

# FOTENN

## 530 TREMBLAY ROAD – SITE PLAN CONTROL APPLICATION



November 27, 2019

Planning Rationale and  
Urban Design Brief

Site Plan Control



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# CONTENTS

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- 1.0 Introduction .....1
- 2.0 Surrounding Area and Site Context.....1
  - 2.1 Subject Property .....1
  - 2.2 Public Transit.....2
  - 2.3 Urban Road Network.....3
  - 2.4 Cycling Network .....4
- 3.0 Proposed Development .....1
  - 3.1 Description of Proposed Development .....1
- 4.0 Design Brief.....1
  - 4.1 Introduction .....1
  - 4.2 Building Transition and Massing .....1
  - 4.3 Streetscape and Public Realm .....2
  - 4.4 Materiality .....4
  - 4.5 Landscaping .....5
- 5.0 Policy and Regulatory Framework.....1
  - 5.1 Provincial Policy Statement.....1
  - 5.2 City of Ottawa Official Plan (2003, as amended) .....1
    - 5.2.1 Section 2.2.2 – Managing Growth in the Urban Areas.....2
    - 5.2.2 Section 2.5.1 – Building Liveable Communities: Urban Design and Compatibility .....3
    - 5.2.3 Section 3.6.2 – Land Use Designation .....4
    - 5.2.4 Section 4.11 – Urban Design and Compatibility .....5
  - 5.3 City of Ottawa Official Plan Amendment 150.....6
    - 5.3.1 Land Use Designation .....6
    - 5.3.2 Managing Growth .....7
    - 5.3.3 Urban Design and Compatibility .....7
  - 5.4 Tremblay, St. Laurent and Cyrville Secondary Plan.....8
  - 5.5 St. Laurent Transit Oriented Development (TOD) Plan ..... 10
  - 5.6 Transit-Oriented Development Guidelines ..... 14
  - 5.7 City of Ottawa Comprehensive Zoning By-law (2008-250)..... 15
- 6.0 Conclusion .....1

# 1.0 INTRODUCTION

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Fotenn Consultants Inc., acting as agents for CLV Group. ('CLV'), is pleased to submit the enclosed Site Plan Control application for the lands municipally known as 530 Tremblay Road in the City of Ottawa. CLV intends to develop the lands as two residential buildings as part of a Planned Unit Development ('PUD'), this application pertains to Phase I of the development.

The intent of this Planning Rationale and Urban Design Brief is to assess the proposed development against the applicable policy and regulatory framework and determine if the development is appropriate for the site and compatible with adjacent development and the surrounding community. As well, the Rationale examines how the proposed development achieves the City's relevant urban design and compatibility objectives in order to determine if the development is appropriate for the subject property. CLV Group wishes to re-develop the site and construct one five and one six storey residential building that would include 124 dwelling units with associated surface and underground parking and amenity space.

## 2.0 SURROUNDING AREA AND SITE CONTEXT

### 2.1 Subject Property

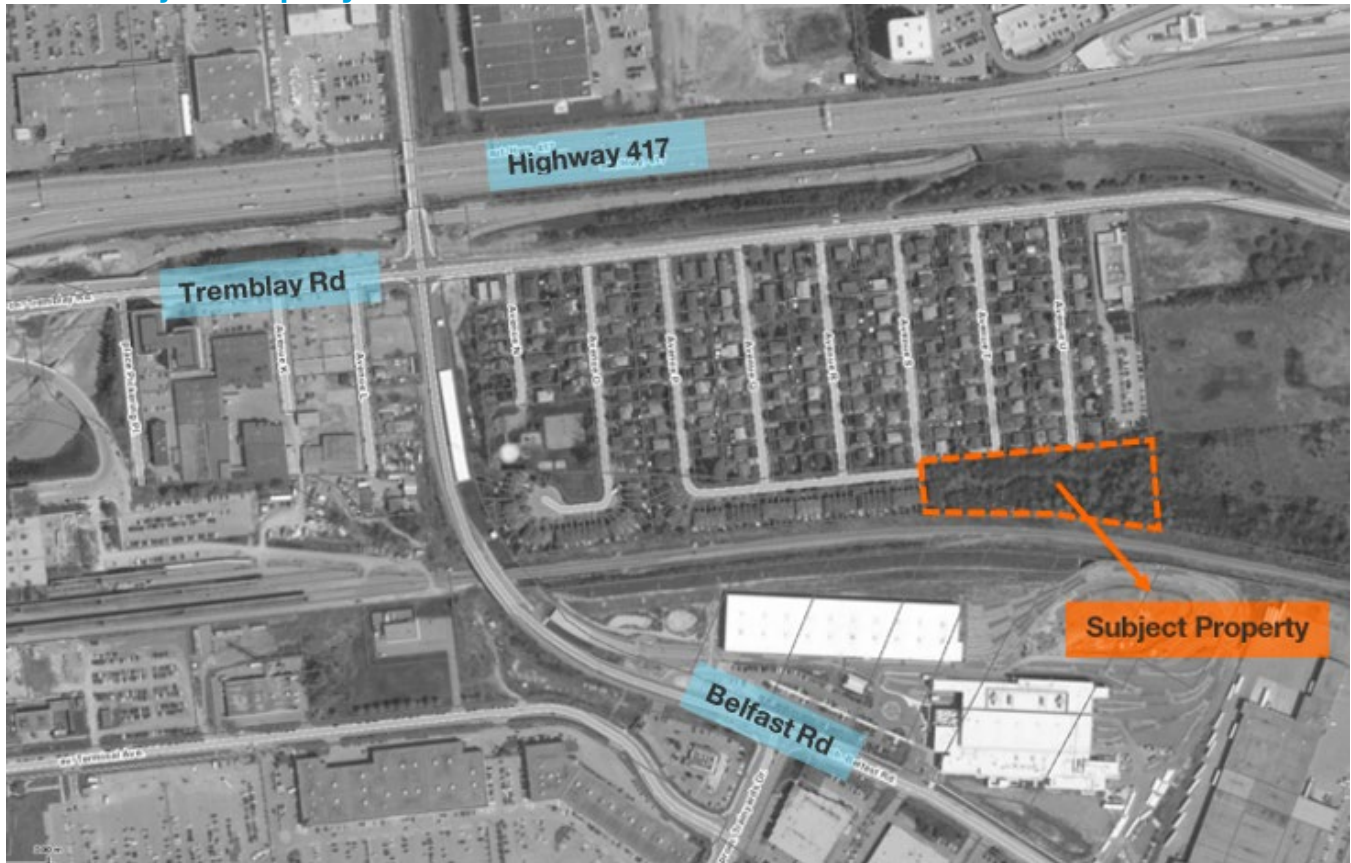


Figure 1: Location of Subject Property

While the municipal address of the subject property is 530 Tremblay Road, that address reflects the fact that the lands are a remnant from a larger landholding that fronted on to Tremblay Road. The property lies south of Tremblay Road, at the terminus of Avenues S, T, U, and P in the Eastway Gardens community of the City of Ottawa. The community is located directly south of the 417, between the Trainyards Shopping Centre, the St-Laurent Shopping Centres and the Ottawa Train Station. The existing community is located within the St-Laurent TOD area, making it an optimal area for intensification. Currently, the Eastway Gardens community is characterised by a low-rise residential subdivision with similar lots sizes and housing types varying between townhouse dwellings and single-detached dwelling units.

The following identifies the land uses that surround the site:

- / **North:** North of the subject property is the Eastway Gardens neighbourhood, a low-rise neighbourhood comprised of single-detached homes. Further north is Highway 417 and the St Laurent Transit Station, a station along the Confederation Light Rail Transit Line.
- / **East:** East of the subject property is a vacant property, currently owned by Canada Lands Company and slated for a major re-development in the near future, following the completion of an active plan of subdivision application.

- / **South:** South of the property is the VIA Rail line and Belfast Yard, an OC Transpo storage and maintenance yard, further to this is the Trainyards Shopping Centre – a large format shopping centre consisting of various retail outlets, a fitness centre, restaurants and food stores.
- / **West:** West of the property are townhouse dwellings in the Eastway Gardens neighbourhood. Further west are various commercial and industrial uses along with the Ottawa Train Station.

## 2.2 Public Transit

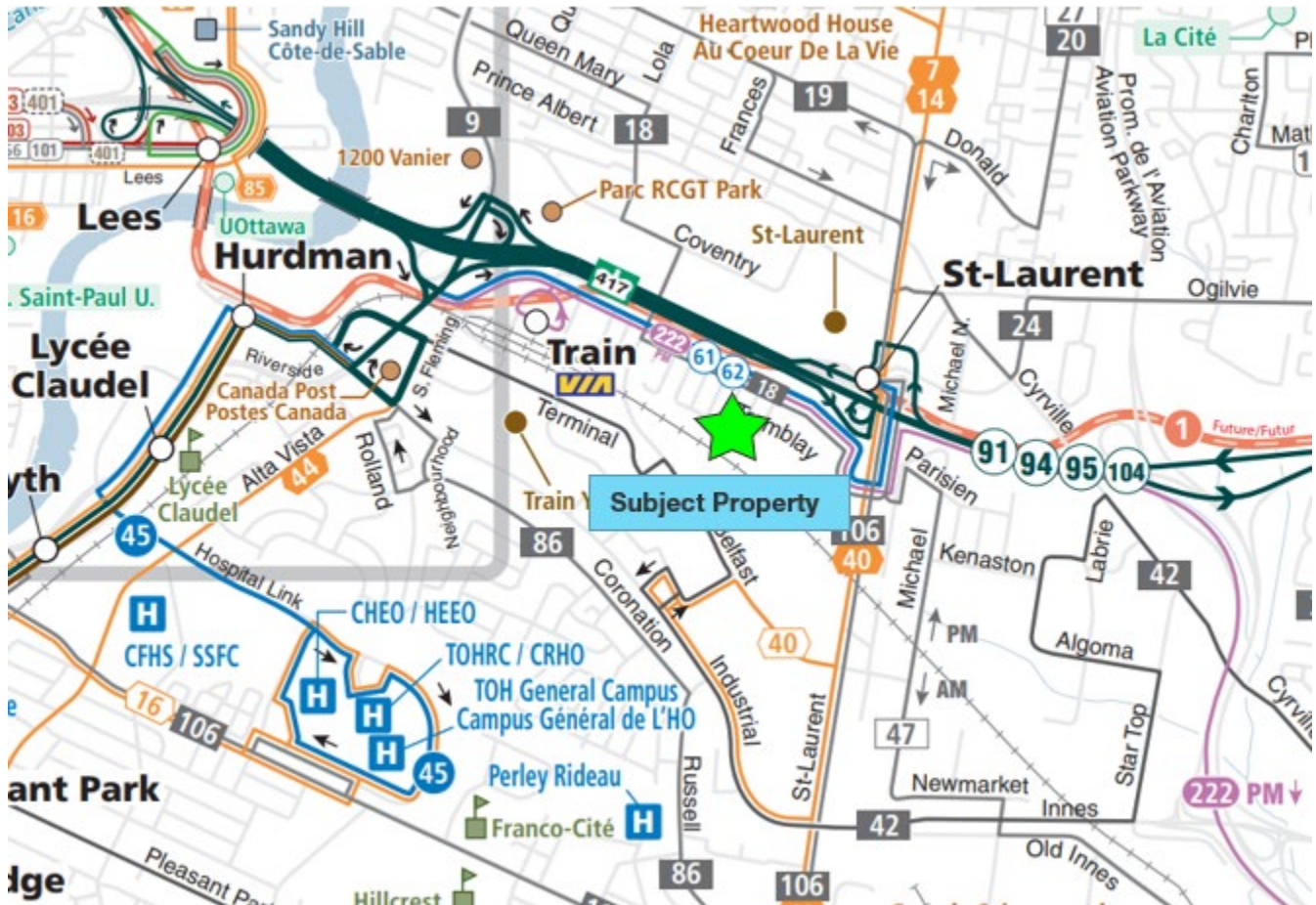


Figure 2: Public Transit Routes (taken from OCTranspo)

As shown in the figure above, the subject property is well-served by public transit and is located near a variety of transit stops. The site is located within 400m of the St-Laurent Transit Station, and it is in proximity to stops servicing major east-west and north-south transit routes.

