400 COVENTRY PLANNING AND DESIGN BRIEF

MIXED USE DEVELOPMENT | OTTAWA

JUNE 13TH 2023 | 12 934

GROUPE ORADEV INC. | **FOTENN** | **NEUF**

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INTRODUCTION

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Fotenn Consultants Inc. (“Fotenn”) has been retained by Groupe Oradev to prepare this Planning Rationale and Design Brief in in support of a Site Plan Control application to facilitate the proposed development on lands municipally known as 400 Coventry Road (“subject property”) located in the Overbrook neighbourhood of the City of Ottawa.

The proposed development seeks to develop the lands into three (3) total blocks, consisting of seven (7) total high-rise buildings organized into a northern mixed-us block, a southern residential block, and a park block divided by new east-west road. When completed the development will create a total of 1,768 total residential dwelling units with approximately 1,500 square meters of commercial-retail space at grade along Coventry Road, and a 2,021 square meter new public park with frontage on the new proposed public road.

1.0 SITE CONTEXT AND SURROUNDING AREA

1.1 SUBJECT PROPERTY

The subject property is municipally known as 400 Coventry Road and is in the Overbrook neighbourhood and Rideau-Rockcliffe Ward (Ward 7) of City of Ottawa. The property is a rectangular shaped lot with a site area of 19,915 square meters (1.99 ha) and 110 meters northern frontage on Coventry Road, and 177 meters eastern frontage on Belfast Road. To the south the property abuts Provincial Highway 417 (The Queensway), and to the west, the property abuts a Commercial Plaza. Tremblay O-train Station is located within a 600-meter radius or 700-meters walking distance.

The site is currently occupied by a commercial tenant that takes up a small footprint on a large lot with a bulk of the property being uses as surface parking and aggregate storage located in the southwestern portion of the parking lot. The site has access from Coventry Road— an Arterial

1.2 SURROUNDING CONTEXT

Coventry Road is an important east-west Arterial Road in the City's transportation infrastructure, and its present character is generally a mix of low-rise non-residential uses that include commercial, office and warehouses situated on large lots with deep front and rear yard setbacks with ample on-site parking. Some of the commercial and institutional occupancies here include federal institutional uses, such as the headquarters of the Royal Canadian Mounted Police (RCMP), the Ottawa Stadium and RCGBT Park, as well as St. Laurent Mall.

Coventry Road benefits from its context as an Arterial Road that provides direct access to multiple major transportation arteries which include the Vanier Parkway/ Riverside Drive, Provincial Highway 417, two Rapid Transit Stations including the Tremblay and St. Laurent O-Train Stations, as well as regional Ottawa Train Station which all provide efficient connectivity to the city and the broader region.

The site also benefits from its broader context as it is located within five (5) kilometers of Ottawa's Downtown Core, and other several mature neighbourhoods in the Inner Urban Transect. These include the neighbourhoods of Overbrook-McArthur, Industrial Park, East-Industrial, Elmvale-Canterbury, Riverview, Billings Bridge-Alta Vista which are currently wells serviced by numerous commercial, institutional, and healthcare facilities such as the Ottawa Trainyards Shopping Plaza, the Ottawa Hospital General and Riverside Campuses.

South:
/The Queens Way (Highway 417) which is an important east-west regional highway.
/LRT corridor, Tremblay Road and the Ottawa (VIA) Train Station.
/The Train Yards shopping plaza.

North:
/Commercial / Warehousing plaza with large surface parking.
/Presland Park, and low-rise residential neighbored.

East:
/Federally owned lands with Commercial / Warehousing uses.
/St. Laurent LRT Station
/St. Laurent Mall

West:
/Large-scale commercial retail uses (Best Buy, Starbucks and Canadian Tire)
/Ottawa Stadium (RCGT Park)
/Vanier Parkway

SUBJECT PROPERTY - AERIAL VIEWS

400 COVENTRY ROAD

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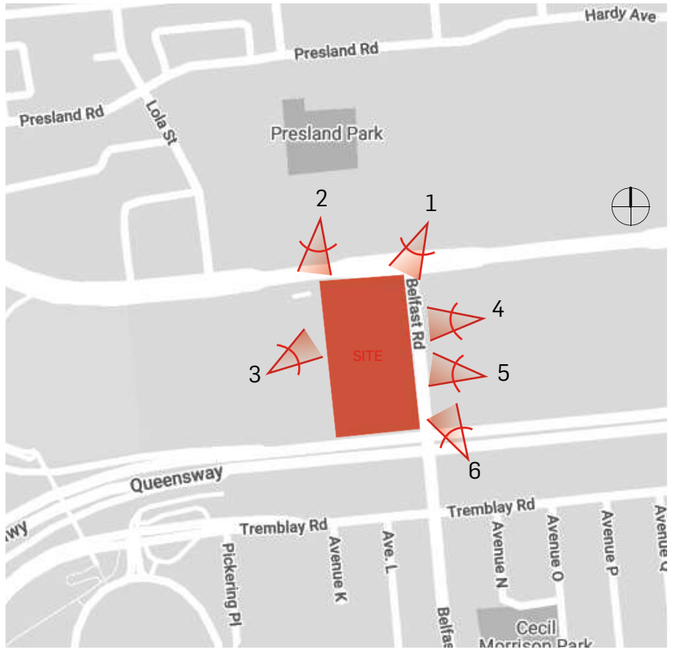
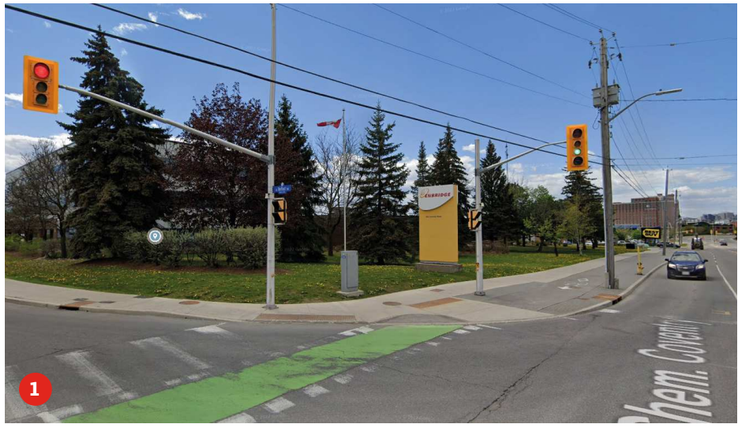
SITE PHOTOS

400 COVENTRY ROAD





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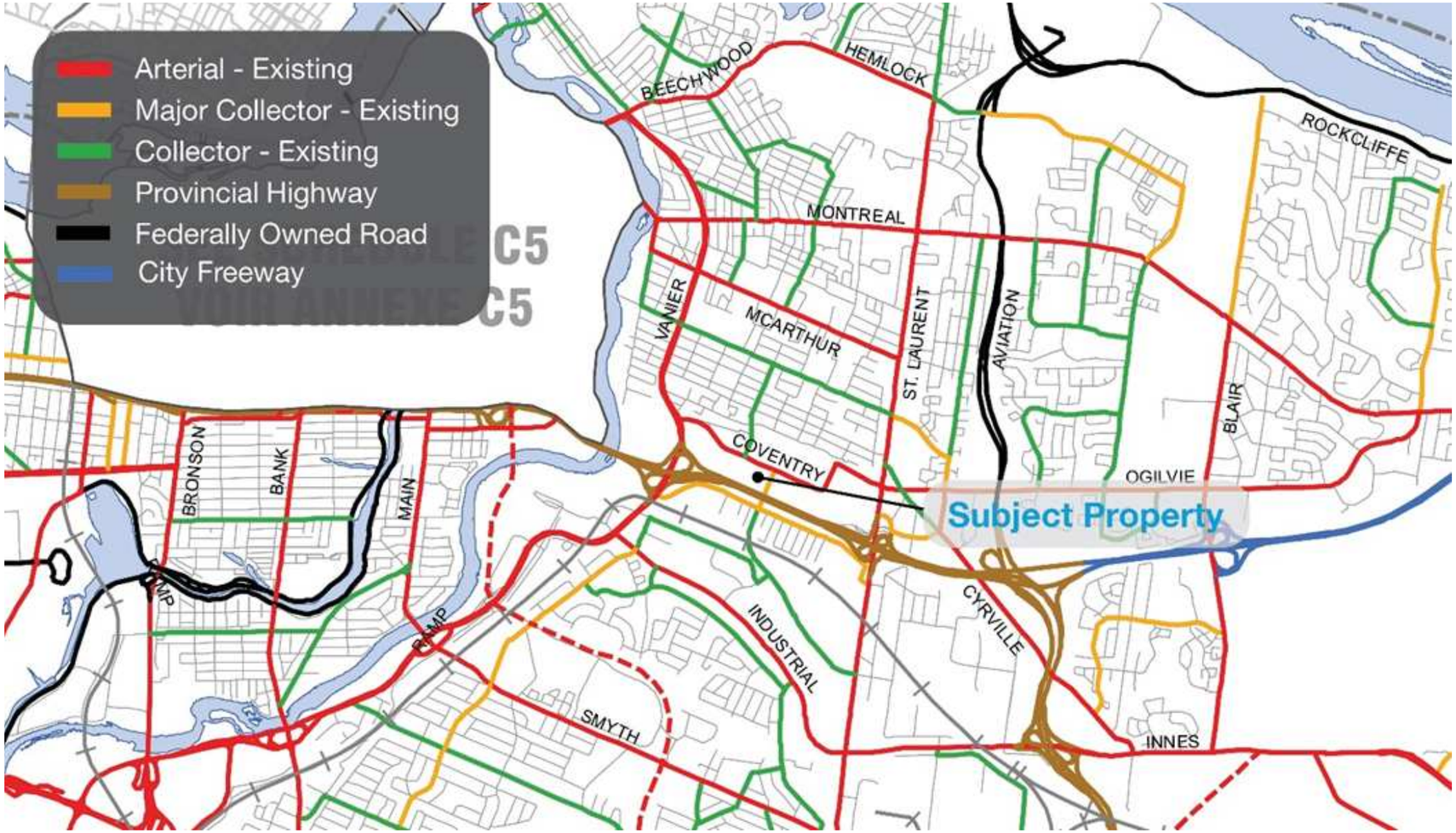
TRANSPORTATION NETWORK



2.0 TRANSPORTATION NETWORK

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

2.1 Urban Road Network

The subject property abuts Coventry Road and Belfast Road along the north and east, as well as Provincial Highway 417 (The Queensway) to the south. Coventry Road is designated as an Arterial Road and Belfast Road is designated as a Major Collector Road north of the Highway, and Collector to the south on Schedule C4 – Urban Road Network Plan of the City of Ottawa Official Plan.

Arterial Roads are major roads of the city that carry large volumes of traffic over long distances. These roads function as major public and infrastructure corridors in the urban communities, and handle multi-modal transport including car, truck, pedestrian, cyclist and transit traffic as well as public utilities. Where appropriate, arterial roads can also include sidewalks, cycling lanes, bus stops and shelters in some cases street furniture, pedestrian scale lighting, trees and other landscaping.

2 - Transportation network

2.1 Urban Road Network continued

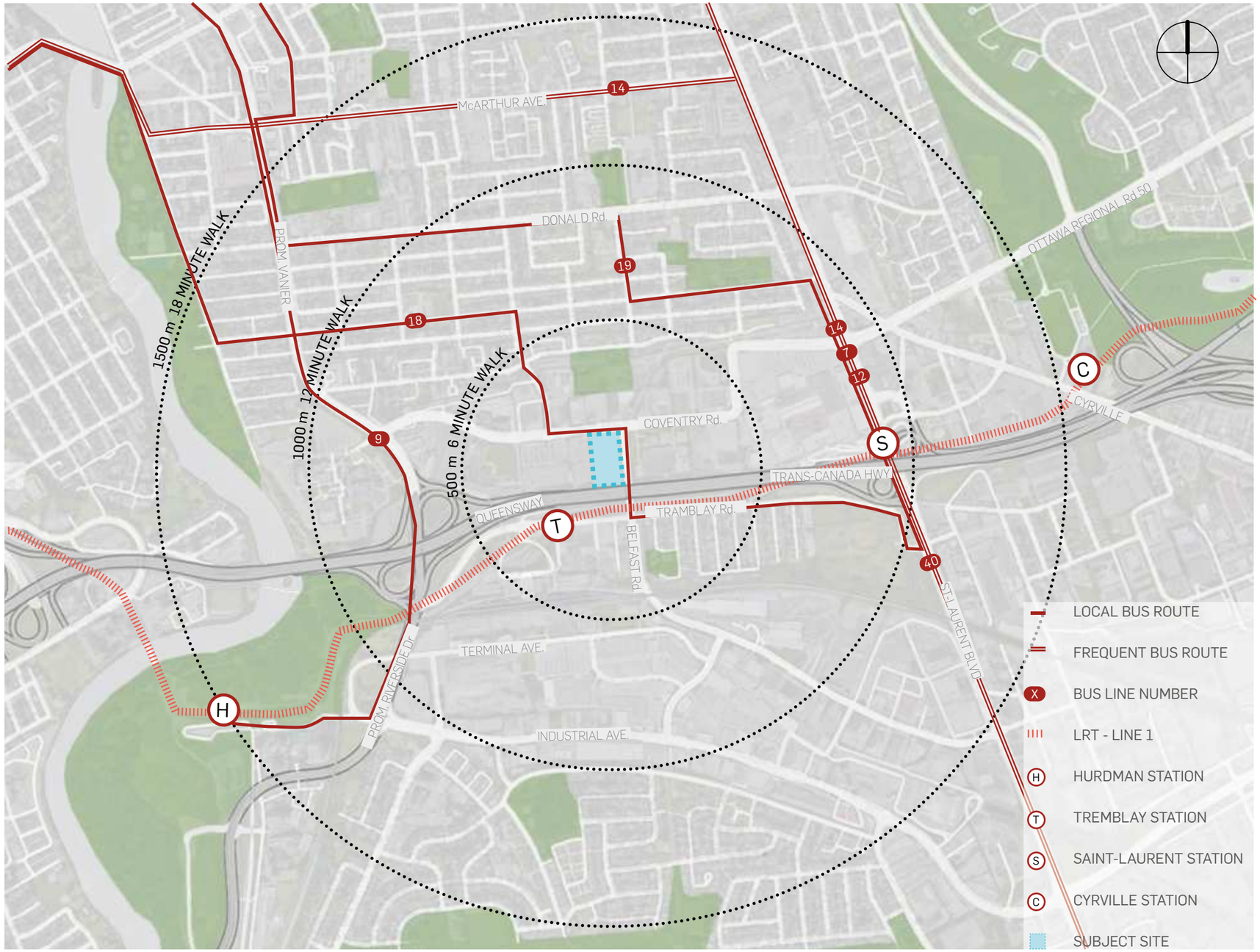
Major Collector Roads connect communities and distribute traffic between the arterial and local road system. These roads tend to be shorter and carry lower volumes of traffic than arterials and provide direct access from adjacent properties where It is safe do so.

Highway 417 is a major provincial Highway that carries high volumes of traffic at high speed through the region across the province, and connects to City Freeway 174 further east before bending south where it continues towards Montreal City. Highway 417 and City Freeway 174 collectively provide high-speed traffic that serves the need for intra-city travel for all scales of vehicles.

The subject property benefits form its location along existing Arterial and Collector roads which provide direct and efficient access to other Arterial and Collector Roads as well as regional Highways. Coventry Road runs generally east-west to provide direct connection to Vanier Parkway/ Riverside Drive to the west, and St. Laurent Boulevard to the east all of which are designated Arterial Roads in the City's Urban Road Network. Both roads serve as major north-south transportation routes that carry large volumes of traffic and infrastructure and provide access to several major neighbourhoods through the City. Both these streets provide direct connections to Highway 417 located within 1.5 kilometers of the site.

Vanier Parkway/ Riverside Road provide direct access into neighbourhoods of Overbrook, Vanier, Rockcliffe Park and the City's downtown core via Highway 417, Montreal Road via Cummings Bridge and Beechwood Avenue via St. Patrick Street Bridge. St. Laurent Boulevard is a major commercial hub in the City is lined with a wide range of small and large scale commercial-retail uses. This includes the St. Laurent Shopping Mall, large format retailers such as full service grocers, department stores, restaurants as well as other services.

Belfast Road forms an important link between the subject property and the neighbourhoods to the south of Highway 417. It begins at Coventry Road and extends generally south over the highway where it becomes a Collector Road. Here it connects to the Tremblay Road, Terminal Road and Industrial Avenue (via Trainyards Drive). Tremblay Road is designated a Major Collector in the City's Urban Road Network and provides direct connections to Tremblay O-Train Station, Ottawa Train Station as well as east-west access between Riverside Drive and St. Laurent Boulevard south of the Highway. Industrial Avenue is an arterial road that provides direct connections to various institutional, commercial uses including the Ottawa Trainyards shopping plaza, and provides east-west access from Riverside Drive to St. Laurent Boulevard where the road changes to Innes Road, which is a major east-west Arterial Road connecting to the eastern neighbourhoods of Blackburn Hamlet and Orleans.



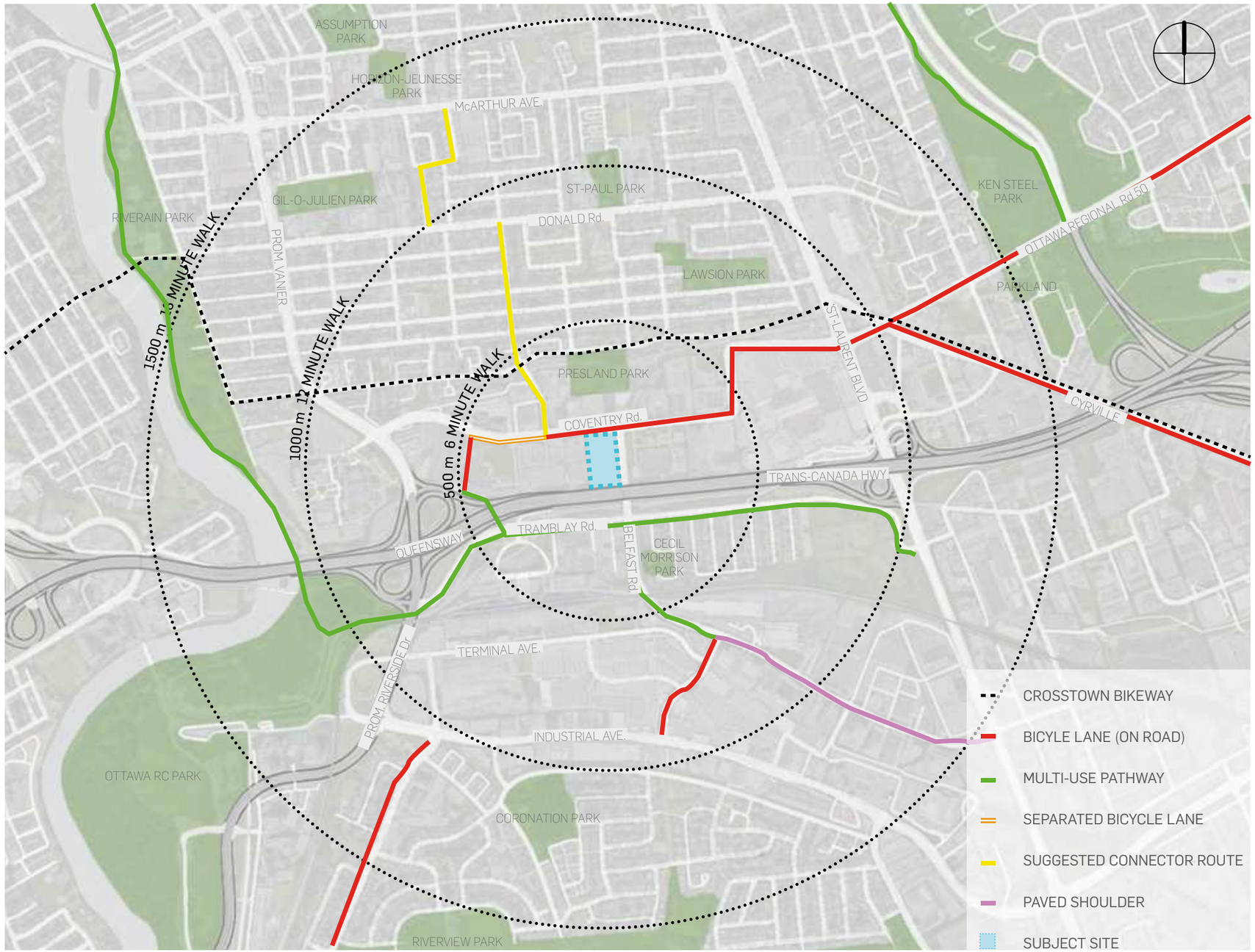
2.2 TRANSIT

Tremblay O-train station is located within 600 meters radius and 800 meters of walking distance from the subject property; however it is separated by Highway 417. Tremblay O-Train station is part of the Confederation Line of the City of Ottawa's Light Rail Transit infrastructure and provides general east-west transit service that connects area residents to the City's Downtown Core and eastern neighbourhoods. Abutting Tremblay O-train station is the Ottawa Via Rail Train Station which is a regional train station for Via Rail services and provides train connections to major Cities such as Montreal, Kingston, and Toronto.

Tremblay Station can be conveniently accessed via sidewalks present along Belfast Road which extends over the highway and connects to Tremblay Road for a total walking distance of 800 meters. Alternative access is from the Max Keeping pedestrian sky bridge located west of the property through the Ottawa Stadium (RCGT Park).

The site is also served by local bus route 18 along Coventry and Belfast Roads which provides direct connection to the City's Downtown Core. Bus stops are located on the north and south side of Coventry Road, and on the east and west sides of Belfast Road.

CYCLING ROUTES AND PARK SPACE



2.3 CYCLING

All arterial and collector roads in the urban area are designated cycling routes that will over-time be upgraded with appropriate cycling facilities. The subject property abuts Coventry Road and Belfast Road, both of which have recently been equipped with city's cycling infrastructure which provides convenient access to the greater cycling network with city- wide linkages.

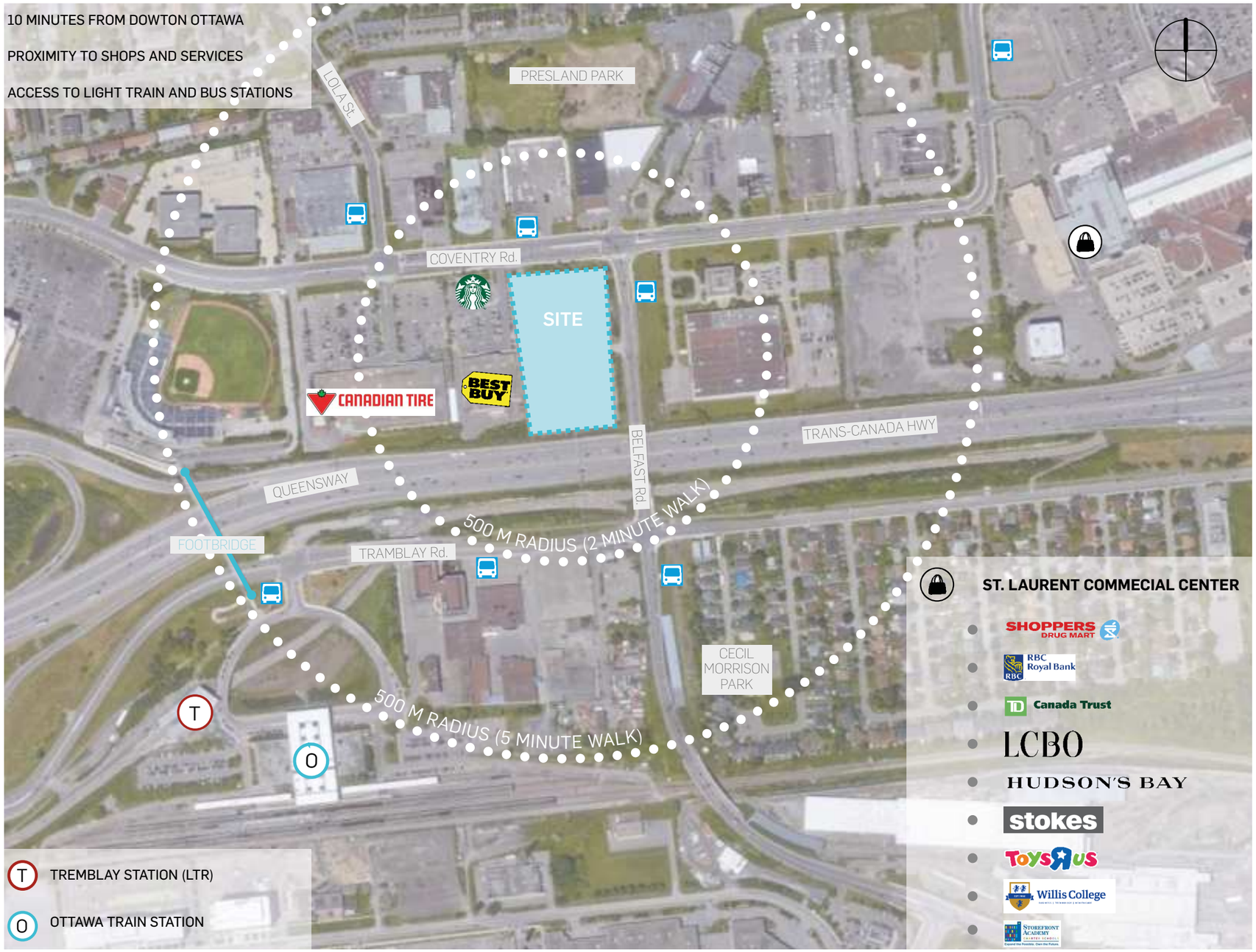
2.4 NEIGHBOURHOOD AMENITIES

The subject property benefits from its surrounding mature neighbourhood context and location along an Arterial Road as it is well serviced with numerous neighbourhood amenities. The subject site is in close proximity to several major commercial-retail, recreational and institutional operations as well as neighbourhood parks and regional level transportation infrastructure that provide connectivity to the broader city. Many of the local amenities are generally destination-oriented and draw members from the broader City.

1. RIDEAU RIVER
2. ROYAL CANADIAN MOUNTED POLICE
3. RCGT PARK
4. CANADIAN TIRE
5. BEST BUY
6. PRESLAND PARK
7. ST. LAURENT SHOPPING CENTRE
8. TRANS-CANADA HWY QUEENSWAY
9. EASTWAY GARDENS
10. SHOPS
11. UNIVERSITY OF OTTAWA, LEES CAMPUS

T TREMBLAY STATION (LTR)

O OTTAWA TRAIN STATION



2.5 COMMERCIAL

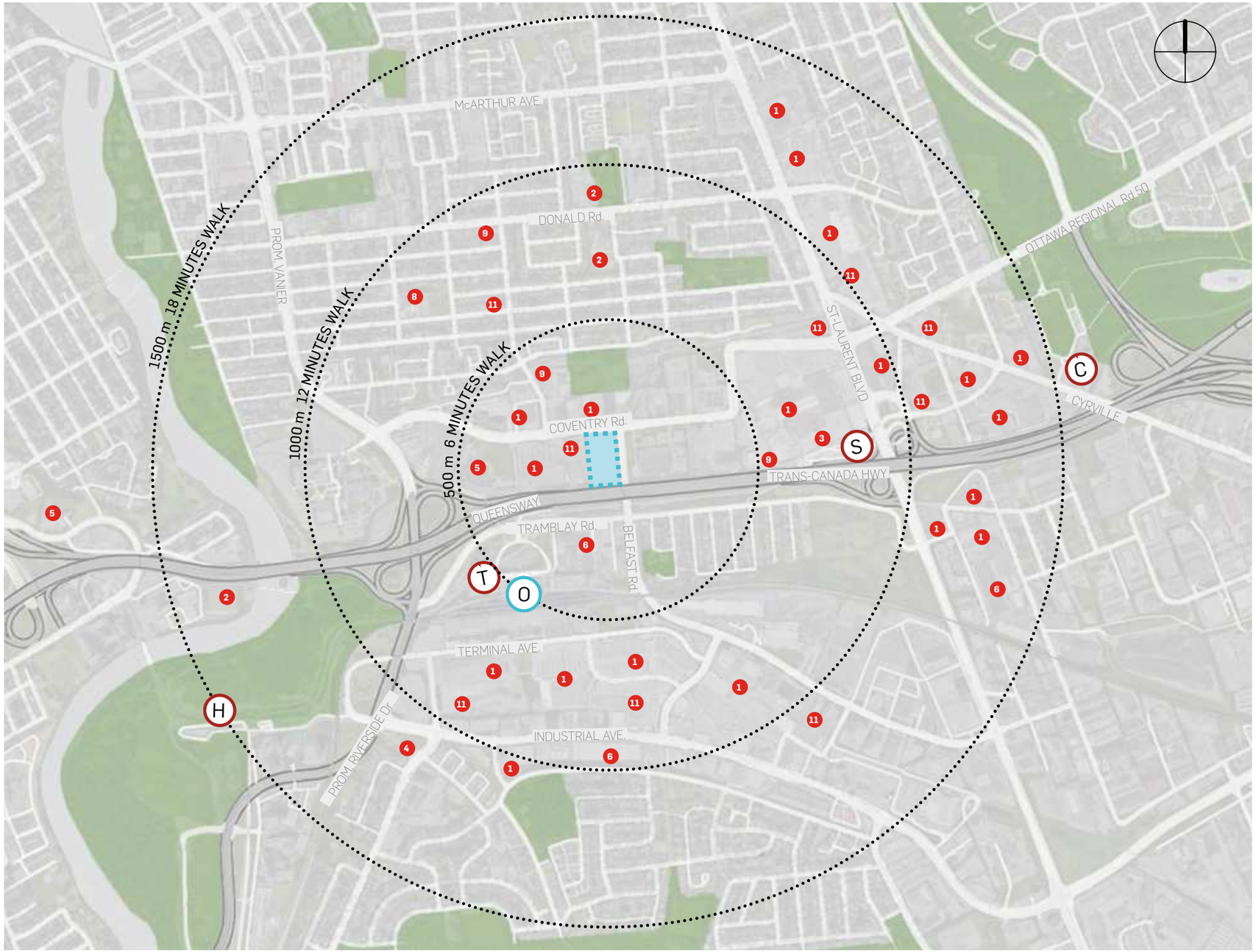
Immediately abutting the property to the west along Coventry Road is Best Buy Electronics, a large format destination electronics retailer, and Starbucks Café, a destination restaurant café chain. Immediately west of this is Canadian Tire departmental store that offers a variety of household and automotive goods and services. Both retailers sit along the southern edge of large lots with ample surface parking, accessed through Coventry Road and are within 450 metres of the subject property.

There is also large-scaled furniture retail and warehouse operations located immediately north of the subject property. St. Laurent Shopping Centre is a large format major shopping destination for the region and is located within 750 meters walking distance from the subject property. The shopping centre carries a variety of retail and service-based operations. Further, St. Laurent Boulevard hosts a variety of small to large sized retailers including independent businesses and major retail chains, restaurants and other businesses.

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

INSTITUTIONAL

400 COVENTRY ROAD



1 COMMERCIAL

2 SCHOOL

3 BANK

4 PUBLIC OPEN SPACE

5 PUBLIC BUILDING

6 INDUSTRIAL

7 LIBRARY

8 COMMUNITY CENTER

9 HOSPITAL/HEALTH CARE

10 PLACE OF WORKSHIP

11 RESTAURANT

(H) HURDMAN STATION (LTR + BUS)

(T) TREMBLAY STATION (LTR)

(S) SAINT-LAURENT STATION (LTR + BUS)

(C) CYRVILLE STATION (LTR + BUS)

(O) OTTAWA TRAIN STATION

SUBJECT SITE

2.6 INSTITUTIONAL

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

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

2.7 SCHOOLS

The area is well serviced by a range of schools located within the Overbrook neighbourhood. These include private, Catholic and French-language schools. A non exhaustive list of schools in the surrounding area includes:

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

2.8 PARKS

There subject property is serviced by numerous parks within he broader community, including the Ottawa Stadium also known as the Raymond Chabot Grant Thorton Park (RCGT Park) located within 750 metres of the site. The Ottawa Stadium is a large baseball field located just outside the City's downtown, and hosts a range of baseball leagues. Though it is not generally accessible to the public, it hosts a range of minor league events and sports practices for the broader community.

Further, the nearest community park is Presland Park which is located approximately 160 metres north of the subject property. The park is located behind a row of townhomes that have frontage on Presland Road. Additional community parks include Overbrook Park which is located approximately 1 kilometre northwest of the property along Queen Mary Street; and Lawson Park located approximately 1.2 kilometres north-east of the subject property off of Lawson Avenue.

