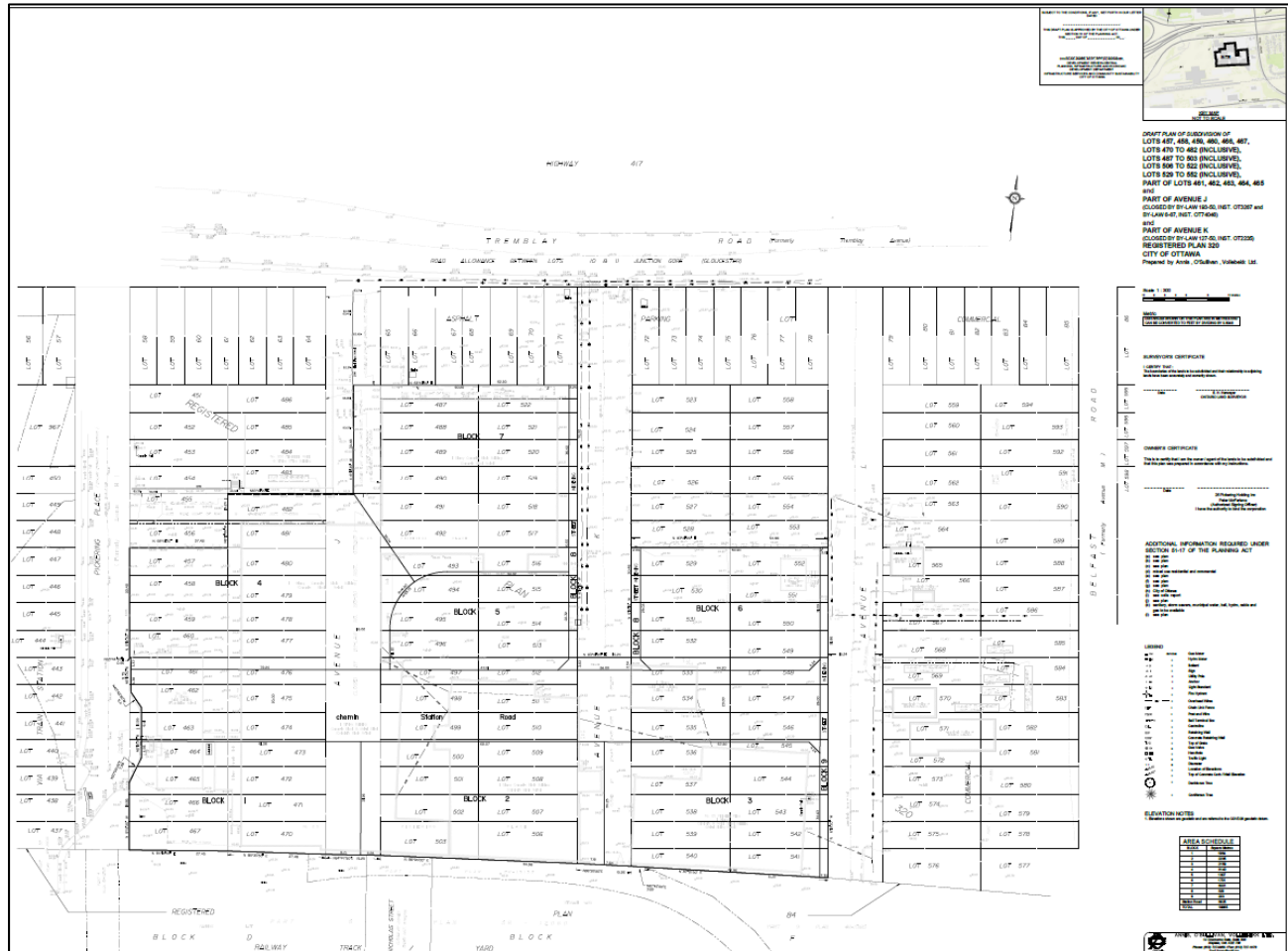


Figure 3: Excerpt of the Draft Plan of Subdivision

Street Network, Cycling, and Pedestrian Connections

The existing streets that cut through the site will be retained. Avenue K will be extended slightly to intersect with the new 'Station Road' that will run from Pickering Place through to Avenue L. A shorter private street is proposed along the northern end of the park to connect Avenues J and K. This completes a modified grid pattern street network for the site. Sidewalks will be provided on both sides of all existing and new streets within the site. Together, this pedestrian network provides extensive connections east to the Ottawa VIA Rail Station and Tremblay LRT station, north to the pathway along Tremblay Road and east to Avenue L. Cyclists will use the network of local streets to make the same connections.