The subject property's location to Light Rail Transit and in the Transit Oriented Development area make the area favourable for the multi-unit residential development as it provides opportunities to connect the development to the greater transit network.

## 2.3 Urban Road Network



Figure 3: Schedule E of the Official Plan (Urban Road Network)

The subject property is well served by the existing road network. As shown in Figure 3, the property is in proximity to a Major Collector (Tremblay Road), an Existing Arterial (St. Laurent) and an interchange to Highway 417. The property is nearby other Arterials and Collectors, including Belfast Road and Industrial Avenue. These roads are designed to carry large volumes of traffic over large distances.

## 2.4 Cycling Network

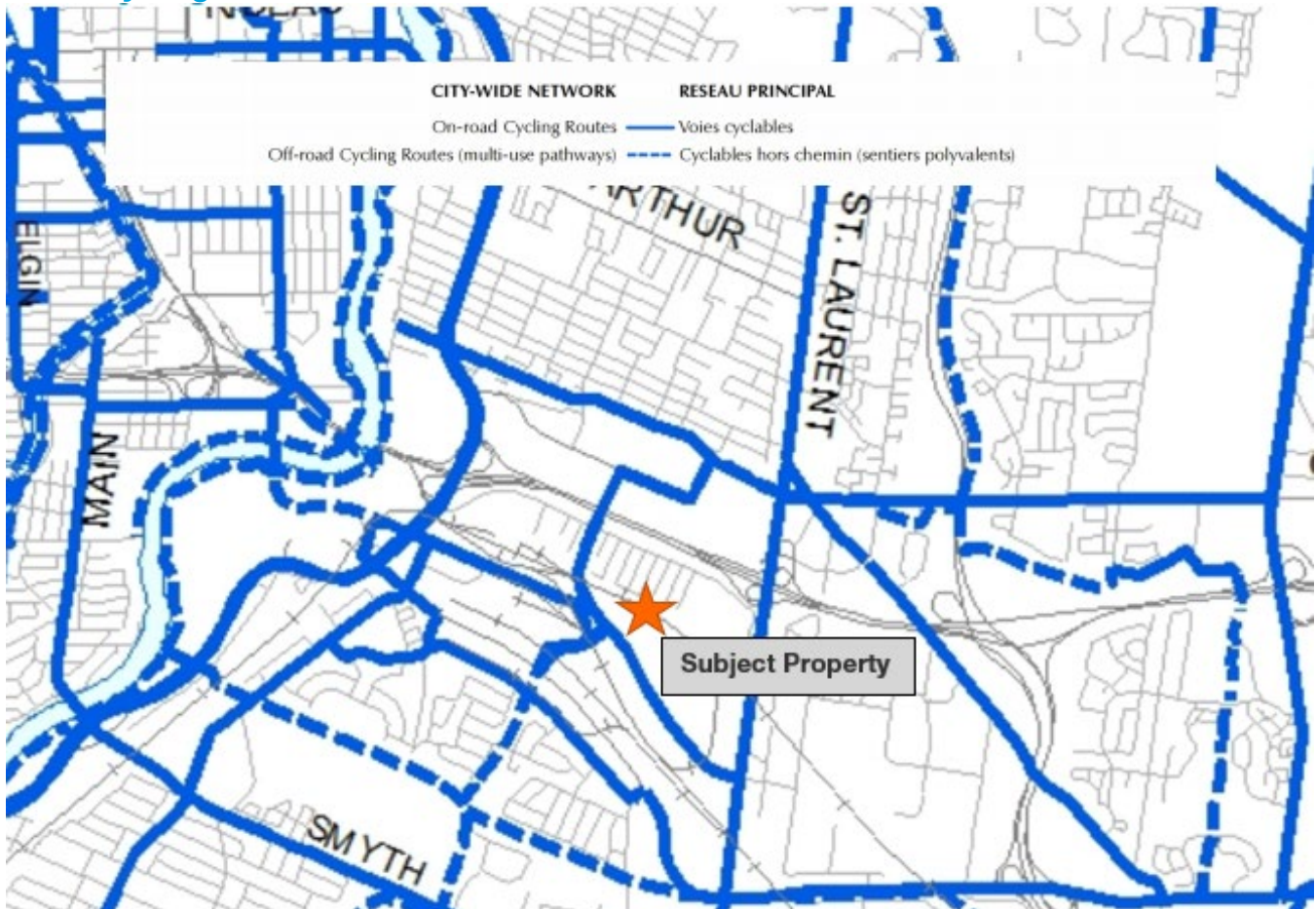


Figure 4: Schedule 'C' of the Official Plan - Cycling Network

The subject property is well served by the existing and planned cycling network. As shown in Figure 4, the site is in proximity to linkages to the greater cycling networks and pathways, providing an opportunity to tie into these networks.



# 3.0 PROPOSED DEVELOPMENT

## 3.1 Description of Proposed Development

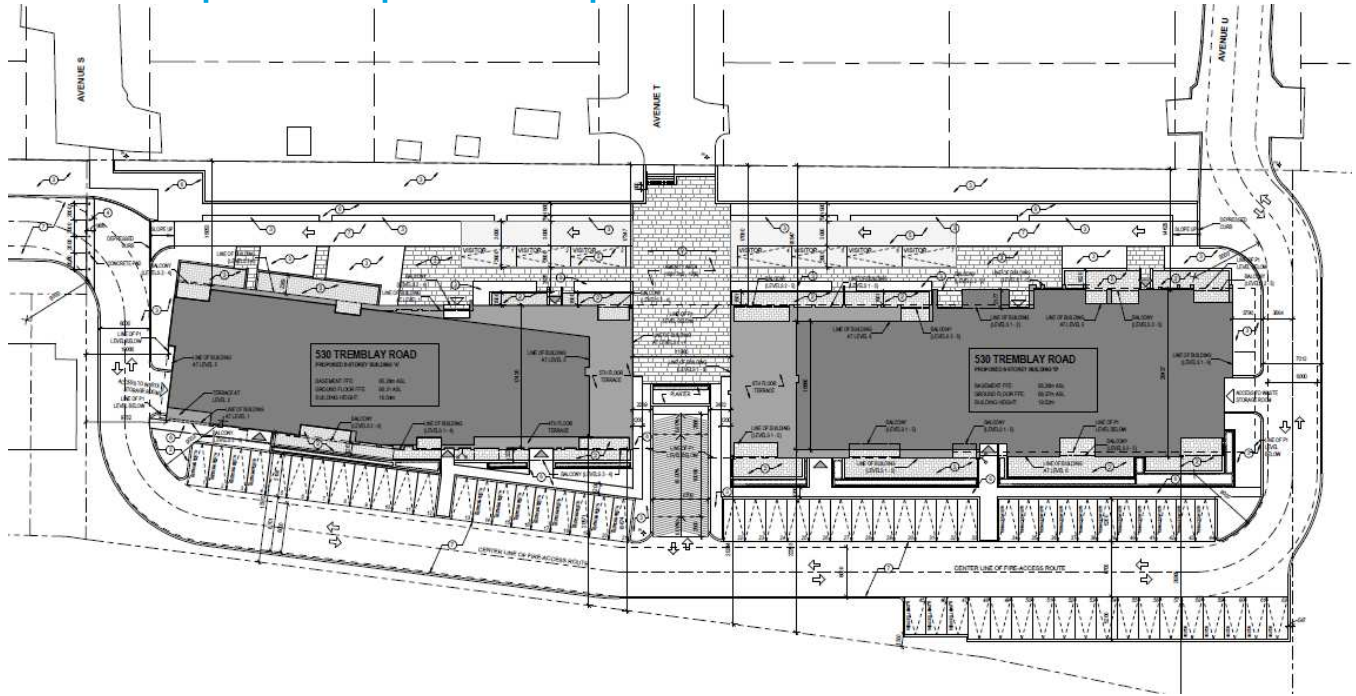


Figure 5: Site Plan of 530 Tremblay Road

CLV Group has submitted a Site Plan Control application to permit the development of a Planned Unit Development consisting of a 5 and 6 storey residential use buildings on the subject property. The buildings will have a total of 124 apartment units, with corresponding amenity space and a combination of underground and surface parking. The building orientation follows the corresponding property line to allow an appropriate setback from the Rail line to the south while still respecting the required setbacks from the existing dwelling units to the north of the building.

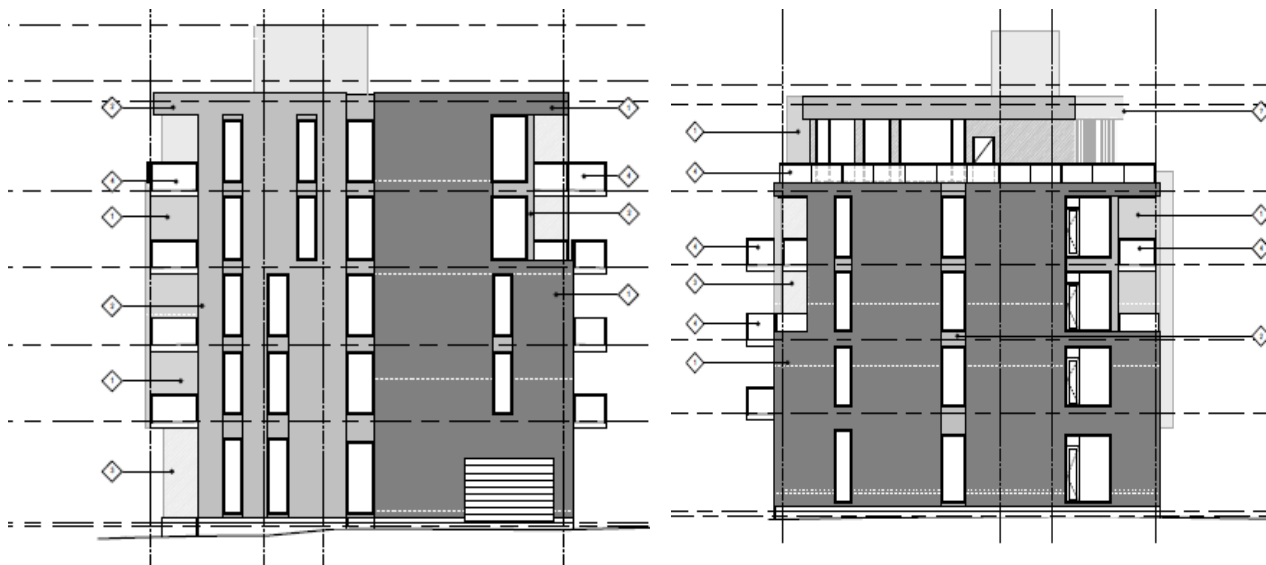


Figure 6: West (Left) and East (Right) Elevations – Building A



Figure 7: North Elevation - Building A



Figure 8: South Elevation - Building A

The development proposal is for two buildings (Building A and B). Building A consists of a 5-storey residential building with 54 units and 35 underground parking spaces. The unit mix will include studios, one (1), two (2) and three (3) bedroom apartments. In addition to private balconies, communal amenity space will be located at-grade and on the rooftop of the 5<sup>th</sup> floor. The building supports an active frontage along the private access with glazing and articulation of the building façade, with ample landscaping. Building B consists of a 6-storey residential building with 70 units and 32 underground parking spaces, and has been designed in a similar manner as Building A. The at-grade amenity space will provide a link between the buildings and can be used by both buildings A and B. In total, the development will yield a total of 136 parking spaces, 67 underground parking spaces and 69 surface parking spaces with 57 spaces reserved for residents and 12 for visitors.