3

POLICY AND REGULATORY REVIEW

OFFICIAL PLAN POLICY

SCHEDULE B2 - INNER URBAN TRANSECT

3.1 OFFICIAL PLAN

The subject property is designated a **Hub with an Evolving Overlay located within the Inner Urban Transect** as per Schedule B2—Inner Urban Transect, of the City of Ottawa Official Plan (2022).

The Inner Urban Transect includes pre-World War II neighbourhoods that are immediately surrounding the Downtown Core, and the earliest post-World War II areas directly adjacent to them. The older neighbourhoods generally reflect the urban built form, while the post-war neighbourhoods reflect suburban characteristics. The planned context for the Inner Urban Transect is to support the development of large parcels and superblocks into fully urban districts and integrated neighbourhood centres (S. 5.2.1.2) of mixed-use environments (S. 5.2.1.4) of mid- to high-density developments subject to the sites proximity to rapid transit, and ability to achieve appropriate built form and massing transitions (S. 5.2.1.3). The Inner Urban Transect is envisioned to evolve and become 15-minute neighbourhoods (S. 5.2.1.4) that prioritize pedestrians, cyclists and transit by limiting automobile oriented uses (S. 5.2.2.1 and S. 5.2.2.2), and limiting motor vehicle parking to large-scale developments with no surface parking permitted within 300 meters radius from a transit station (S. 5.2.2.3).

Hubs are generally located within 600 meters radius from an existing or planned rapid transit station (S.6.1.1.1) and intended to develop to create densities and a mix of uses that make transit viable. They are strategically planned to create 15-minute neighbourhoods that integrate a mix of uses that establish origins and destinations in easy access from transit that reduce the need for a private vehicle (S.6.1.1.2).

Hubs within the Inner Urban Transect are planned to accommodate high-rise building heights on sites that are sufficient size to allow for the transition in built form mass, with tallest heights closest to rapid transit station and lower heights towards the edge of the Hub (S. 5.2.3.1).

Development within the Hub shall direct highest density close to the transit station, and encourage large employment, commercial or institutional uses to be closed close to the transit station (S. 6.1.1.3a). Hubs shall establish safe, direct and easy-to-follow public routes for pedestrians and cyclists between transit stations and all locations within the Hubs; and create high-quality, comfortable public realm throughout the Hub that prioritizes the needs of pedestrians, cyclists and transit users (S. 6.1.1.3d and e). Hubs shall establish buildings that define the edge and enhance the public realm through building placement, entrances, fenestration, signage and building façade design, and place principal entrances to prioritize convenient pedestrian access to transit stations and public realm, and address vehicular access (parking and loading) in ways that it enhances the public realm (S. 6.1.1.3f).

The **Evolving Overlay** signals a transition in the character of the area around the Hub to occur gradually and form-based regulation will provide for built form and site development characteristics (S. 6.3.2.2).

3.2 PROJECTED MAJOR TRANSIT STATION AREAS (PMTSAs)

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

The proposed development conforms to the Official Plan policies for developments within a Hub with an Evolving Overlay located within the Inner Urban Transect. The development proposes high-rise mixed-use development with heights and densities that relate to the site's context within a Hub, its proximity to transit, and its context having frontage at a prominent intersection of an Arterial and a Mainstreet Corridor Road, abutting a Provincial Highway. The development proposes heights and densities that support the use of transit and is designed to locate tallest heights of 30 storeys closest to the transit station—within 600 meters radius. It proposes a new east-west public road and offers a well-designed public realm along all outdoor spaces that emphasizes pedestrian connectivity to make walking and cycling throughout the site comfortable and safe. It proposes building designs that includes three (3) storey bases that define the public realm and establish a human-scale along the edge. Building design considers façade treatment and fenestration ratios that contribute to the animation of all public spaces along all building sides. Minimal front yard setbacks are proposed to provide direct pedestrian access from residential lobbies and prioritize active transportation with easy connections to public sidewalks.

The proposed development provides a site configuration and building design which is suitable for the subject site and achieves the policy objectives of the new Official Plan related to transition, urban design, and the pedestrian realm. The site is located in an area that is currently characterized by non-residential uses, and is of sufficient sized lot to achieve proposed building heights without the need to transition onto neighbouring properties. Building heights of 30-and 27 storeys are appropriately located on the southern block, and part of the site that is closest to rapid transit, while shorter heights of 23-and 25-storeys are located further along Coventry Road, allowing for an appropriate height transition towards the edge of the Hub. The southern edge of the northern block also includes a 20 storey building due to its transitional location between the proposed 40 and 20 storey buildings. Shorter heights of 18-and 20 storeys are proposed in the centre around the park to limit impacts of shadowing and microclimate. The proposed development exceeds the minimum density requirements as set out within the PMTSA by approximately two fold, and provides a mix of unit types with approximately 25% planned as large household dwellings.

3.3 INNER EAST LINES 1 AND 3 STATIONS SECONDARY PLAN

The Secondary Plan divides the subject property into two areas with maximum limits on heights and densities on each portions. The plan refers to the Lees, Hurdman, Tremblay, St. Laurent, Cyrville and Blair Transit Oriented Development (TOD) Plans for further direction on development within the Tremblay TOD area:

/ South: Area B: height 30 storeys, Min. density 350 units per net hectare (residential), 1.5 FSI (non-residential)

/ North: Area A: height 20 storeys, Min. density 250 units per net hectare (residential), 1.0 FSI (non-residential)

An Official Plan Amendment application was submitted in October, 2022 to amend the Secondary Plan to permit greater building heights.

Inner East Lines 1 and 3 Stations /
Stations des Lignes 1 et 3 du secteur intérieur est

SECONDARY PLAN - Volume 2
Schedule A - Maximum Building Heights and Minimum Densities

PLAN SECONDAIRE - Volume 2
Annexe A - Hauteurs maximales des immeubles et densité minimale

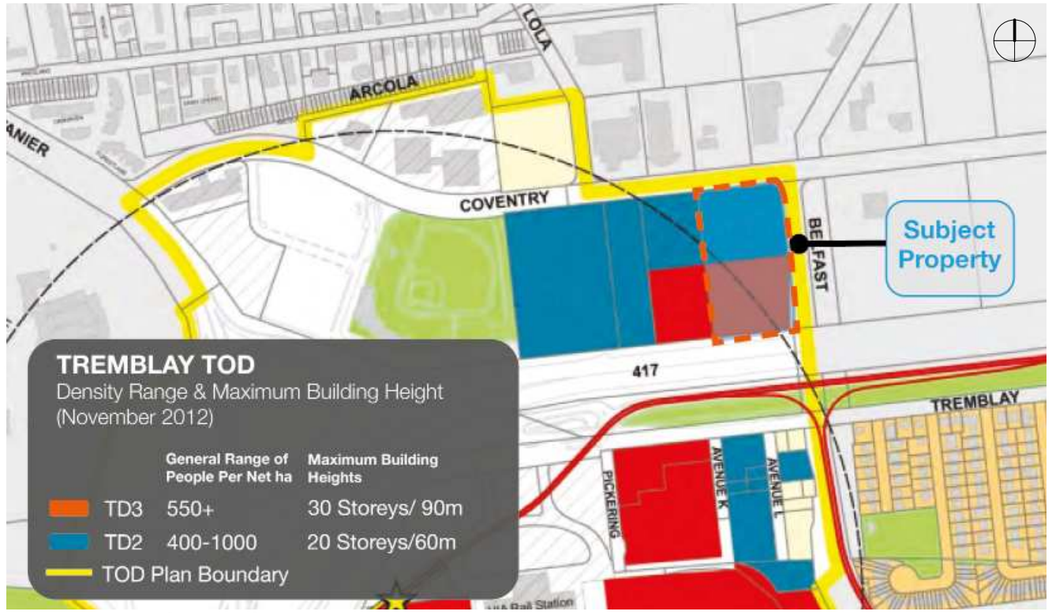
- Secondary Plan Boundary / Limite du plan secondaire
- District Requiring a Future Public Park / Quartier à doter d'un parc public
- Light Rail Transit (LRT) / Transport en commun par train léger (TCTL)
- O-Train Lines / Lignes de l'O-Train

MAXIMUM NUMBER OF STOREYS AND MINIMUM DENSITY
NOMBRE D'ÉTAGES MAXIMAL ET DENSITÉ MINIMALE

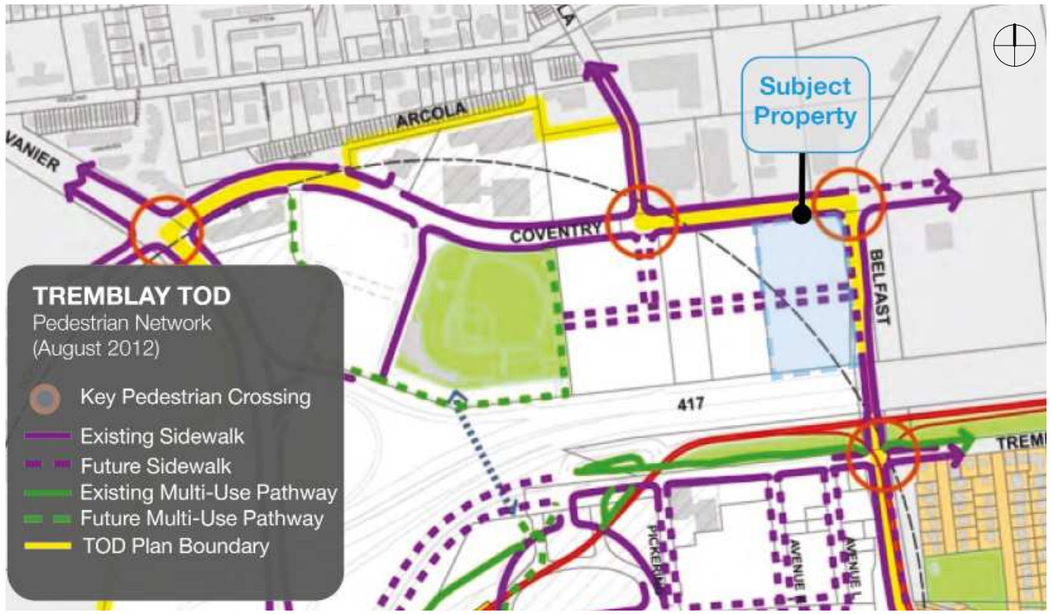
- 30 — Area A: Maximum height 30 storeys and Minimum density 350 units per net hectare (residential) and/or 1.5 floor space index (non-residential)
  Secteur A : hauteur maximale 30 étages et densité minimale 350 unités par hectare net (résidentiel) et/ou rapport plancher-sol de1,5 (non résidentiel)
- 20 — Area B: Maximum height 20 storeys and Minimum density 250 units per net hectare (residential) and/or 1.0 floor space index (non-residential)
  Secteur B : hauteur maximale 20 étages et densité minimale 250 unités par hectare net (résidentiel) et/ou rapport plancher-sol de1,0 (non résidentiel)
- 16 — Area C: Maximum height 16 storeys and Minimum density 150 units per net hectare (residential) and/or 0.5 floor space index (non-residential)
  Secteur C : hauteur maximale 16 étages et densité minimale 150 unités par hectare net (résidentiel) et/ou rapport plancher-sol de0,5 (non résidentiel)
- 6 — Area D: Maximum height 6 storeys and Minimum density 150 units per net hectare (residential) and/or 0.5 floor space index (non-residential)
  Secteur D : hauteur maximale 6 étages et densité minimale 150 unités par hectare net (résidentiel) et/ou rapport plancher-sol de 0,5 (non résidentiel)
- Area E: For Maximum Number of Storeys and Minimum Density refer to Volume 1 of the Official Plan
  Secteur E : pour vous renseigner sur le nombre d'étages maximal et la densité minimale, consultez le volume 1 du Plan officiel

TRANSIT ORIENTED DEVELOPMENT (TOD)

PLAN - LEES, HURDMAN, TREMBLAY, ST-LAURENT, CYRVILLE AND BLAIR (2014)



1. TREMBLAY TOD - HEIGHT



2. TREMBLAY TOD - PEDESTRIAN

3. TREMBLAY TOD - STREET NETWORK

3.4 TRANSIT ORIENTED DEVELOPMENT (TOD) PLAN –LEES, HURDMAN, TREMBLAY, ST. LAURENT, CYRVILLE AND BLAIR (2014)

The subject property is located within the Tremblay Transit Oriented Development (TOD) Area.

Guiding principals for TOD areas are:

/ Creating complete, mixed-use communities

/ Accommodating people and jobs densities in a compact built form

/ Establishing context-sensitive development that respects existing neighbourhoods

/ Promoting choices and reprioritizing pedestrians, cyclists and transit users over single occupant automobiles

/ Creating green spaces and urban places

/ Creating an attractive, well-designed urban environment

/ Managing parking

TRANSIT ORIENTED DEVELOPMENT (TOD)

PLAN - LEES, HURDMAN, TREMBLAY, ST-LAURENT, CYRVILLE AND BLAIR (2014)

The subject property is designated **Medium TOD Density Zone (TD2)** for the northern half of the property, and High TOD Density Zone (TD3) for the southern half of the property.

The Medium TOD Density Zone (TD2) anticipates a minimum 250 units per net hectare for residential densities, or a minimum FSI of 1.0 for non-residential land uses, and limits heights to 20 storeys. Here the built form can consist of apartment dwellings, a combination of ground-oriented dwellings and apartment dwellings, mixed-use, and commercial buildings.

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

Tremblay TOD Street Network plan anticipates a future east-west public or private road, aisleway or multi-use pathway through the subject property and adjacent lots ultimately connecting to Lola Street to the North. The new public road is expected to provide flexible pedestrian and cycling connections.

The proposed development responds to several of the policy objectives of the Secondary Plan and Tremblay TOD plan. The proposed is a mixed-use development that implements the TOD prescribed road, pedestrian and cycling network in the form of a new 18-meter east-west road through the site. The new road is designed with wide sidewalks and landscaping treatment that create a comfortable pedestrian and cyclist realm. This road is expected to continue further west as future lands become available for development.

In the southern block, development heights are limited to 30 storeys aligning with TOD policies that recommend locating tallest heights closest to the transit station. Building heights and mass gradually step down to create a variable skyline through the development site. The northern block provides a mixed-use building with ground-floor retail uses and a 2,021 square meter public park that will contribute to the creation of a community on site with easy access to live, work and play in close proximity. High-rise building heights provide required densities in a compact built form that make efficient use of land. Through its architectural design, site layout and landscaping treatment the development is well-designed and creates a highly attractive urban environment while the development offers unit types that create housing choice.

3.4 ZONING

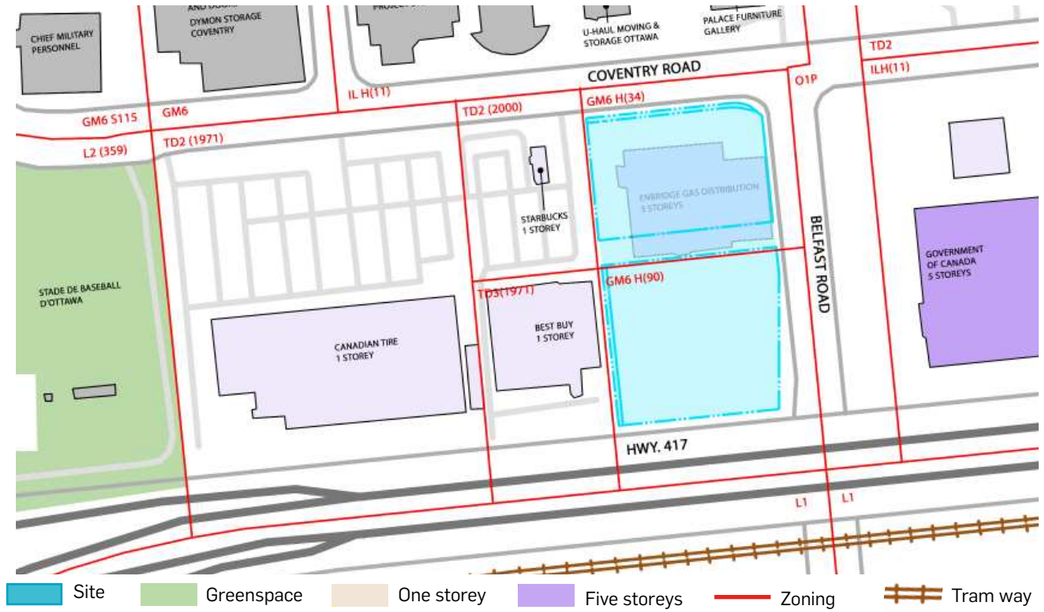
The site is split-zoned **General Mixed-Use, subzone 6, Height 34 metres and Height Restriction 90 metres (GM6 H (34) and GM6 H (90)).**

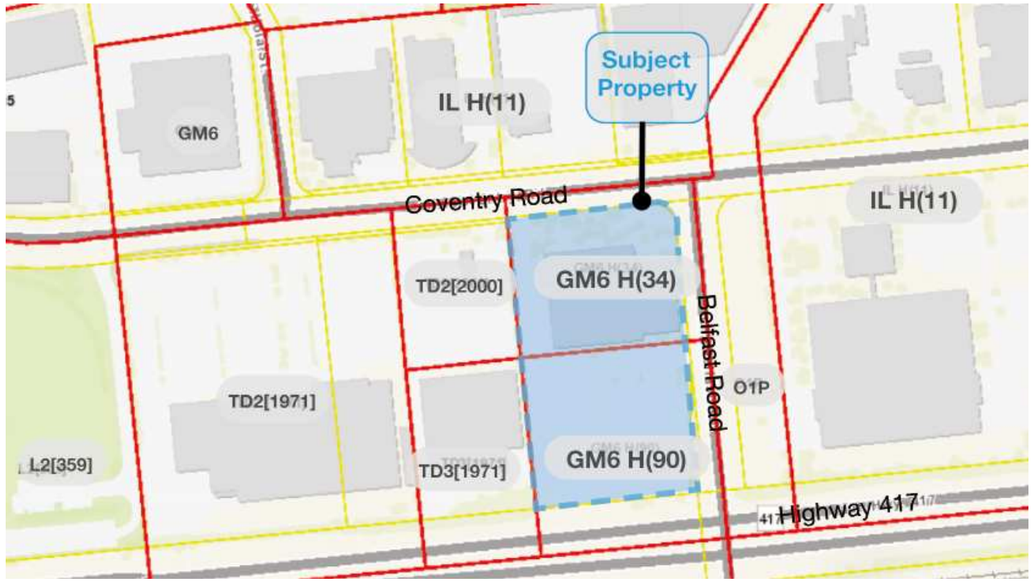
The purpose of the **GM Zone** is to allow for residential, commercial and institutional uses, limit commercial uses to individual occupancies or in groupings in well defined areas such that they do not affect development of designated Traditional and Arterial Mainstreets as viable mixed-use areas. It permits uses that are large and serve or draw from broader areas than the surrounding community and may generate traffic, noise or other impacts provided the anticipated impacts are adequately mitigated or otherwise addressed, and to ensure development standards that are compatible and complimentary surrounding uses.

The site will be rezoned to appropriate Transit Oriented Development (TD) Zones to align with the direction of the TOD Plans. The purpose of the TD Zone is to establish minimum density targets to support rapid transit for lands within the TOD Plan area, and to accommodate a range of transit-supportive land uses in a compact mixed-use format; and permit greatest densities closest to transit.

A rezoning to an appropriate **TD2 Zone** for the northern half, and **TD3 Zone for the Southern half** of the property is proposed.

A full discussion of the proposed Zoning By-law Amendment evaluating its appropriateness can be found in the Planning Rationale dated October 24, 2022.





Split Zoned – TD Zone TD 2 and TD3		Requirement	Proposed		
Minimum Lot Width (m)		No minimum	North	51.5 m	✓
			South	107.7 m	✓
Minimum Lot Area (m²)		No minimum	North	5,854.4 m²	✓
			South	9,951.1 m²	✓
Minimum Front Yard Setback (m)	Residential use building	3 metres	North	<u>On new</u> Tower D = 0.8 m	✗
			South	<u>On new road</u> Tower A = 2.0 m Tower C2 = 2.0 m	✗
	All other cases	0.5 metres	North	n/a	-
			South	n/a	
Corner Side Yard Setback (m)	Residential use building	3 metres	North	<u>Belfast Rd</u> Tower D = 3.0 m	✓
			South	<u>Belfast Rd</u> Towers C1 to C2 = 2.2 m (3.3 m along the north and reduces to 2.2m where grade changes at rear).	✗
	All other cases	0.5 metres	North	Coventry Rd Tower E1 = 3.1 m	✓
			South	n/a	-
Minimum Interior Yard Setback (m)	All other cases	No Minimum, except any part of building above 6 stories – 12 metres	North	**Building E2 - Podium**	
				3 stories / 5.9 m	✓
				Abutting Park / 1.9m	✓
				4 to 6 stories / = 9.2m	✓
				Building E2 – Tower (above 6 storeys)	
				From Best Buy / 12m	✓
				Abutting Park / 4.9	✗
				Building D - Podium	
				Abutting Park / 2.0 m	✓
				Building D - Podium	
				Tower above 6 storeys / 6.0m	✗
			South	**Buildings A and B**	
				Podium up to 6 stories / 8.8 m	✓
				Tower / 12 m	✓
Minimum Rear Yard Setback (m)	All other cases	No Minimum, except for any part above 6 stories – 12 metres	North	n/a (no rear yard)	-
			South	Towers B and C1 = 14.3 m	✓
Minimum Building Setback from Private Way within PUDS	Residential use buildings	1.8 metres from a wall of a residential use building to a private way	North	n/a (no private way)	✓
			South	**Around driveway**	
				Tower A / 1.9 m	✓
				Tower C2 / 1.9 m	✓
Maximum Building Height (m)		**TD2** 60 metres	North	**Building E2** / 23 storeys (72 m)	✗
				Building E1 / 25 storeys (78 m)	✗
				Building D / 20 storeys (63 m)	✗
		TD3 90 metres	South	**Building A** / 18 storeys (57 m)	✓
				Building B / 30 Storeys (93m)	✗
				Building C2 / 27 storeys (84 m)	✓
				Building C1 / 28 storeys (84 m)	✓
Density Lots greater than 0.125 ha.	Min. Residential units	**TD2** 250 units/hectare	North	1,242 units / gross ha	✓
		TD3 350 units/hectare	South	1,236.85 units / gross ha	✓

Split Zoned – TD Zone TD 2 and TD3		Requirement		Proposed		
	Non-Residential	**TD2**	1.0 FSI	North	n/a	-
		TD3	1.5 FSI	South	n/a	-
	Mixed-use buildings	Above applies to corresponding use that occupies larger portion of the GFA of building and smaller use, either residential or non residential is not calculated.				
Stepbacks	Where the wall of the 1st storey of a building is within 10 metres of a lot line abutting a public street and where the building is **more than 6** storeys in height the wall facing the street must be **stepped back** at either the **2nd, 3rd, 4th, 5th , 6th or 7th storey** at least a further **2.5 metres** from the wall of the storey below.			North	**Coventry Road**	
					Building E1 — 1.5 m except North-East Corner = 0m	✗
					Building E2 (Forecourt) — 0 m	✗
					Belfast Road	
					Building E1 — 5.9 m	✓
					Building D — 1.5 m	✗
					New Road	
					Tower D — 1.3 m	✗
				South	**New road**	
					Building A — 1.9 m	✓
					Building C2 — 3.8 m	✓
					Belfast Road	
					Tower C2 — 4.3 m	✓
					Tower C1 — 1.4 m southern portion	✗
Minimum Separation Distance Between Buildings within a PUDS	Height up to 14.5 metres - 1.2 metres All other cases - 3 metres			North	24 m	✓
				South	24 to 33.7 m	✓
Tower Separation	Tower above 6 stories	24 metres		24m		✓

Landscape and Amenity Area Requirements

Minimum Width of Landscape	No minimum, but unused yards shall be landscaped.	North	Exceeds the minimum	✓
		South	Exceeds the minimum	✓
Amenity Space Requirements	6m² per dwelling unit A **minimum of 50% of the required total amenity area to be provided as communal** aggregated into areas up to 54 m², and where more than one aggregated area is provided, at least one must be a minimum of 54 m² **Communal Outdoor Amenity:** For lots more than 1,250 m² in area **2% of total lot area** must be provided as outdoor communal space located at grade anywhere on the lot and such area can also be used towards complying with any amenity area requirements. **Total Required Amenity: 10,608 m² for 1,768 units** North: 4,260 m² for 710 units South 6, 348 m² for 1,058 **Communal Outdoor Amenity:** North: (lot area 5,715 m²) = 114.3 m² South: (lot area 8,554 m²) = 171.08 m² **Outdoor amenity area must not be located within the front or rear yard**	**Outdoor Amenity**		
		North	5,081m²	✓
		South	8,466 m²	✓
		Indoor Amenity		
		North	220 m²	✓
		South	629 m²	✓
		Outdoor Communal at Grade Amenity		
		North	382 m²	✓
		South	1,100 m²	✓
		Total Amenity		
		15,878 m²		✓

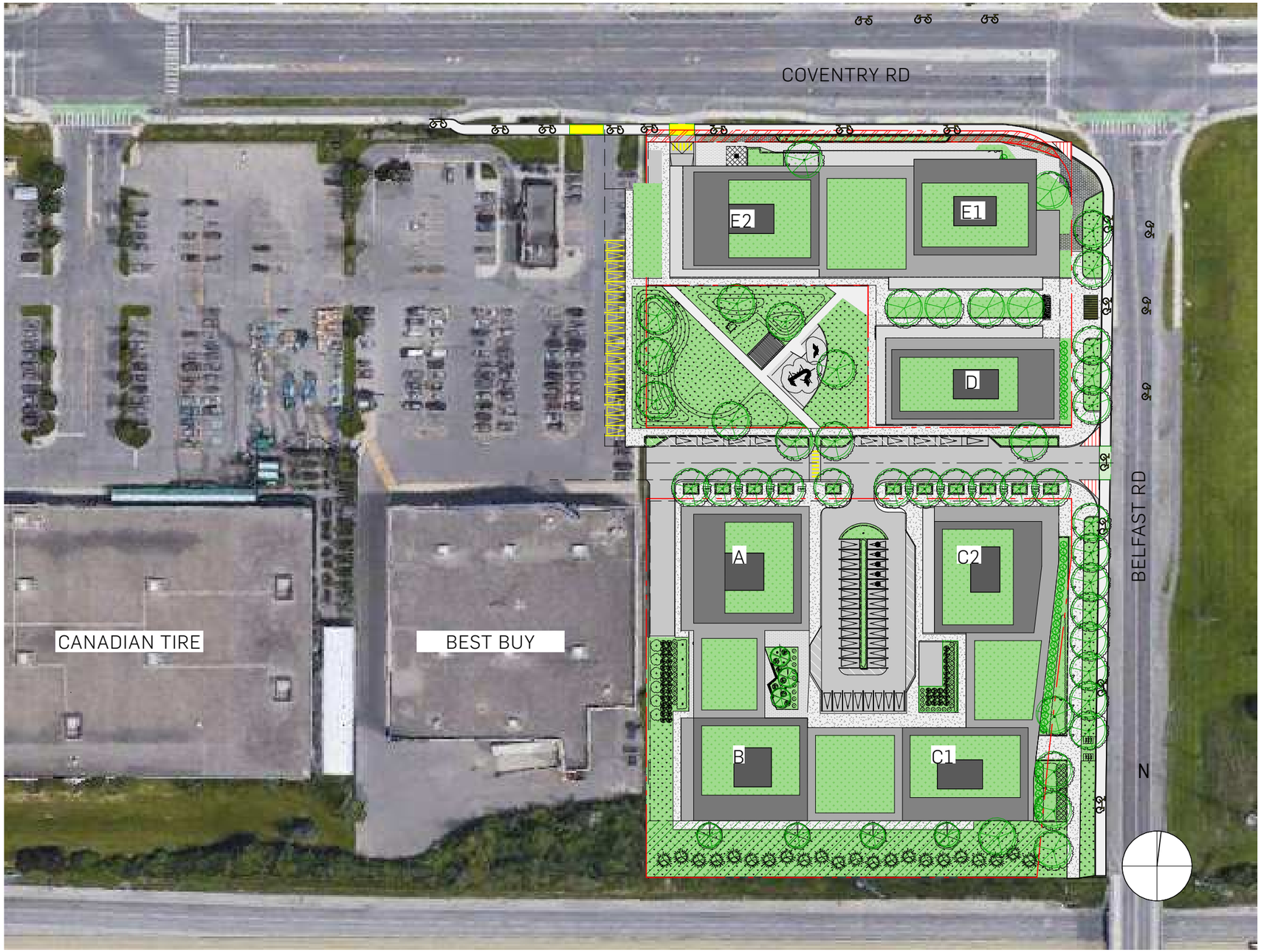
Parking Provisions	Requirement			Provided	
Parking Requirements (Area X) Column 3 of table 103, despite location. Walking distance greater than 400m to transit Reduced min parking does not apply.	Residential: 0.5 spaces/ unit, except for first 12 units	North	349	447	✓
		South	523	656	
	Non-Residential: Retail Stores: 2.5m² per 100m² of gross leasable area (Retail area: 1,518 m²)	North	38	100	✓
		South	n/a	n/a	-
	Visitor: 0.1 spaces/unit, except for first 12 units	North	70	71	✓
		South	108	106	✓

Minimum Width of Driveway	Private way – 6 metres	North	n/a	✓
		South	Driveway between buildings width = 6 m	✓
Vehicle Parking Space Dimensions	2.6m-3.1m by 5.2m Up to 40% of required parking aside from visitors spaces may be 2.4m x 4.6m			✓
Drive Aisle Width (Double Traffic Lane)	Parking Lot	Driveway: Minimum 6.0m Drive aisle leading to 20 or more spaces: Maximum 6.7m		✓
	Parking Garage	Minimum: 6.0m Maximum: 6.7m		✓
Bicycle Parking	0.5/unit	North	355	✓
		South	529	✓
Bicycle Parking Space Dimensions	Horizontal: 0.6m by 1.8m Vertical: 0.5m by 1.5m (max 50% of required spaces)		Horizontal parking	✓

4

PROPOSED DEVELOPMENT & DESIGN BRIEF

PROPOSED DEVELOPMENT



4.1 PROJECT OVERVIEW

Groupe Oradev is proposing a mixed-use development of seven total (7) total high-rise buildings, a new public park, and a new public road. The mixed-use development consists of towers ranging in heights of 18 to 30 storeys with ground floor commercial uses along Coventry Road, underground and surface parking and a new public road dividing the site into two general blocks –north and south block. When completed, the development will provide 1,768 total residential units, 1,518 square meters of ground floor retail-commercial use, 1,104 vehicle parking spaces for residents and 100 parking spaces for commercial visitors, 900 bicycle parking spaces, and a 2,021 square meter public park with frontage on a new 18-meter east-west public road.

North Block:

The north block consists of three (3) towers, Tower D, Tower E1 and Tower E2, standing at 20, 25 and 23 storeys respectively. Tower D is a 20-storey residential use tower located internally on the site with frontage on Belfast Road and the new proposed public road. The building is designed with three (3) storey podiums along portions of the building fronting onto the proposed park and internal courtyard amenity area.

Towers E1 and E2 are mixed-use 25 and 23 storey towers connected by a common six (6) storey podium that steps down to a double-height, single-storey commercial podium along the Coventry Road frontage. Along it's rear, the building provides a three (3)-storey podium where ground-oriented units are contemplated fronting onto the new public park.

All towers in the northern block share a common underground three (3)-level parking garage that is accessed by a ramp from Coventry Road. Entrances are located within the building lobbies, with residential and commercial access to Towers E1 and E2 provided from Coventry and Belfast Road, while Tower D has residential access from the new proposed public Road.

Buildings are designed to be minimally setback from the public road frontage with surface treatment and ground-floor uses that contribute to the active frontages along their base. The building podiums relate to the right-of-way width and achieve ultimate heights through gradual step-backs at the fourth, and seventh level generally to establish Transit-Oriented densities on site while emphasizing a neighbourhood feel at the ground level.

South Block:

The southern block consists of four (4) total residential use towers—Towers A, B, C1 and C2, which range in heights of 18, 30, 28 and 27 storeys respectively. The towers are connected above grade by a six (6)-storey podium that ultimately creates a courtyard area internally within the block where surface parking for 34 cars is located. The block is designed to consider the pedestrian scale, its location near Transit and frontage on a Mainstreet Corridor, and context abutting a Provincial Highway—Highway 417 to the south, where the development provides a generous 14 meter setback as required by the Ministry of Transportation (MTO).

Buildings are designed to be minimally setback from the public right-of-ways in order to define the public realm along these frontages, thereby creating a comfortable street edge. The buildings are designed with stepbacks past the six (6) storey podium to achieve the ultimate building heights which are highly varied to create an interesting Skyline.