Parkland

A 1,482m² park is proposed as the central unifying feature of the development, as Block 5 on the Draft Plan. Parkland will be calculated based on the City of Ottawa Parkland Dedication By-law the requirements. As land uses have not yet been confirmed, a parkland calculation has not been made at this stage.

Table 2: Draft Plan of Subdivision Details

Block/Lot #	Land Use Type	Area (rounded)
1	Use/s permitted in the zone, TBC	1963m ²
2	Use/s permitted in the zone, TBC	2234m ²
3	Use/s permitted in the zone, TBC	2157m ²
4	Use/s permitted in the zone, TBC	3138m ²
5	Parkland	1307m ²
6	Use/s permitted in the zone, TBC	1701m ²
7	Use/s permitted in the zone, TBC	3000m ²
8	Street widening (Avenue K)	328m ²
9	Street widening (Avenue L)	203m ²
Station Road	Public street 'Station Road'	3825m ²
	TOTAL SITE AREA:	19,855m²

3.0 POLICY REVIEW

The following subsections outline how the proposed development is consistent with the relevant provincial and municipal policies.

3.1 Provincial Policy Statement 2020

The 2020 Provincial Policy Statement (PPS) came into effect on May 1, 2020. It provides policy directions on land use planning and development matters of provincial interest, as set out in Section 2 of the Planning Act. All decisions affecting planning matters are required to “be consistent with” policies of the PPS.

Section 3 of the *Planning Act* requires that decisions affecting planning matters “shall be consistent with” the policies of the *Provincial Policy Statement* (PPS). The PPS is organized into three main policy sections: (1) Building Strong Healthy Communities, (2) Wise Use and Management of Resources, and (3) Protecting Public Health and Safety. The following sub-sections explain how the proposed development is consistent with the applicable PPS policies.

1.0 Building Strong Healthy Communities

Section 1.1 of the PPS is focused on ‘*managing and directing land use to achieve efficient and resilient development and land use patterns*’. The relevant policies are addressed below:

1.1.1 Healthy, liveable and safe communities are sustained by:

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

- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h) promoting development and land use patterns that conserve biodiversity; and*
- i) preparing for the regional and local impacts of a changing climate.*

The proposed development contributes to a healthy, liveable and safe community as described above because it:

- **minimizes land consumption and servicing costs by re-developing a brownfield industrial site 3.7km from the Parliament buildings;**
- **intensifies the City with high density mixed use development adjacent to transit;**
- **diversifies the housing choice in the area to cater to people of all ages and life stages; and**
- **does not create environmental or public health and safety concerns.**

1.1.3 Settlement Areas

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

The subject site is in a settlement area.

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

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed; and*
- g) are freight-supportive.*

The proposed development efficiently uses available land, infrastructure and public service facilities by introducing a high density mixed use development to a brownfield industrial site within the Greenbelt. The proposal is 250m from Tremblay LRT station (and Ottawa VIA Rail Station for inter-city trips). It is connected to the existing pathway network and is within cycling distance of downtown. It minimizes negative impacts to air quality and climate change, is energy efficient, supports active transportation and is transit supportive.

Section 1.5 of the PPS provides policies on public spaces, recreation, parks, trails and open space. The relevant policies are addressed below:

1.5.1 *Healthy, active communities should be promoted by:*

- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*
- c) providing opportunities for public access to shorelines; and*
- d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.*

A high density mixed use development ensures activation of the streets and the centrally located park. The streets are safe, pedestrian and cyclist friendly and provide convenient connections to the surrounding area.

Section 1.6 of the PPS provides policies on infrastructure and public service facilities. The relevant policies are addressed below:

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

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

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

1.6.3 *Before consideration is given to developing new infrastructure and public service facilities:*

- a) the use of existing infrastructure and public service facilities should be optimized; and*
- b) opportunities for adaptive re-use should be considered, wherever feasible.*

A Serviceability Report dated July 14, 2020 was prepared by Novatech for the proposed development and details how the site will be serviced. Refer to Section 4.3 of this Rationale for further details.

Section 1.7 of the PPS provides policies on transportation systems. The relevant policy is addressed below:

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

The proposed high density mixed use development will attract a large number of people to the site, which is a 200m walk and 10 minute train ride to Parliament Station in downtown Ottawa. One major shopping centre (Trainyards) is a 600m walk away and another (St Laurent) is a 950m walk or cycle away.

Major employment areas including private businesses on Belfast Road, Canada Post and Canada Revenue Agency to the south of the station and the RCMP north of Highway 417 are all within 1km of the subject site. The Federal Government has recently announced a 1.6 million square foot office and mixed use development that will locate up to 8000 jobs at 599 Tremblay Road, 800m west of the subject site.