Figure 9: West (Left) and East (Right) Elevations - Building B



Figure 10: North Elevation - Building B



Figure 11: South Elevation - Building B

The articulations in the buildings will allow for the buildings to be both visually interesting, but to also break up the look of the traditional 'bar buildings'. As such, the buildings have also been oriented in a manner that creates visual interest, draws attention to the building entrances and allows for a lot fabric to enable future phases of the project (heading east), as well as, meet the zoning standards on the property.

Access to the proposed development was identified during public consultation as a key area of concern for the adjacent residential community. CLV is working closely with the City, the local Councillor and representatives from Canada Lands, to minimize short and long term traffic impacts from this development on the adjacent community. As a result, while pedestrian and cycling access will be available from all the abutting roads, the proposed buildings will draw vehicular access exclusively from Avenue U, by way of a private road leading to the egress point from the underground parking at the rear of the lot. This is intended to be a temporary access to the development until Tremblay Road is realigned with the construction of the neighbouring Canada Lands Company (Canada Lands) redevelopment (context provided in Figure 12 and 13 below) As part of this, a north-south road has been proposed along the west side of their lands (as contemplated in the TOD plan) and the realigned road will connect the proposed development to St Laurent Boulevard via Tremblay Road. Although the timing of this work is unconfirmed at this time, Canada Lands are actively seeking municipal approvals to subdivide their lands as a precursor to development and construction of the new road network.

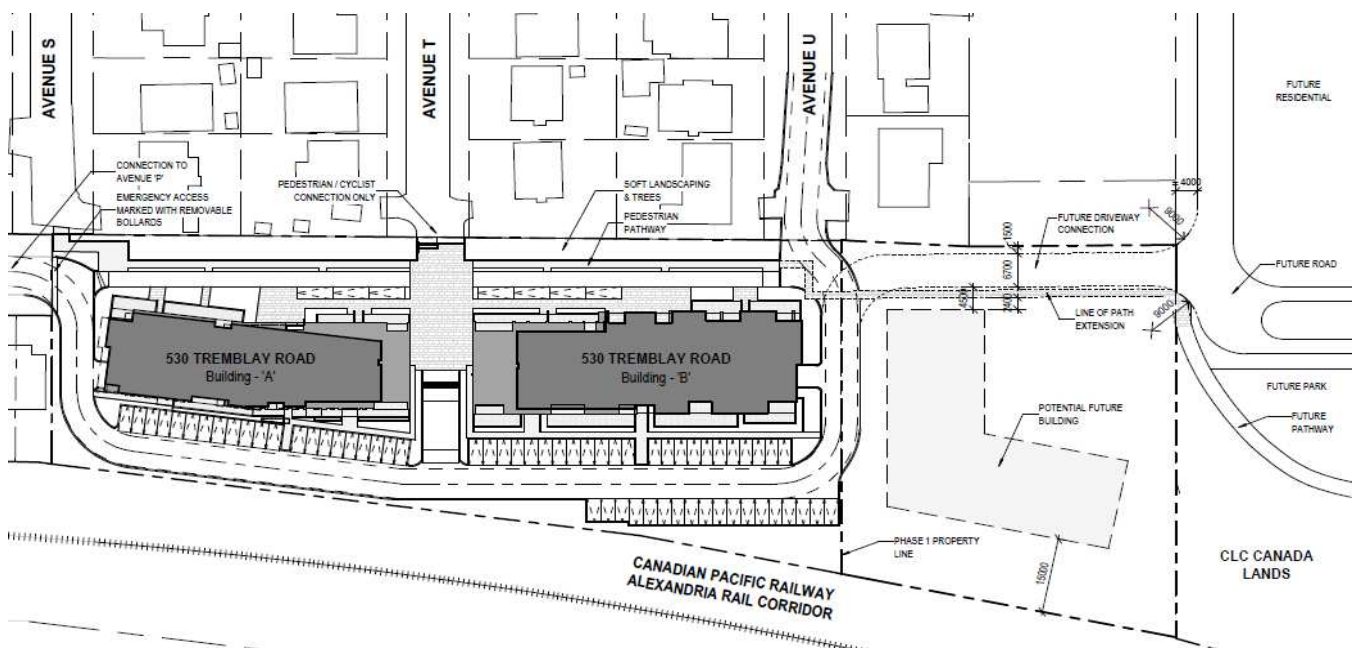


Figure 12: Plan showing future phases and connections to Canada Lands

Additionally, CLV has delayed the timing of the subject application in order to have the opportunity to direct the vast majority of construction traffic over the new road network of the Canada Lands Network. Refinements of the construction access plan will be necessary through consultation with the City once Site Plan approval is obtained.

It is also important to note that access from Avenue P limited solely to emergency vehicle, regulated through the use of collapsible bollards. The intention is that the access from Avenue U is also temporary until Tremblay Road is realigned, at which time Avenue U would become the emergency vehicle alternative with the same use of bollards.



Figure 13: Concept Plan for the Canada Lands Company development

Separate entrances to the building lobbies will be located along the private road, perpendicular to the terminuses of the remainder of the Avenues in the subdivision (no vehicular connections are proposed to Avenues S and T). At the ground level terraces and separate entrances have been incorporated into the design to enhance the at grade experience and to better relate the buildings to the neighbouring properties to the north. The entrance to the residential parking garage and bicycle storage will be accessed from the interior of the site, from a bi-directional private access from Avenue U. The access has been designed in a way to prioritize pedestrian and cycling infrastructure in order to connect to the greater transit and cycling network. Overall, the proposed PUD is consistent with and implements the vision set out in the St Laurent TOD Plan.

# 4.0

## DESIGN BRIEF

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### 4.1 Introduction

The Design Brief has been prepared in conjunction with the Planning Rationale to help illustrate how the development will work within its existing and planned context, improve its surroundings and to demonstrate how the proposal supports the overall goals of the Official Plan and the relevant design guidelines. The following design analysis has a dual function: to assist the owners in substantiating the design justification in support of the proposal, and to assist staff and the public in the review of the proposal.

Section 2.5.1 of the City of Ottawa Official Plan, provides high-level policy direction on Urban Design and Compatibility. Generally, urban design contemplates how buildings, landscapes and adjacent public spaces look and function together. There are various design objectives that must be met that should apply to all new designs, these considerations act as a stimulus for the development proponent to further the City's design objectives.

Built form was identified as a key design consideration by the City of Ottawa and, therefore, the proponent has responded by integrating the following design objective and principles of Section 2.5.1., including:

- / To create distinctive places and to appreciate local identity in patterns of development, landscape and culture;
- / To reflect a thorough and sensitive understanding of place, context and setting;
- / The recognition that every building is part of a greater whole that contributes to the overall coherency of the urban fabric;
- / To encourage a continuity of street frontage by infilling empty spaces between buildings and the building and the street edge;
- / To address the relationship between buildings and between buildings and the street;
- / The integration of the new development to complement and enliven the surroundings;
- / To complement the massing patterns, rhythm, character, and context;
- / To achieve a more compact urban form over time; and
- / To maximize opportunities for sustainable modes of transportation, including walking, cycling and transit;

As noted in the City's Official Plan, there are many ways to achieve the design policies, objectives and principles identified in the Plan. The following provides a design analysis and narrative on how the proposed mid-rise infill buildings have been shaped in response to the local context and existing site conditions.

### 4.2 Building Transition and Massing

The proposed building's massing has been shaped to respect the surrounding context and planned function of the area as a Transit Oriented Development zone. While the proposed building heights are not as significant as are planned for the sites to the east, the five (5) and six (6) storey buildings have been designed as per the zoning requirements. Appropriate setbacks and stepbacks have been incorporated into the design to mitigate impacts to the existing residential neighbourhoods. The buildings include balconies to create articulation along the building face, along with extensive rooftop amenity area to mitigate overlook issues. Additionally, ample landscaping has been provided along the northern edge of the property, with a multi-use natural path buffering the building and the residential properties to the north.

The massing and design of the buildings are sensitive relative to the residential neighbourhood surrounding the building. A transition is provided that serves as a visual barrier between the rail corridor and the neighbouring residences. Privacy concerns have been addressed through adequate landscaping, setbacks and design of the balconies. The balconies are designed inset to the building to soften the appearance to the abutting dwelling units, supported by the screening from additional vegetation which help to mitigate views.

The front façade of the building is comprised of entrances to the building lobbies, along with private entrances and terraces for the ground-floor units. The south side of the façade, along the private road includes an access for the underground parking and surface parking spaces.



Figure 14: Rendering of the Development from the Street

### 4.3 Streetscape and Public Realm

The importance of the public realm has been considered and has been integral in the building design. The paver stone treatment provokes a 'Woonerf' style feel that will prioritize pedestrian and cycling connections along the Avenues, to further connect to the cycling network.



Figure 15: Rendering of the Proposed Streetscape

The landscaping along the building frontage and along the property line will enhance the area by providing buffering and future tree canopy to compliment the architecturally enhanced entrances with generous glazing that augment the pedestrian realm. The addition of the pathway along the north of the property will enhance the public realm and provide a connection to the planned future park (as part of the Canada Lands redevelopment), while providing increased setbacks between the building and the properties to the north. The building's articulation also provides visual interest at both the street-level and from a distance by breaking up sightlines and reducing the visual impact of the building's massing. It also provides wayfinding and distinguishes between the private and public spaces, through the delineation of the paths, parks, and private amenity space by way of landscaping and built form.



Figure 16: Render of the Streetscape and Landscaping



#### 4.4 Materiality

With regards to materiality, the building is primarily composed of:

- brick with dark grey
- light fibre cement paneling
- metal siding
- cedar accents
- glazing on and along the entrances and the balcony guard railings

In addition, the building façades are heavily fenestrated to create a positive relationship between the building and the streetscape.



Figure 17: Front Render of Building 'A' Showing Materiality



Figure 18: Front Rendering of Building 'B' Showing Materiality

The building aesthetic is softened through the inclusion of street trees along the frontage. Small planters are also incorporated along the building edge at the ground floor along with the ground floor terraces. This will further soften the building edges while providing a contrast to the proposed materials. The use of cedar accents on the building, serves as a softening element to the brick and cement, achieving balance within the modern building design. The use of brick in the building has been chosen to be complimentary of the trainyards context to the south and the built form of the existing neighbourhood to the north and west; maximizing compatibility between the alternative built forms.