The southern block is designed to create an animated pedestrian realm along all public frontages and introduces appropriate setbacks along road frontages to create a well-defined public realm. Here, residential lobbies, and common spaces are located abutting the new public road and Belfast Road where the building facades are highly fenestrated to create active frontages.

The development considers tower placement that appropriately respects the context of the roads they abut, with the tallest heights located closest to transit and shortest heights located closest to the Park to minimize shadowing. Here, tower A was initially conceived as 23 storeys but has since been revised to 18-storeys to reduce shadowing on the park to the north.

All buildings are connected below grade through a three (3)-storey parking garage which has access from a ramp on the new public road. Residential entrances to lobbies are from the internal courtyard area and are designed with high-fenestration to allow for greater animation of these spaces. Drop-off zones are located close to building lobbies to create comfortable and convenient drop-off zones around the site. A breezeway is proposed along the west between Towers A and B which establishes a year-round outdoor amenity area.

Park Block:

A 2,021 square meter public park is proposed with frontage on a new public road. The park is located internal to the site to protect users from high-volume traffic along Coventry and Belfast Road. It's location here protects it from high-volume traffic along major roads, while providing broad public frontage on the new proposed public road. The park is envisioned to develop into community hub for the new development and the surrounding community. It's location here permits a future expansion that will ultimately establish a substantial community green space in the neighbourhood with an opportunity to have direct frontage on or access to Coventry Road once the context of the road begins to change.

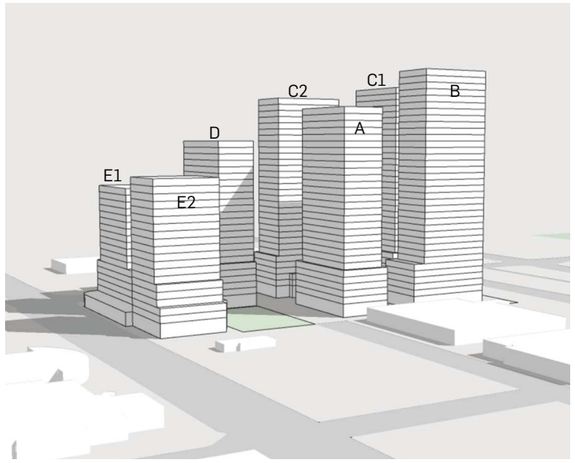
The park is thoughtfully designed to consider landscaping treatment that provides enjoyable outdoor spaces and prioritizes safe pedestrian and cyclist connections through the block to the broader transportation network. It breaks the super block up by providing diagonal connections from Coventry Road to the new proposed road and ultimately Belfast Road.

5

CONCEPT & INSPIRATION

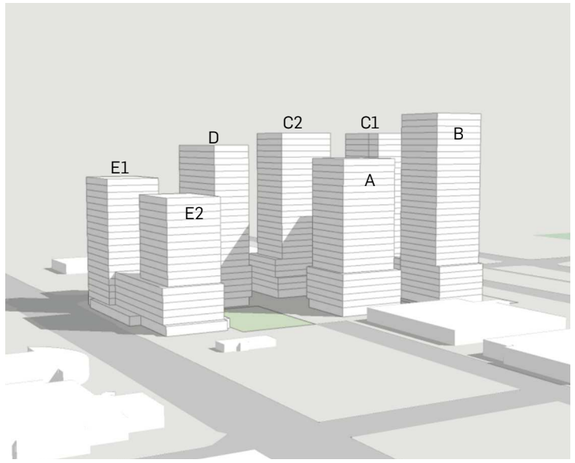
PROJECT DEVELOPMENT

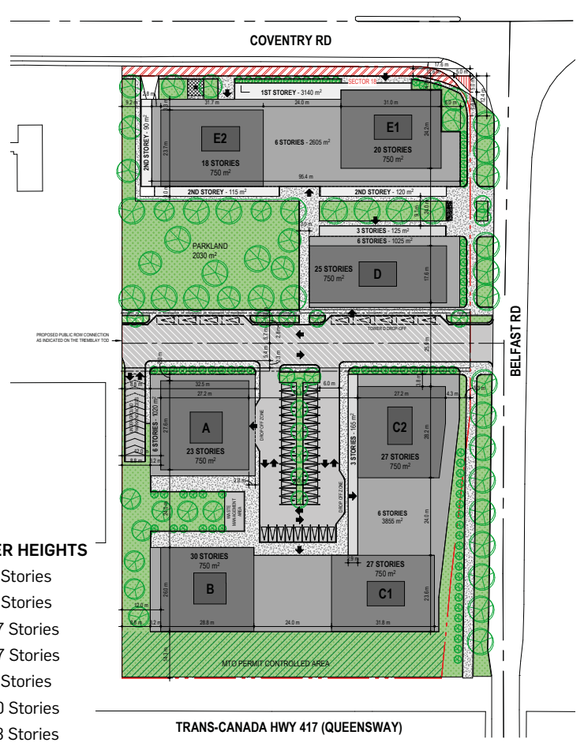
PRE-CONSULTATION MEETING 1
2022-03-29



TOWER HEIGHTS
A : 30 Stories
B : 36 Stories
C1 : 34 Stories
C2 : 32 Stories
D : 25 Stories
E1 : 18 Stories
E2 : 20 Stories

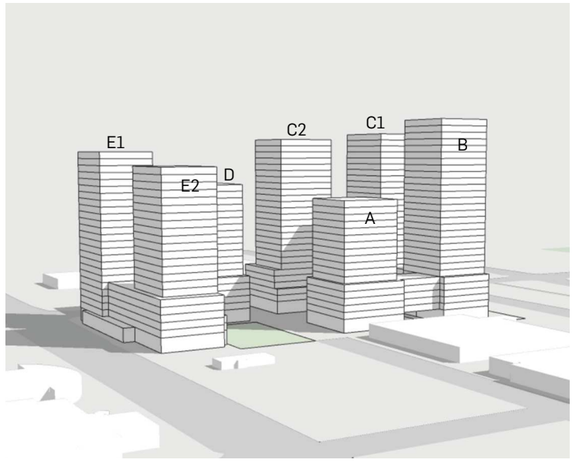
PUBLIC MEETING DISCUSSION
2022-12-20

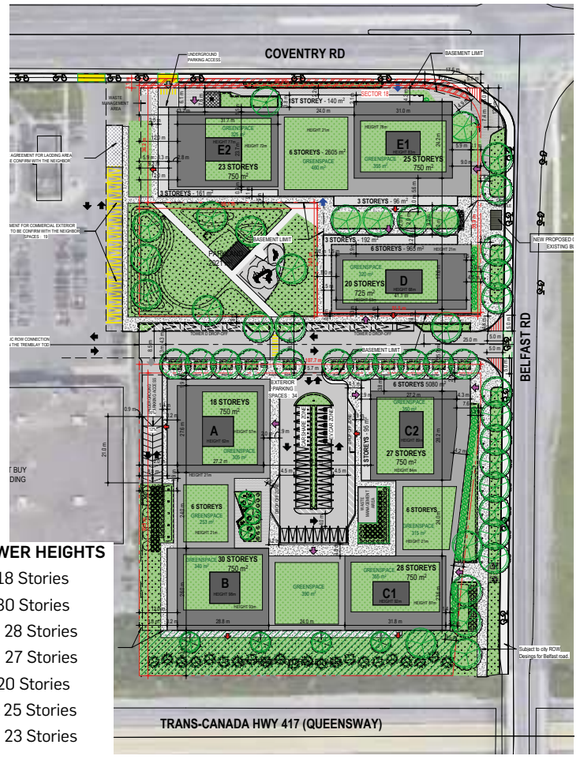




TOWER HEIGHTS
A : 23 Stories
B : 30 Stories
C1 : 27 Stories
C2 : 27 Stories
D : 25 Stories
E1 : 20 Stories
E2 : 18 Stories

ACTUAL DESIGN
2023-06-13





TOWER HEIGHTS
A : 18 Stories
B : 30 Stories
C1 : 28 Stories
C2 : 27 Stories
D : 20 Stories
E1 : 25 Stories
E2 : 23 Stories

THE WELL
TORONTO

HIGH-DENSITY HOUSING

- Residential and commercial components
- Building heights from 20 to 45 storeys
- Ground floor amenities
- Tower village
- Public spaces and park

INSPIRATIONS

THE EAST FLATS - 5 TOWERS
OTTAWA

SCARBOROUGH'S GOLDEN MILE
SCARBOROUGH

PROMENADE PARK
VAUGHAN

CENTRAL PARK CONDOS
TORONTO

2444 YONGE STREET
TORONTO

FOREST HILL CONDOS
TORONTO

AMENITIES

- Public spaces and park
- Rooftop Terraces
- Gym
- Pool
- Townhouses

INSPIRATION IMAGES

XO2 CONDOS
TORNTO

RIVERPARK FARM
NEW YORK

PARADIGM
VANCOUVER

41 WILSON STREET
HAMILTON

SONIC
TORONTO

550 VANDERBILT AVENUE
NEW YORK

CIRCLE SQUARE
MANCHESTER

CITY PARKLAND

INSPIRATION IMAGES

HARDWOOD PARK
DALLAS

HARDWOOD PARK
DALLAS

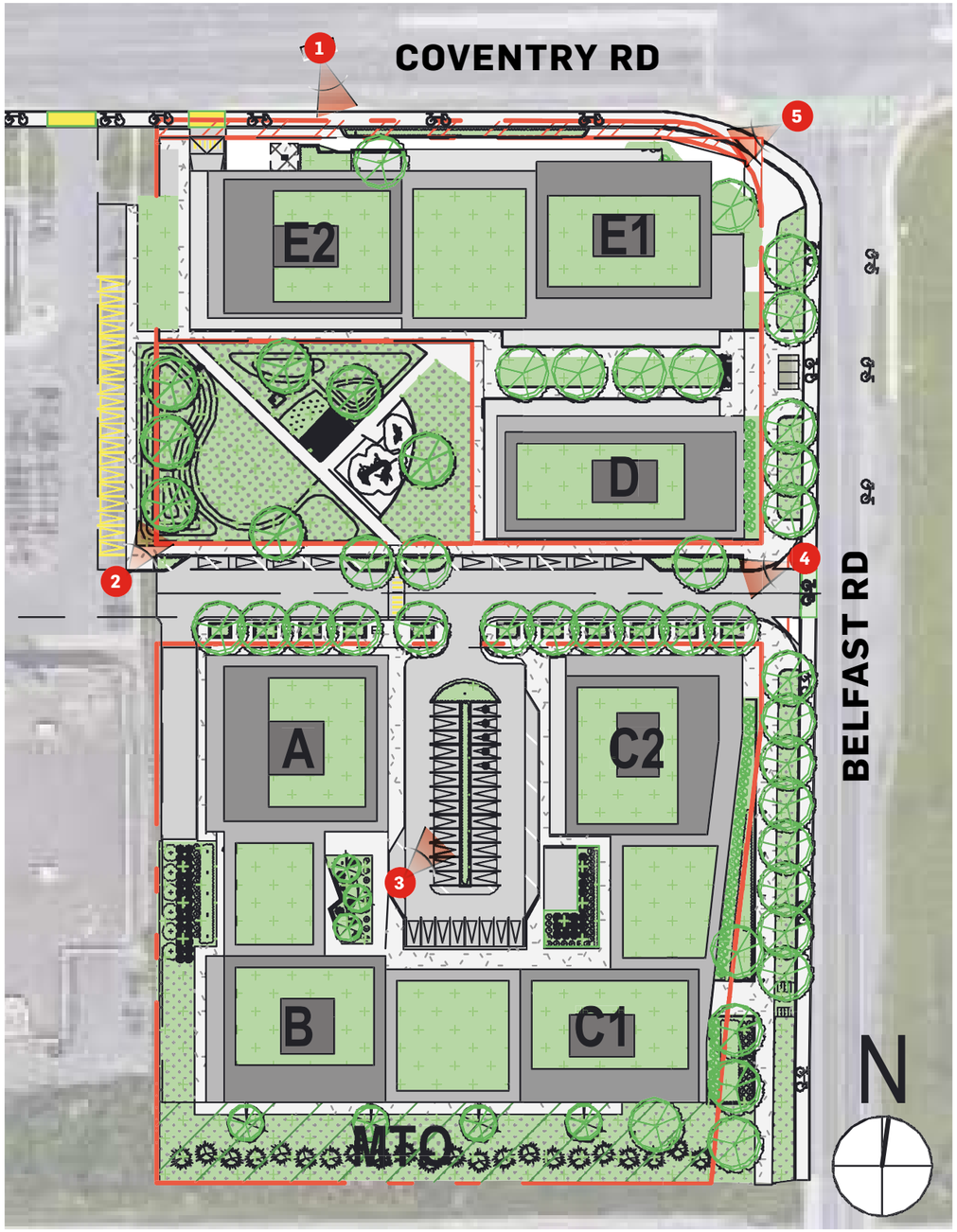
WATERFRONT REVITALISATION
TORONTO

SQUARE ONE DISTRICT CONDOS
MISSISSAUGA

GEORG-KNORR-PARK
BERLIN

MERWEDEPARK TRANSFORMATION
NETHERLANDS

VIEWS



THE TOWERS
BARRIE

THE TOWERS
BARRIE

400 COVENTRY RD
OTTAWA

400 COVENTRY RD
OTTAWA

ARTZ PEDREGAL
MEXICO CITY

1 - Street view: Retail

2 - City park view

3 - Drop off view

4 - Street view: Amenities

5 - Townhouse view

5.0 SUSTAINABILITY

The development considers a range of sustainable design features that contribute to making the building more efficient. Some of these features include a 50% fenestration ratio which maximizes natural light exposure while working with a tight unit envelope to minimize energy loss; green roofs, and lighter exterior colour palette designed to reduce the urban heat island effect, as well as energy efficient equipment such as plumbing fixtures and appliances.

1 VEGETATION

INCREASING GREENSPACE

-Increasing the amount of vegetation to maximise carbon sequestering by incorporating greenroofs and a considered landscaping startegy.

-Providing users with a close visual proximity to suffient greenspace; promoting positive mental and physical health effects (in accordance with notions of biophilia).

-Considering non-human users: creating habitats to support healthy ecosystems and promote biodiversity within urban areas.

-Use of various native species on site.

-Use of vegetation to retain rainwater and prevent an overload of the stormwater system.

2 CIRCULARITY

-Consideration of the lifecycle of the materials used in the building construction; using recycled and materials with low embodied energy where possible. Understanding maintainance costs of materials and their future impacts.

-Ensuring adaptability of the building design so it can meet the needs of future residents and/or a future change in programmatic use.

3 MATERIALS

-Utilising prefabricated modular panels reduce waste and lower construction time.

-Use of locally sourced materials (within 880km) to reduce transportation loads.

MATERIAL CHOICE:

-Choosing sustainable materials with lower embodied energies such as prefabricated concrete panels, aluminium and glass.

-Ensuring FSC certification where appropraite.

-Ensuring materials are free of volatile organic compounds (VOCs) and added formaldehyde (in bonded panels).

-Understanding the energy required to extract compounds and process materials at a manufacturing stage to ensure a sustainable appraoch is taken throughout the material's lifecycle.

MATERIAL EFFIECIENCY

-Integration of the most efficient materials and insulators such as white membranes to limit heat loss therefore reducing energy loads and costs.

-Minimise thermal bridging and exceed the latest energy code requirements.

4 BIRD FRIENDLY GLAZING PROTECTION

5 ENERGY USAGE

-Using energy from a renewable source: Geothermal

- Setting up an energy sharing network between the different buildings. A main heatpump will draw energy from the geothermal source and ensure the water network is maintained at the right temperatures, using CO2 as a refrigerant.

-Use of most efficeint air exchangers (85%) to reduce energy loads and costs required for ventilation.

-Use of water-saving toilet equiptment (dual-flush toilets, low-flow shower heads).

-Collection of rainwater to be used as greywater (for flushing toilets and watering vegetation).

-High level temperature and humidity control; Use of an air exchanger in all rental units.

-Utiliaing operable glazing and shading strategies to provide a user-controlled internal climate, reducing ventialtion and cooling loads. Implementation of passive systems where possible.

6 RESIDUAL MATTERS

-Space in each dwelling for waste, recycling and compost bins.

-Sorting and recycling of waste materials and control of material losses on site.

7 WELLNESS

-Consideration of user experience: Providing thermal comfort, natural lighting, operable windows, quality views, suitable acoustics of dwellings and courtyards.

-Installation of drinking water fountains designed for filling water bottles.

-Providing a gymnasium, yoga area and other spaces to maintain physical fitness mental health.

-Offer of co-working space to encourage social interactions between tenents.

-Visually calming and comfortable circulation and common areas to increase accessibility.

-No smoking inside and within 25 feet of the building

8 MOBILITY

-Road and bicycle networks providing access to cycle tracks and public parks.

-Offer of car and bicycle aharing

-Creation of commercial ground floor provides local services, limiting the need for car transport

-Close connection to major rail network and multiple local bus routes contribute to well established public transport system.

9 SENSE OF COMUNITY

-Providing a community garden as a means for tenants to socialise, learn about food managment and healthy diets as well as reducing food waste.

-Variety of units (bachelors, 1, 2 or 3 bedrooms) to satisfy the needs of a diverse clientele.

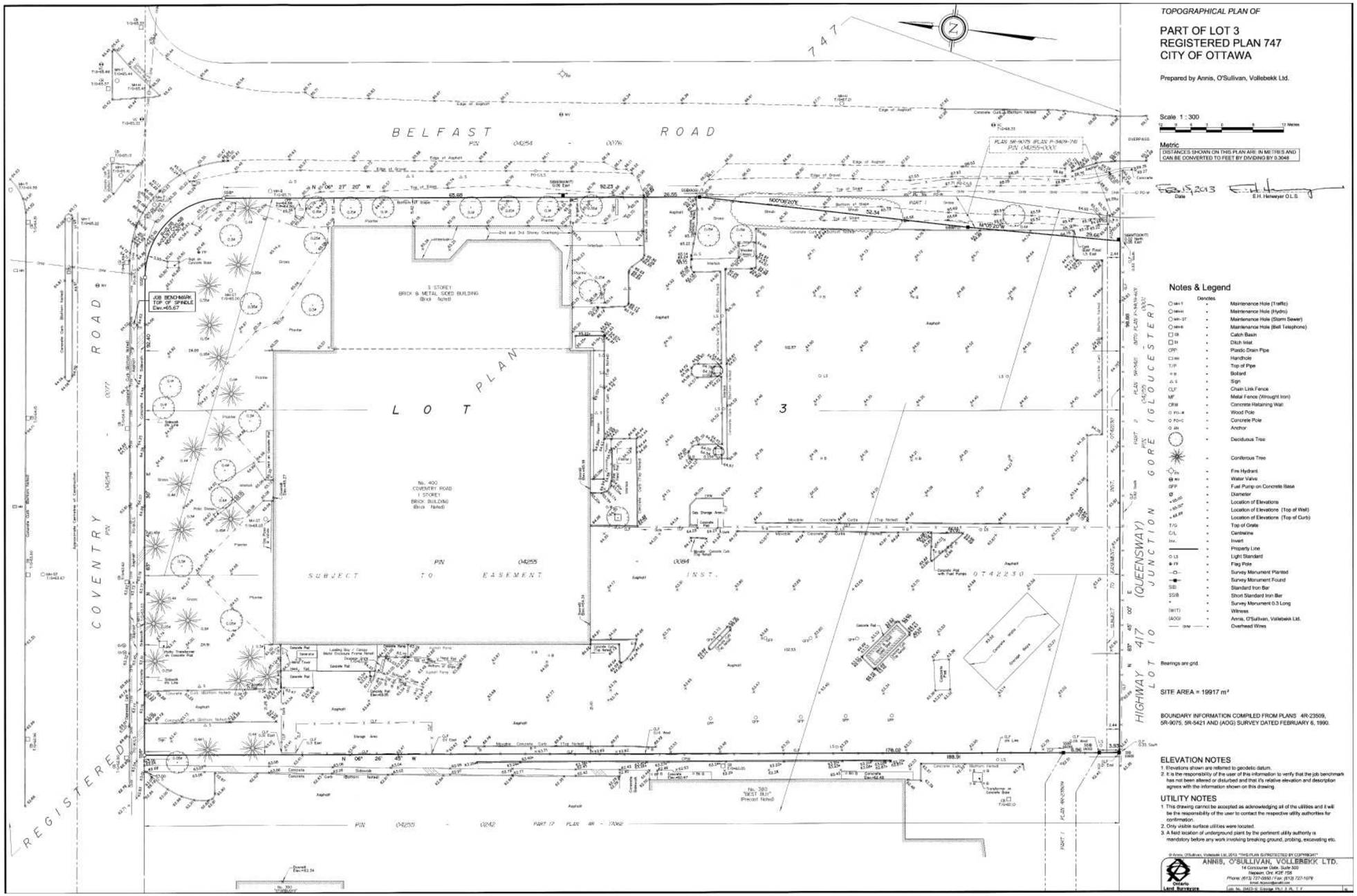
-Careful consideration of common areas to promote social interactions and foster community spirit.

-Providing adaptable spaces to be used by the tenents for community events and clubs etc.

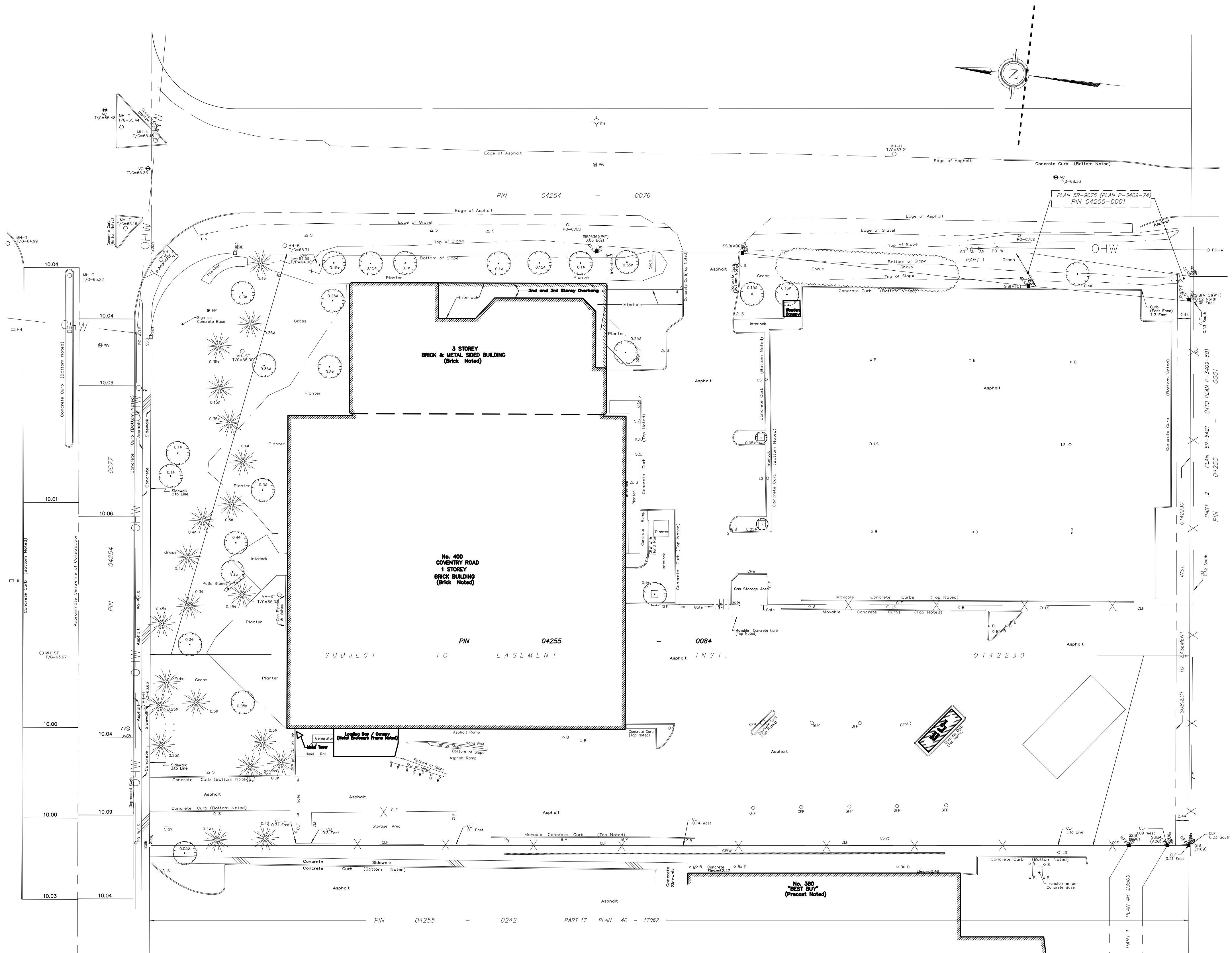
6

PLANS & SECTIONS

SURVEYOR PLAN

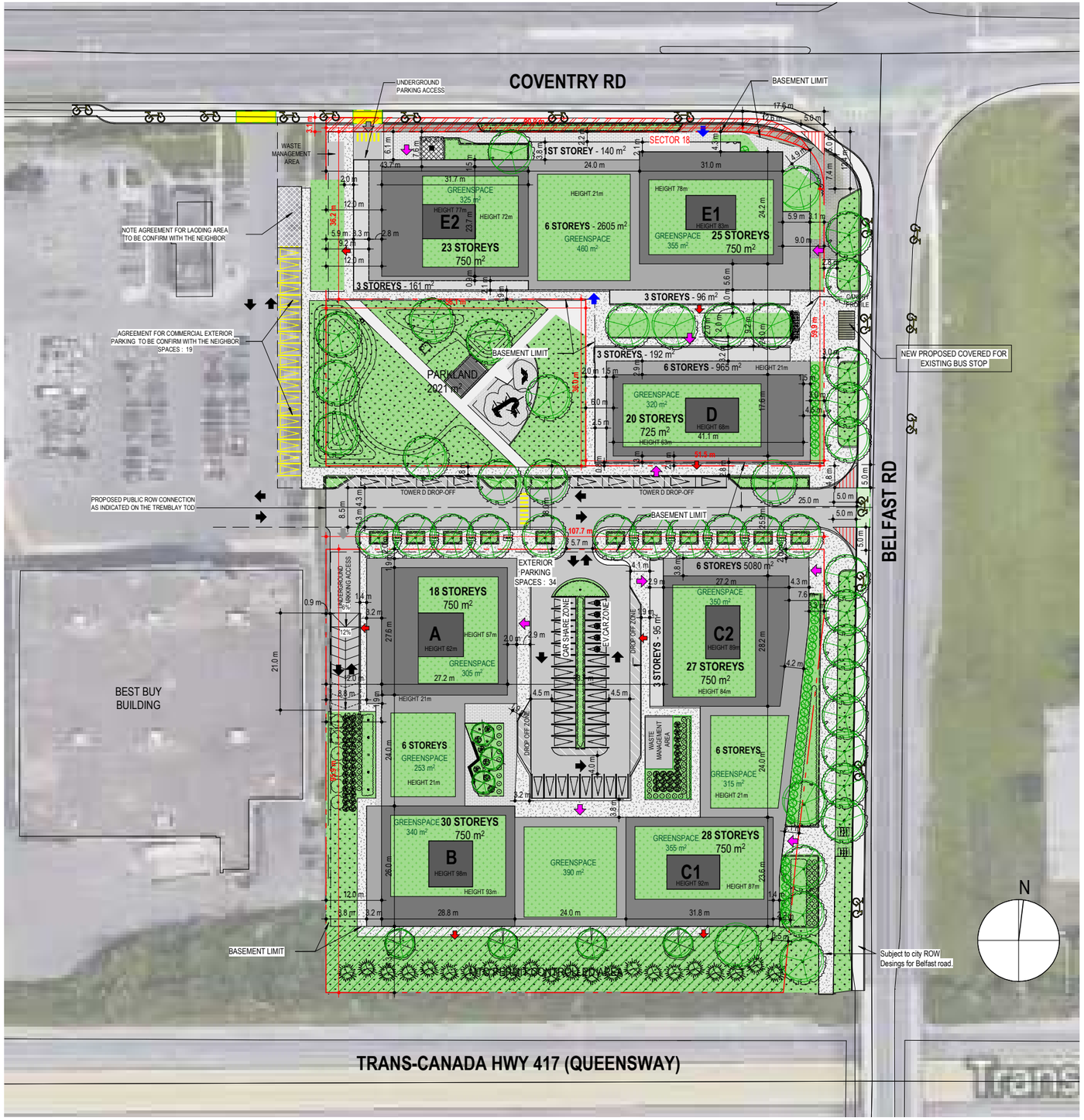


EXISTING SITE PLAN



SITE PLAN

1:500



LEGEND OF SITE PLAN:

- GRASS
- SIDE WALK
- ASPHALT
- PROHIBITED PARKING AREA
- 3 STOREYS
- 6 STOREYS
- HIGH RISE
- TREE
- PLANT
- RESIDENTIAL BUILDING ENTRANCE
- COMMERCIAL ENTRANCE
- BASEMENT ENTRANCE
- DRIVEWAY DIRECTION
- EMERGENCY EXIT

PARKING P1

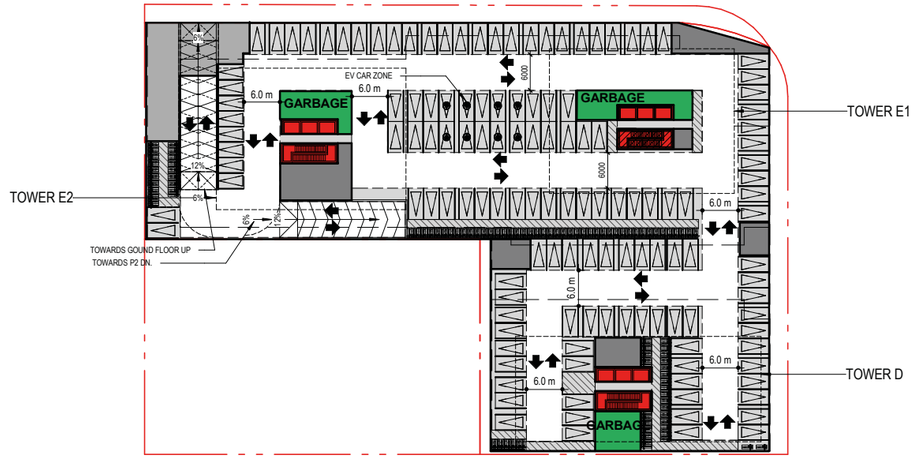
1:500

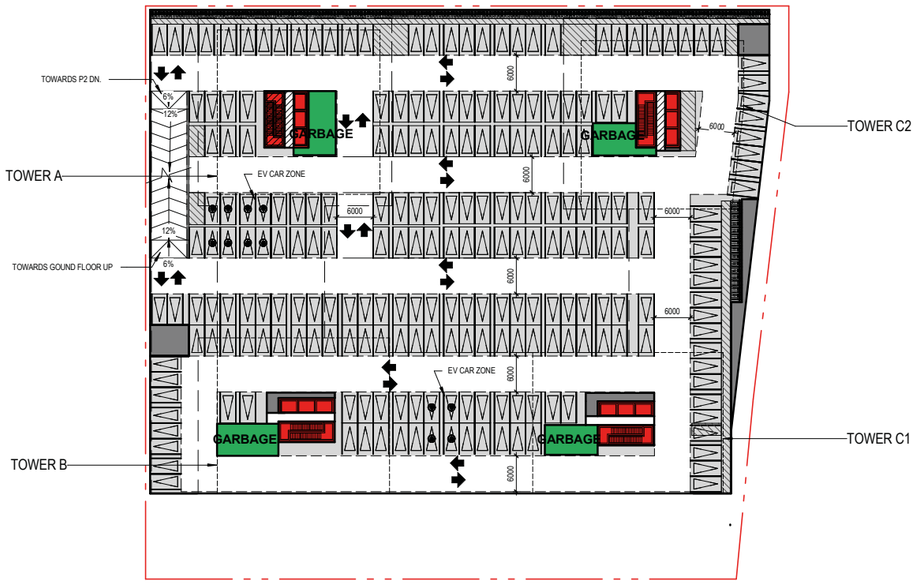
LEGEND OF BASEMENT:

PROFILE OF GROUND FLOOR BUILDING

PROFIL OF TOWER

DRIVEWAY DIRECTION





MEC/SERVICES

VERTICAL CIRCULATION

PARKING P2

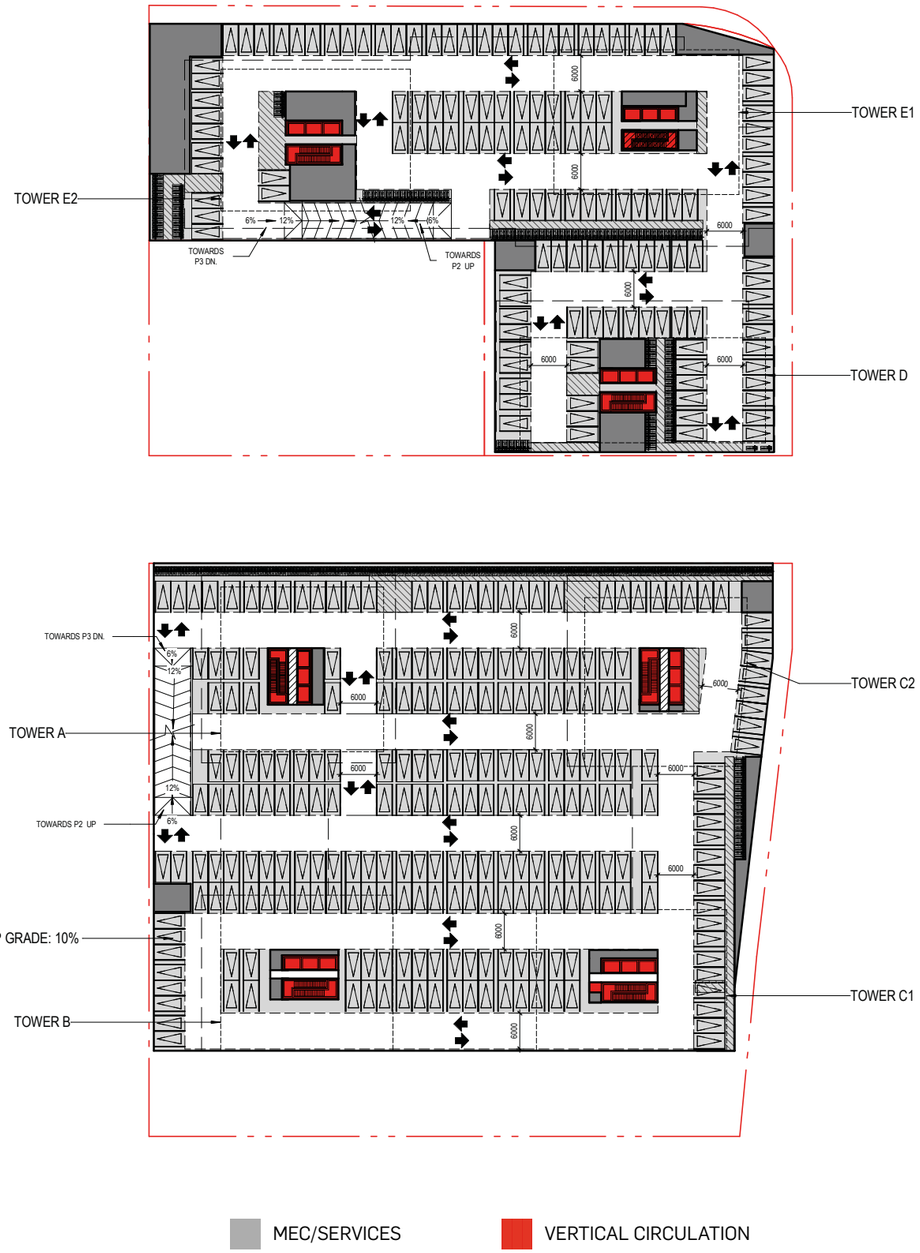
1:500

LEGEND OF BASEMENT:

PROFILE OF GROUND FLOOR BUILDING

PROFIL OF TOWER

DRIVEWAY DIRECTION



PARKING P3

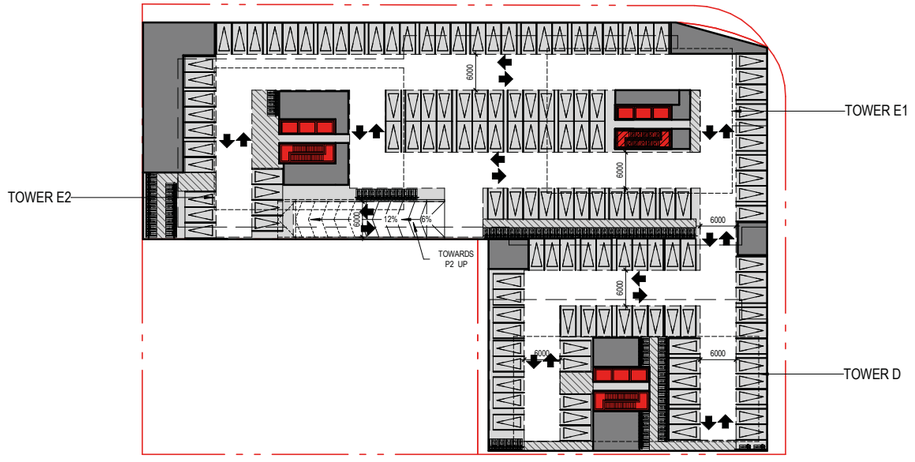
1:500

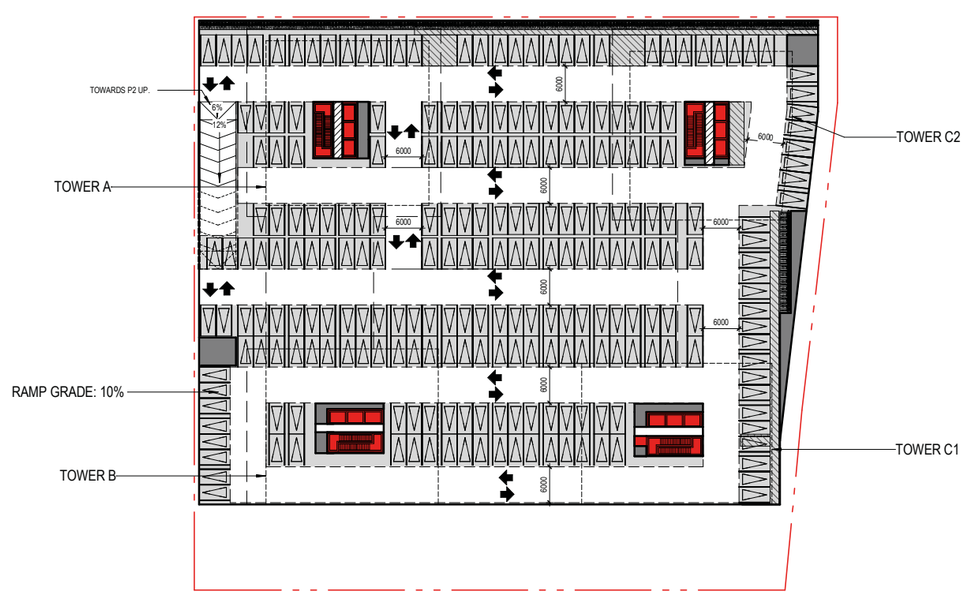
LEGEND OF BASEMENT:

PROFILE OF GROUND FLOOR BUILDING

PROFIL OF TOWER

DRIVEWAY DIRECTION



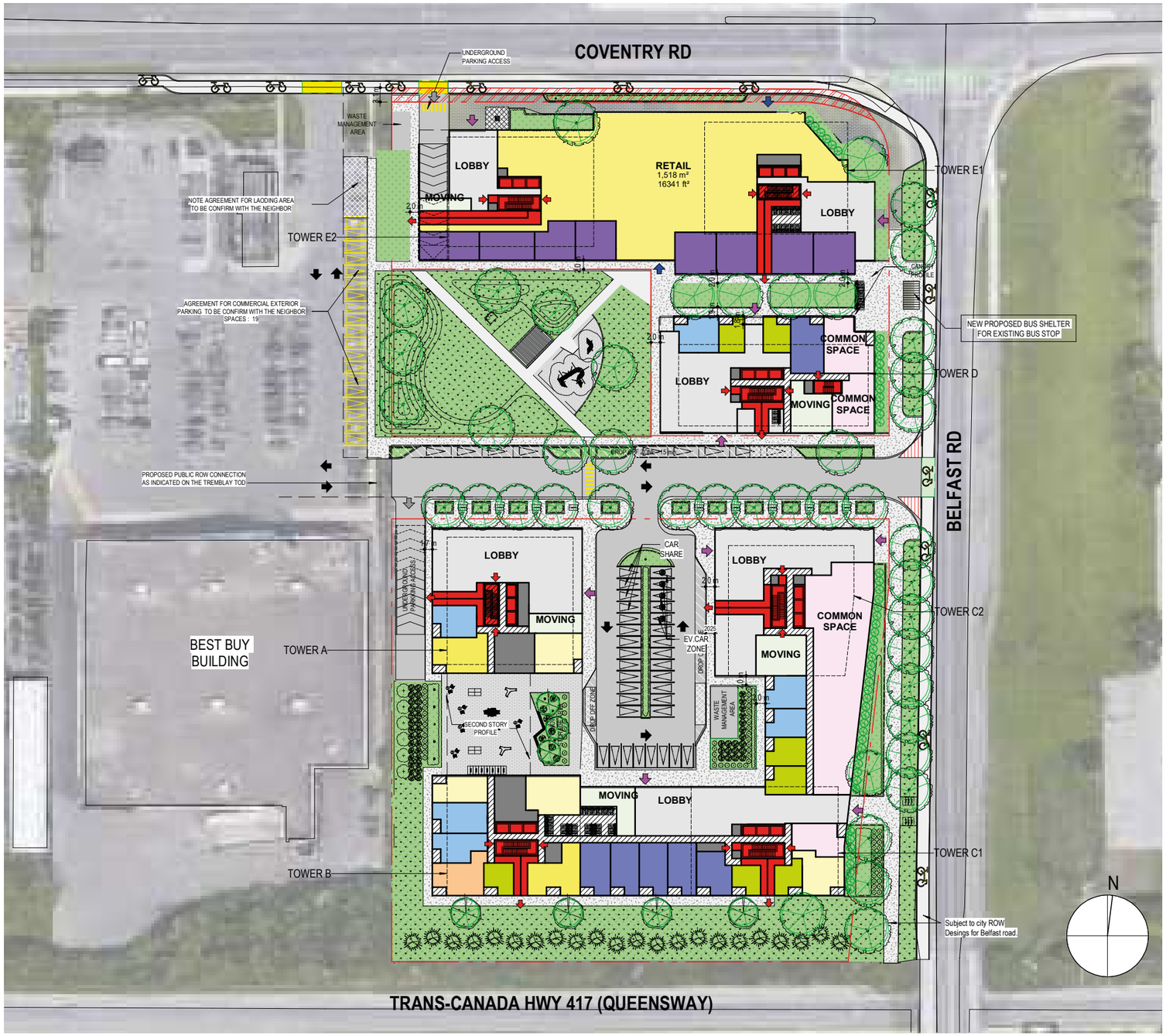


MEC/SERVICES

VERTICAL CIRCULATION

GROUND FLOOR

1:500



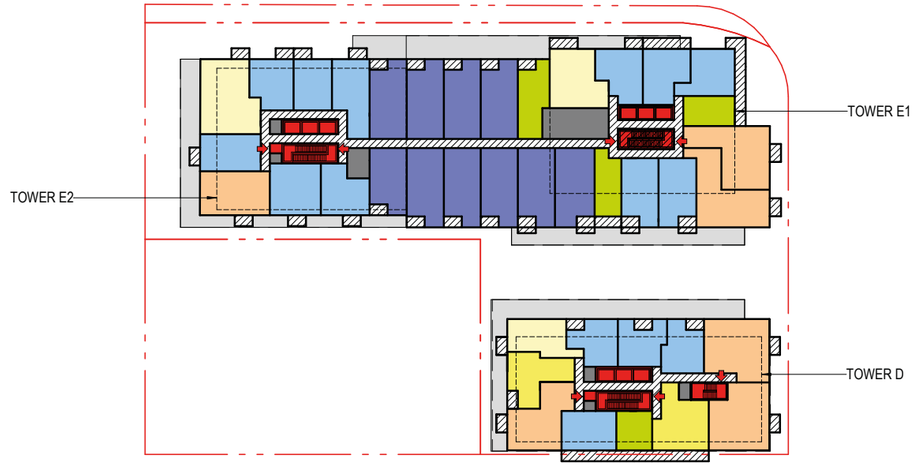
LEGEND OF SITE PLAN:

- GRASS
- SIDE WALK
- ASPHALT
- PROHIBITED PARKING AREA
- SHORT TERM MOVING
- 3 STOREYS
- 6 STOREYS
- HIGH RISE
- TREE
- PLANT
- RESIDENTIAL BUILDING ENTRANCE
- COMMERCIAL ENTRANCE
- BASEMENT ENTRANCE
- DRIVEWAY DIRECTION
- EMERGENCY EXIT

- TOWN HOUSE
- BACHELOR
- 1 BEDROOM
- 2 BEDROOMS
- 2 BEDROOMS + DEN
- 3 BEDROOMS
- VERTICAL CIRCULATION
- LOBBY/AMENITIES
- MEC/SERVICES
- RETAIL

PLAN TYPE BASILAR - 4TH FLOOR

1:500



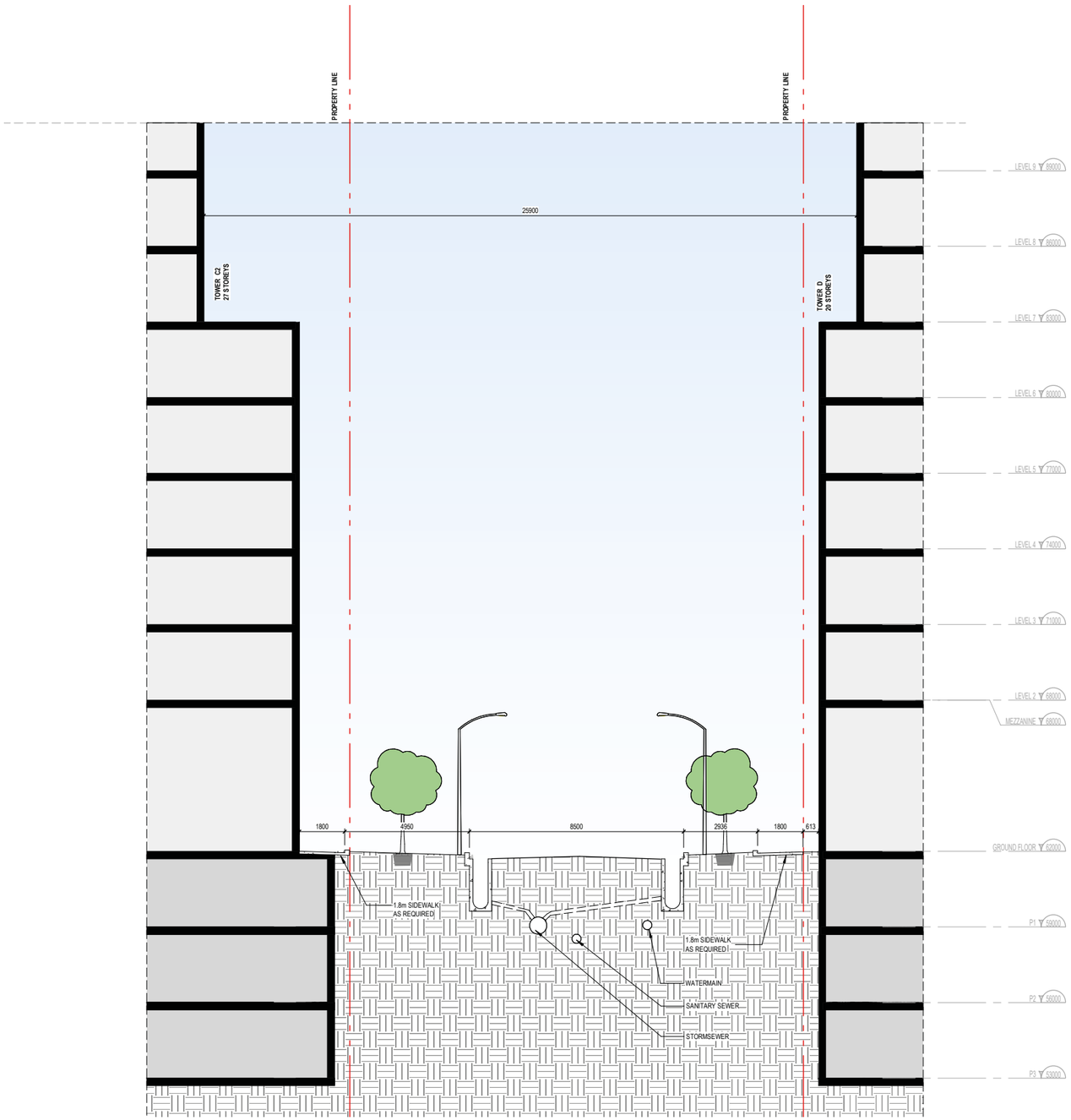
BACHELOR | 1 BEDROOM | 1 BEDROOM + DEN | 2 BEDROOMS | 2 BEDROOMS + DEN | 3 BEDROOMS | VERTICAL CIRCULATION | MEC/SERVICES

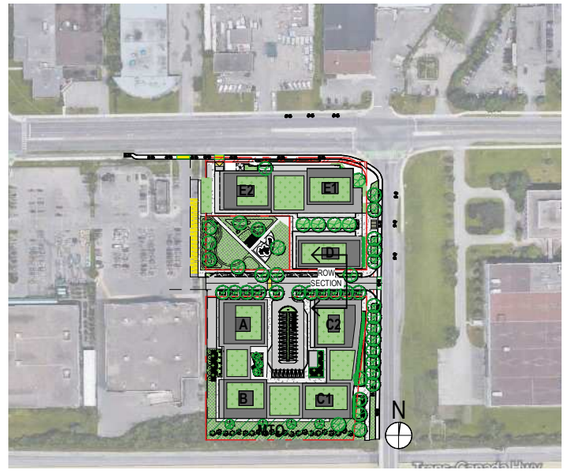
PLAN TYPE - 12TH FLOOR

1:500

BACHELOR | 1 BEDROOM | 2 BEDROOMS | 3 BEDROOMS | VERTICAL CIRCULATION | MEC/SERVICES

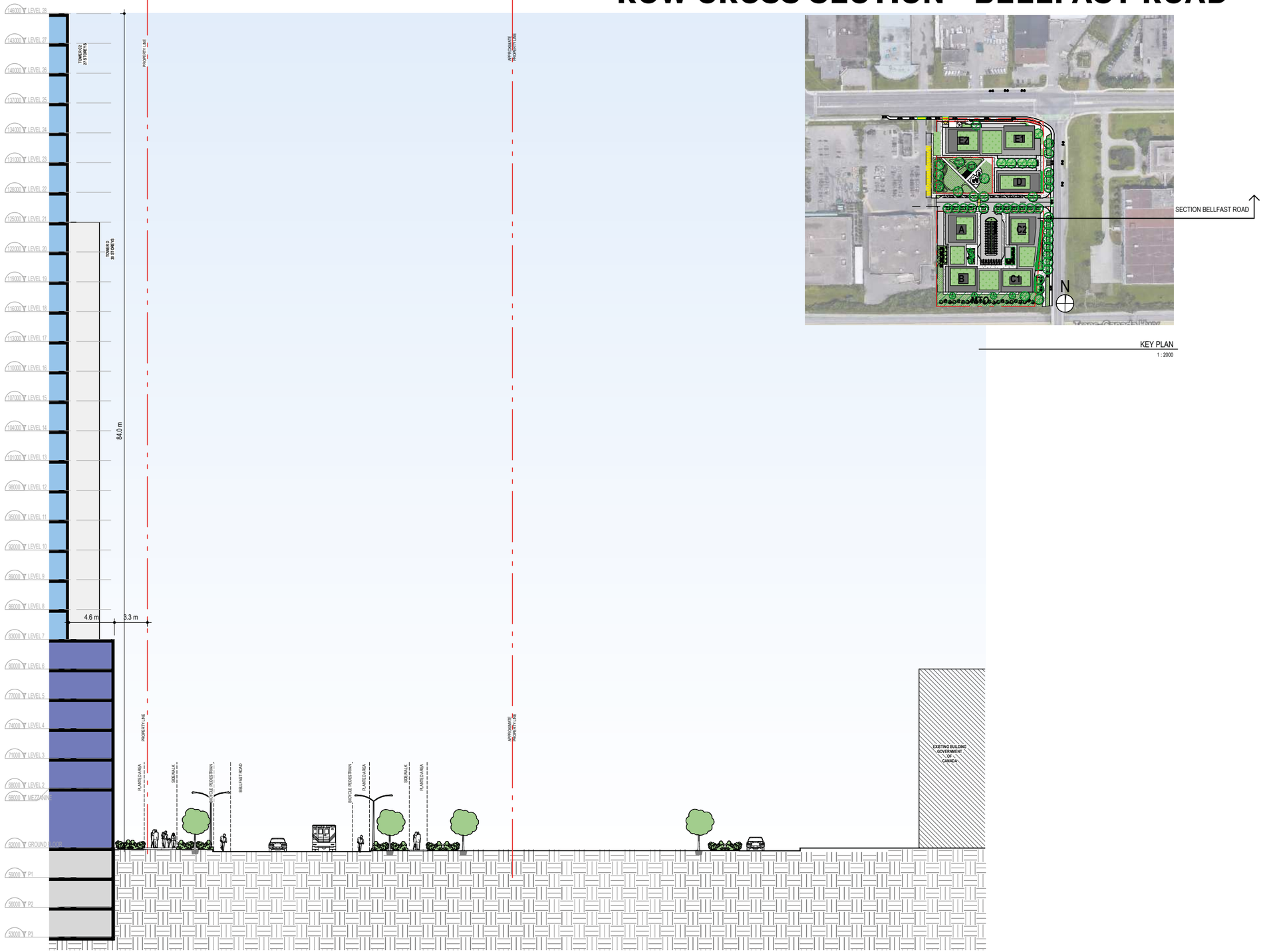
ROW CROSS SECTION - TOWER C2 AND E2





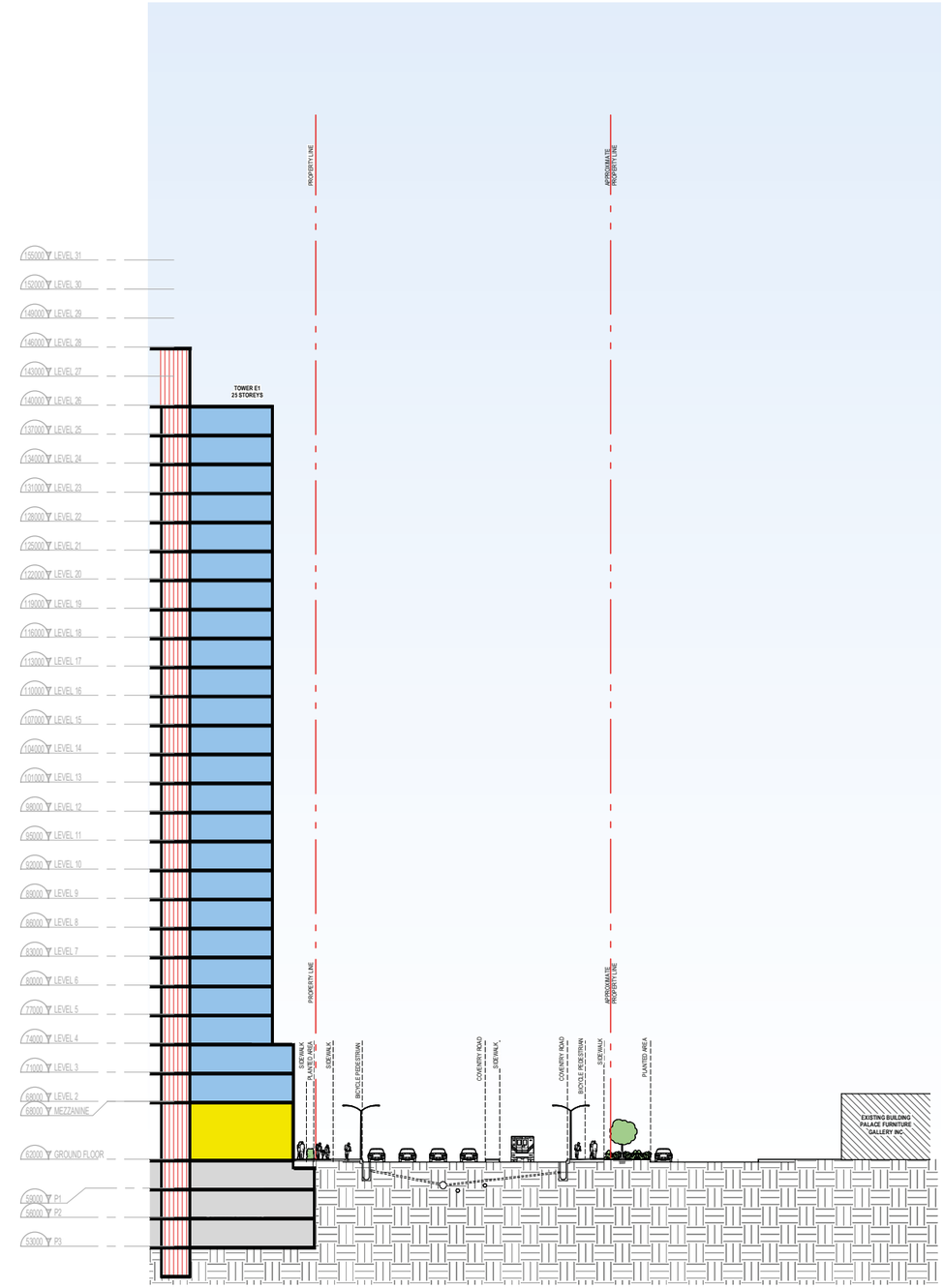
KEY PLAN
1 : 2000

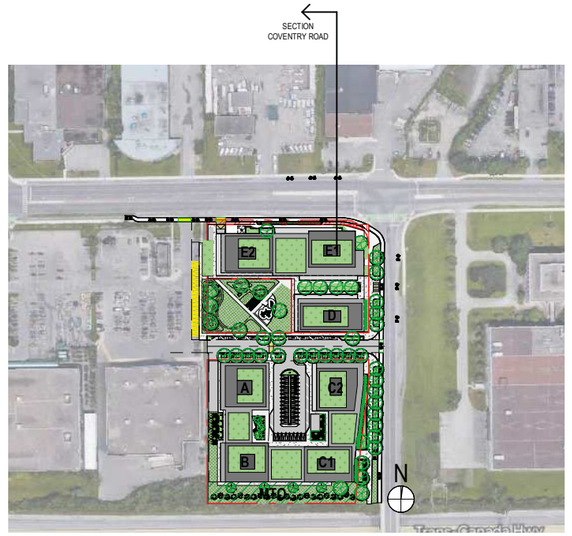
ROW CROSS SECTION - BELLFAST ROAD



KEY PLAN
1 : 2000

ROW CROSS SECTION - COVENTERY ROAD

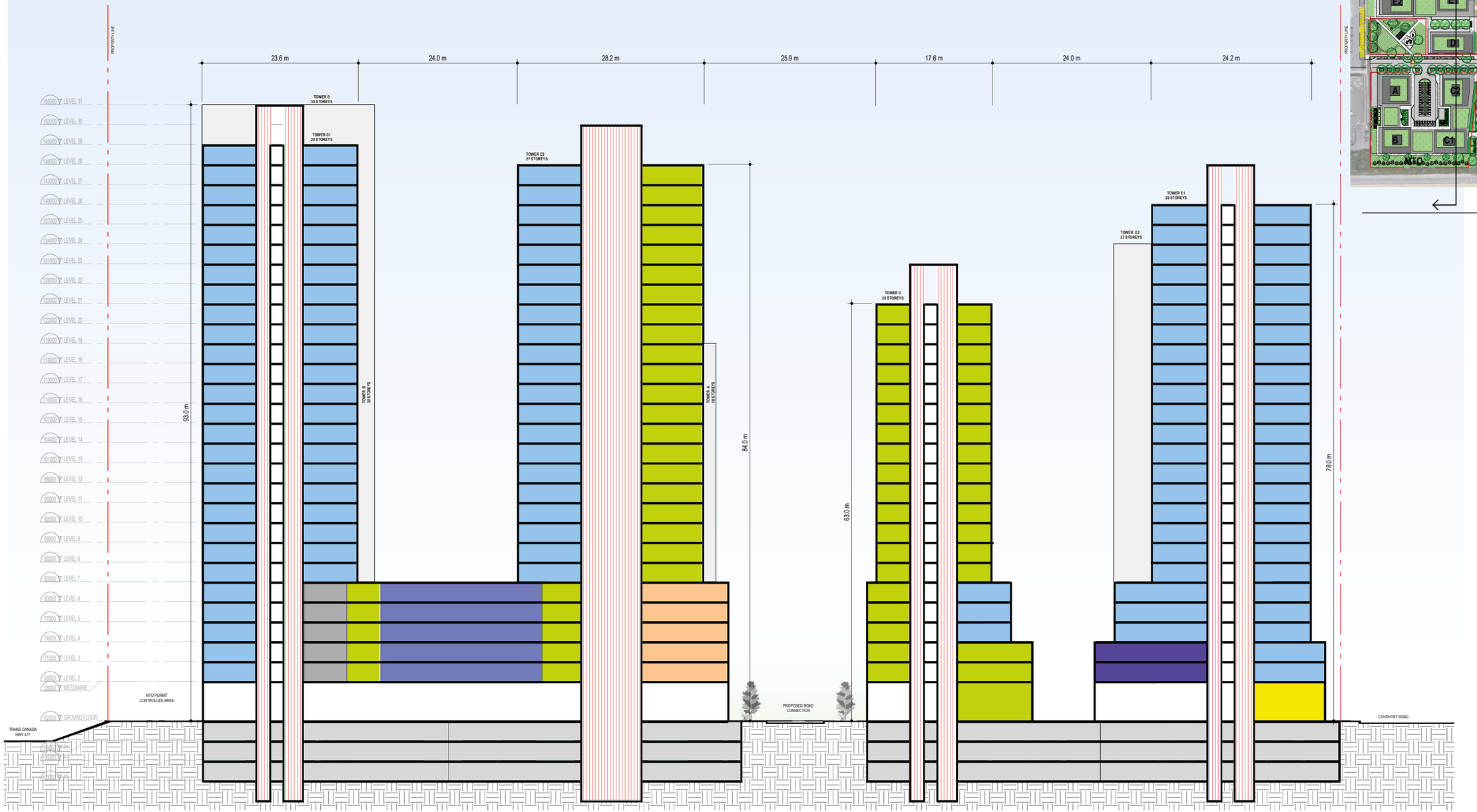


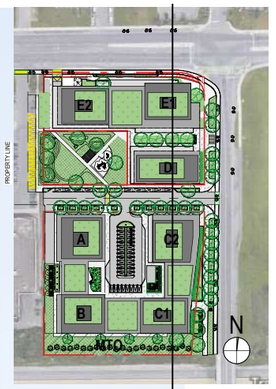


KEY PLAN
1 : 2000

LONGITUDINAL SECTION

1:300

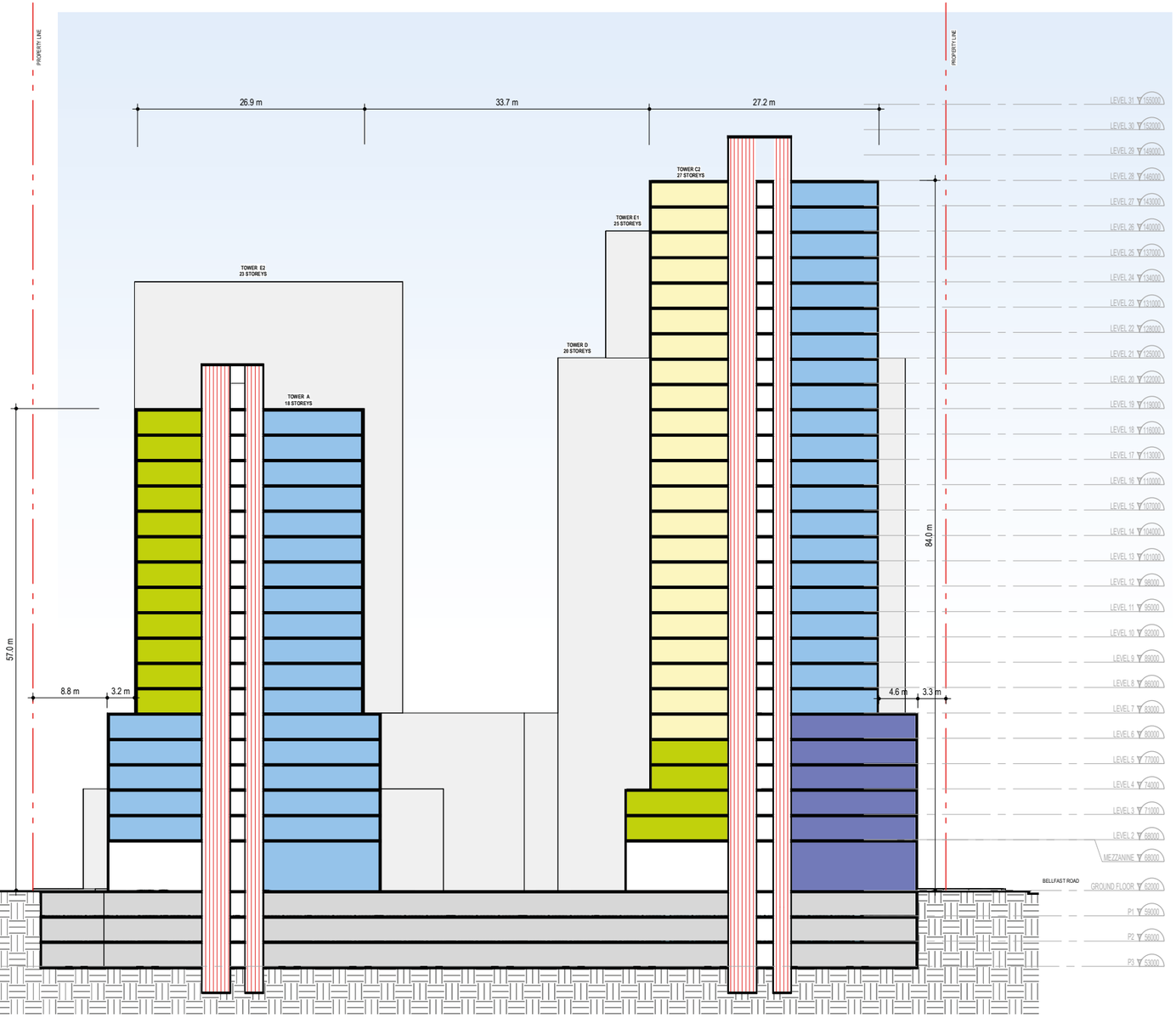


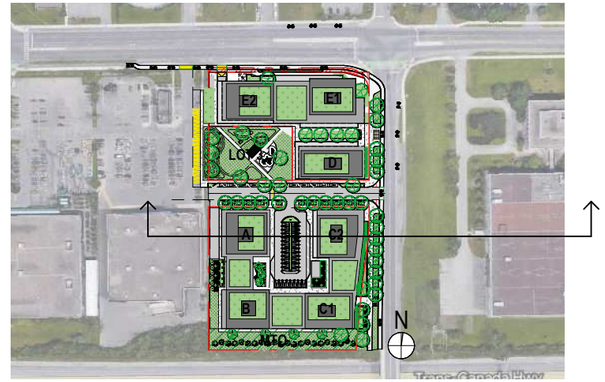


KEY PLAN
1 : 2000

CROSS SECTION

1:300





KEY PLAN

1 : 2000

BACHELOR | 1 BEDROOM | 2 BEDROOMS | 3 BEDROOMS | PARKING GARAGE | VERTICAL CIRCULATION | TOWN HOUSE | LOBBY/AMENITIES | RETAIL