This is how you minimize vehicle trips and support use of transit.

2.0 Wise Use and Management of Resources

Section 2.1 of the PPS provides policies on Natural Heritage.

Policy 2.1.1 *Natural features and areas shall be protected for the long term.*

No natural features exist on or adjacent to the subject site.

Section 2.2 of the PPS provides policies on Water.

Policy 2.2.2 *Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored.*

The Ministry of Environment, Conservation and Parks' Source Protection Atlas confirms there are no sensitive surface water features or sensitive ground water features on the subject site.

Section 2.3 of the PPS provides policies on Agriculture.

Policy 2.3.1 *Prime agricultural areas shall be protected for long-term use for agriculture.*

The subject site is within Ottawa's urban area and therefore is not located on prime agricultural land.

Section 2.4 of the PPS provides policies on Minerals and Petroleum.

Policy 2.4.1 *Minerals and petroleum resources shall be protected for long-term use.*

No mineral or petroleum resources exist on the subject site.

Section 2.5 of the PPS provides policies on Mineral Aggregate Resources.

Policy 2.5.1 *Mineral aggregate resources shall be protected for long-term use and, where provincial information is available, deposits of mineral aggregate resources shall be identified.*

No mineral aggregate resources exist on the subject site.

Section 2.6 of the PPS provides policies on Cultural Heritage and Archaeology.

Policy 2.6.1 *Significant built heritage resources and significant cultural heritage landscapes shall be conserved.*

No significant built heritage resources or cultural heritage landscapes exist on the subject site.

Policy 2.6.2 *Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.*

No significant archaeological resources or areas of archaeological potential exist on or adjacent to the subject site.

Policy 2.6.3 *Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.*

The subject site is not adjacent to protected heritage property.

3.0 Protecting Public Health and Safety

Section 3.1 of the PPS provides policies on Natural Hazards.

Policy 3.1.1 *Development shall generally be directed to areas outside of:*

- a. hazardous lands adjacent to the shorelines of the Great Lakes - St. Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards;*
- b. hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and*
- c. hazardous sites.*

The proposed development is not occurring within or adjacent to natural hazard lands or sites.

Section 3.2 of the PPS provides policies on Human-Made Hazards.

Policy 3.2.2 *Sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects.*

A Phase 1 Environmental Site Assessment (ESA) prepared by Pinchin dated July 23, 2020 forms part of this submission. Please refer to Section 4.2 of this Rationale for further detail, and to the ESA itself.

3.2 City of Ottawa Official Plan – 2003, as amended

Ottawa's Official Plan was adopted by City Council under By-law 2003-203. The City of Ottawa undertook an Official Plan review in 2013, resulting in changes to several policies and land use designations. Official Plan Amendment (OPA) 150 was adopted by Council in December 2013 to implement the proposed changes and was approved by the Ministry of Municipal Affairs and Housing in 2014, with appeals. Some of the policy

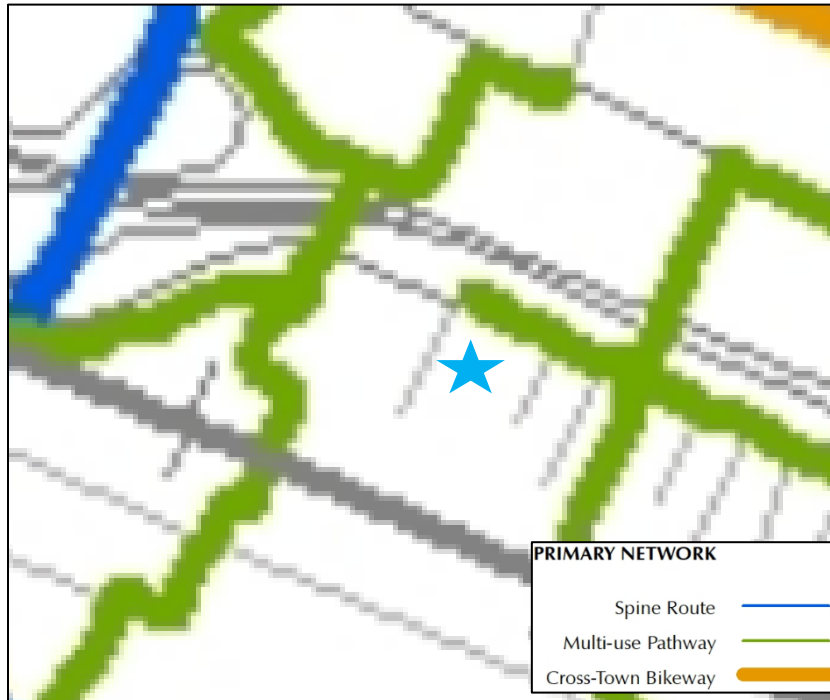
appeals have now been settled and incorporated into the Official Plan while others remain under appeal. For the purposes of this report, the current Official Plan policies in full force and effect have been reviewed.