#### 4.5 Landscaping

Landscape design has been an early and central and influential consideration in the design of the proposed development. As shown on the Landscape Plan, landscaping will be included throughout the property to act as a natural gateway providing screening and visual interest. A tree inventory was prepared, and the significant trees identified will be preserved along the property line. The outdoor residential amenity space will take the form of plaza that will be centralized between the buildings as active and social outdoor space. Additionally, a substantial natural buffer and linear pathway system is planned between the proposed development and the properties to the north, serving to maintain some of the pre-existing character within this portion of the subject lands. The path will provide a connection to the future planned park on the adjacent lands (Canada Lands Company property) in addition to screening the development from the low rise residential to the north.

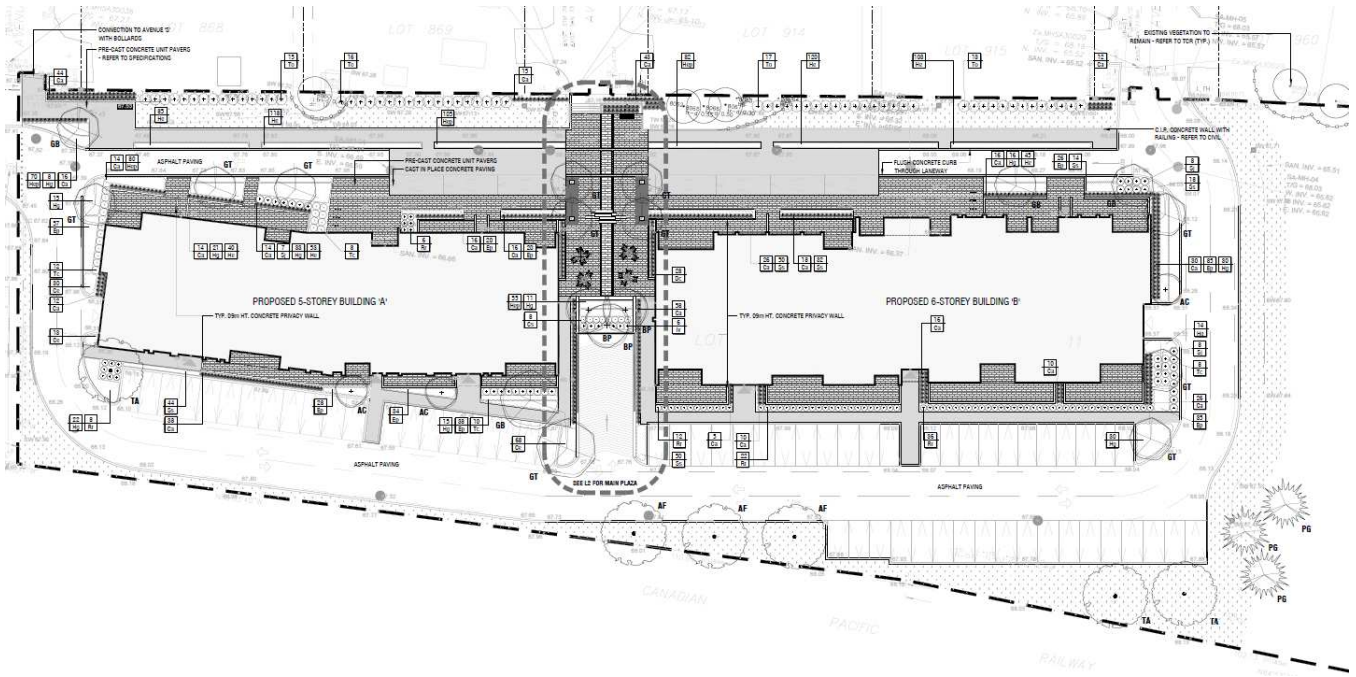


Figure 19: Landscape Plan

# 5.0

## POLICY AND REGULATORY FRAMEWORK

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### 5.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act in April 2014. It provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

The PPS emphasizes the intensification of built-up areas in order to promote the efficient use of land and existing infrastructure and public service facilities to avoid the need for unjustified and uneconomical expansion. To achieve this goal, planning authorities must identify and promote opportunities for intensification and redevelopment [Policy 1.1.3.3]. In addition, the proposed development meets the following Provincial Policy interests:

- / Promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term [1.1.1 (a)];
- / Accommodates an appropriate range and mix of residential, employment, recreational and open space uses to meet long-term need [1.1.1 (b)];
- / Promotes cost-effective development standards to minimize land consumption and servicing costs [1.1.1 (e)];
- / Improves accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society [1.1.1 (f)];
- / Proposes a land use pattern within a settlement area that has densities and a mix of uses which efficiently use land and resources and that is appropriate for, and efficiently uses, the infrastructure and public service facilities which are planned or available [1.1.3.2 (a)]; and,
- / Identifies and promotes an opportunity for intensification and redevelopment [1.1.3.3].

**The proposed development is consistent with the policies of the Provincial Policy Statement. It proposes an efficient, cost-effective pattern of development, capitalizes on an intensification opportunity within the City, and anticipates future needs of the community in which it is located. This site possesses significant development potential in an area where infrastructure and public service facilities are available and have capacity, while providing residential intensity in proximity to transit facilities. Due to its location, the development supports active modes of transportation and will also support the expansion of the Transit system. Given the existing and planned context, the redevelopment will be compatible with and support long-term transit in the area.**

### 5.2 City of Ottawa Official Plan (2003, as amended)

The City of Ottawa Official Plan is composed of eight sections, each addressing a different aspect of the planned function of the City as a whole. Section 2 of the Official Plan provides Strategic Directions for growth and development within the City.

Ottawa’s population is projected to grow by up to 30 percent by 2031. The City plans to meet this growth challenge by managing it in ways that support liveable communities and healthy environments. In other words, the City is striving to create ‘complete’ communities in which residents do not need to drive for everyday activities and where jobs, shopping, recreation and social activities lie within walking or cycling distance.

More specifically, the Official Plan pursues strategic directions in four key areas, three of which are relevant to the proposal:

1. Managing Growth
  - a) The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently, including development on previously underutilized lots;

- b) Growth in the urban area will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.

## 2. Transportation

- a) The City will provide direction and policies to guide the day-to-day transportation program in the Transportation Master Plan;
- b) Directions related to parking strategies have been outlined in the Official Plan to meet intensification requirements and the Transit Priority Network.

## 3. Creating Liveable Communities

- a) The City will provide opportunities to increase the supply of affordable housing throughout the rural and urban areas;
- b) 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 and places to work and shop;
- c) Attention to design will help create attractive communities where buildings, open space, and transportation work well together.

These strategic directions are developed further in the policies of Section 2.2 (Managing Growth) and 2.5 (Building Liveable Communities), as discussed below.

### 5.2.1 Section 2.2.2 – Managing Growth in the Urban Areas

The City anticipates that approximately ninety (90) percent of the growth in population, jobs and housing will be accommodated within the General Urban Area. The City aims to direct growth to locations with significant development potential and ensures that a high-quality built environment is compatible with the existing and planned urban context. Furthermore, this section of the Official Plan ensures that areas subject to intensification promotes environmentally focused developments that encourage a healthy lifestyle through walkability and accessibility.

The policies in Section 2.2.2 deal specifically with the management of growth within the urban area and recognizes that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit and other infrastructure.

The City of Ottawa Official Plan policies supports residential intensification of a property that results in a net increase in residential units, including:

- / Redevelopment of Brownfield sites;
- / The development of underutilized lots within previously developed areas;
- / Infill development; and
- / The conversion of existing industrial buildings for residential uses.

**The Official Plan policies of Section 2.2.2 deal specifically with the management of growth within the urban area and recognizes that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit and other infrastructure. Overall, the proposed development conforms to the policies set out in Section 2.2.2 of the Official Plan as site's location in proximity of a large number of amenities and transit supports this infill opportunity.**

**The proposed use conforms to the intent of the policies set out in Section 2.2.2 of the Official Plan by contributing to a mix of housing types and tenures to a target area for intensification. Furthermore, the proposed use is located on an underutilized lot within a Transit Oriented Development Area and is**

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**intending to develop a compact building form that promotes and enhances the community character, helping transition the built form from the Transit Corridor, contributing to the required densities in the area.**

### **5.2.2 Section 2.5.1 – Building Liveable Communities: Urban Design and Compatibility**

Various design objectives are outlined in Section 2.5.1 to guide development. The following objectives and principles are the most relevant to the proposed development:

- / To enhance the sense of community by creating and maintaining places with their own distinct identity;
- / To define quality public and private spaces through development;
- / To create places that are safe, accessible and are easy to get to, and move through;
- / To ensure that new development respects the character of existing areas; and,
- / 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 surrounding area is defined by a residential character, the development will provide a transition between the industrial and commercial uses south of the property to the residential uses to the north. By developing this underutilized site, the development contributes to the maturation and changing nature of the TOD area as a more compact and diverse community, accommodating for future growth. The proposal conforms to the urban design objectives, respects the existing character of the area, while simultaneously enhancing the community through the guidelines set out in the St Laurent Transit Oriented Design Plan. In addition, it aims to and provide a transition between the subject property and the neighbouring residents while providing a connection to the larger Canada Lands redevelopment site to the east.**