7

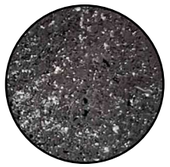
ELEVATIONS & RENDERINGS

BUILDINGS E1, E2
NORTH ELEVATION
VIEW FROM
COVENTRY RD

A Brick
Alpine grey

B Brick
Dark grey

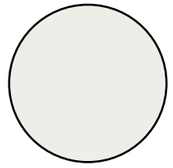
C Precast Concrete Panels
White



D Precast Concrete Panels
Dark Grey

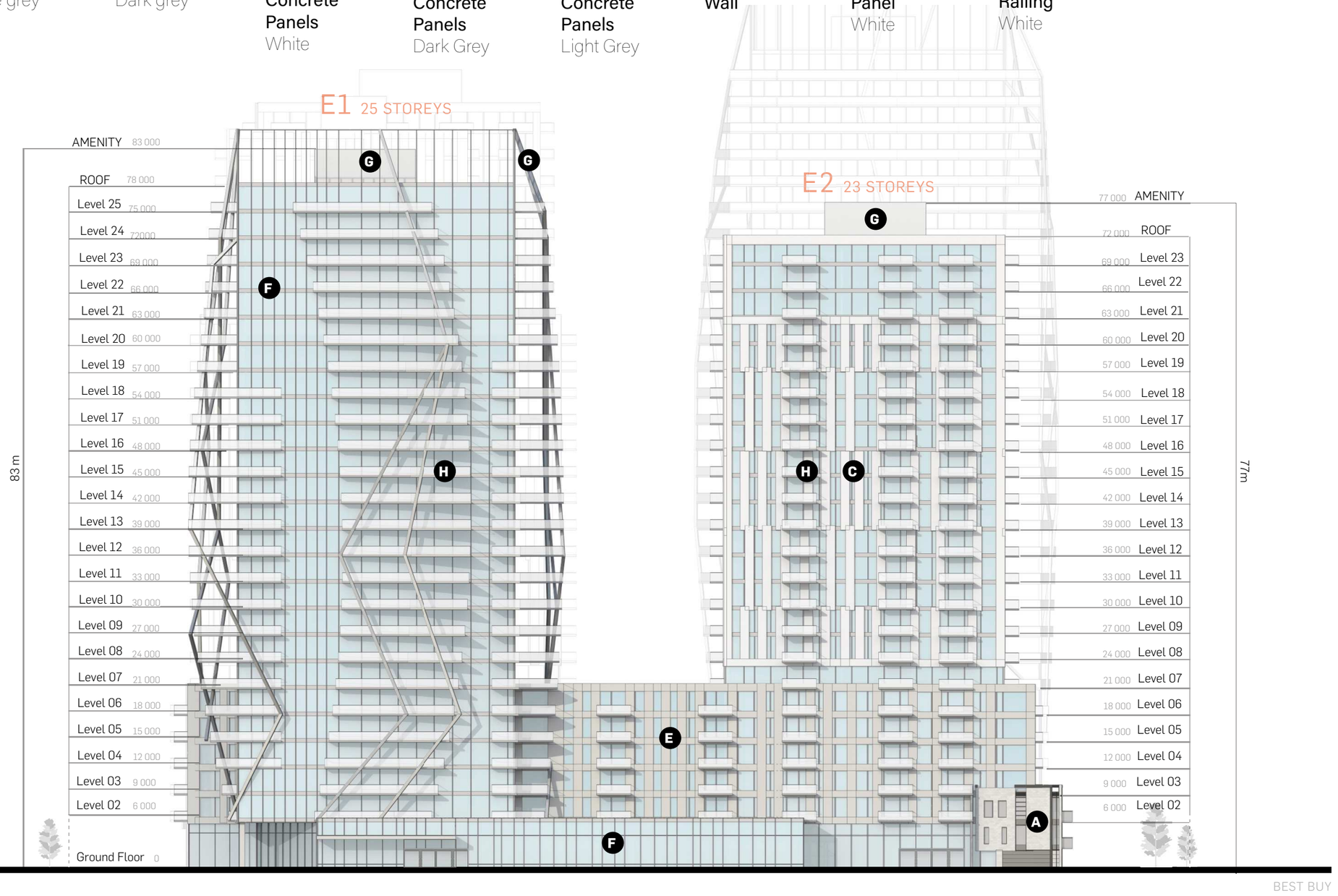
E Precast Concrete Panels
Light Grey

F Curtain Wall



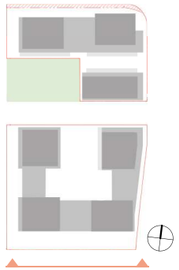
G Metallic Panel
White

H Glass Railing
White



1:500

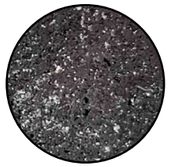
BUILDINGS B, C1
SOUTH ELEVATION
VIEW FROM
TRANS-CANADA HWY



A Brick
Alpine grey

B Brick
Dark grey

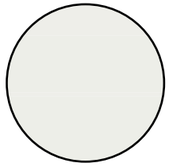
C Precast Concrete Panels
White



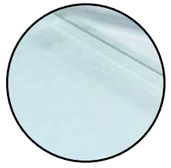
D Precast Concrete Panels
Dark Grey

E Precast Concrete Panels
Light Grey

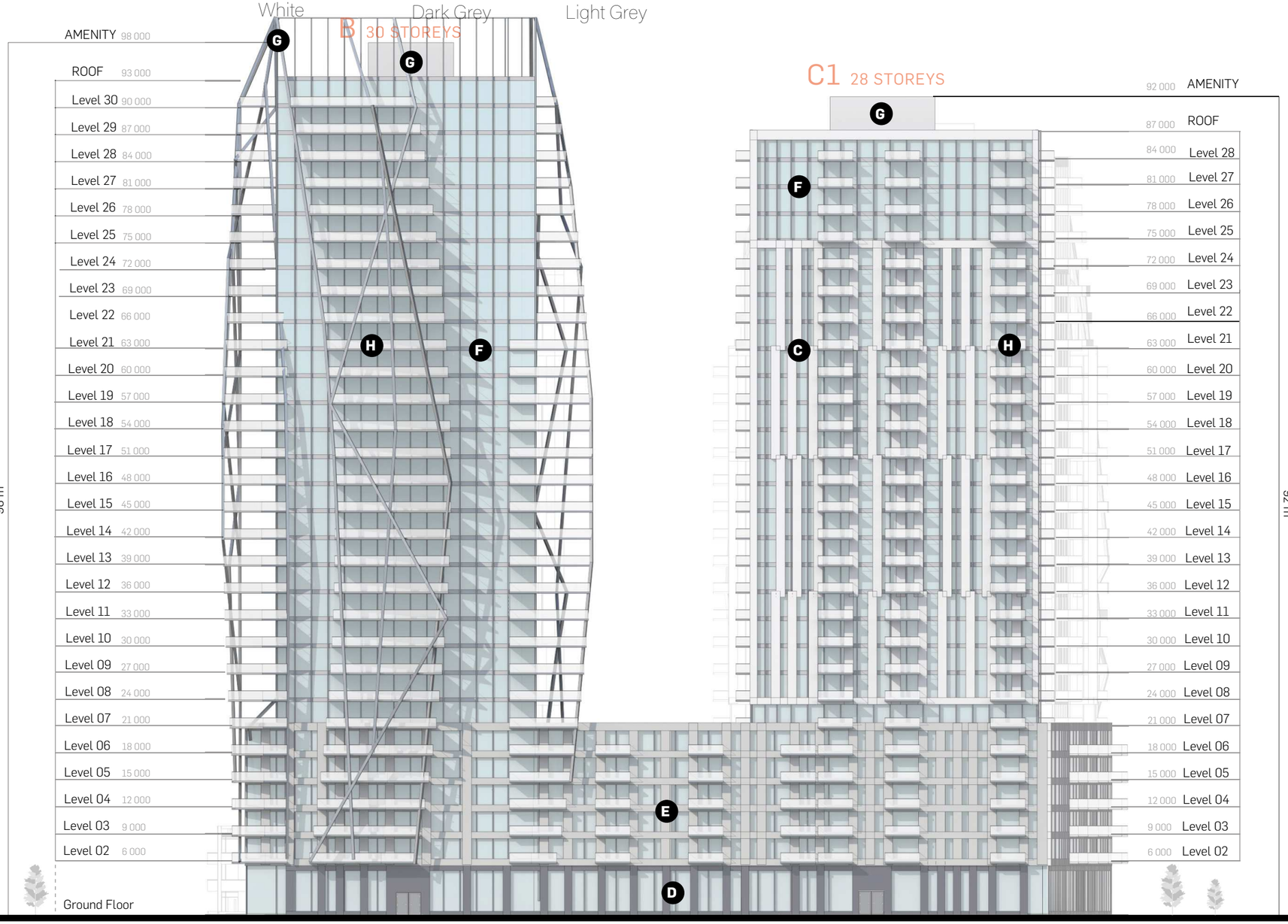
F Curtain Wall



G Metallic Panel
White

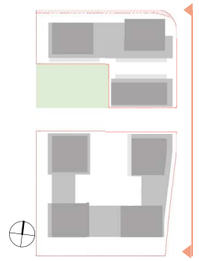


H Glass Railing
White



1:500

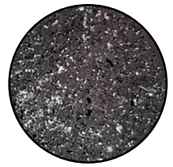
BUILDINGS C1, C2, D, E1
EAST ELEVATION
VIEW FROM BELFAST RD



A Brick
Alpine grey

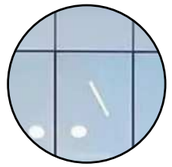
B Brick
Dark grey

C Precast Concrete Panels
White

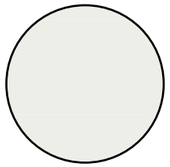


D Precast Concrete Panels
Dark Grey

E Precast Concrete Panels
Light Grey



F Curtain Wall

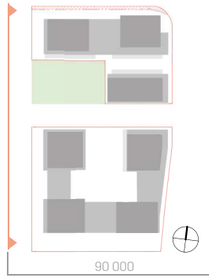


G Metallic Panel
White

H Glass Railing
White

1:500

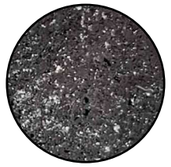
BUILDINGS E2, A, B
WEST ELEVATION
VIEW FROM BEST BUY



A Brick
Alpine grey

B Brick
Dark grey

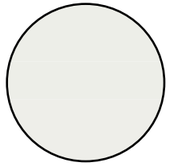
C Precast Concrete Panels
White



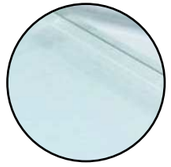
D Precast Concrete Panels
Dark Grey

E Precast Concrete Panels
Light Grey

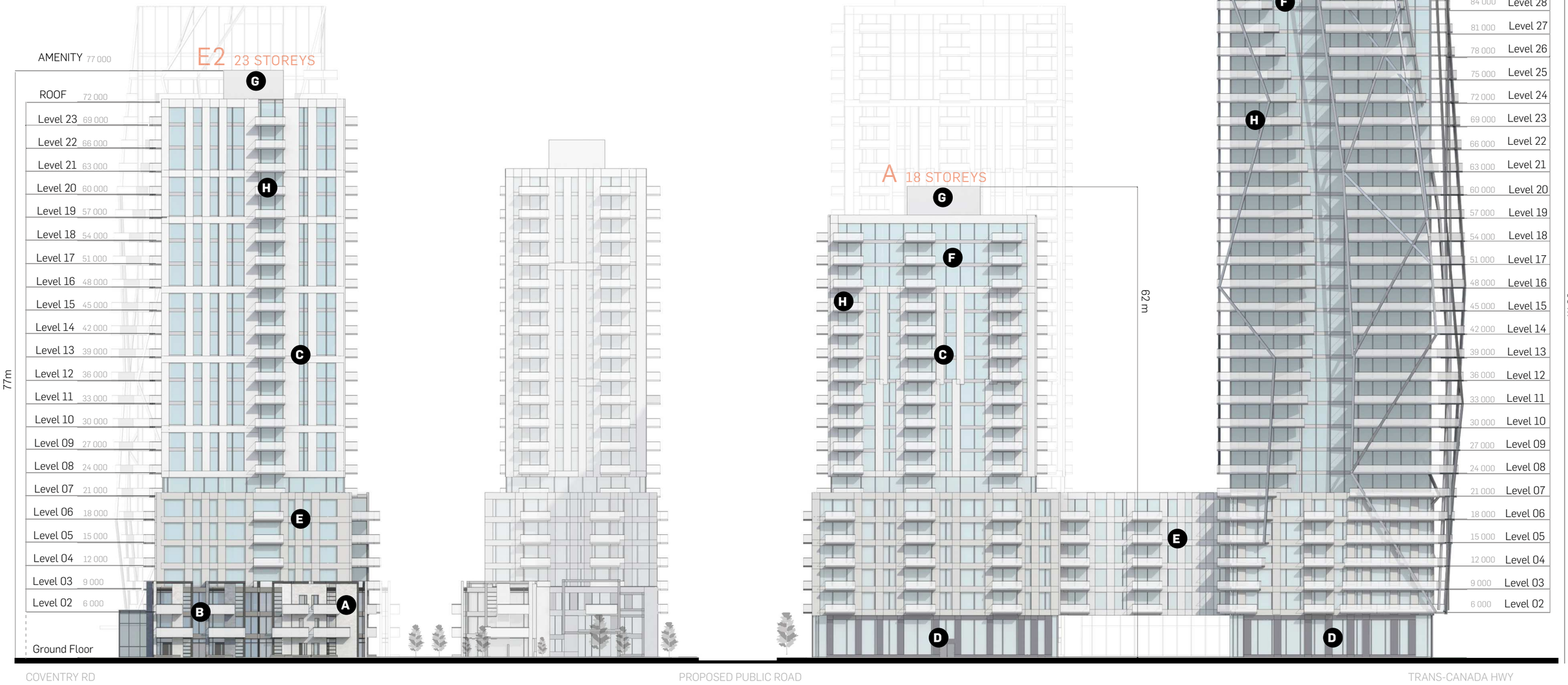
F Curtain Wall



G Metallic Panel
White

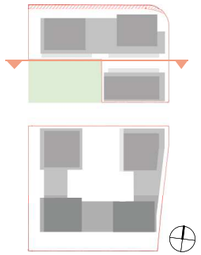


H Glass Railing
White



7 - Elevations and renderings

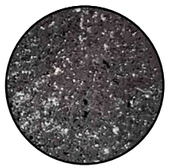
BUILDING D
NORTH ELEVATION
VIEW FROM PROPOSED PARK



A Brick
Alpine grey

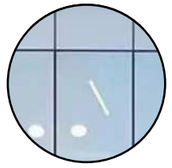
B Brick
Dark grey

C Precast Concrete Panels
White

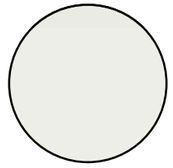


D Precast Concrete Panels
Dark Grey

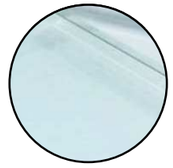
E Precast Concrete Panels
Light Grey



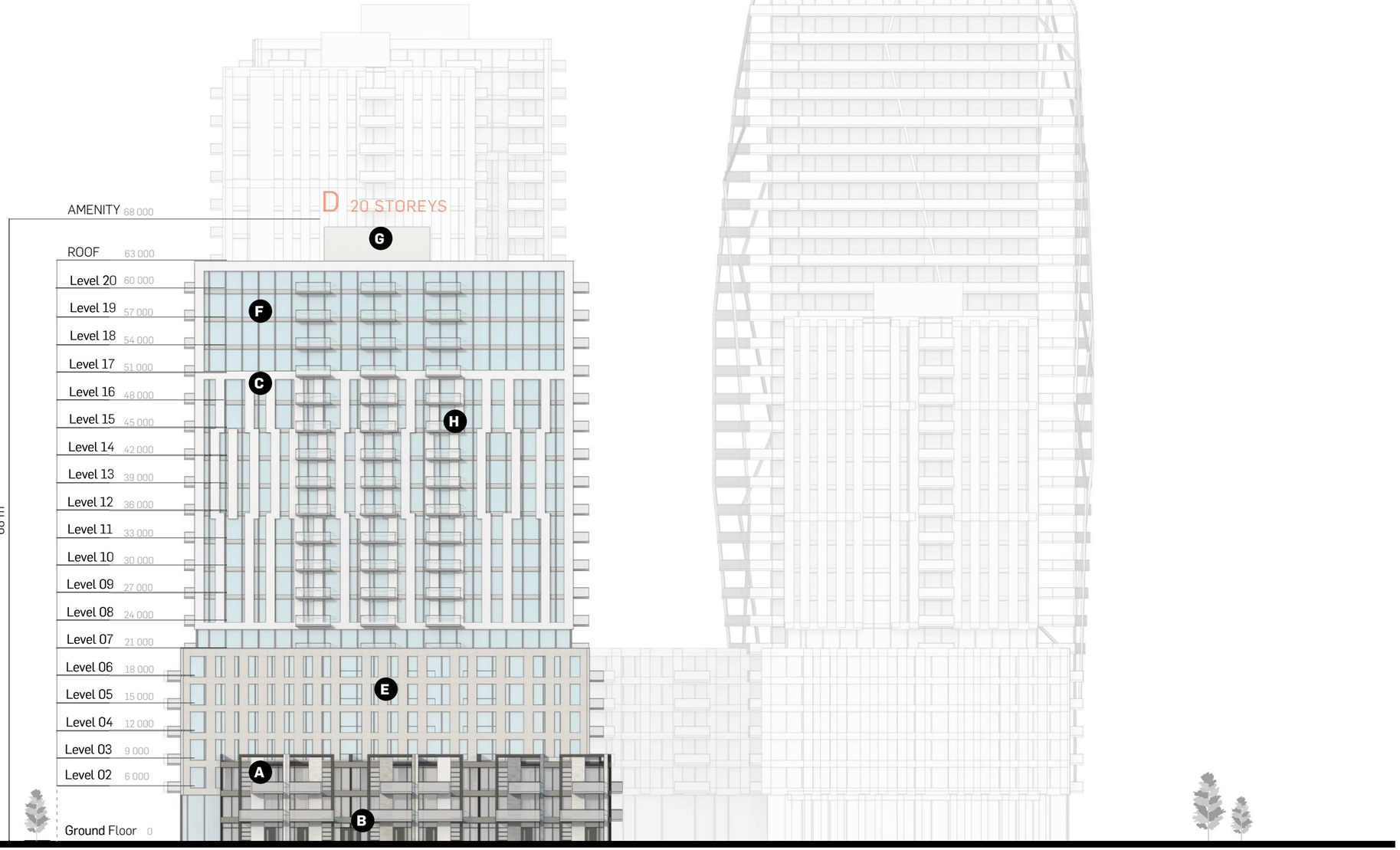
F Curtain Wall



G Metallic Panel
White



H Glass Railing
White



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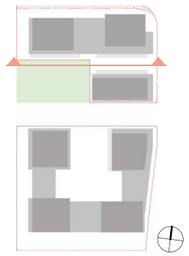
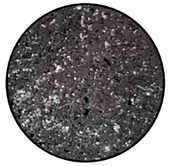