The following outlines the *Official Plan* designations that apply to the Subject Site. Please see Appendix C for excerpts of the Official Plan schedules.

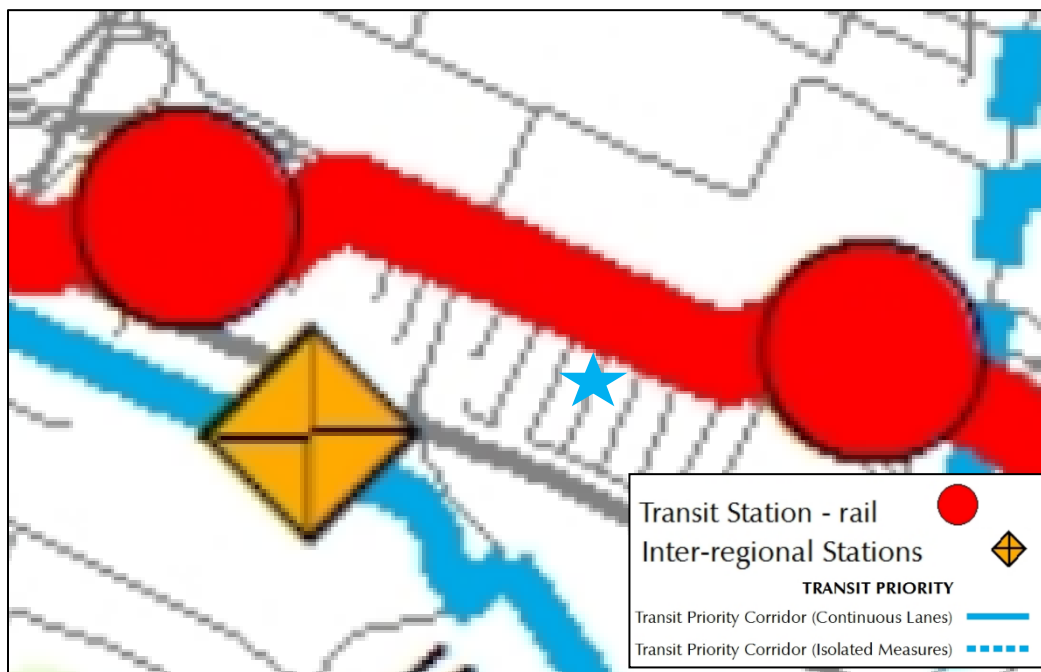
Schedule B – Urban Policy Plan: The Subject Site is designated as Mixed Use Centre:



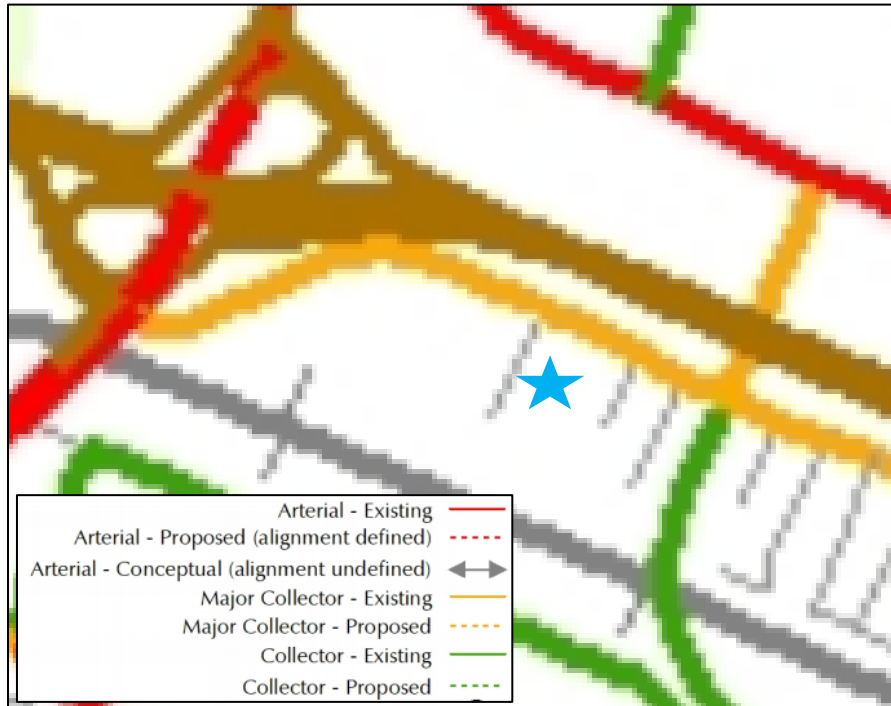
Schedule C – Primary Urban Cycling Network: A multi-use pathway is shown running east on Tremblay Road from Pickering Place while another runs along Belfast Road. A multi-use pathway runs from north of Highway 417, along the western part of the access loop road to Ottawa Station and under the platforms and south to Industrial Avenue:



Schedule D – Rapid Transit and Transit Priority Network: The entrance to Tremblay LRT station is 250m west of the subject site. Trains run east to Blair Station and west to Tunney's Pasture via downtown.



Schedule E – Urban Road Network: Pickering Place, Avenue L and Avenue K are all local streets. They connect to Tremblay Road which is a Major Collector. Tremblay Road connects to Belfast Road in the east which is a Major Collector and a Collector, and to Riverside Drive/Vanier Parkway in the west, an Arterial which connects to Highway 417.



Schedule K – Environmental Constraints: There are no environmental constraints affecting the Subject Site.

Schedule L1 – Natural Heritage System Overlay (East): No portion of the Natural Heritage System is located on the Subject Site.

Section 2.5.1 – Designing Ottawa - As required by Section 2.5.1 – Urban Design and Compatibility, the proposed development will be reviewed based on the evaluation criteria and design objectives under Section 2.5.1 and Section 4.11 of the Official Plan below:

Design Objectives

The Design Objectives of this Plan listed below are qualitative statements of how the City wants to influence the built environment as the city matures and evolves. These Design Objectives are broadly applicable, to plans and development in all land use designations, and from a city-wide to a site-specific basis:

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

There is currently negligible residential development around Ottawa and Tremblay Stations. At the same time, it is very recognizable location. The proposal is likely to include residential uses and will create a distinct high-rise urban community. Its identity will emerge in time, but will be centred on the central park, the tight network of streets and the proximity to the LRT and VIA Rail stations.

To define quality public and private spaces through development.

The proposal takes a traditional, well-proven approach to this, with private buildings set on a public street and arranged around a public park.

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

The proposed subdivision accommodates all modes of transportation with connections to the surrounding community and amenities. The modified grid street pattern with smaller 'City blocks' prevents excessive vehicular speeds and the orientation of the proposed buildings towards the public streets creates a safer environment.

To ensure the new development respects the character of existing area.

As referred to above, there is limited residential development in the immediate area. This development will define the character of the area to a large extent. Nonetheless, the existing street network is retained and replicated, and the proposal is typical of transit-oriented development immediately proximate to stations.

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 mixed-use development will likely provide residential options for people all life stages, along with complementary commercial uses and will seek to attract residents and visitors.

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

A scoped Environmental Impact Statement (EIS) report was prepared by Muncaster Environmental Planning Inc., dated June 16, 2020. The report confirms that the Subject Site does not contain any Urban Natural Features, significant Natural Heritage Features or environmental constraints. The report found that the Subject Site does not contain any woody vegetation 10cm dbh larger. No potential Species at Risk, including chimney swift, barn swallow, and bats, were observed during targeted late spring surveys. The proposed development will be constructed in accordance with the report's recommended mitigation measures.

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

The proposal is a high density mixed use development within 250m of the recently completed Tremblay LRT station (and Ottawa VIA Station for longer trips). It is connected to the existing pathway network and is within cycling distance of downtown. It minimizes negative impacts to air quality and climate change, is energy efficient, supports active transportation and is transit supportive.

Design Priority Area

As the subject site is in a Mixed Use Centre, the City recognises it as a Design Priority Area. The Ottawa Urban Design Review Panel (UDRP) will participate in the enhanced review of the urban design elements of development applications and capital projects within design priority areas. A Design Brief prepared by

Hobin Architecture dated June 2020 and consistent with the terms of reference provided by the City has been submitted with the application.