### 5.2.3 Section 3.6.2 – Land Use Designation

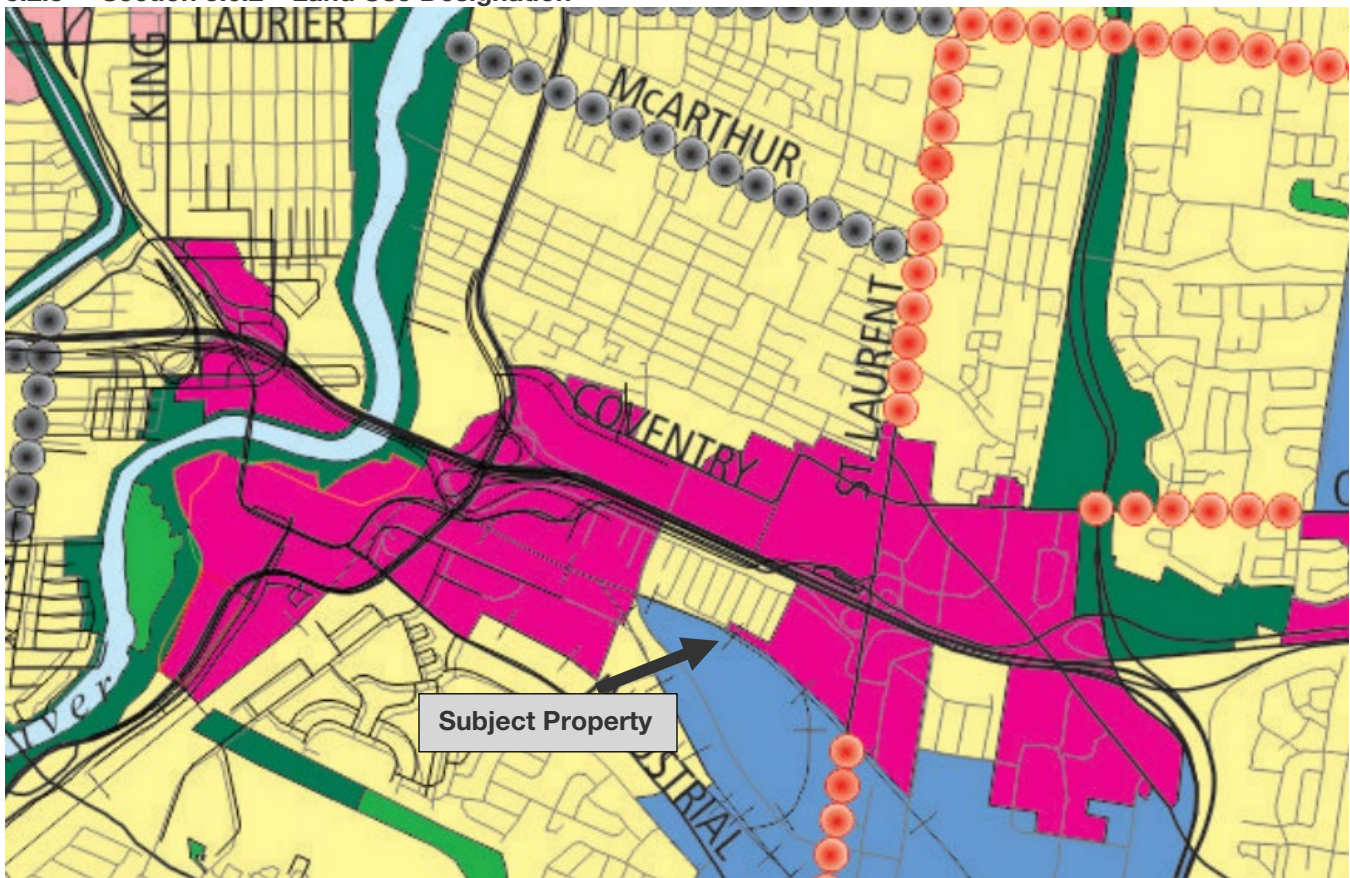


Figure 20: Schedule 'B' of the City of Ottawa Official Plan

The subject property is designated as Mixed Use Centre on Schedule B – Urban Policy Plan. 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. These centres are a critical elements in the City's growth management strategy, being areas with potential to achieve high densities and compact and mixed-use development oriented to rapid transit. More jobs and housing should be considered at these locations to become complete, livable communities.

Per Section 3.6.2 of the Official Plan, the Mixed Use Centre designation applies to lands that have been strategically located along the transportation system and that are accessible by transit, walking, cycling and automobile. Mixed-Use Centres are centered on rapid-transit stations and contain one or more arterial roads with all-day, frequent transit service. They offer substantial opportunities for new development or redevelopment and represent a key element of the Official Plan's strategy to accommodate and direct growth in the city.

**In our opinion, the Site Plan Control application implements and conforms to the policy directions set out in the Mixed-Use Centre designation. The lands are within 400m of the St. Laurent Transit Station and as a result, the property and surrounding lands (Canada Lands) are slated for redevelopment with specific density requirements. The subject property represents a significant opportunity for redevelopment of an under-utilized property and contributes to the achievement of the City's objectives with respect to providing growth in proximity to transit. The residential use will promote the use of transit, and, the**

proposal has been designed in a manner which will further support increased pedestrian and cycling infrastructure in the area.

#### 5.2.4 Section 4.11 – Urban Design and Compatibility

Compatibility of scale and use are to be carefully understood to mitigate the design impacts of residential infill and intensification. Similar to Section 2.5.1 of the Official Plan, Section 4.11 outlines a set of criteria that can be used to objectively measure the compatibility of a development proposal. The development can be evaluated in the following ways:

Compatibility Criteria	Proposed Development
<b>Traffic</b>	A traffic study has been prepared by CGH Transportation in November 2019 and the report concludes that the proposed development will function within the existing road network and that there will be no major traffic impacts anticipated as part of this proposal.
<b>Vehicular Access</b>	<p>The proposal will include direct vehicular access to the subject property. Parking will be accessed from a new private driveway with access from Avenue U extending along the rear of the property, running east-west across the southern edge of the site, leading to surface parking and the entrance to the parking garage, which is located at the rear of the building, screened from view of the abutting residences. A one-way route runs along the northern portion of the site used for parallel visitor parking at the front of the site and to provide pick up/drop off access to the buildings.</p> <p>Access to the building from Avenue U is planned as a temporary measure, once Tremblay Road is realigned as part of the Canada Lands development, public access to Avenue U will be limited to emergency vehicles.</p>
<b>Parking Requirements</b>	Sufficient parking will be incorporated for visitors and residents. The proposal will yield 136 parking spaces, 12 visitor spaces, 57 surface parking spaces and 67 underground parking spaces which does not exceed the maximum rate of 0.75/unit.
<b>Outdoor Amenity Areas</b>	<p>The proposed development is not anticipated to generate any adverse impacts on adjacent outdoor amenity areas. The balconies along the rear of the building are set back from the property line to mitigate any noise impacts, along with the addition of ample landscaping and fencing to act as privacy screens.</p> <p>The outdoor amenity area on the rooftop has been designed to reduce issues of overlook towards the residential communities, while providing privacy from the street to the residents. The connection path amenity has been designed to be utilized by the surrounding residents.</p>
<b>Loading Areas, Service Areas and Outdoor Storage</b>	The residential use will not require a loading or service area. Outdoor storage is not proposed as part of this application. The building's service area is located at the basement level, and, a garbage/recycling area is located on the first floor of each building and will be accessible by the residents.
<b>Lighting</b>	Lighting will be designed and installed to provide a safe and secure environment while meeting the City's requirements and ensuring no adverse impacts on adjacent properties.



<b>Noise and Air Quality</b>	<p>In terms of air quality, the proposed development is not expected to have any adverse effects on adjacent sensitive land uses.</p> <p>As per the Environmental Noise Study, noise will be mitigated with the use of appropriate construction materials, along with the inclusion of a warning clause in the sale or lease agreements.</p>
<b>Sunlight</b>	<p>As discussed in previous sections of this Report, there are no significant sun shadow impacts anticipated as a result of the proposed development as the development incorporates generous setbacks and, the height is within the permitted limits of the existing Zoning By-law.</p>
<b>Microclimate</b>	<p>No significant microclimate impacts are anticipated as a result of the proposed development.</p>
<b>Supporting Neighbourhood Services</b>	<p>The proposed development is in close proximity to a range of existing parks and community amenities and services including schools, parks, a hospital, community centres, and commercial services.</p> <p>The location of the subject property in proximity to transit makes it ideal for infill development, serving to strengthen existing neighbourhood services and even may contribute to new ones. In addition, the redevelopment of the Canada Lands to the east will create opportunities for additional connections to parks and services created as a result of the development.</p>

Policy 4 of Section 4.11 promotes the use of buildings and landscaping to clearly define public spaces, while also contributing to a continuous building frontage to help frame the street edge and support a more pedestrian-friendly environment. The proposed development will infill an underutilized property in the urban area, in proximity to transit.

**The proposed development conforms to the City of Ottawa Official Plan and the policies therein. It meets the goals of the Mixed Use Centre land use designation, adds infill housing that relates to existing community character, contributes to a liveable community, and is designed to be compatible with its surroundings.**

### 5.3 City of Ottawa Official Plan Amendment 150

In 2013, the City of Ottawa reviewed its Official Plan resulting in numerous policy changes. Ottawa Council adopted Official Plan Amendment (OPA) 150 in December 2013, receiving Ministry of Municipal Affairs and Housing approval April 24, 2014. The amendment was subsequently appealed. A number of the appeals have been settled at the time of writing of this report with policy amendments made to the Official Plan and discussed in Section 5.2 of this report. Other appeals are still ongoing with hearings scheduled through 2019. The under-appeal policies that are relevant to the subject property are discussed below as Council direction but are not in full force and effect. As of July 7<sup>th</sup>, 2019, many of the policies of OPA 150 have been settled and integrated into the Official Plan. The following discusses the changes that have not been integrated into the current Official Plan and are still under appeal.

#### 5.3.1 Land Use Designation

The subject lands retain their designation as “Mixed Use Centre” in OPA 150. Section 3.6.2 of the Official Plan has been revised to more clearly state the criteria for Mixed-Use Centres. Policy 1 sets out these 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 section 3.6.2;
- / The area is suitable for a mix of uses and could be linked within the area's greenspace network.

**The above criteria are similar to those within the current Official Plan with some additions. Specifically, the ability to achieve a built form transition between high-rise buildings and the surrounding area has been added, and the employment targets have been further defined. Throughout OPA 150, and within the revisions to Section 3.6.2, a focus on creating more transit-oriented communities is also encouraged. As such, the proposed development continues to meet the criteria for mixed-use centres in OPA 150.**

OPA 150 also revises building height policies for Mixed-Use Centres, stating that unless specified in a Secondary Plan, the minimum building height is four (4) storeys and the maximum building height is 12 storeys.

### 5.3.2 Managing Growth

OPA 150 revises Section 2.2.2 significantly to provide additional direction on intensification throughout the City. Policy 4 states that Target areas for intensification include the Central Area, Mixed-Use Centre, Mainstreets, and Town Centres. The policy notes that these areas are located on the rapid transit and transit priority network.

The previous minimum density target for the St. Laurent Mixed Use Centre remains at 250 people and jobs per gross hectare in 2031 but is now a requirement rather than a target. However, the St. Laurent Secondary Plan specifies a different density requirement for the area.

Policy 12 states that Secondary Plans may specify greater or lesser building heights than those established in Section 3 where those heights are consistent with the strategic directions of Section 2.

**The subject property is located within 400 metres of the St. Laurent Transit Station and the application for Site Plan Control still meets the OPA 150 policy direction. The proposed development will provide additional residential housing, contributing to the creation of a complete community, provide additional amenity to the community and meets density targets due to the Phase 1 area.**

### 5.3.3 Urban Design and Compatibility

While Section 2.5.1 remains relatively unchanged in OPA 150 except to provide more flexibility in how its objective are addressed, Section 4.11 has been modified with revised compatibility criteria.

These new objectives are listed and discussed in the following table:

Compatibility Criteria	Proposed Development
<b>Views</b>	The mid-rise nature of the proposed development will not impact any protected views.
<b>Building Design</b>	The proposed development is providing an enhanced streetscape along an underutilised lot. The architectural articulation and setbacks to the building façade help to create visual interest and an appropriate building transition to the various built forms of the neighbourhood. The facade of the building has been designed to an appropriate height standard, promoting additional

	<p>connections to the transit station. The building height and setbacks conform to the Secondary Plan direction.</p> <p>Architectural treatments such materiality, colours, projections have been carefully chosen to be compatible with its surroundings while contributing to high-quality design.</p>
<b>Massing and Scale</b>	<p>The proposed PUD is consistent with the planned function of the Mixed Use Centre and the goals of the Secondary Plan.</p> <p>The proposed development is designed for appropriate transition from a more commercial and industrial area to a stable low-rise community. The proposal takes account the potential density from the Canada Lands Corporation development to the east.</p>
<b>Outdoor Amenity Areas</b>	<p>The provided terraces and balconies are sensitively located to mitigate issues of overlook and privacy. Amenity areas for residents are being provided in balconies, rooftop patio and an at-grade multi-use pathway.</p>
<b>Design Priority Areas</b>	<p>The site is located within a Design Priority Area. The proposal has been designed to meet high design. Following the Informal Pre-consultation with the Urban Design Review Panel, the panel's comments have been taken into consideration through the submitted building design in terms of materiality and building form. The proposal will be consulting formally with the Urban Design Review Panel after the first submission.</p>

**While Section 2.5.1 remains largely unchanged in OPA 150 except to provide more flexibility in how its objectives are addressed, Section 4.11 has been significantly modified. As such, the above table assesses the proposed development with regards to the relevant policies of the revised Section 4.11.**

#### **5.4 Tremblay, St. Laurent and Cyrville Secondary Plan**

The Tremblay, St Laurent and Cyrville 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 Plans. The Secondary Plan defines maximum building heights and minimum densities for lands within the plan area, resulting in transit-supportive development densities over the long term. The intent of the plans is to implement zoning to meet these proposed densities.