A Brick
Alpine grey

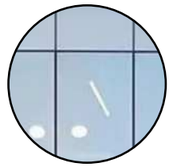
B Brick
Dark grey

C Precast Concrete Panels
White

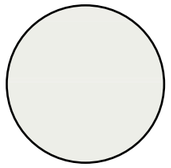


D Precast Concrete Panels
Dark Grey

E Precast Concrete Panels
Light Grey



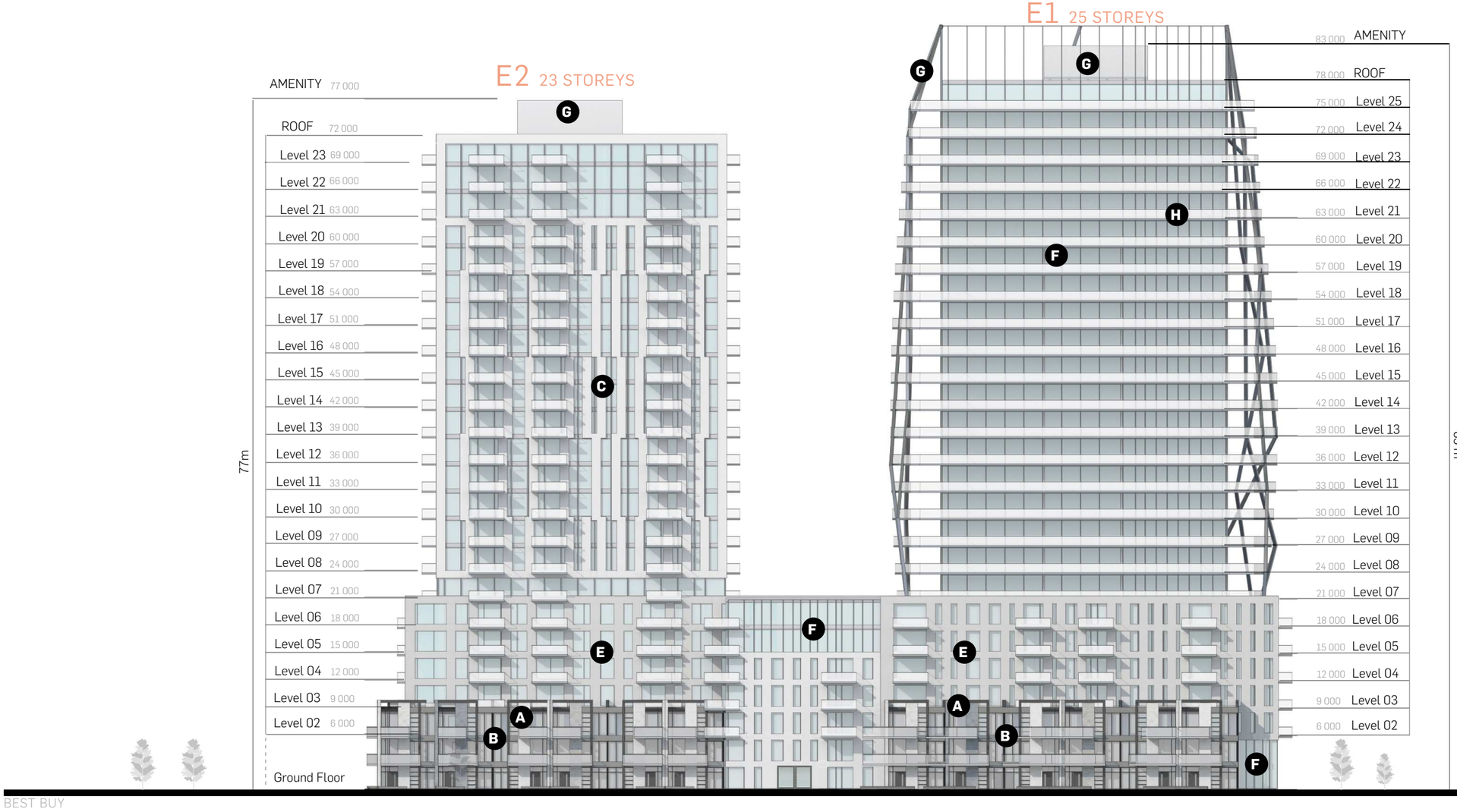
F Curtain Wall



G Metallic Panel
White

H Glass Railing
White

BUILDINGS E1, E2
SOUTH ELEVATION
VIEW FROM PROPOSED PARK



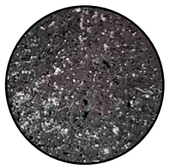
1:500

BUILDINGS C1, A
NORTH ELEVATION
VIEW FROM PROPOSED
PUBLIC ROW CONNECTION

A Brick
Alpine grey

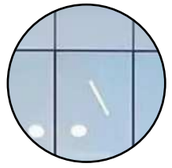
B Brick
Dark grey

C Precast Concrete Panels
White

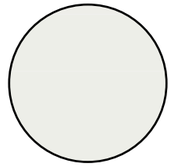


D Precast Concrete Panels
Dark Grey

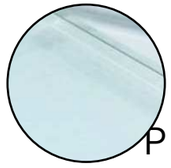
E Precast Concrete Panels
Light Grey



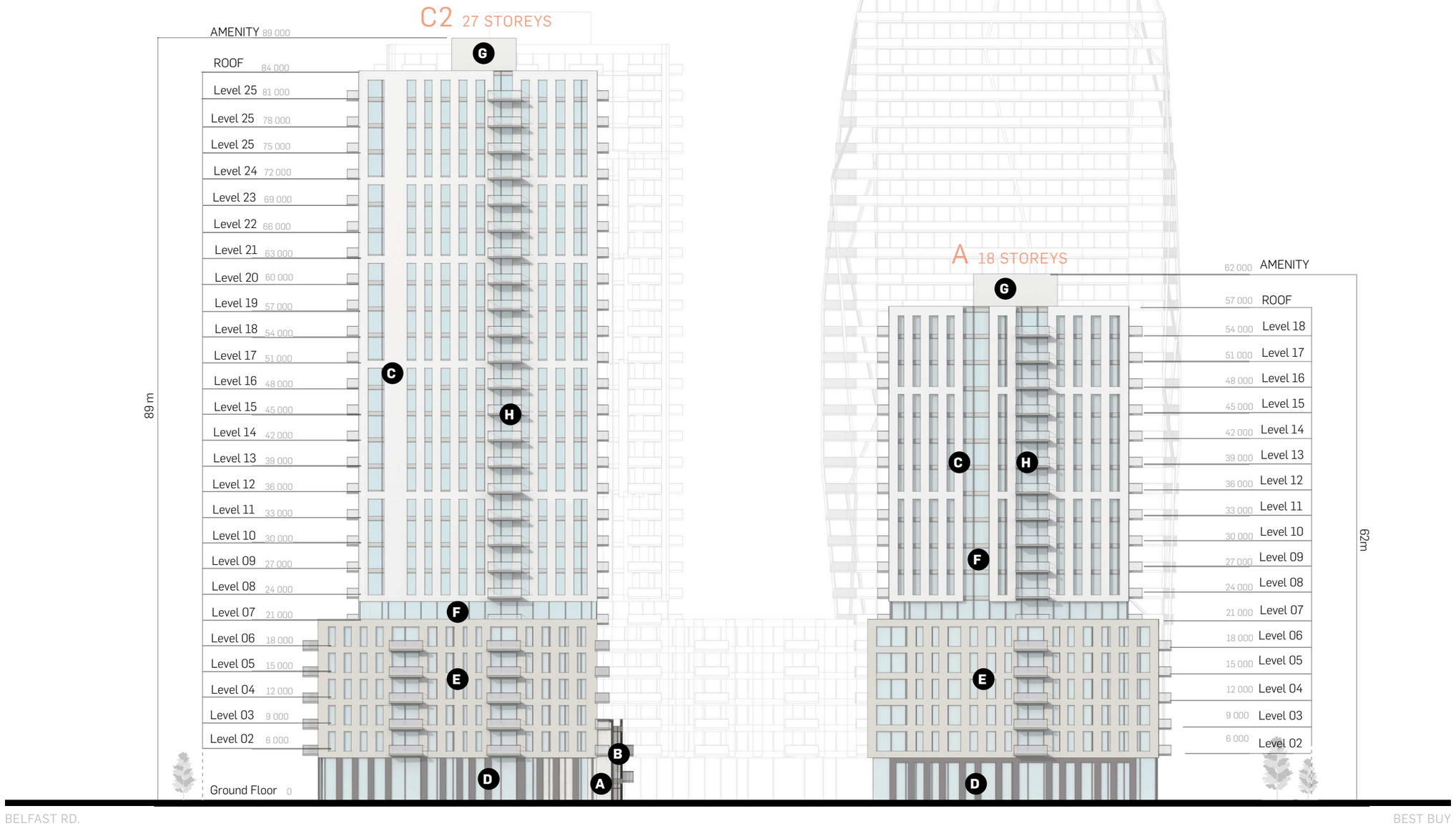
F Curtain Wall



G Metallic Panel
White

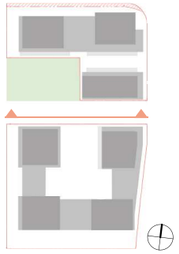


H Glass Railing
White



1:500

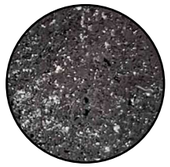
BUILDING D
SOUTH ELEVATION
VIEW FROM PROPOSED PUBLIC ROW CONNECTION



A Brick
Alpine grey

B Brick
Dark grey

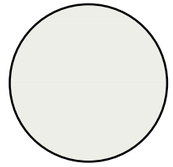
C Precast Concrete Panels
White



D Precast Concrete Panels
Dark Grey

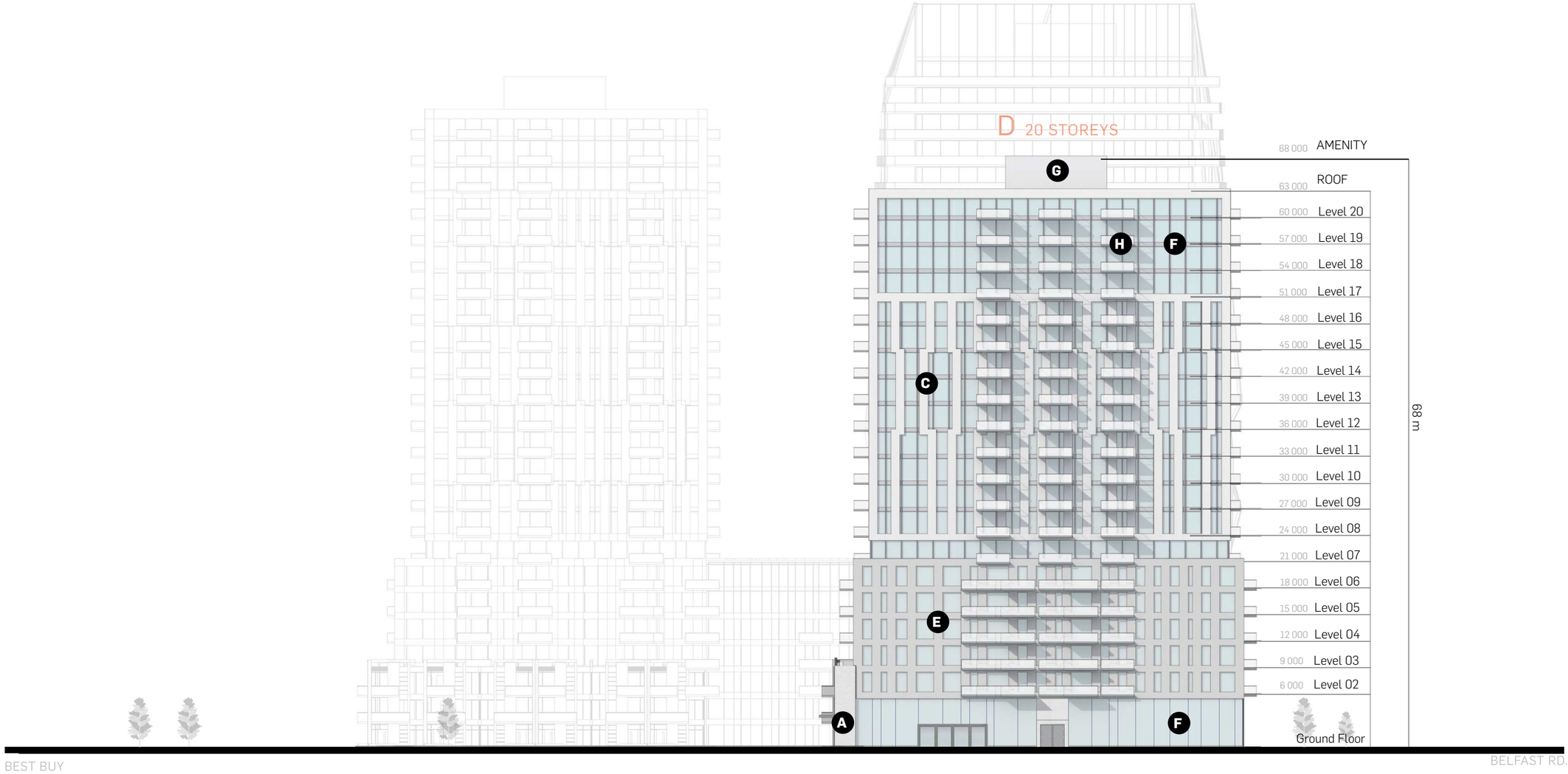
E Precast Concrete Panels
Light Grey

F Curtain Wall



G Metallic Panel
White

H Glass Railing
White

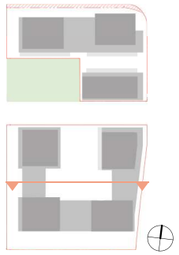


1:500

BUILDINGS C1, B

NORTH ELEVATION

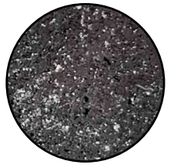
SECTION VIEW THROUGH BLOCK 1 PODIUM



A Brick
Alpine grey

B Brick
Dark grey

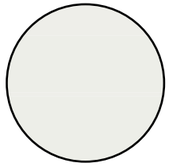
C Precast Concrete Panels
White



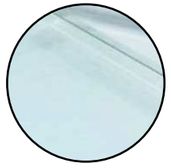
D Precast Concrete Panels
Dark Grey

E Precast Concrete Panels
Light Grey

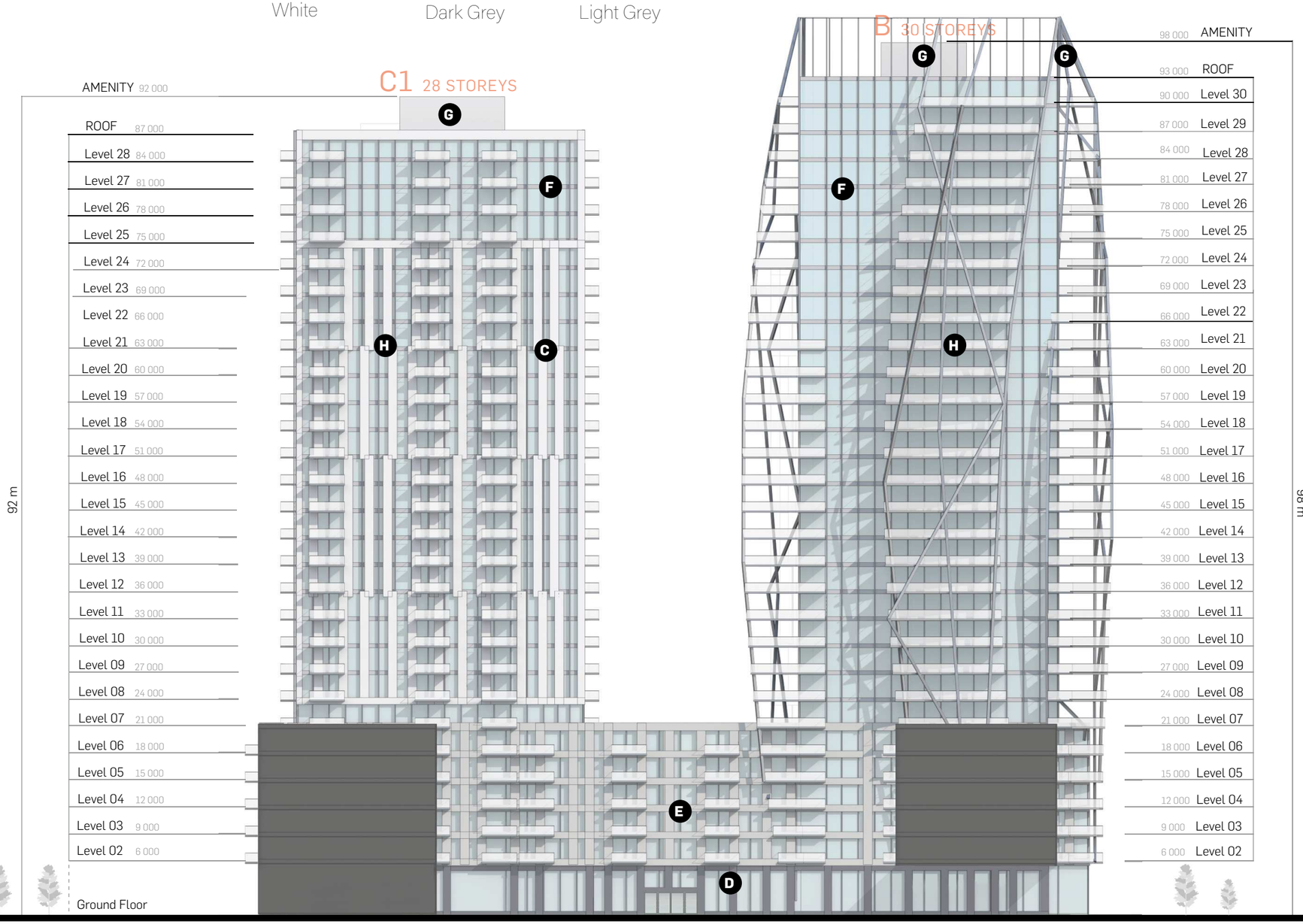
F Curtain Wall



G Metallic Panel
White

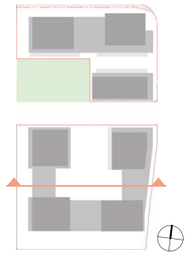


H Glass Railing
White



1:500

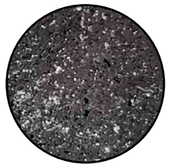
BUILDINGS A, C2
SOUTH ELEVATION
SECTION VIEW THROUGH BLOCK 1 PODIUM



A Brick
Alpine grey

B Brick
Dark grey

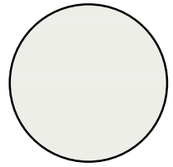
C Precast Concrete Panels
White



D Precast Concrete Panels
Dark Grey

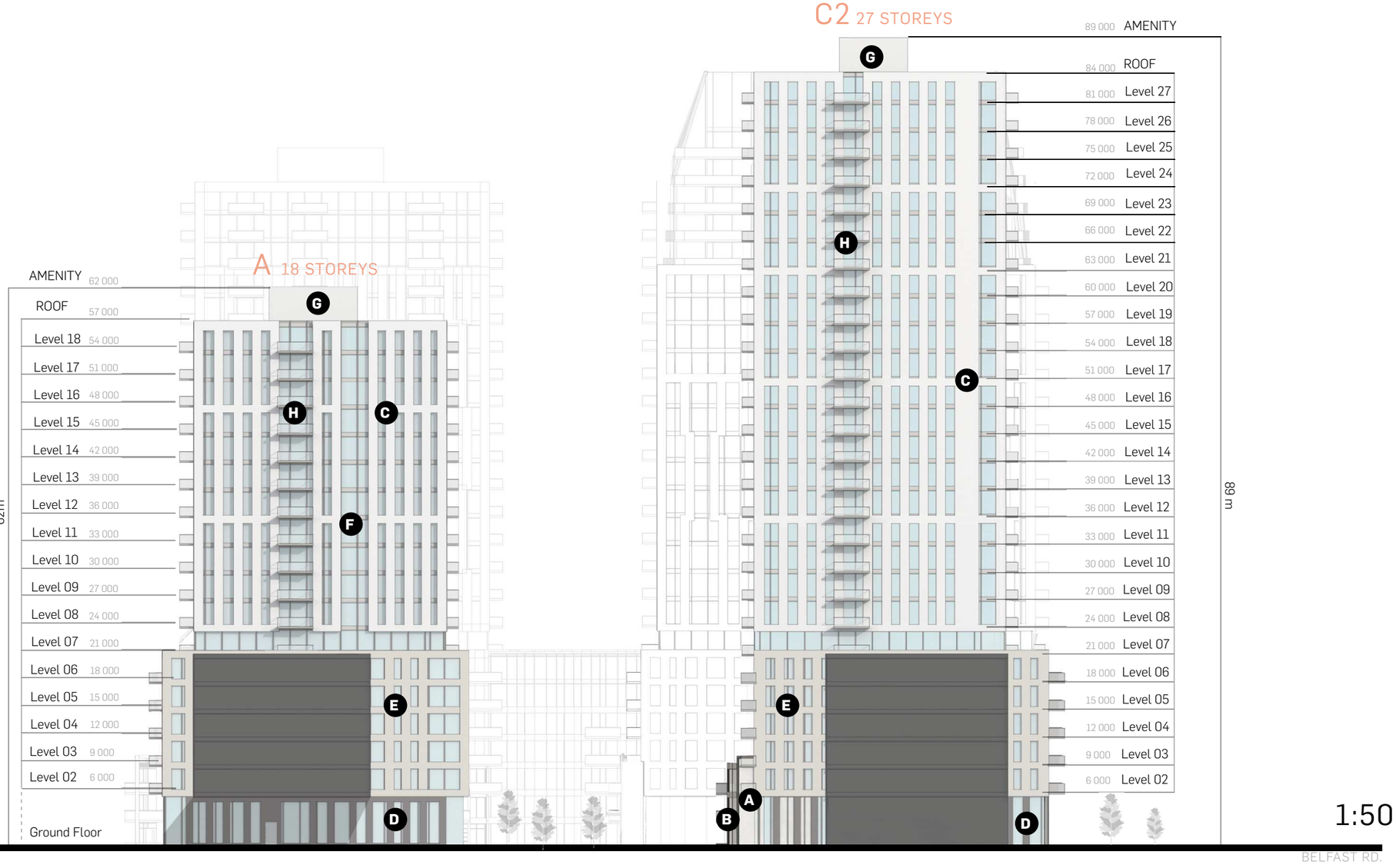
E Precast Concrete Panels
Light Grey

F Curtain Wall



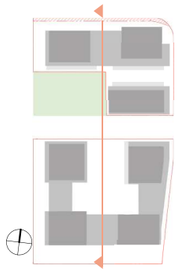
G Metallic Panel
White

H Glass Railing
White



1:500

BUILDINGS B, A, E2
EAST ELEVATION



A Brick
Alpine grey

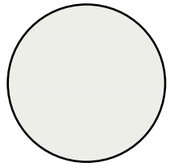
B Brick
Dark grey

C Precast Concrete Panels
White

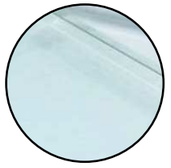
D Precast Concrete Panels
Dark Grey

E Precast Concrete Panels
Light Grey

F Curtain Wall



G Metallic Panel
White



H Glass Railing
White

B 30 STOREYS

AMENITY 98 000
ROOF 93 000
Level 30 90 000
Level 29 87 000
Level 28 84 000
Level 27 81 000
Level 26 78 000
Level 25 75 000
Level 24 72 000
Level 23 69 000
Level 22 66 000
Level 21 63 000
Level 20 60 000
Level 19 57 000
Level 18 54 000
Level 17 51 000
Level 16 48 000
Level 15 45 000
Level 14 42 000
Level 13 39 000
Level 12 36 000
Level 11 33 000
Level 10 30 000
Level 09 27 000
Level 08 24 000
Level 07 21 000
Level 06 18 000
Level 05 15 000
Level 04 12 000
Level 03 9 000
Level 02 6 000
Ground Floor

98 m

A 18 STOREYS

62 m

E2 23 STOREYS

77 000 AMENITY
72 000 ROOF
69 000 Level 23
66 000 Level 22
63 000 Level 21
60 000 Level 20
57 000 Level 19
54 000 Level 18
51 000 Level 17
48 000 Level 16
45 000 Level 15
42 000 Level 14
39 000 Level 13
36 000 Level 12
33 000 Level 11
30 000 Level 10
27 000 Level 09
24 000 Level 08
21 000 Level 07
18 000 Level 06
15 000 Level 05
12 000 Level 04
9 000 Level 03
6 000 Level 02

77 m

TRANS-CANADA HWY

PROPOSED PUBLIC ROAD

COVENTRY RD

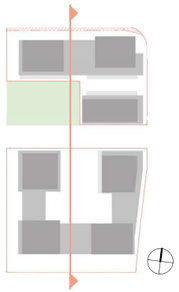
GROUPE ORADEV | Fotenn | NEUF architect(e)s

1:500 400 COVENTRY | JUNE 13TH 2023 | 12934

BUILDINGS E1, D, C2, C1

WEST ELEVATION

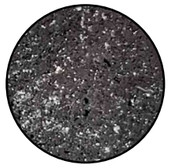
VIEW FROM
PROPOSED PARK



A Brick
Alpine grey

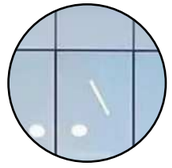
B Brick
Dark grey

C Precast Concrete Panels
White

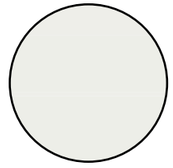


D Precast Concrete Panels
Dark Grey

E Precast Concrete Panels
Light Grey

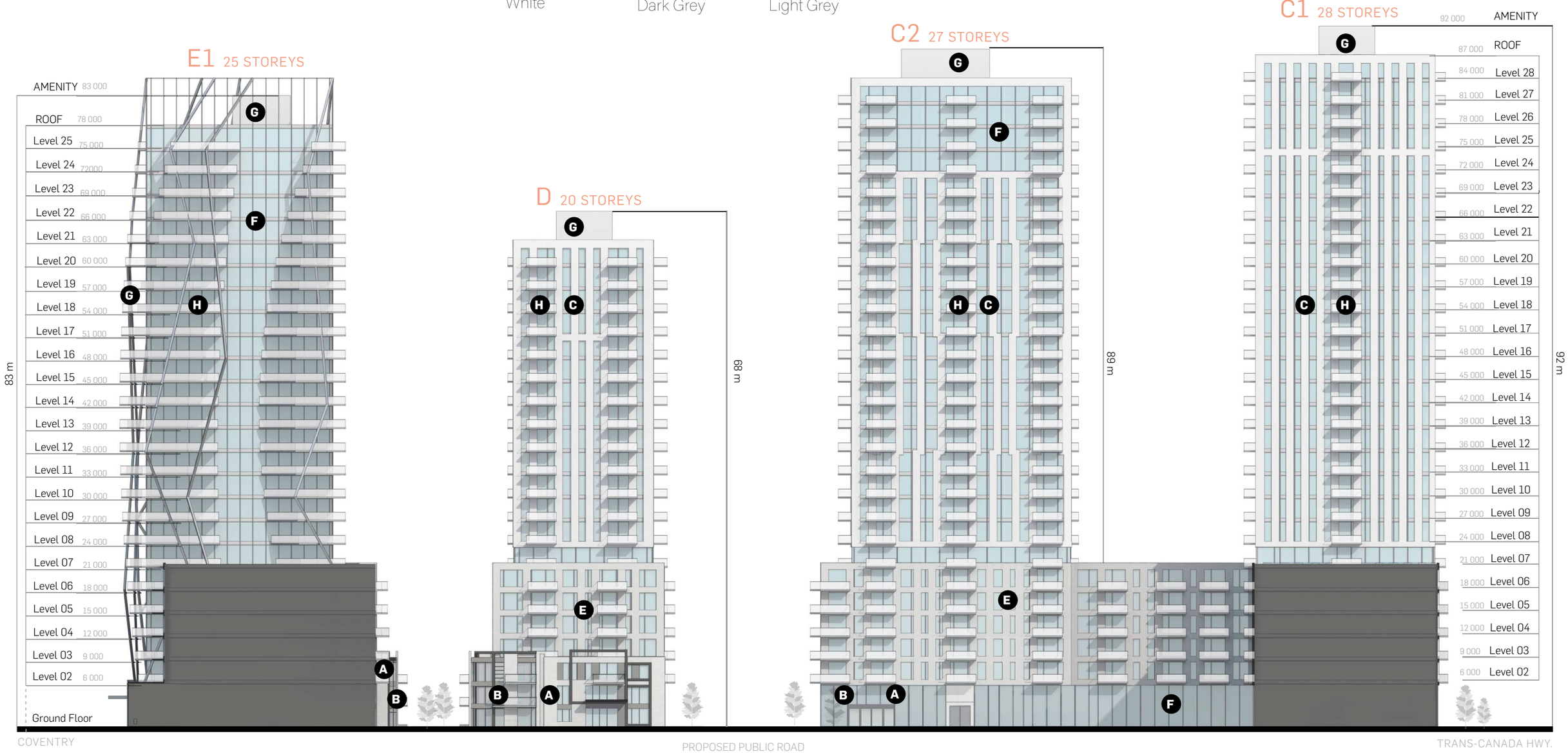


F Curtain Wall



G Metallic Panel
White

H Glass Railing
White



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SOUTH SIDE
BLOCK 1
BUILDINGS A,B,C1,C2

A — Brick
Alpine grey

B — Brick
Dark grey

C — Precast Concrete Panels White

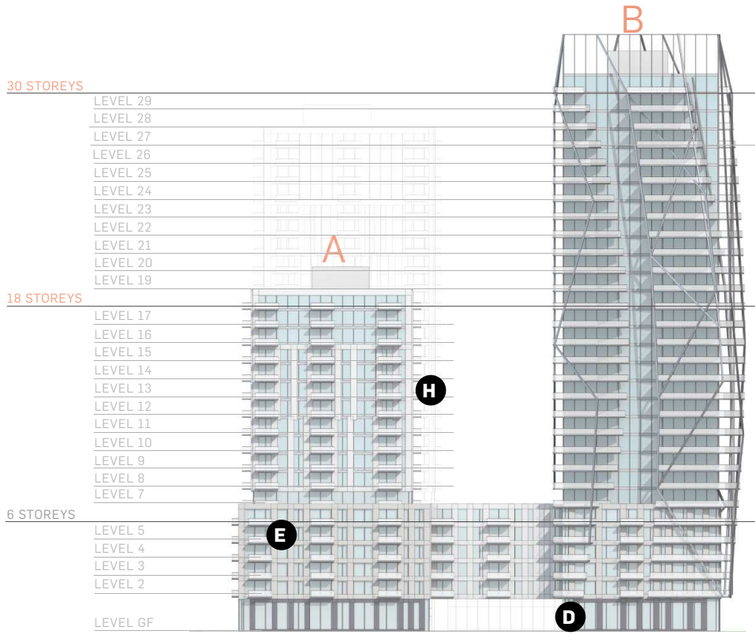
D — Precast Concrete Panels Dark Grey

E — Precast Concrete Panels Light Grey

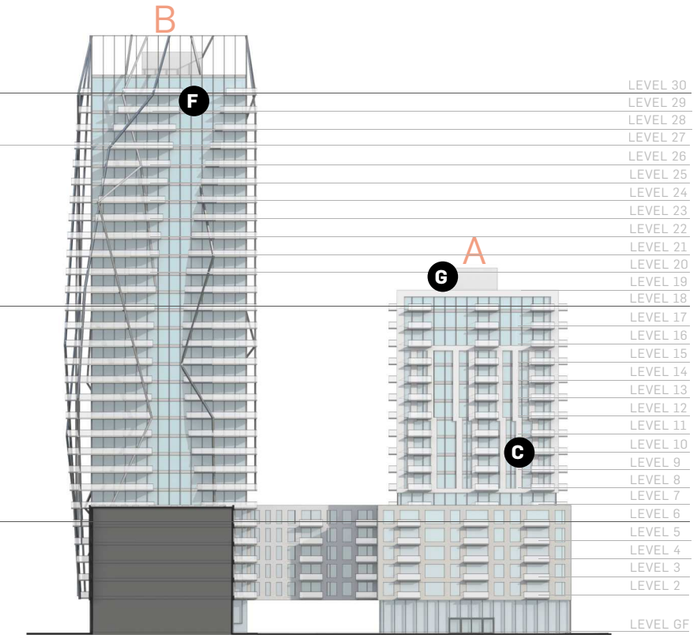
F — Curtain Wall

G — Metallic Panel White

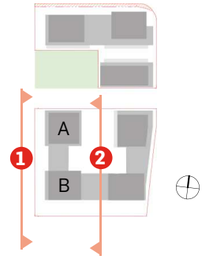
H — Glass Railing White

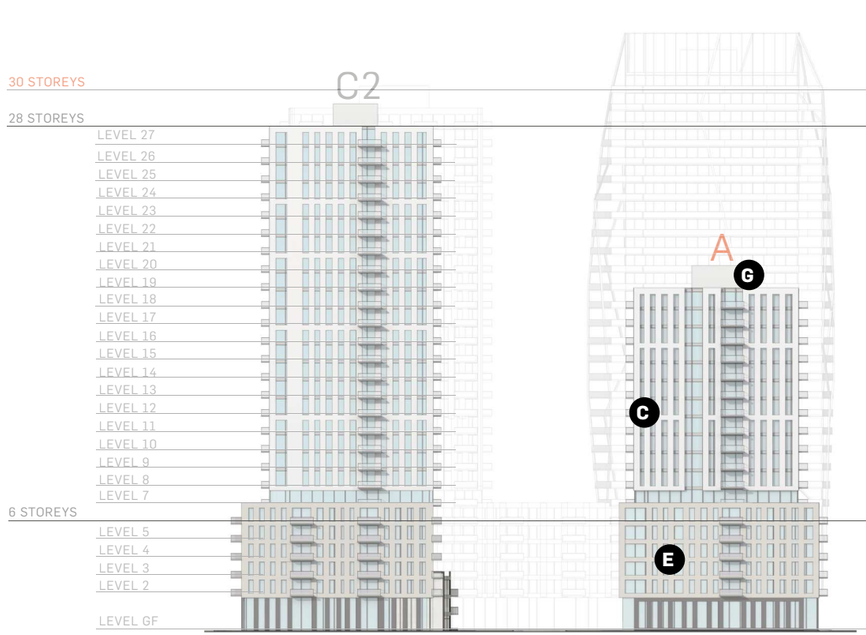


1 WEST ELEVATION
VIEW FROM BEST BUY

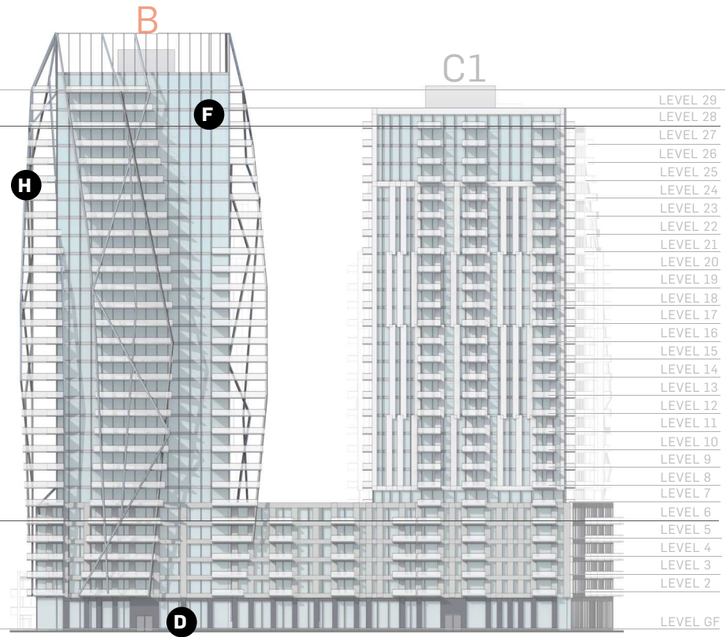


2 EST ELEVATION
VIEW FROM PUBLIC ENTRANCE

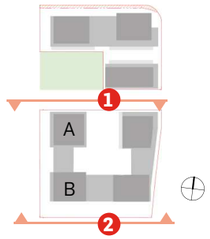




1 NORTH ELEVATION
VIEW FROM PUBLIC ROW



2 SOUTH ELEVATION
VIEW FROM TRANS CANADA HWY



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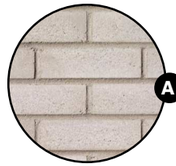
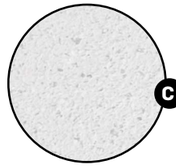
SOUTH SIDE
BLOCK 1
BUILDINGS A,B,C1,C2

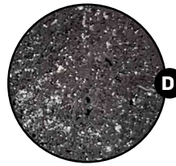


A — Brick
Alpine grey

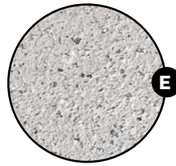
Brick
Dark grey



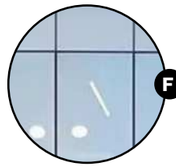
C — Precast Concrete Panels White



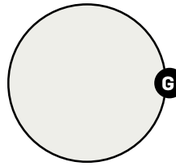
D — Precast Concrete Panels Dark Grey



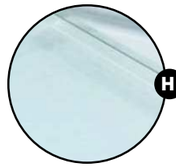
E — Precast Concrete Panels Light Grey



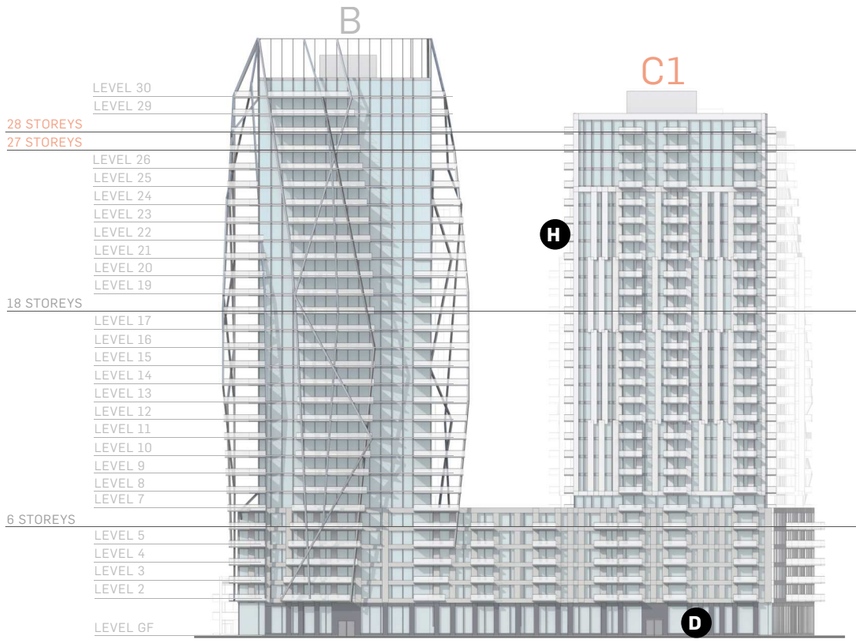
F — Curtain Wall



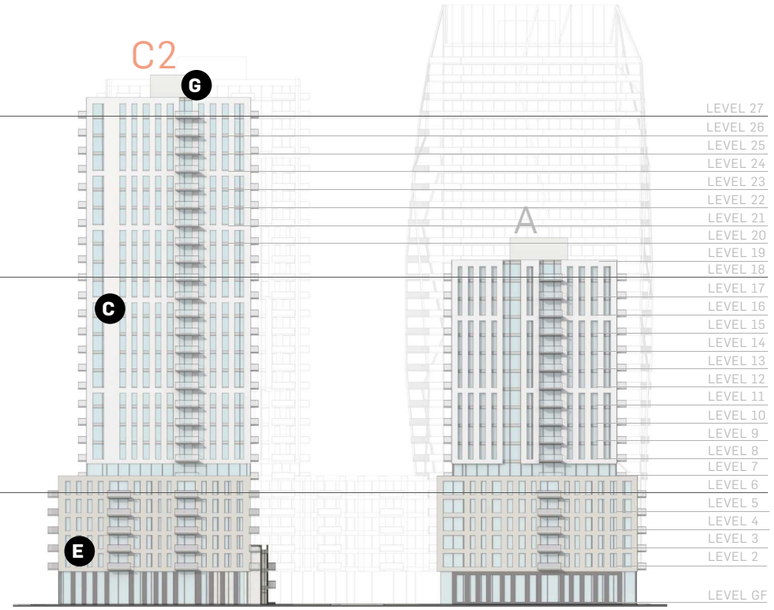
G — Metallic Panel White



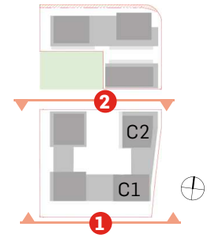
H — Glass Railing White



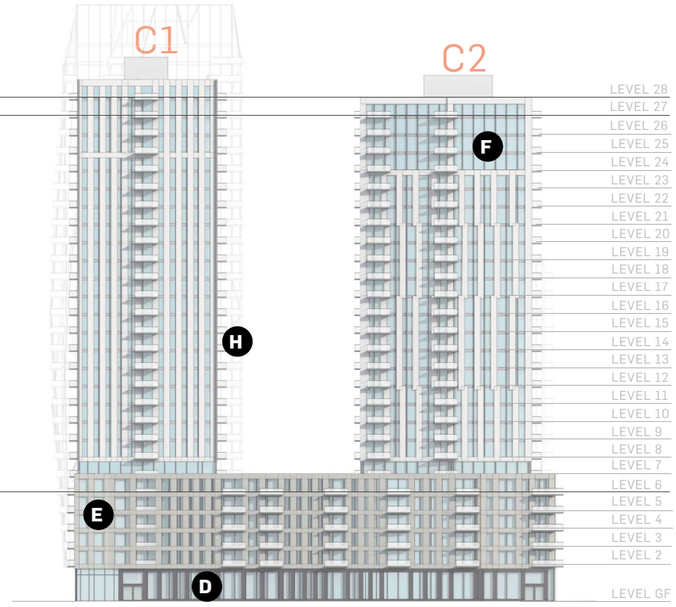
1 SOUTH ELEVATION
VIEW FROM TRANS CANADA HWY



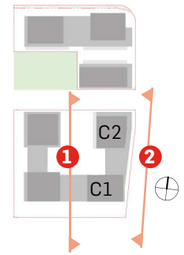
2 NORTH ELEVATION
VIEW FROM PUBLIC ROW



1 WEST ELEVATION
VIEW FROM PRIVATE ENTRANCE



2 EAST ELEVATION
VIEW FROM BELLFAST RD



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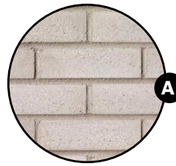
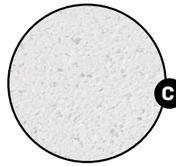
SOUTH SIDE
BLOCK 1
BUILDINGS A,B,C1,C2