3.3 Transit Oriented Development Plans (2012)

This document, last updated in 2012, was prepared in preparation for the extension of the LRT to Gloucester Shopping Centre (now Blair Station) which had received funding approval from Council in 2010. Seeing that it would be important for land use patterns to make best use of the future transit service, the document intended to introduce transit oriented development (TOD) to Ottawa developers and included specific TOD plans for three stations on the then future LRT extension to Blair – Cyrville, St. Laurent and Train (now named 'Tremblay'). It states that *'The TOD plans are Council-approved policy documents and are similar to Community Design Plans.'*

The introductory section introduces and explains what TOD is. It sets out the broad principles of TOD:

The target average population density selected for the TOD Plans is a range of 200 to 400 people per gross hectare, within a walking distance of 800 metres. Some common and essential TOD planning elements are:

- *Priority given to pedestrian and cyclist movements within the TOD Plan area and improved connections with the surrounding community;*
- *Proximity of higher density land use to transit stations;*
- *Flexible planning permitting a varied mix of land use types; and*
- *An enhanced public realm.*

The proposal provides excellent connectivity within the site and to the surrounding area via a modified grid street pattern with small 'City blocks'. All streets, both existing and proposed within the subject site will be local streets. Sidewalks will be provided on both sides of the streets. As local streets with low speed limits, cyclists will share the streets with vehicles. Vehicle numbers are expected to be low as traffic will be primarily local and low parking rates will limit vehicle ownership.

Although uses have not yet been confirmed, the proposal will have a high density of people per hectare, all within 400m of a transit station. In relation to flexible planning, the City has applied a Transit Development zone across the site which permits a broad mix of land uses.

The higher density both invites and requires an enhanced public realm. It is expected that the streets in the development will be extensively used by pedestrians and cyclists and customers of any commercial uses. Wide sidewalks alongside activated façades are intended. The central park will be a public centre for the development, finished to a high standard commensurate with its expected high use.

The Train/Tremblay TOD Plan is at Section 10.1 of the document. Section 10.1.1 sets out the plan area, splitting it into three districts, of which the subject site is in the central district. It also notes the office building at 250 Tremblay Road (north west of the subject site) and designates it as *an 'area not under consideration for intensification'*. The next three sections set out the pedestrian, cycling and street network which is generally reflected in the applicable OP schedules addressed previously.

The proposal included street network and sidewalks in accordance with this plan. Dedicated cycling infrastructure is not specified for the subject site.

Section 10.1.5 is the Green Plan. It shows a '*future private amenity area*' on the subject site.

The '*future private amenity area*' is roughly in the location of where it is now proposed to have a public park.

Section 10.1.6 and the plan at Figure 12 is the Land Use Framework which designated the entire site as Mixed Use.

The precise land uses are not intended to be settled as part of the Draft Plan of Subdivision. However, a mixed use development is proposed, likely with residential and commercial uses. The uses being considered are all permitted under the current zoning provisions. The final use mix will be finalised through individual site plan applications.

Section 10.1.7 sets out building heights and density targets. The introductory statement highlights that less than a third of the plan area is available for development:

The Train TOD Plan area is 100 hectares in size. Less than one-half (approximately 44 ha), is estimated to be available for future development or redevelopment to transit-supportive densities. Of this 44 ha, about 32 ha are vacant, infill and underdeveloped land considered to be available in the shorter term.

The subject is part of the 32 ha available in the short term. Figure 13 goes on to designate height limits and net densities of people per hectare (note people rather than units, so as to include jobs). Most of the subject site is designated '*TOD Density Code*' TD3 which has a height limit of 30 storeys and a people density of 550+. A small section in the eastern part of the site is TD2 with a height limit of 20 storeys and a density of 400-1000 people per hectare.

The height limits are respected, not just as maximums but as genuine guidance. The proposed heights are likely going to be close to the suggested heights (i.e, not four storeys where 30 is recommended).

The height limits carry through to the main policy outcome of the document which was the introduction of a Secondary Plan covering the three stations. This is addressed in Section 3.4 below.

The Plan for Train/Tremblay ends with two demonstration images for the plan area. Although only intended for demonstration purposes, it is worth noting that they are perhaps a little outdated today. On the subject site they show blocky mid-rise buildings with large floor plates and large setbacks more typical of an office park than a high density urban area with an activated public realm. There appears to be a large multi-storey parking lot in the centre of the site where it is now proposed to locate a public park.

It is suggested that an alternative approach – one supported by more recent City policy – would be for taller buildings with podiums that address the street and taller towers with smaller floorplates. There is no intention to provide vehicle parking beyond the limited amount required by residents and it will be underground.

3.4 Tremblay, St. Laurent and Cyrville Secondary Plan

The sole function of the Tremblay, St Laurent and Cyrville Secondary Plan is to provide direction on maximum building heights and minimum densities for the planning areas around the three stations in the title, via a schedule to the plan. Tremblay Station is in Schedule A, shown below:

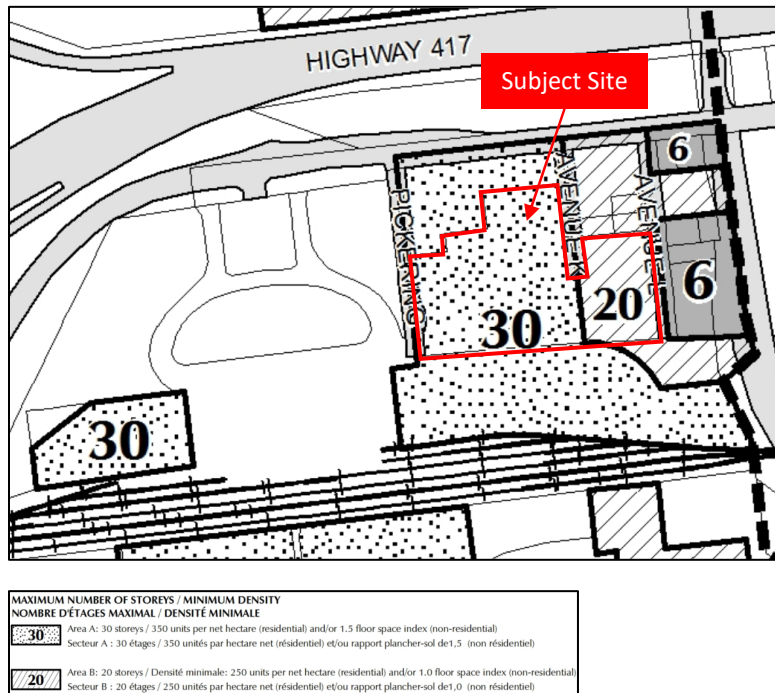


Figure 4: Excerpt of Schedule A from the Tremblay, St. Laurent and Cyrville Secondary Plan.

3.4 Zoning By-law 2008-250

The subject site is zoned Transit Oriented Development, subzone three. Two exceptions apply – exception 1973 to the western part of the site and exception 1972 to the eastern part, as shown below.

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

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

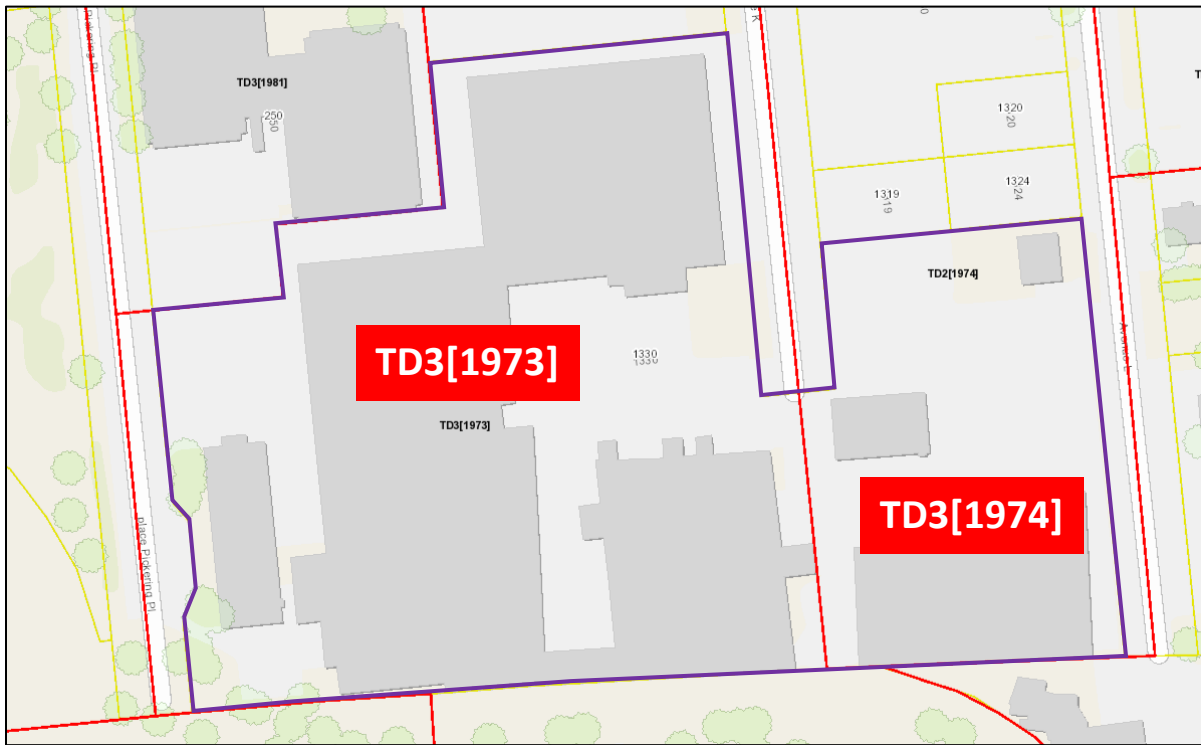


Figure 5: Zoning with the subject site in purple (Source: GeoOttawa).