Below are the maximum building heights and densities for the St Laurent TOD. The subject property is slated for a maximum building height of 6 storeys, with a minimum building density of 150 units per hectare.

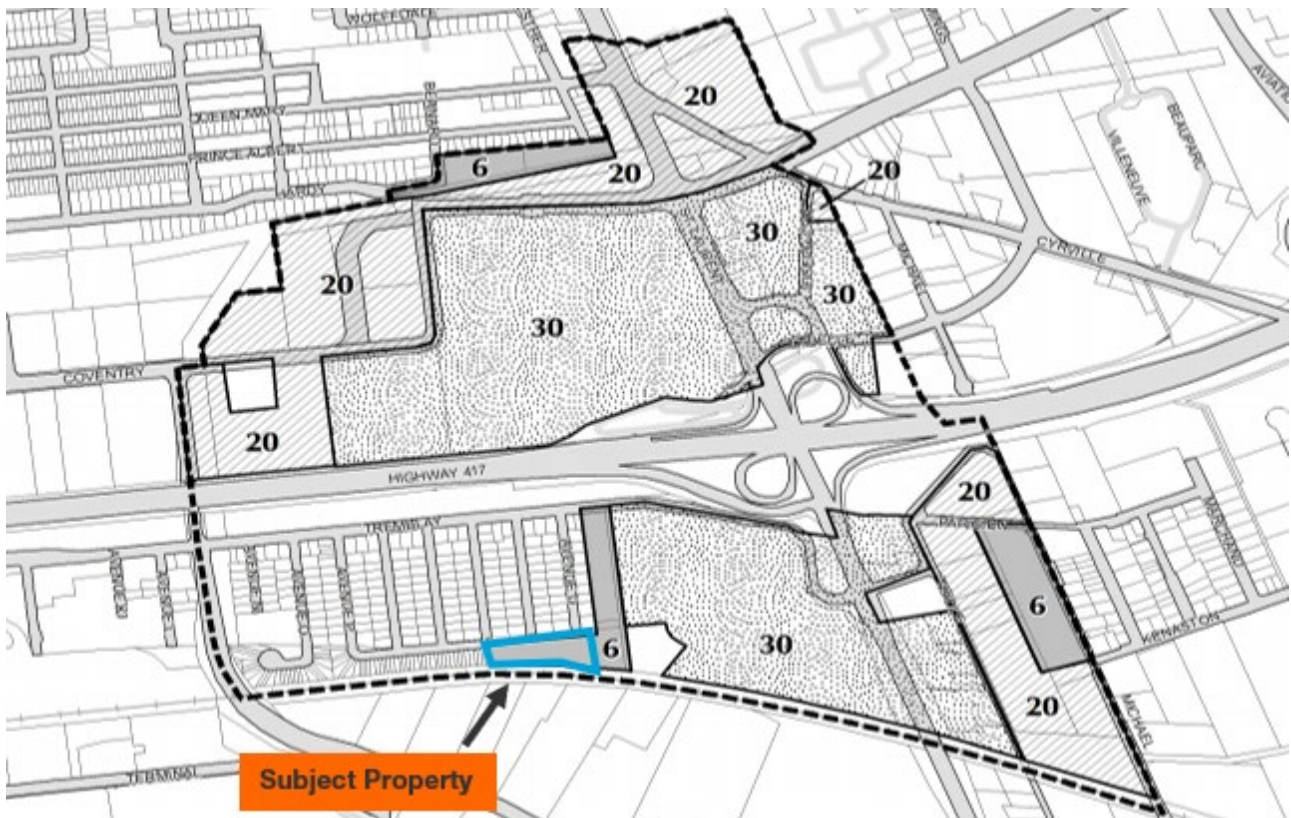


Figure 21: Schedule 'B' of the Tremblay, St Laurent and Cyrville Secondary Plan (Maximum Storeys and Minimum Density)

The proposed development meets the height requirements of the Secondary Plan with a maximum building height of 6 storeys, and, meets the minimum density requirements for the entirety of the site. Currently, the building has been designed to provide larger unit types and sizes than the average multi-unit residential building. Through the reduction of the Phase 1 area, the proposed development now meets the minimum density target of 150 units/hectare, ensuring that the design achieves the goals set out by the TOD Secondary Plan.

## 5.5 St. Laurent Transit Oriented Development (TOD) Plan

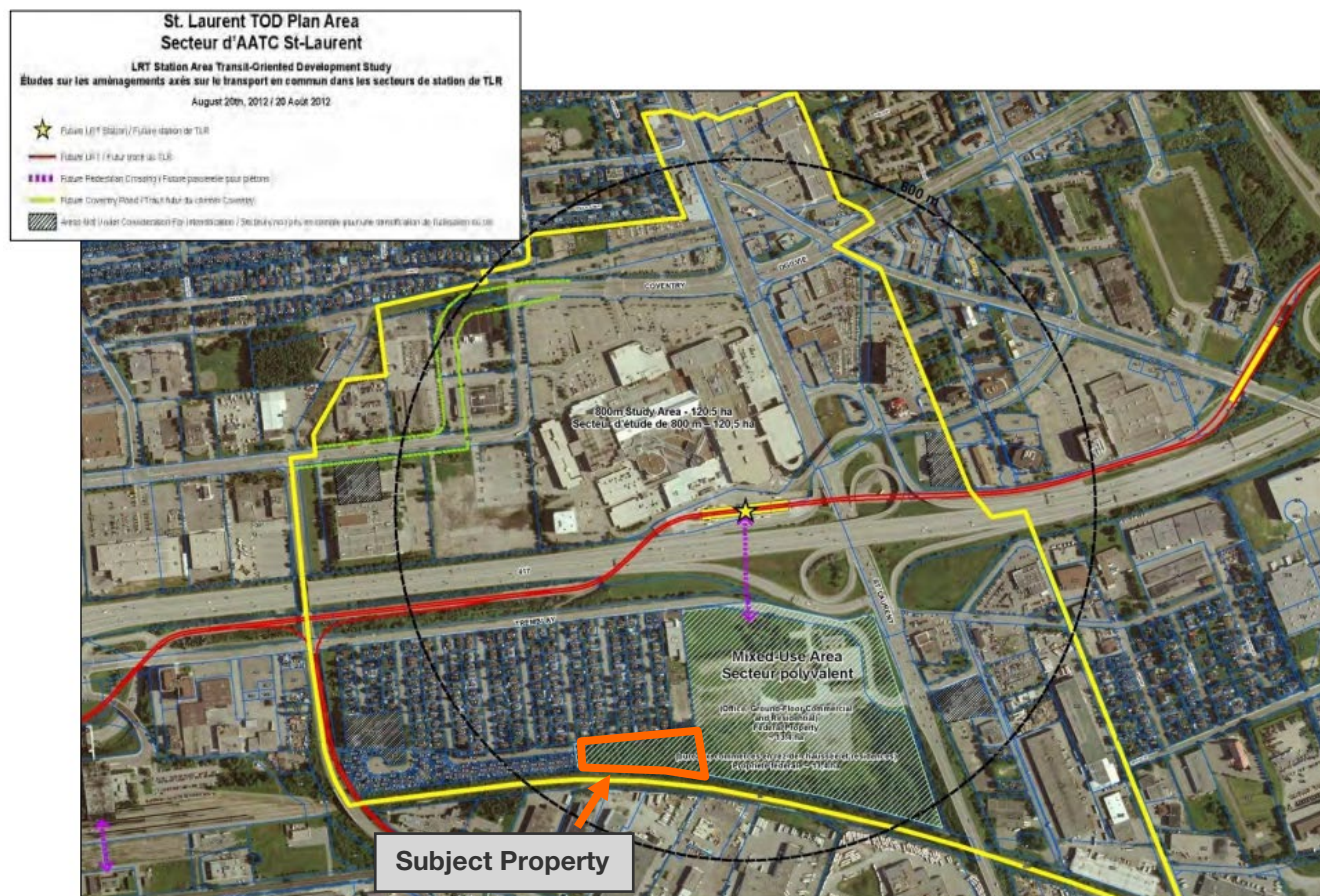


Figure 22: St Laurent TOD Study Area

The Transit-Oriented Development plans set the stage for future transit-supportive or “intensified” land development in priority areas located near future Confederation Line stations. The plans establish a broad growth strategy for achieving transit supportive communities. The TOD plans aim to promote transit usage through effective planning and urban design around the stations. The TOD plans guide future development, in conjunction with the Secondary Plans. TOD plans act as Community Design Plans for the St. Laurent Transit Station.

TOD Plan have the following guiding principles:

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

The subject property is located within the southwest position of the St Laurent TOD study area. The plan notes that the large deferral site (Canada Lands) will be changed dramatically, accommodating taller building heights

and a major increase in density. The plan recognises that the TOD study area will evolve over time into a more compact and mixed-use district.

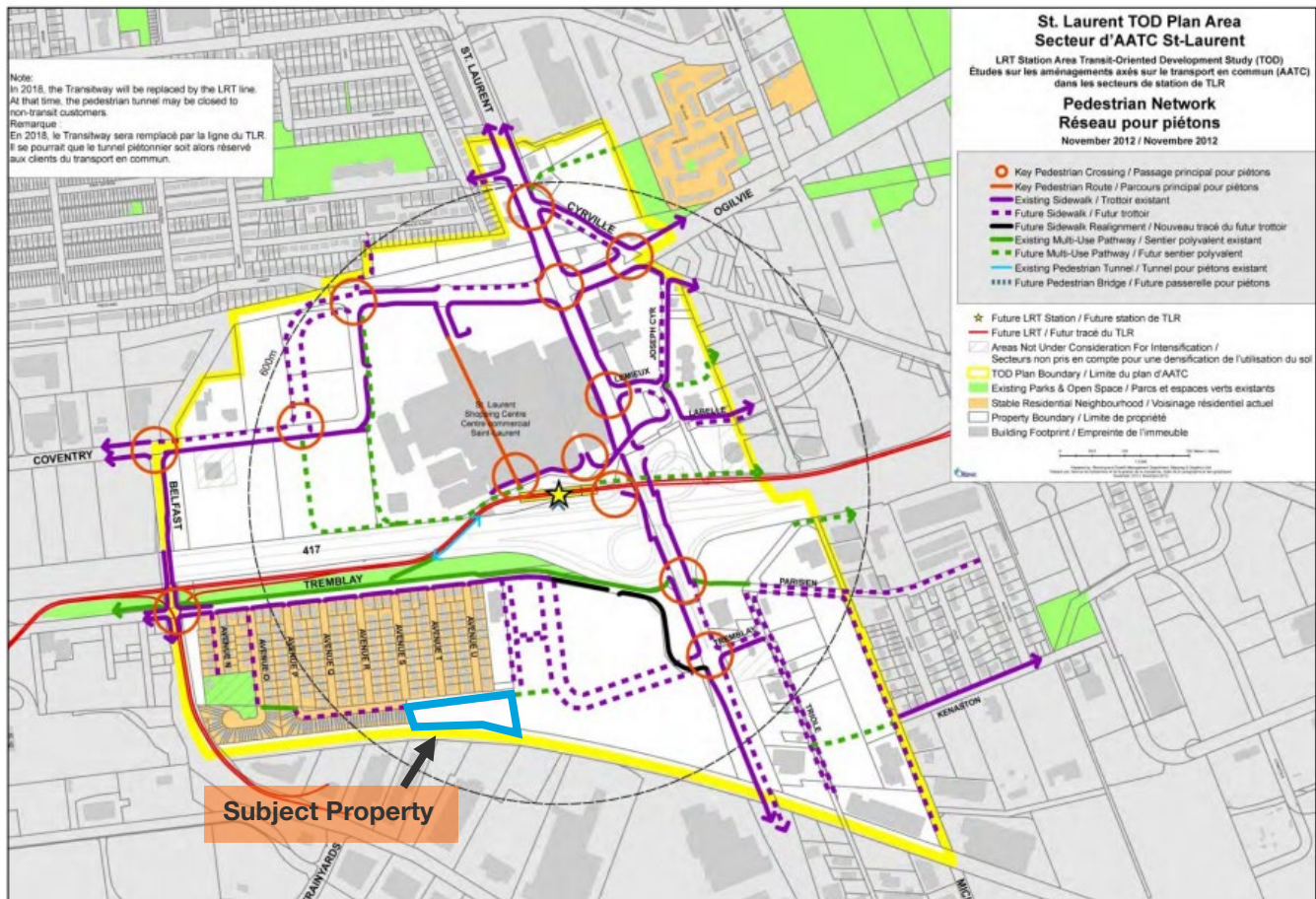


Figure 23: Pedestrian Network of St. Laurent TOD Area

The TOD plan identifies improvements to the pedestrian network for the plan area, with paths leading to the Shopping Centre and the Transit Station. Private and public connections should be development.