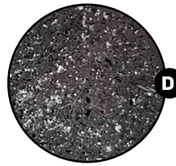


A — Brick
Alpine grey

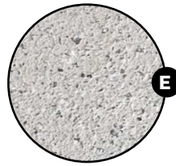
Brick
Dark grey



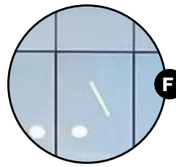
C — Precast Concrete Panels White



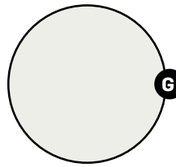
D — Precast Concrete Panels Dark Grey



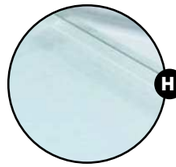
E — Precast Concrete Panels Light Grey



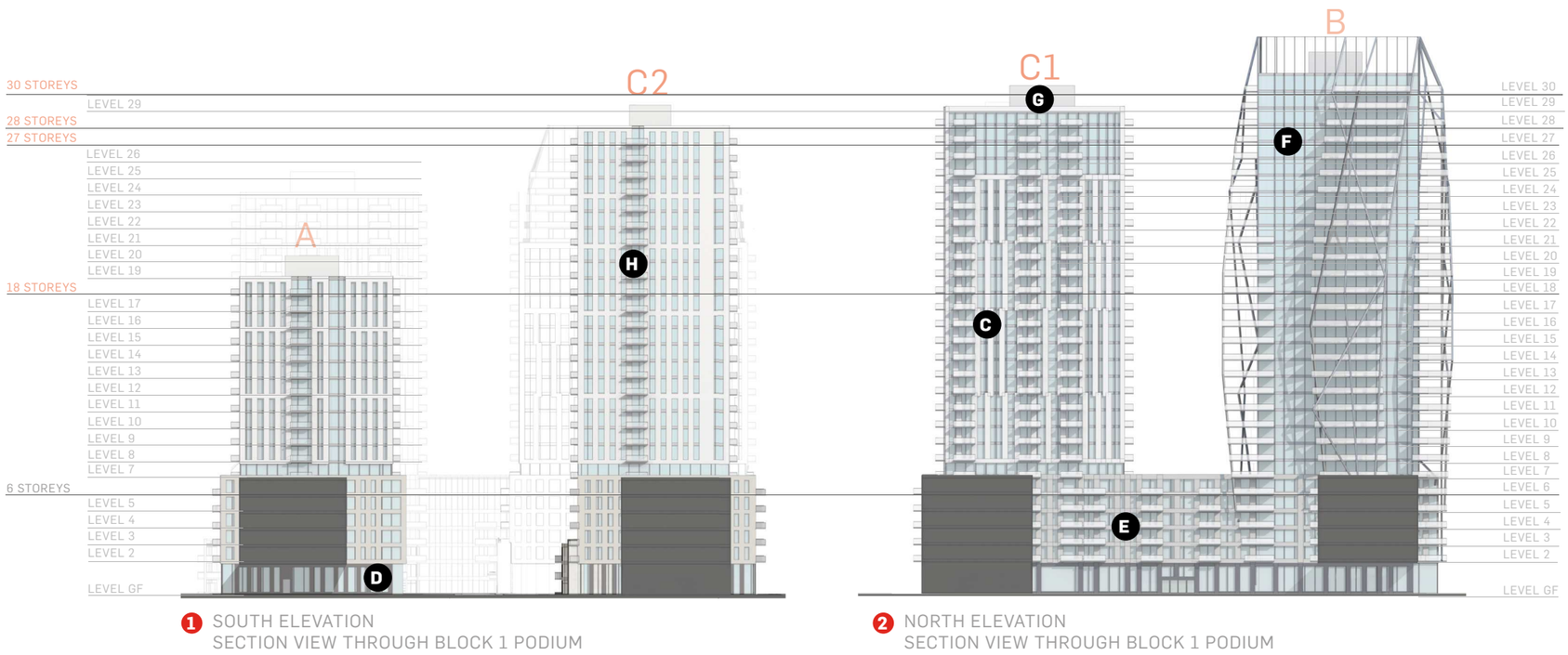
F — Curtain Wall



G — Metallic Panel White

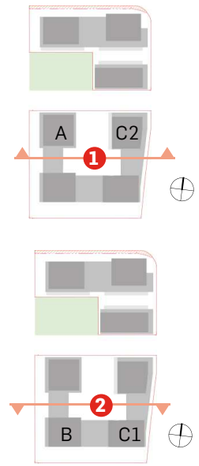


H — Glass Railing White



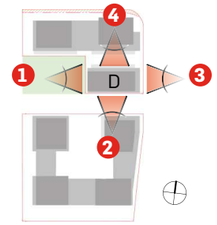
1 SOUTH ELEVATION
SECTION VIEW THROUGH BLOCK 1 PODIUM

2 NORTH ELEVATION
SECTION VIEW THROUGH BLOCK 1 PODIUM



1:1000

NORTH SIDE
BLOCK 2
BUILDING D



A Brick
Alpine grey

B Brick
Dark grey

C Precast Concrete
Panels White

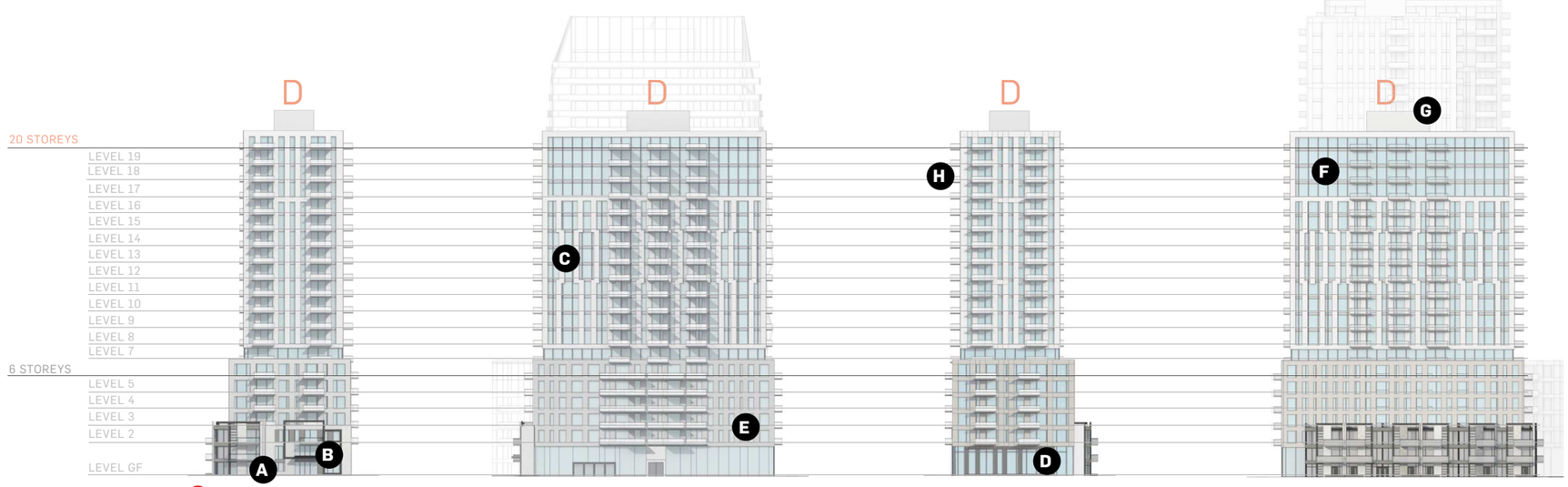
D Precast Concrete
Panels Dark Grey

E Precast Concrete
Panels Light Grey

F Curtain
Wall

G Metallic
Panel White

H Glass
Railing White



1 WEST ELEVATION
VIEW FROM PARKLAND

2 SOUTH ELEVATION
VIEW FROM PUBLIC ROW

3 EAST ELEVATION
VIEW FROM BELLFAST RD

4 NORTH ELEVATION

1:1000

NORTH SIDE
BLOCK 3
BUILDINGS E1,E2

A Brick
Alpine grey

B Brick
Dark grey

C Precast Concrete Panels White

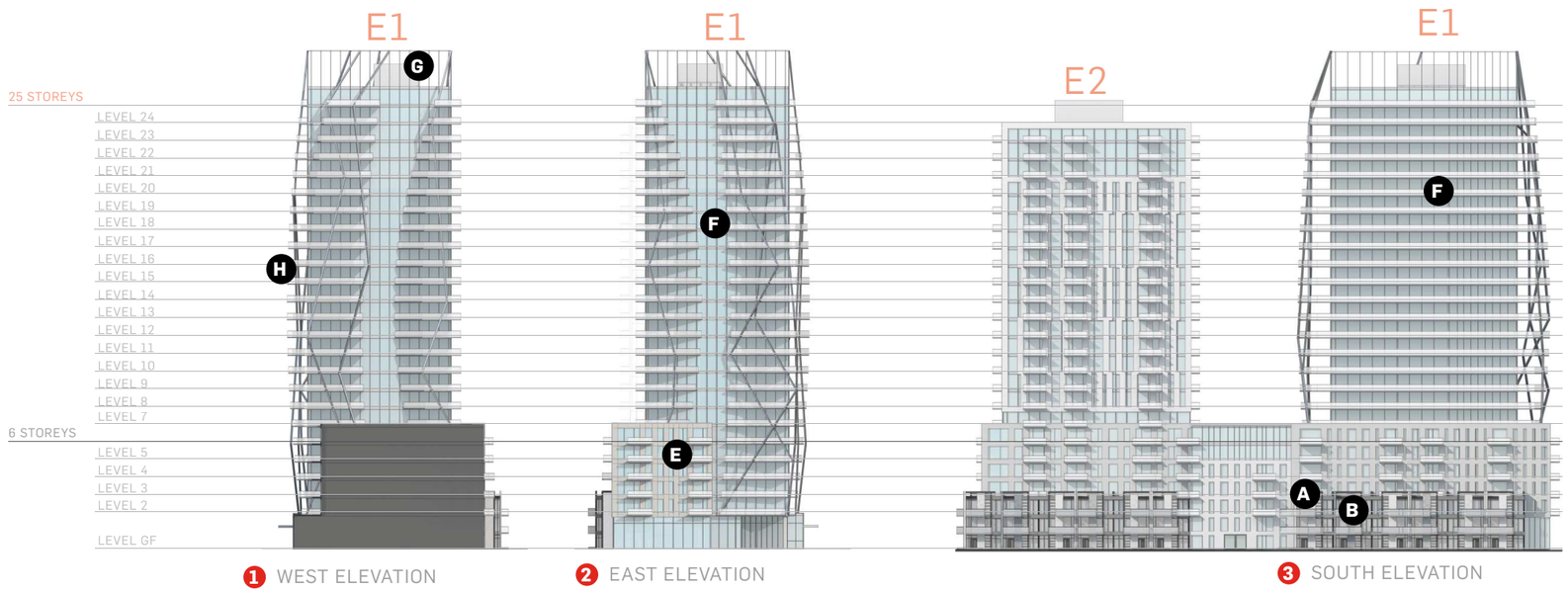
D Precast Concrete Panels Dark Grey

E Precast Concrete Panels Light Grey

F Curtain Wall

G Metallic Panel White

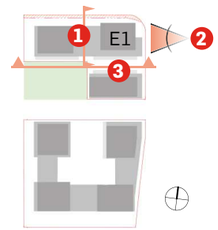
H Glass Railing White

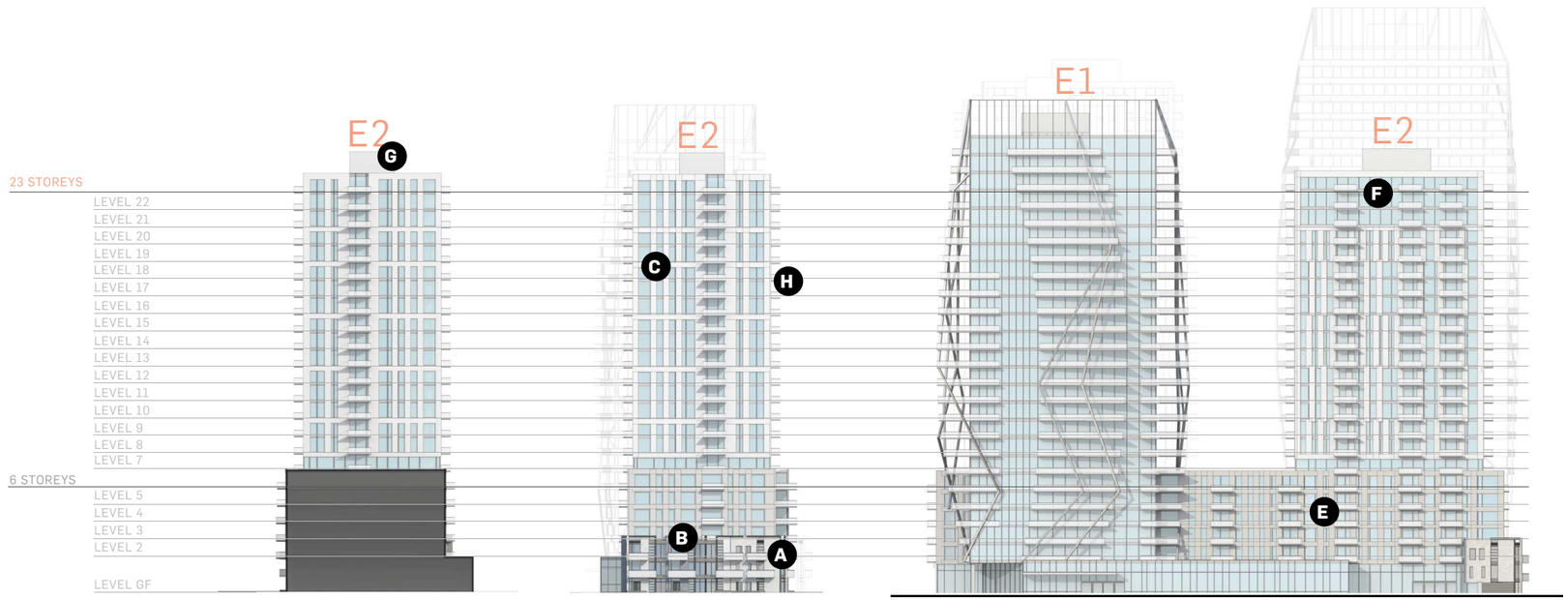


1 WEST ELEVATION

2 EAST ELEVATION

3 SOUTH ELEVATION

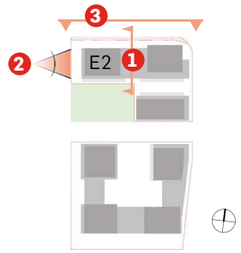




1 EAST ELEVATION

2 WEST ELEVATION

3 NORTH ELEVATION



1:1000

SUN STUDY - PROPOSED HEIGHTS

DECEMBER - 9H

DECEMBER - 12H

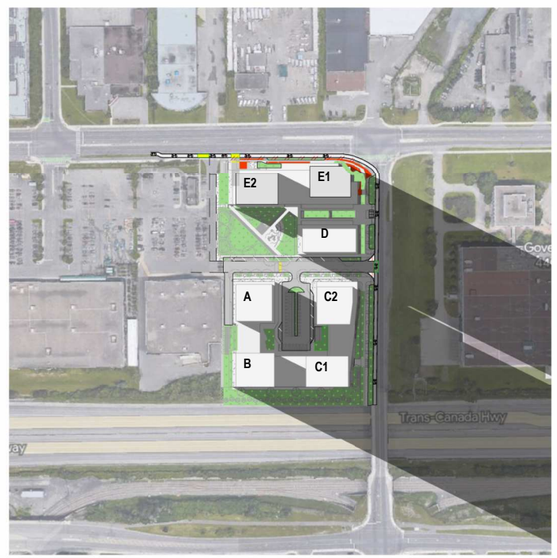
DECEMBER - 15H

DECEMBER - 18H

JUNE- 9H

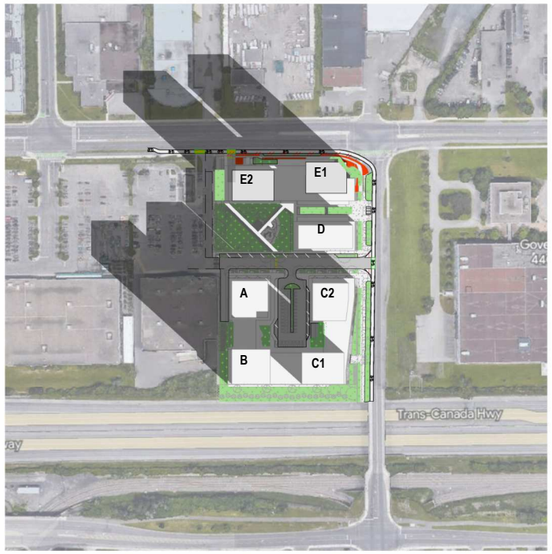
JUNE - 12H

JUNE - 15H



JUNE - 18H

SUN STUDY - PROPOSED HEIGHTS

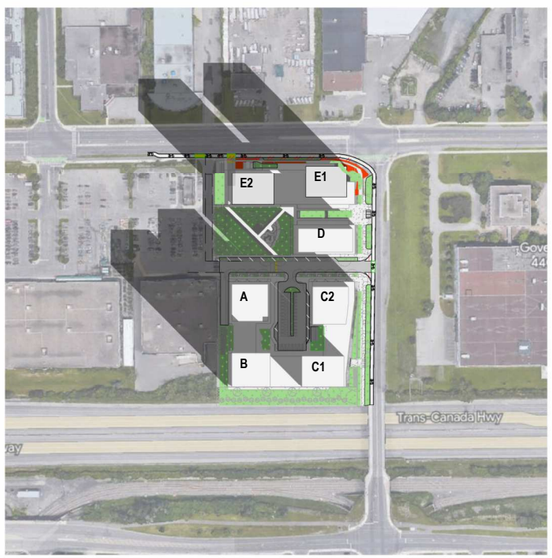


MARCH - 9H

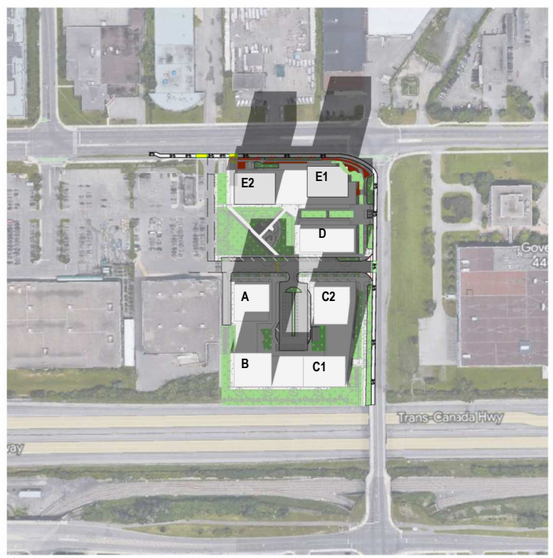
MARCH - 12H

MARCH - 15H

MARCH - 18H



SEPTEMBER - 9H



SEPTEMBER - 12H

SEPTEMBER - 15H

SEPTEMBER - 18H

Sun Study

7 -

SUN STUDY - TREMBLAY TOD HEIGHTS

DECEMBER - 9H

DECEMBER - 12H

DECEMBER - 15H

DECEMBER - 18H

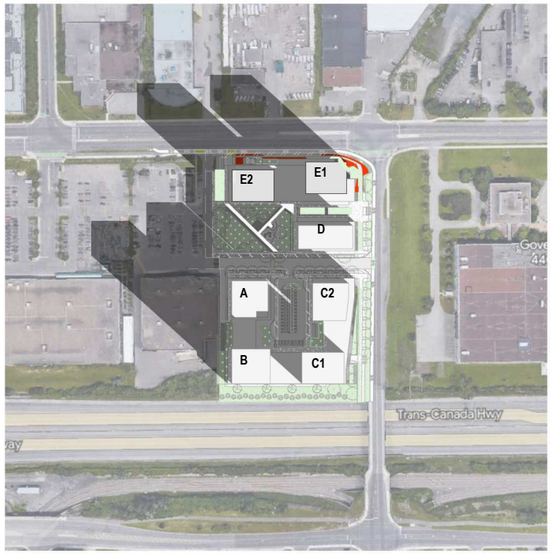
JUNE- 9H

JUNE - 12H

JUNE - 15H

JUNE - 18H

SUN STUDY - TREMBLAY TOD HEIGHTS



MARCH - 9H

MARCH - 12H

MARCH - 15H

MARCH - 18H

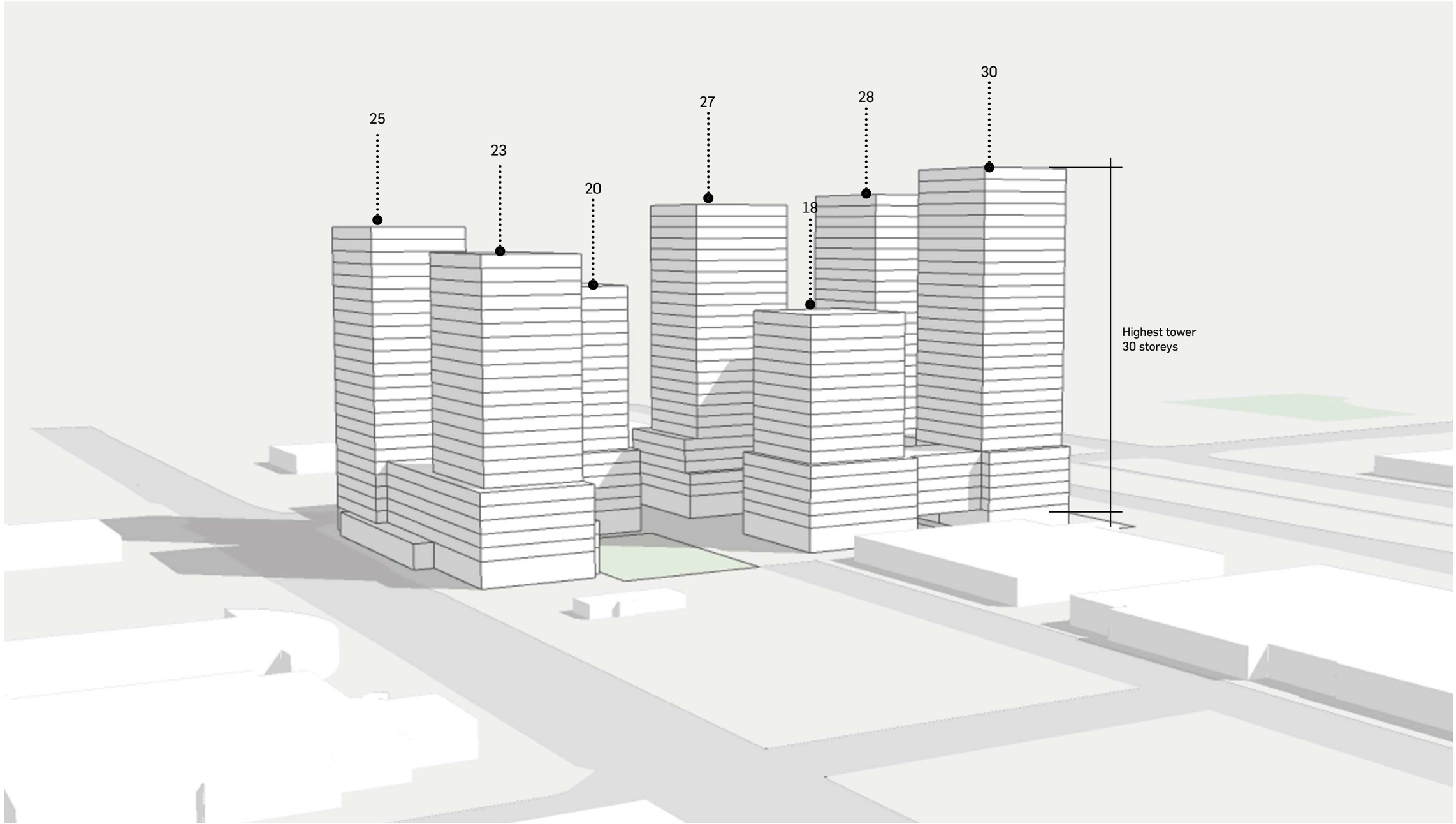
SEPTEMBER - 9H

SEPTEMBER - 12H

SEPTEMBER - 15H

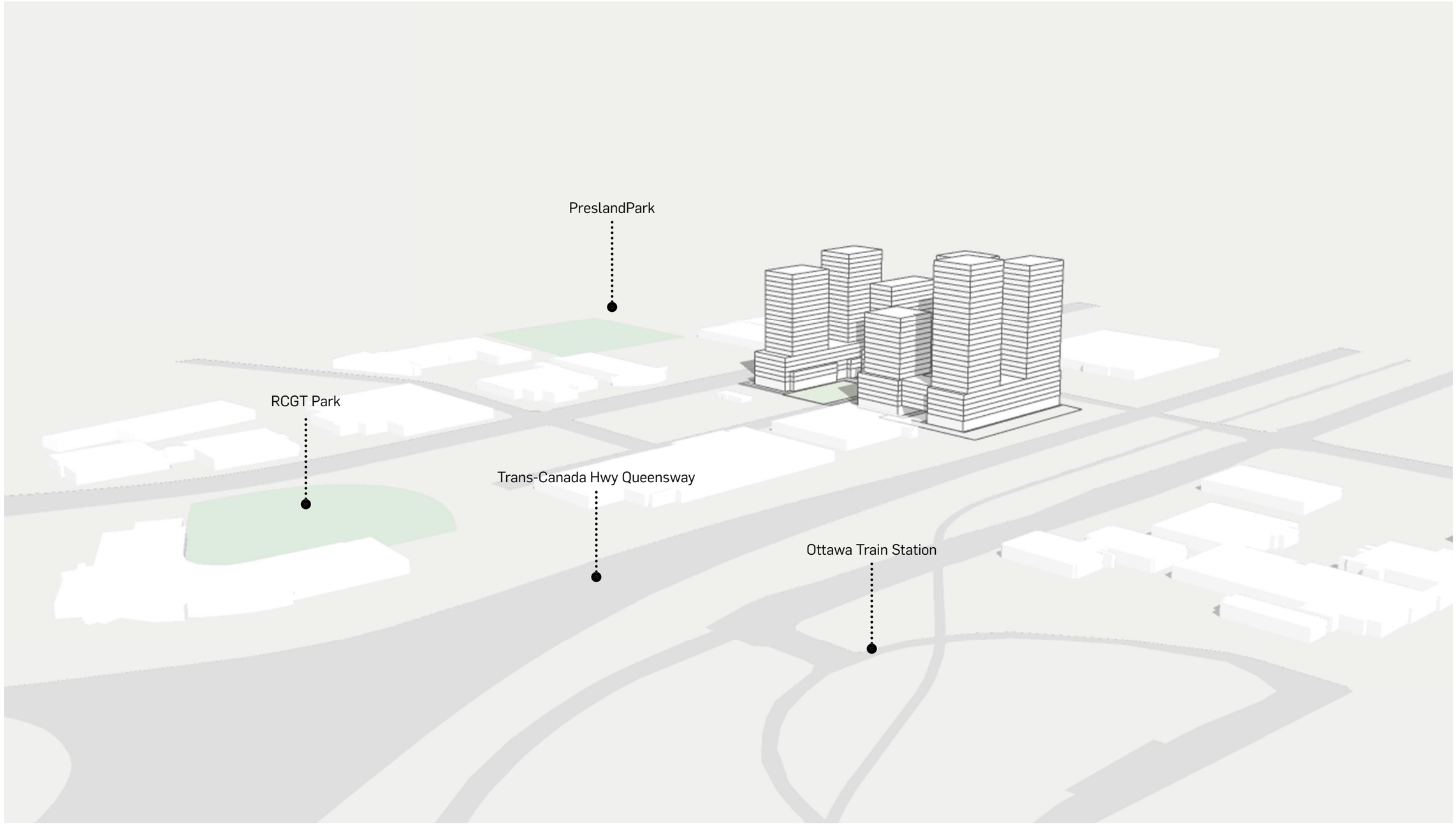
SEPTEMBER - 18H

PERSPECTIVE - BUILDING HEIGHTS



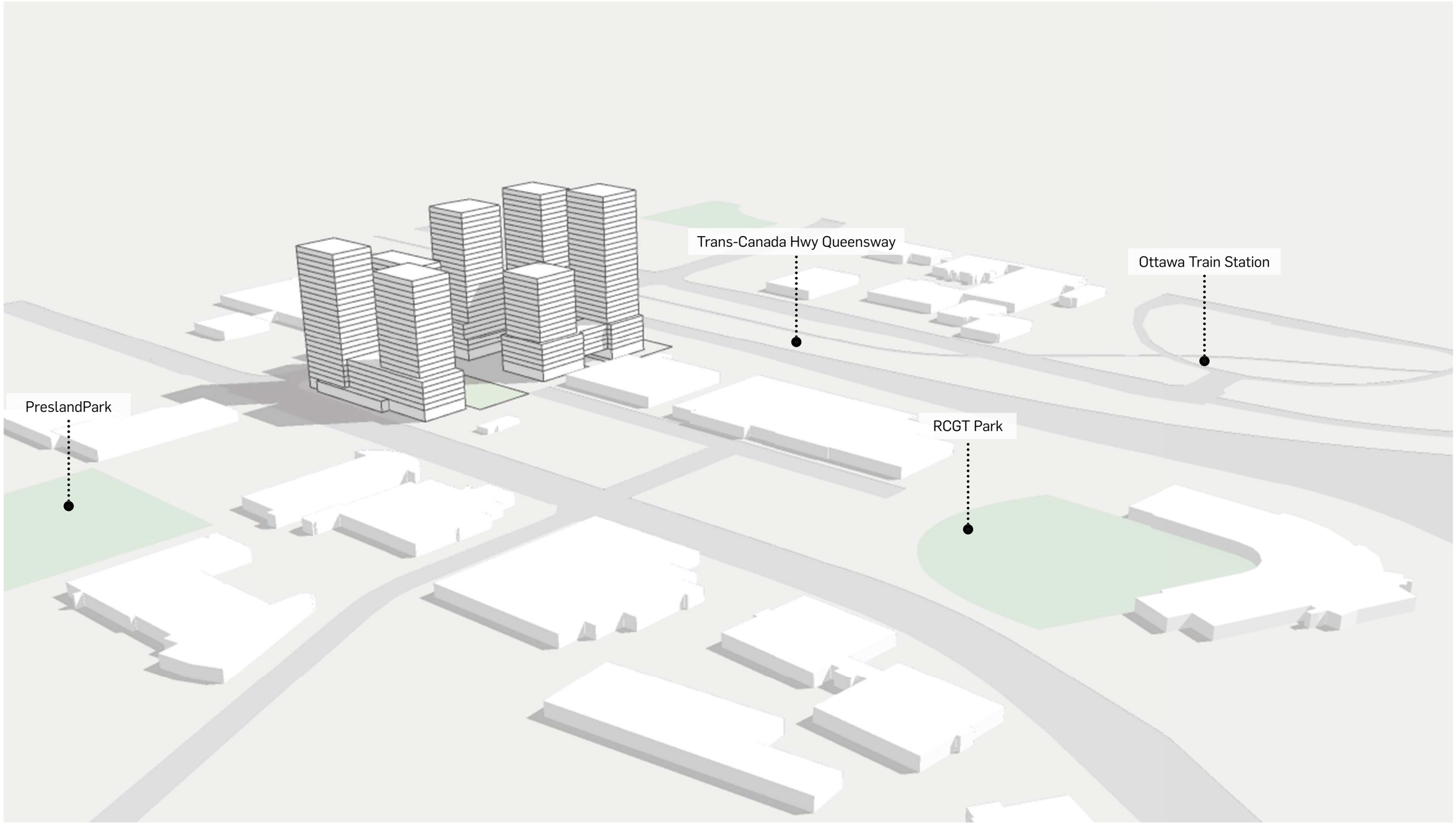
BIRD'S EYE VIEW 1

FROM TRANS-CANADA HWY



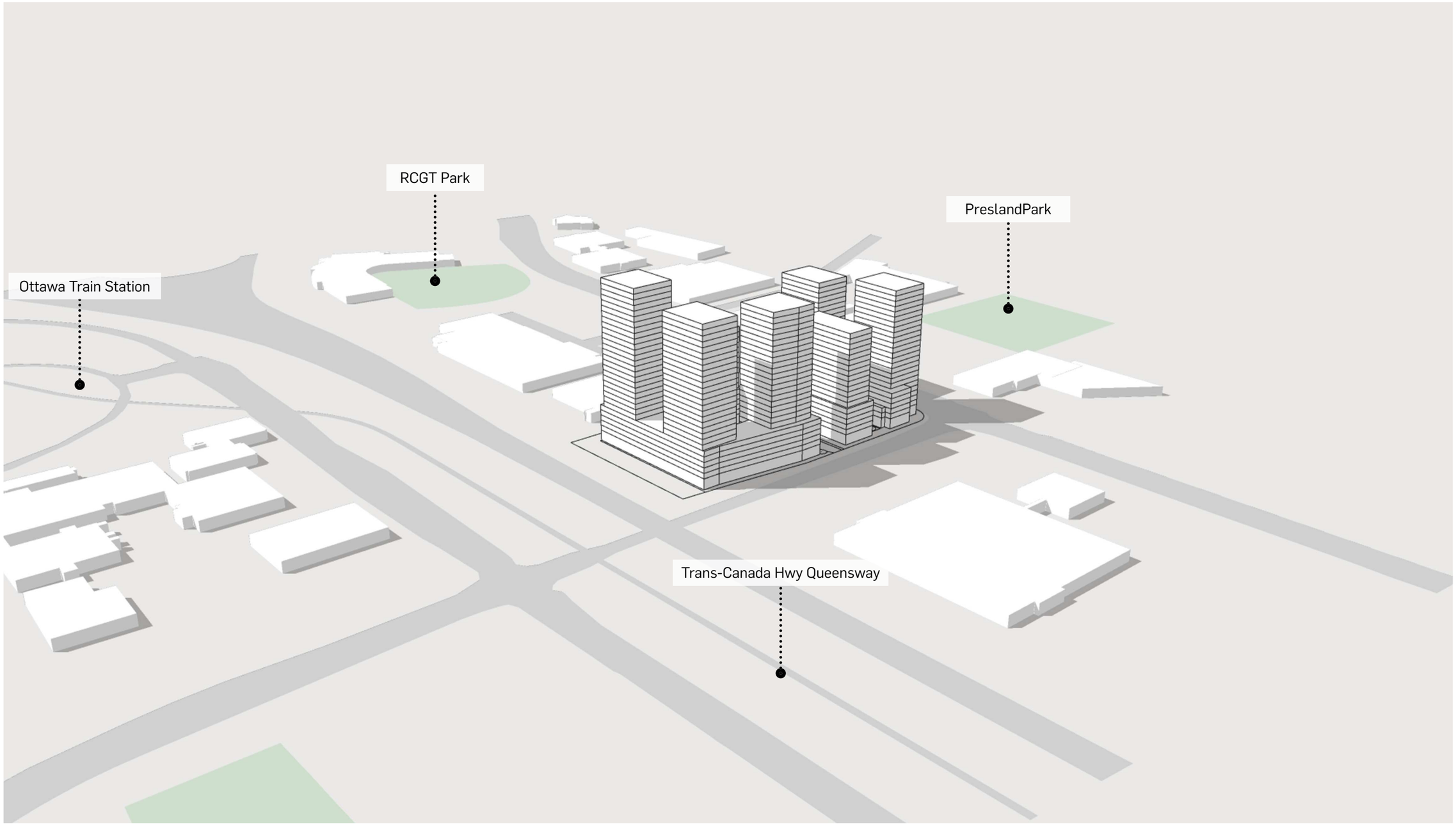
BIRD'S EYE VIEW 2

FROM COVENTRY RD.