The uses being considered are all permitted under the current zoning provisions. The final use mix will be finalised through individual site plan applications. Table 195 sets out the zoning provisions. For the provisions that relate to a Draft Plan of Subdivision – minimum lot area and minimum lot widths – there are no minimums.

4.0 INTEGRATED ENVIRONMENTAL REVIEW STATEMENT

4.1 Environmental Impact Statement

A scoped Environmental Impact Statement (EIS) report was prepared by Muncaster Environmental Planning Inc., dated June 16, 2020, to provide information on potential Species at Risk and other species of special interest and potential natural heritage features and to recommend mitigation measures to protect the natural environment.

The report confirms that the Subject Site does not contain any Urban Natural Features, significant Natural Heritage Features, as identified in the Provincial Policy Statement, or environmental constraints. The report found that the Subject Site does not contain any woody vegetation 10cm dbh larger. No potential Species at Risk, including chimney swift, barn swallow, and bats, were observed during targeted late spring surveys. Several mitigation measures are recommended during construction of the development.

4.2 Environmental Site Assessment

The Phase 1 Environmental Site Assessment prepared by Pinchin dated July 23, 2020 confirms that a Phase 2 Environmental Site Assessment is not required for this application. The following is taken from the assessment's conclusion:

Based on the findings of this Phase One ESA, Pinchin identified 11 PCAs at the Phase One Property (i.e., on-Site) and eight PCAs within the Phase One Study Area outside of the Phase One Property (i.e., off-Site). None of the on-Site or off-Site PCAs identified are considered to result in APECs at the Phase One Property based on the results of previous subsurface environmental work completed at the Phase One Property, the distance from the Phase One Property and/or their downgradient or transgradient location with respect to the inferred groundwater flow direction at the Phase One Property. As such, it is Pinchin's opinion that the Phase One Property is suitable for filing a Plan of Subdivision application with the City of Ottawa based only on the completion of this Phase One ESA report.

Please see the full report for details.

4.3 Site Serviceability and Stormwater Management Report

A Serviceability Report was prepared by Novatech, dated July 14, 2020, to describe the approach for site servicing and stormwater management for the proposed development. The report demonstrates that the development can be adequately serviced using a combination of new and existing watermain and sanitary and storm sewers. The report also concludes that:

- *Quantity control of stormwater can be provided within the proposed public right-of-way using inlet control devices at the roadside catch basins and ponding stormwater within the road right-of-way. Quantity control of stormwater will be provided by each individual development block through roof storage and/or underground storage tanks.*
- *Quality control of stormwater will be provided for the public road right-of-way through the installation of oil grit separator units. Quality control of stormwater is not required on the development blocks if the drainage is limited to roof and landscape drainage. In the event surface parking is proposed then quality control will be required and would be handled by each individual development block.*

Please see the full report for details.

4.4 Geotechnical Investigation

A Geotechnical Investigation report was prepared by Pinchin, issued March 2, 2020 to detail the subsurface and groundwater conditions of the Subject Site and to provide geotechnical recommendations regarding the design and construction of the proposed development. Specifically, recommendations were provided for site servicing, foundation design, underground parking garage design and pavement structure design for parking lots and driveways. The report concludes that the Subject Site is adequate from a geotechnical perspective for the proposed development. Given the nature of the development, founding on bedrock was recommended: *"The natural soil encountered at the Site is not considered suitable to support the proposed structures and the foundations should be founded on the bedrock."* Please see the report for details on the geotechnical assessment and design and construction precautions.

4.5 Transportation Impact Assessment

A Traffic Impact Assessment (TIA) was prepared by CIMA, dated June 2020, in support of the proposed development. The report concludes that the development is recommended from a transportation perspective. Please see the full report for details.

5.0 CONCLUSION

It is our assessment that the proposed development is consistent with the *Provincial Policy Statement, 2020* and generally conforms to the City of Ottawa Official Plan, Tremblay, St. Laurent and Cyrville Secondary Plan and other relevant guidelines.

This planning rationale, along with the associated technical studies, supports the development of the proposed subdivision. The high density mixed residential development is well suited to the location which is very well served by transit. It is also compatible with surrounding uses and functions well within the surrounding context.

The proposed development is an appropriate and desirable addition to the community and represents good planning.

Sincerely,

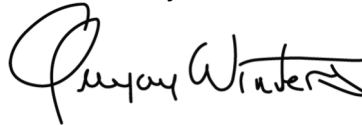
NOVATECH

Prepared by:



James Ireland, BUPD
Project Planner

Reviewed by:



Greg Winters, MCIP, RPP
Senior Project Manager