The TOD plan further identifies a cycling network for the real to provide greater access to the Transit and cycling network in the city. This would promote means of active transportation in the area by creating safe connections along streets and multi-use pathways.

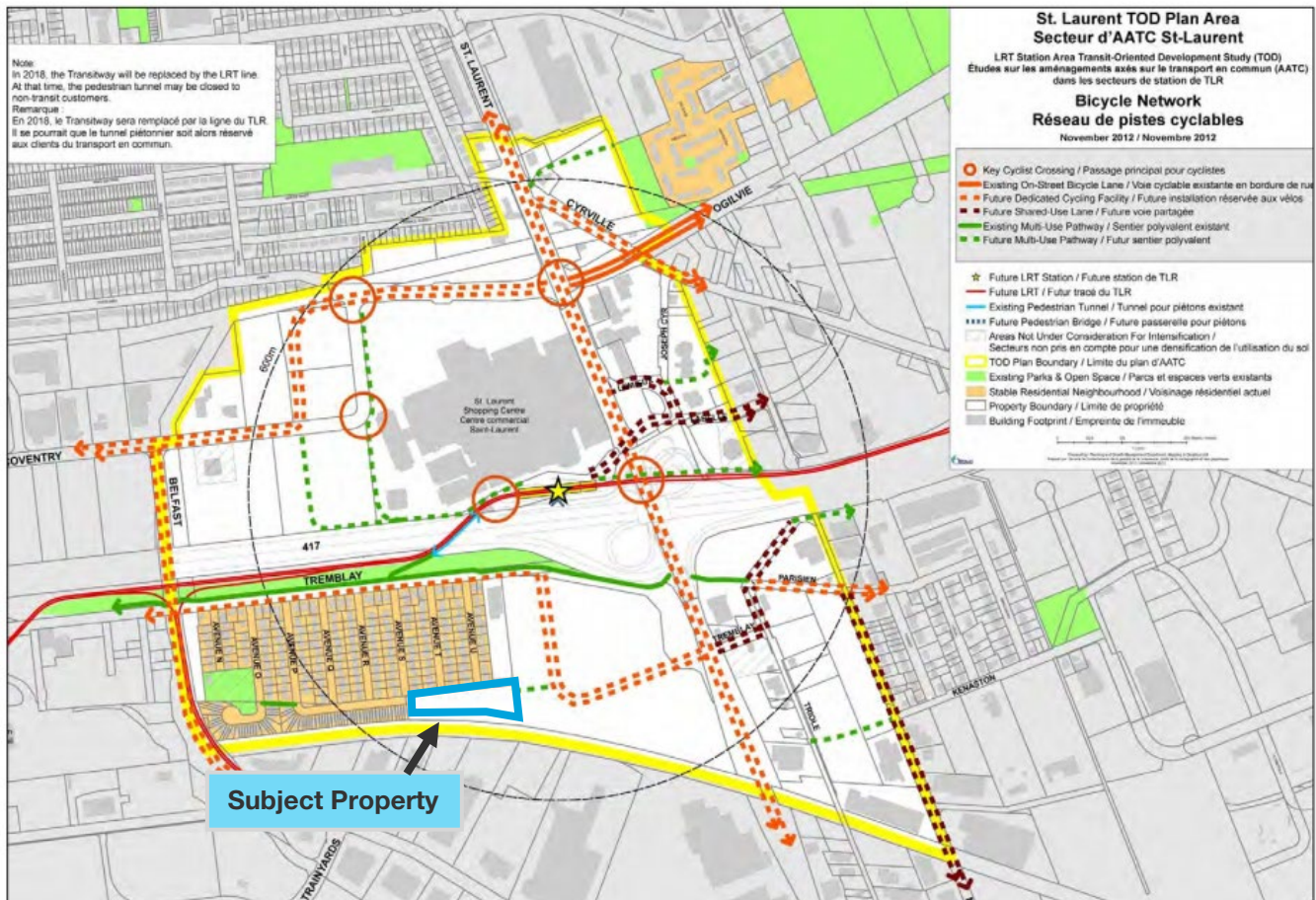


Figure 24: Cycling network in TOD Plan

The development has considered the pedestrian connections proposed within the TOD plan, and while the property has no significant frontage near Tremblay road, landscaping and pedestrian connections have been provided to Avenues P,S,T and U to increase the walkability of the development. The identified future sidewalk along the site has also been included in the design. These connections will also facilitate residents' access to the proposed cycling network.

The St Laurent TOD planning area identifies a Street Network Plan (below) that shows existing and future streets in the study area. More specifically, for the subject property, the plan looks to extend Avenue P to a future connection to Tremblay Road, adjacent to the Canada Lands.

While the proposed development considers the direction of the TOD plan and has included the addition of a private roadway access along Avenue U leading to the development, Avenue P will not be extended through to Tremblay Road, it will be used as emergency vehicle access only. However, the design of the building has created the opportunity for future connections to Tremblay Road if required in the future. Currently, the intention is that the access to Avenue U is a temporary measure until CLV can gain permanent access to the Tremblay Road realignment as part of the Canada Lands redevelopment.

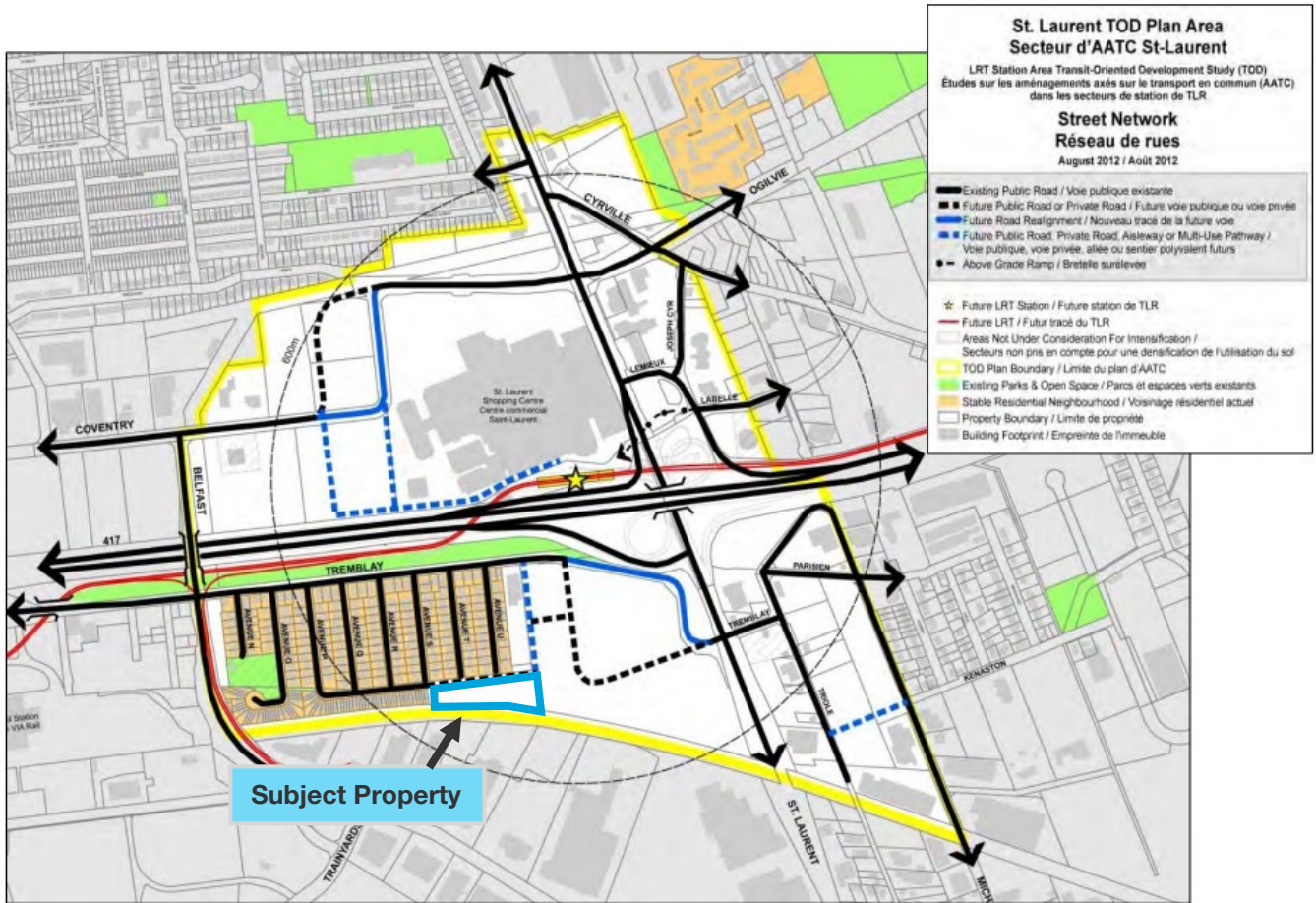


Figure 25: Street Network of Study Area



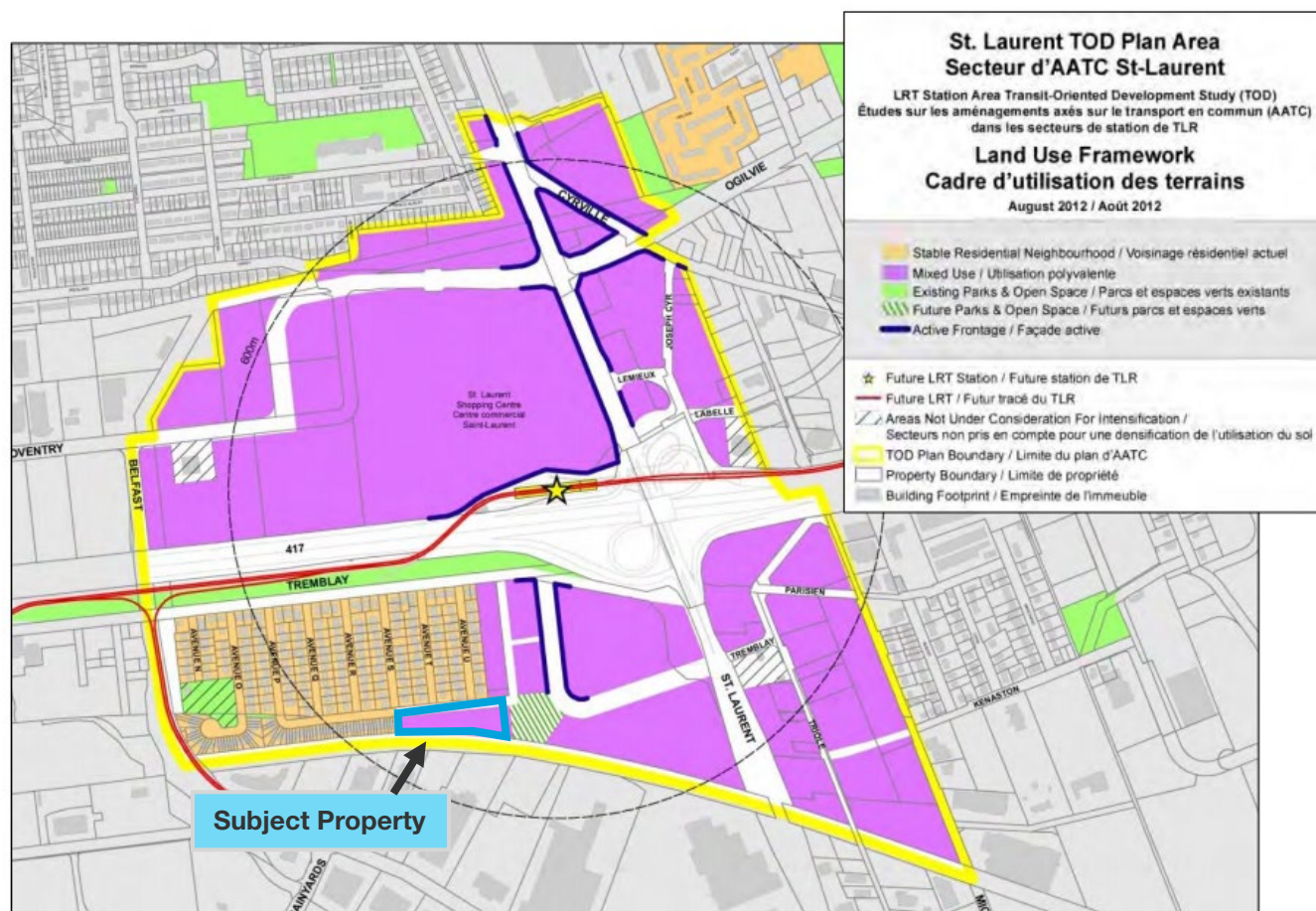


Figure 26: Land Use Framework

The TOD plan further contemplates a Land Use Framework for the area, along with design requirements. It is contemplated that Urban Residential development is envisioned for areas that are adjacent to the existing communities of Eastway Gardens. It is outlined that in the subject property, development proposals may be considered. In schedule outlining the land use framework, the subject property has been identified for a mixed-use development.

**The proposed Planned Unit Development at 530 Tremblay Road meets the intent of the TOD plan, supporting the direction set out in the Land Use Framework.**

## 5.6 Transit-Oriented Development Guidelines

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

The proposed development meets the following applicable design guidelines:

- / Provides a transit-supportive land use within a 600-metre walking distance of a rapid transit station.

- / Creates a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally, thereby reducing the need to travel. Elements include a variety of different housing types, employment, local services and amenities that are consistent with the policy framework of the Official Plan and the City's Zoning By-law. Locates the proposed building along the front of the street to encourage ease of walking between the building and to public transit.
- / Locates a high-density residential use close to the transit station.
- / Creates transition in scale between higher-intensity development around the transit station and adjacent lower-intensity communities.
- / Creates a highly visible building through distinctive design features that can be easily identified and located.
- / The proposed building is located in reference to the front property line in a manner that is intended to define the street edge.
- / Design pedestrian connections that are convenient, comfortable, safe, easily navigable, continuous and barrier-free and that lead directly to transit.
- / Provides architectural variety on the lower storeys of buildings to provide visual interest to pedestrians.
- / Proposes a reduced number of parking spaces to minimize surface parking and encourage transit use.
- / Locates parking to the rear of the building and not between the public right-of-way and the functional front of the building.

**The proposed development is consistent with the Transit-Oriented Development Urban Design Guidelines.**

### 5.7 City of Ottawa Comprehensive Zoning By-law (2008-250)

The subject property is currently zoned "Transit Oriented Development Zone, Subzone 1" (TD1) in the City of Ottawa's Comprehensive Zoning By-law 2008-250. The purpose of the TD zone is to Establish minimum density targets needed to support Light Rail Transit (LRT) and accommodate a wide range of transit-supportive land uses in a compact pedestrian-oriented built form at medium to high densities.

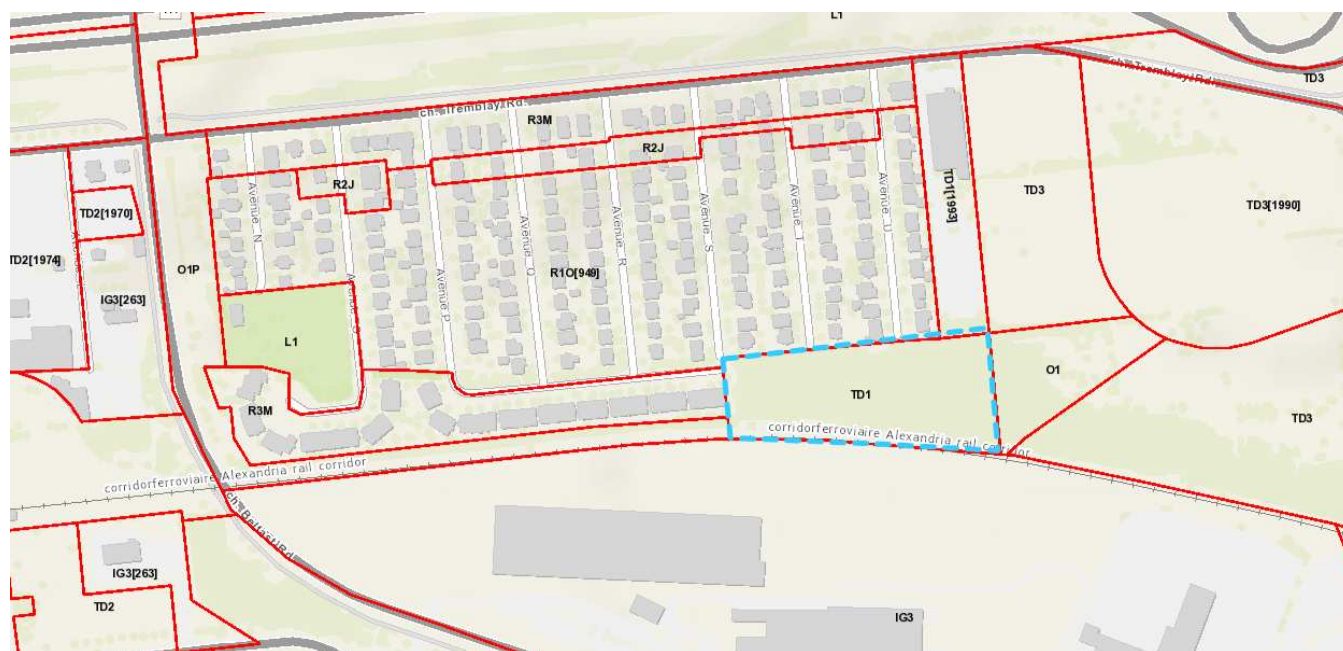


Figure 27: Snapshot of Zoning for subject property (outlined in blue) and surrounding area

The following table outlines the site's compliance with the TD1 zone:

Zoning Mechanism	Requirement	Provided	Compliance
<b>Minimum Front Yard Setbacks</b>	3m	9.75m	Yes
<b>Minimum Interior Side Yard Setback</b>	Abutting a residential zone: 3m Other cases: no minimum Setback above that part of a building more than 6 storeys in height: 12 m	14.62m (abutting residential) 15.9m (abutting the south property)	Yes
<b>Minimum Rear Yard Setback</b>	No minimum Above a part of a building more than 6 storeys in height: 12 m	<12m	Yes
<b>Maximum Building Height</b>	In any area up to and including 15 m from a property line abutting an R1, R2, or R3 zone: 14.5m Remainder of the site: 20 m	Building A: 16.54m Building B: 19.52m	Yes
<b>Minimum Width of Landscaped Area</b>	No minimum		Yes
<b>Minimum Separation Area Between Buildings Within a PUD</b>	Building heights of 14.5 m or less: 1.2 m Building heights higher than 14.5 m: 3 m	11.96m	Yes
<b>Communal Amenity Area</b>	Minimum of 50% of required amenity area must be communal, aggregated into areas of up to 54m <sup>2</sup> : 325m <sup>2</sup> of communal amenity area. Total amenity area required: 650m <sup>2</sup>	1703.69m <sup>2</sup> total communal area provided	Yes
<b>Ground Floor Amenity Area</b>	For lots greater in area than 1250 m <sup>2</sup> , 2% of the total lot area must be provided as outdoor communal space located at grade anywhere on the lot: 254.8m <sup>2</sup>	545.9m <sup>2</sup> total at grade amenity area provided.	Yes
<b>Parking (Minimum Rate)</b>	Area Z: No residential parking required Visitor parking: 0.1 per dwelling unit (no visitor parking spaces required for first 12 dwelling units).	124 Residential Spaces  12 Visitor Spaces	Yes
<b>Parking (Maximum Rate)</b>	0.75/unit (combined visitor and dwelling units): 217 spaces (maximum combined)	136 total spaces provided	Yes
<b>Minimum Density</b>	150/units per hectare	151 units per hectare for 0.82ha of land	Yes

The proposed development meets the requirements set out in the Zoning By-law .

## 6.0 CONCLUSION

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It is our professional opinion that the proposed Site Plan application represents good planning and is in the public interest, due to the following:

- / The development proposal is consistent with the policies of the Provincial Policy Statement. More specifically, the proposed development represents an intensification of under-utilized lot located where services and infrastructure are readily available, in proximity to transit;
- / The proposed development conforms to the Official Plan policies, including the polices for the Mixed Use Centre designation;
- / The proposal complies with the City's urban design and compatibility criteria established in Sections 2.5.1 and 4.11 of the Official Plan;
- / The proposal conforms to the new policy direction set out in the Official Plan Amendment No. 150 with regards to land use, building design and compatibility;
- / The proposal conforms to the vision, guiding principles and policies of the of the Tremblay, St. Laurent and Cyrville Secondary Plan and St. Laurent Transit Oriented Development (TOD) Plan;
- / The proposed development meets the intent and purpose of the City of Ottawa's Transit-Oriented Development Guidelines; and
- / The proposed development meets the intent of the Zoning By-law the provisions for the site.

Sincerely,



Emilie Coyle, M.PL  
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Fotenn Consultants Inc.



Brian Casagrande, MCIP, RPP  
Partner  
Fotenn Consultants Inc.