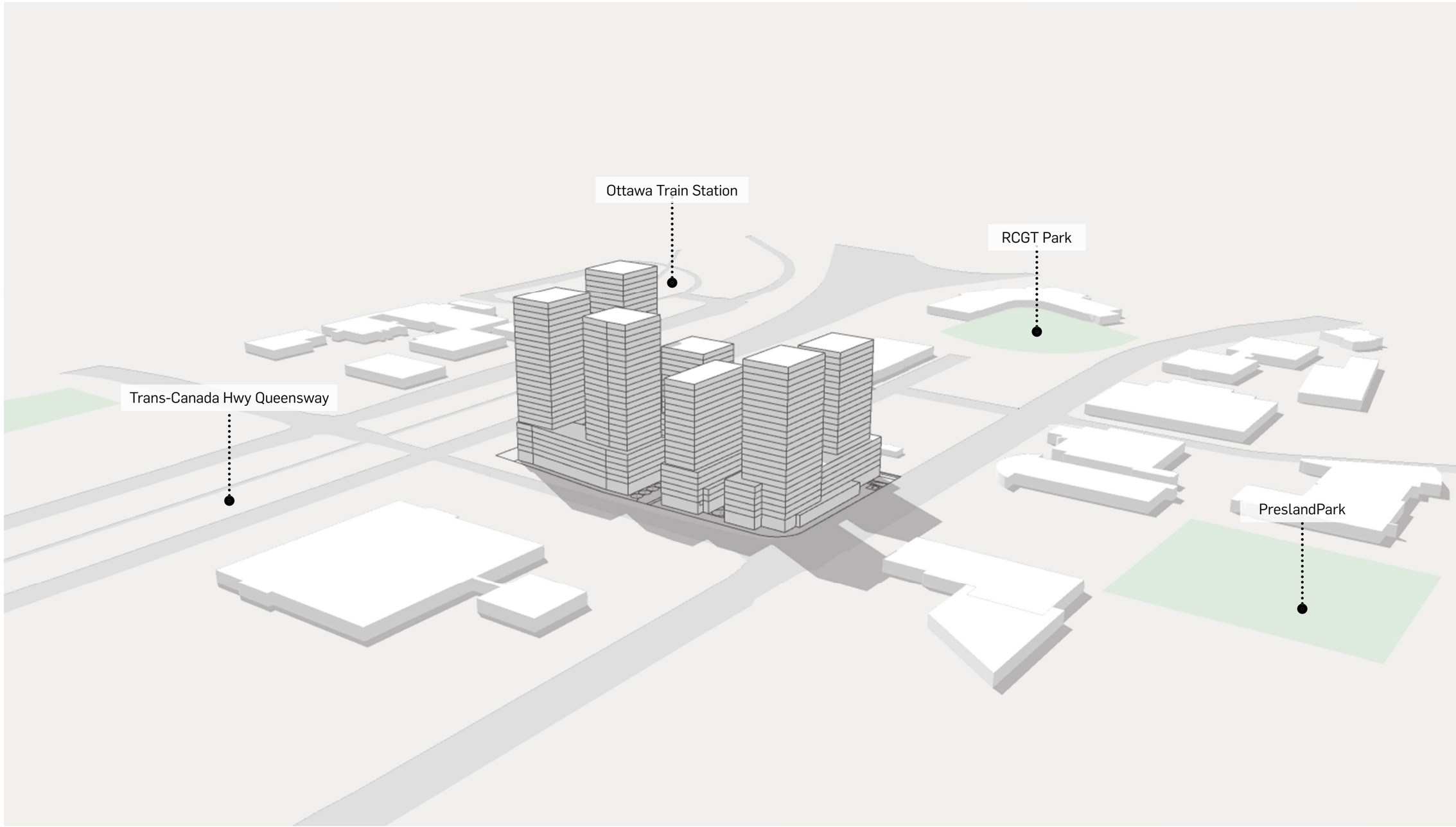
BIRD'S EYE VIEW 3

FROM BELFAST RD.



BIRD'S EYE VIEW 4

FROM BELFAST & COVENTRY RD.



BUILDING MASSING

VIEW FROM BEST BUY / COVENTRY ROAD

7.1 BUILDING MASSING

The proposed development responds to the site configuration and context within a TOD area located at the intersection of an Arterial Road and a Mainstreet Corridor by proposing a highly articulated high-rise-built form and design that accommodates the proposed densities while prioritizing the pedestrian experiences at ground level.

As a site within a TOD area the development proposes greatest building heights closest to Transit and establishes a gradual stepdown towards the centre along the public park before stepping up again to taller heights that define Coventry Road –Arterial Road.

All seven (7) proposed buildings are designed with similar consistent architectural language with correlated architectural features to maintain a consistent rhythm and character on site. The developments differ in their built height, mass, and orientation to create an appropriate degree of variation to establish an interesting skyline, and to create a well-established public realm at grade.

The mass of each building is limited to a consistent 750 square meter floor plate, with each building divided into smaller volumes through a podium, base, and tower portion to ensur buildings feel less dense. Balconies, and awning treatments at lower levels are considered that help to reduce the visual mass at grade and improve the pedestrian scale of the developments. The volumes are distinguished by the subtle variations in treatment from solid materials, transparent glass, and the rhythm created by the balconies. This architectural expression is carried down into the podium. This vertical articulation creates a volume which appears less solid. Increased glazing reveals a ground floor which achieves more visibility to enhance the public realm.

The well-defined three (3) storey base contribute to the creation of a human scale at the ground level, and physically reduce the building mass by establishing a built form that is not overwhelming on the pedestrian scale. The three (3)-storey podiums located at the base of towers E1, E2 and D are designed to address the park block, and the ground floor around the site including the internal courtyard and contribute to the creation of a comfortable pedestrian realm and a neighbourhood feel that is desirable to establish a community through the site.

The six (6)-storey podiums are established through varied stepbacks through the site to establish a street edge that relates to the right-of-way width. The podiums step back from the base and work together to divide the building mass into comfortable pedestrian scale volumes,

The mass of the high-rise blocks is further managed using smaller tower floor plates of 750 square meters, and a minimum 24 meter building separation distance to ensure appropriate distance and protect resident privacy. Tower footprints are highly varied and articulated in a way to reduce impacts of shadow on adjacent public areas and consider height and mass that relates to its location on site. For example, Tower D is designed to provide narrow frontage along the park block while having wider frontage along the public road, while tower A is a shorter 18-storey square shaped tower and considers shorter heights. Both towers consider the impact of shadowing and on-site micro climates to create comfortable pedestrian environments at grade, particularly in relation to the park block.

Building mass is further managed through articulation of architectural design and the sensible use of variable materiality throughout the site. The development proposes a high-degree of glazing throughout, particularly along the ground floors, and building walls which are complemented by a varying degree of light-toned precast concrete panels, glass railings and brick. The use of glazing reduces the visual mass near grade and reduces the impact of the towers above. The use of light and dark brick and concrete panels contribute to the creation of well-defined building volume.

7.2 VIEWS

Coventry Road immediately surrounding the subject property is characterized by a dominant pattern of low-rise sprawling commercial, warehouse, retail, and office with deep stepbacks and little landscaping. Belfast Road is characterized by a paved throughfare that provides access over the Highway onto Coventry Road to the North. When constructed, the proposed development will offer significant improvements to views along all public frontages particularly from Highway 417 and contribute to the creation of well-designed skyline that consists of interesting diverse silhouettes comprised of assorted building heights and architectural expressions.

The development will align with the policy objectives for Design Priority Areas (DPA's) by establishing the character of the neighbourhood that defines the image of the city at the local level and contribute to defining Ottawa's local image in the future. The development will establish a positive skyline along here that will create positive vistas from multiple locations throughout the city.

Tower E1 and B are designed with vertical unique dynamic steel elements that create a rich focal point and link the buildings together between the two blocks. The steel element runs the full height of the building to establish rich focal points and landmark attractions to key buildings on site and state their importance as a gateway into the community. The steel details work with the forecourt to establish a prominent corner at the intersection of Coventry Road and Belfast, drawing the viewers attention downwards to a well-defined courtyard at the intersection that is defined by landscaped areas that compliment the glazed retail facades.

At the pedestrian level, the development will establish highly articulated frontages with interesting facades along all public roads that enhance the pedestrian experience. Views along Coventry Road will consist of exciting commercial frontages with landscaped public areas. Views along Belfast Road will consist of varied building heights with landscaped public areas that create vistas when traveling north or south along the street. Interesting forecourt is proposed to emphasize the important intersection of Coventry Road and Belfast Road, and presents opportunities for open public areas for commercial uses to spill out onto. Views along the new public road are anticipated to consist of landscaped sidewalks with fenestrated ground floor that animate the street.

The proposed development is expected to establish a gateway into the future neighbourhood as surrounding properties are gradually developed as per TOD plans planned context.

BUILDING MASSING

VIEW FROM TRANS-CANADA HWY / BEST BUY

BUILDING MASSING

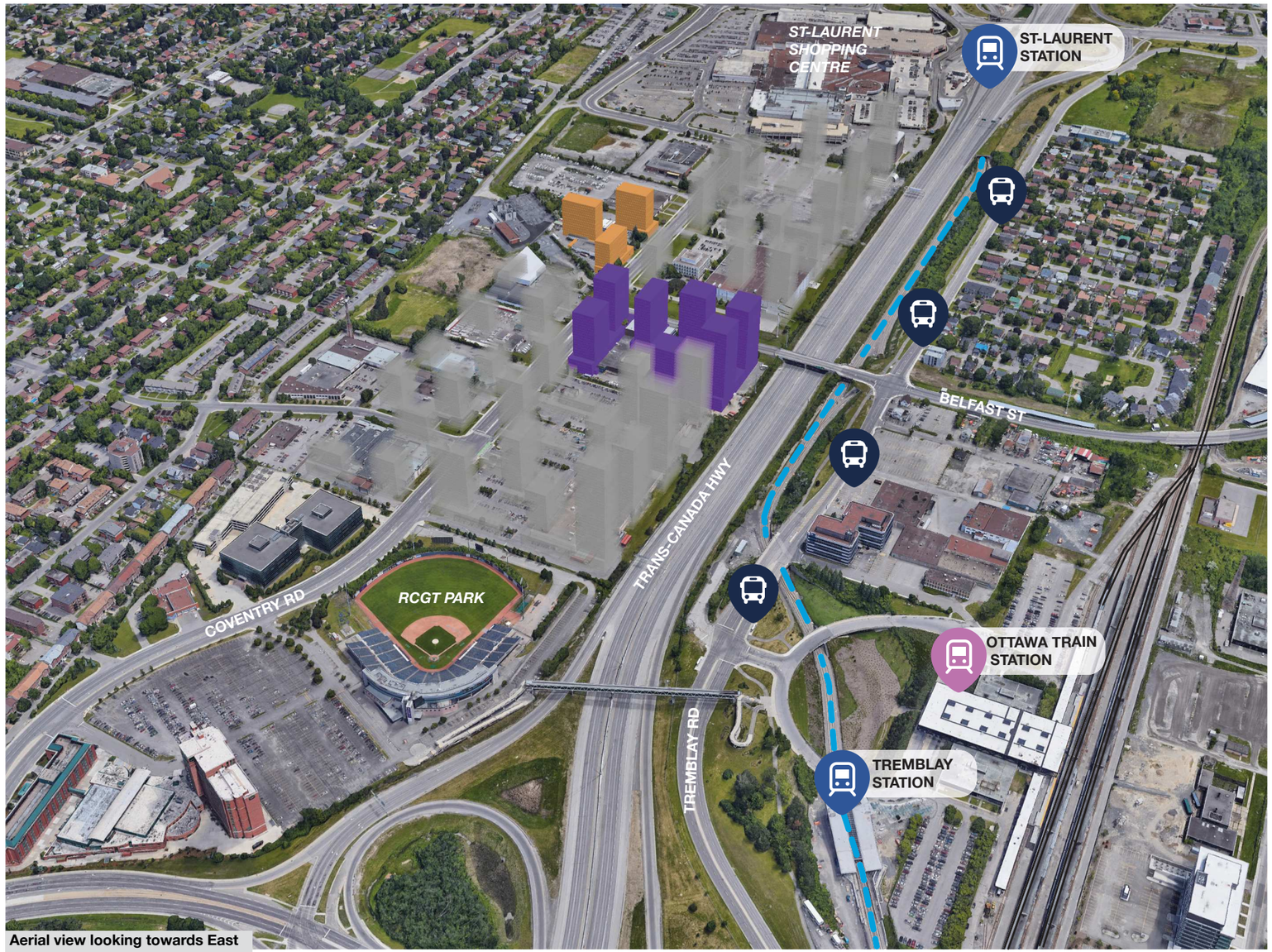
VIEW FROM BELFAST RD / TRANS-CANADA HWY

BUILDING MASSING

FROM COVENTRY RD. / BELFAST RD

BUILDING MASSING

FROM PARKLAND



Aerial view looking towards East

Development Potential Simulation (as per the New Official Plan)
Development Applications/ Under Construction
Proposed Development
LRT Line 1
Railway Track
LRT Line 1 Stations
Via Rail Station
Bus Stop

June 2023

AREAL VIEW LOOKING TOWARDS EAST

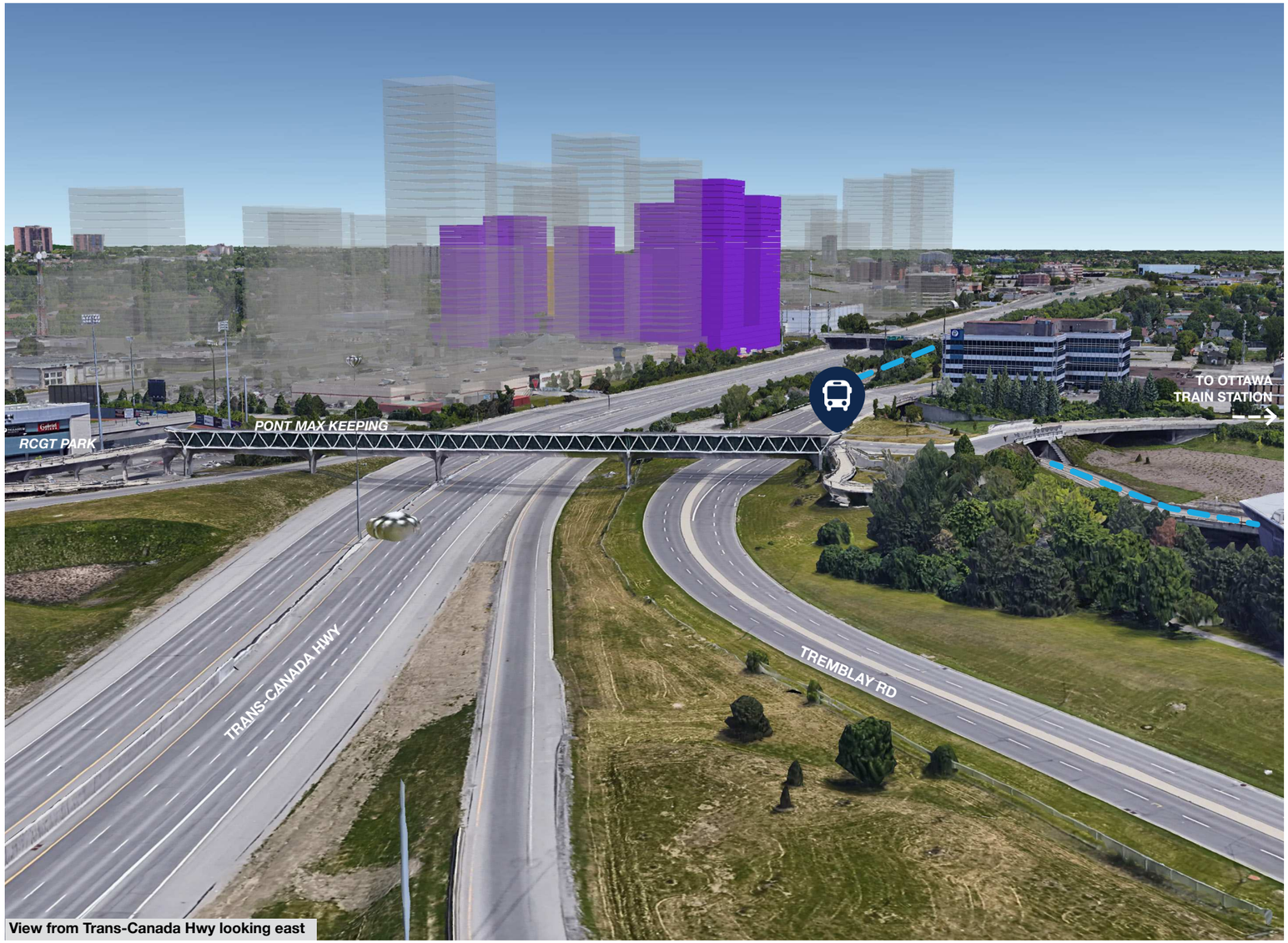
7.3 BUILDING TRANSITION

The proposed development considers its surrounding site context to develop a site design that locates building typologies that relate to its existing and future context. While at present, the surrounding site context consists of non-residential uses and is made up of generally low-rise commercial, institutional, the development recognizes the sites location within a TOD area, its designation as a Hub and context along an Arterial Road and Mainstreet Corridor where high-rise of up to 40+ storeys are contemplated as per the Official Plan.

The proposed development responds this context by locating maximum building heights in the southern block where they are closest to transit. Here, a 30-storey tower (Tower B) is proposed in the south-western corner of the site where it is located within 600 meters radius from Tremblay Station, where ethe adjacent block to the west is anticipated to be developed to heights of up to 40 storeys. The building heights gradually step down to 28 storeys for Tower C1 to the west, and even lower as they proceed further north where they front onto the public park, before increasing in height again to address the Arterial Road context along Coventry Road.

Tower A in the south block proposes an 18-storey building that responds to its context along a local road and respects the new proposed public park across the street. While taller heights can be achieved here, the tower is deliberately reduced to minimize the impacts of shadowing onto the park and reduce the impact on the pedestrian realm. Similarly, Tower D considers broader frontage along the new road and frontage abutting the park to achieve a gradual 20 storey building.

BUILDING TRANSITION



View from Trans-Canada Hwy looking east

Development Potential Simulation (as per the New Official Plan)

Development Applications/ Under Construction

Proposed Development

LRT Line 1

Tremblay/ Via Rail (B) Bus Stop

June 2023

VIEW FROM COVENTRY ROAD LOOKING EAST

Tower D responds to its surrounding context and frontage on a public road to provide a high-rise built form that relates to the surrounding high-rise context, respects the park block and creates an appropriately varied building height through the site.

Towers C1 and C2 propose gradual step down from the 30-storey heights of Tower B to achieve heights that relate to the policy context for sites within 700 meters from the transit station and frontage along a Mainstreet Corridor. The two towers here recognize their context adjacent to a Mainstreet Corridor, and frontage onto an industrial use building, and achieve appropriate building heights that are designed with appropriate stepbacks that create a well-designed public realm at the base.

Tower E2 and E1 propose high-rise of 23 and 25-storeys that corresponds with their current surrounding industrial -commercial context and anticipate high-rise heights of up to 28 storeys on adjacent properties to the west. The development locates gradually lower heights towards the edge of the Hub, while also recognizes the context of Coventry Road as an Arterial Road. Tower E2 proposes shorter heights as a response to the abutting park-block and contributes to the creation of a varied building skyline.

The proposed development achieves an appropriate transition to neighbouring properties which are currently characterized by low-rise non-residential uses and are anticipated to be developed into high-rise building heights as per the TOD Plans. The development is designed to stepdown to neighbouring properties where the building heights are anticipated to be lower, while also framing prominent intersections of Coventry and Belfast Road.

BUILDING TRANSITION

VIEW FROM THE NORTH OF DONALD ST LOOKING SOUTH TO TH RESIDENTIAL CONTEXT

VIEW FROM SOUTH OF VIA RAIL TRACKS

Development Potential Simulation (as per the New Official Plan)

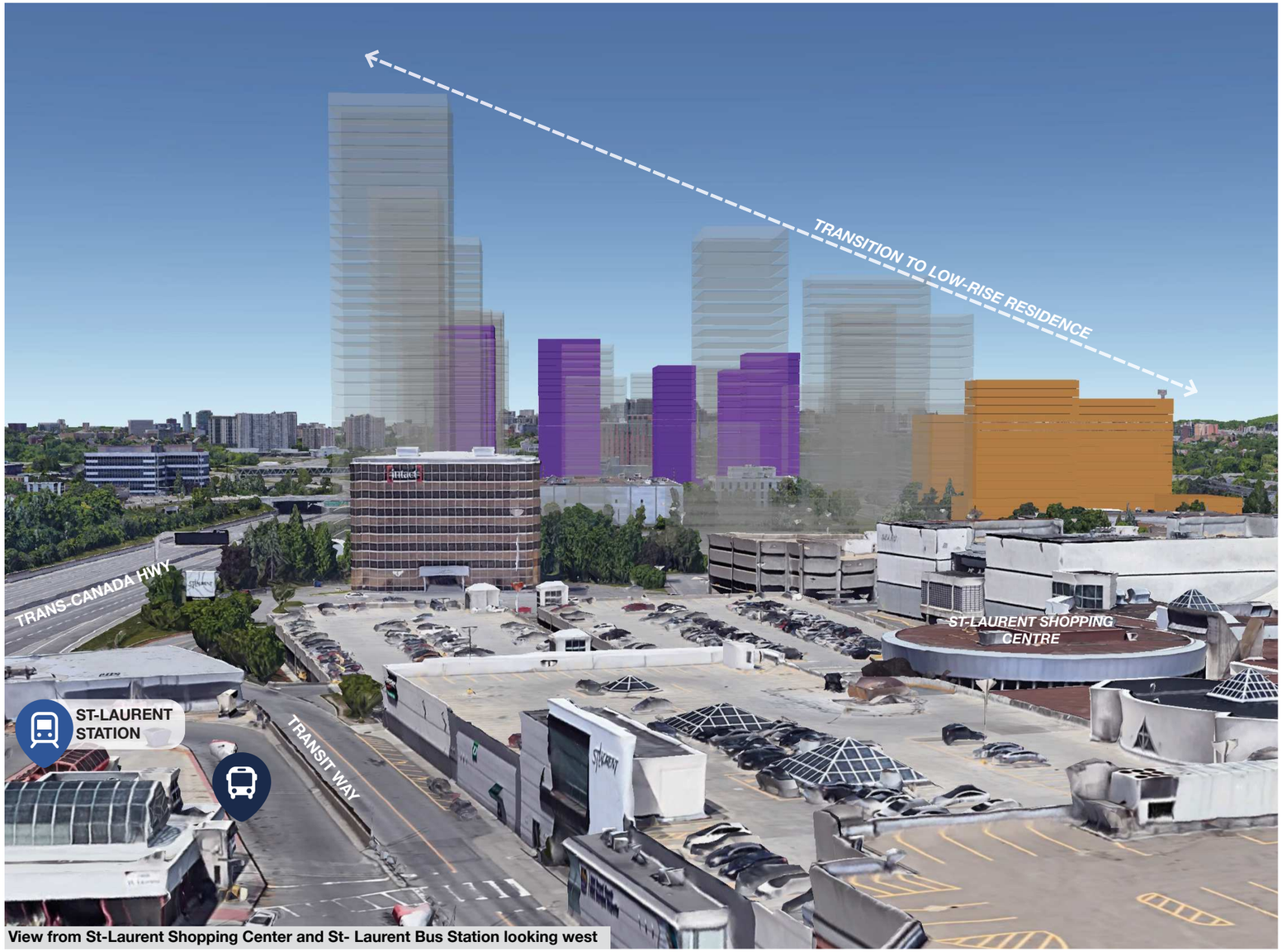
Development Applications/ Under Construction

Proposed Development

June 2023

7 - Elevations and renderings

BUILDING TRANSITION



View from St-Laurent Shopping Center and St- Laurent Bus Station looking west

Development Potential Simulation (as per the New Official Plan)

Development Applications/ Under Construction

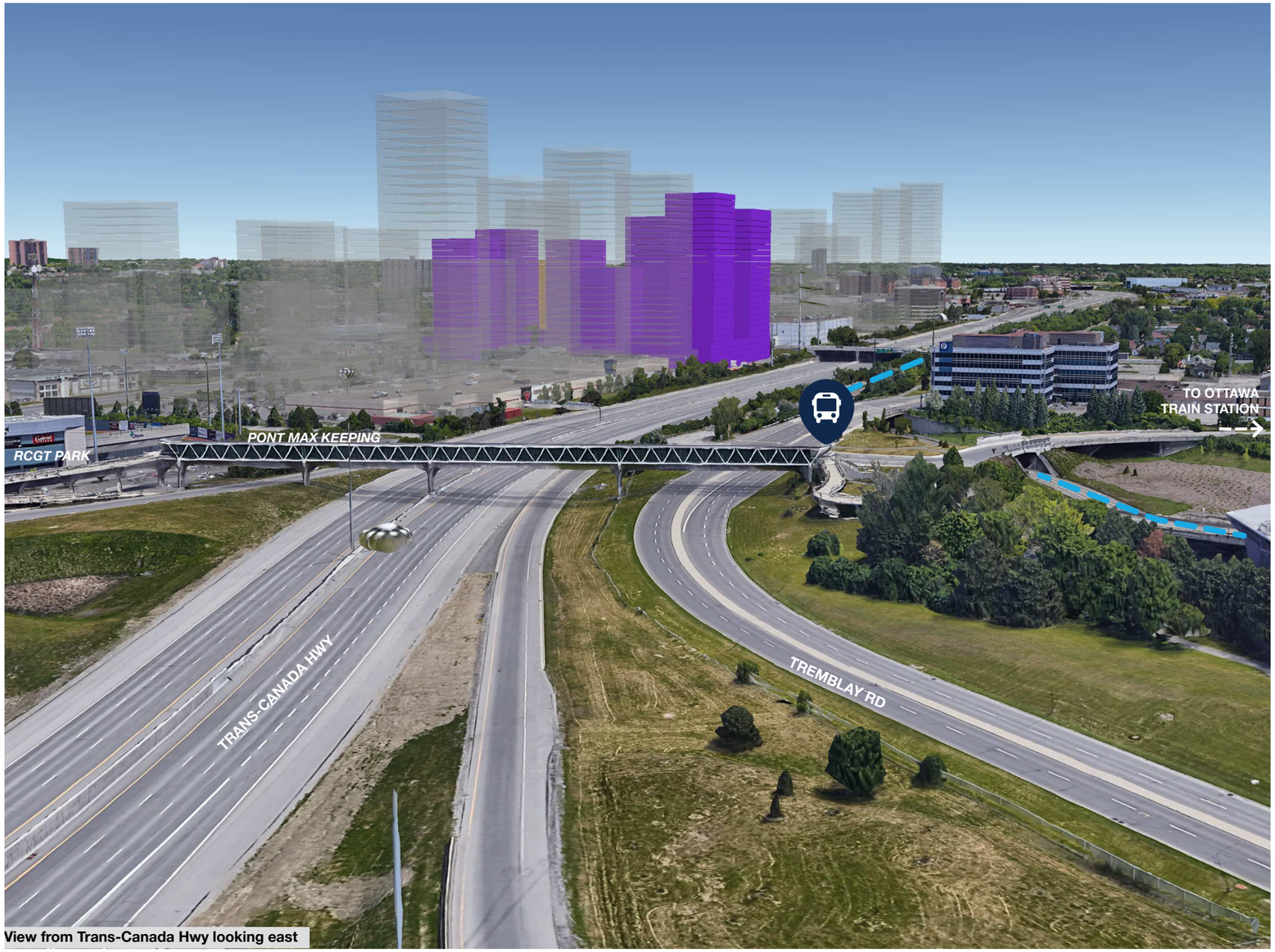
Proposed Development

LRT Line 1 Stations

Bus Station

June 2023

BUILDING TRANSITION



View from Trans-Canada Hwy looking east

Development Potential Simulation (as per the New Official Plan)

Development Applications/ Under Construction

Proposed Development

LRT Line 1

Tremblay/ Via Rail (B) Bus Stop

June 2023

VIEW FROM TANS-CANADA HWY LOOKING EAST

FROM THE NEW STREET TO BELFAST RD

7.4 PUBLIC REALM

Pedestrian comfort and scale was considered through the design of the subject property. The development prioritizes active frontages, pedestrian connections, and proposes building design that establishes a human scale to create comfortable and safe public realm throughout the site. Buildings within the development area are designed with multiple stepbacks and cohesive materiality to ensure that the pedestrians are provided with visual interest without feeling overwhelmed. Ground floors are designed to be double-height with a high degree of glazing that uses unifying materials that reflect the individual ground-floor uses while encouraging social interaction.

Coventry Road is envisioned to become a lively and bustling commercial frontage with an active street life that supports the evolution of the street towards a more urban character. To achieve this, the development proposes to establish 1,500 square metres of commercial space within the building podium with active entrances from Coventry Road. The frontage here is designed to be minimally setback from the public right-of-way to establish a well-defined street edge. The ground floor consists of a double-height glazed façade with landscaping that defines the public realm to establish the frontage as a high-quality public realm and support its animation.

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

BUILDING TRANSITION

FROM BELFAST TO COVENTRY RD

along this frontage to further contribute to a pedestrian level streetscape.

The 2,021 square metre public park is located internally on the site and is expected to become a community hub over time. The park features a mix of soft and hard landscaped surfaces and places for public furniture to accommodate spillover activity from surrounding buildings. It is designed to be accessible and central to the site and positioned with consideration for potential future connection and expansion as adjacent parcels redevelop over time.

The three-storey podiums along the base of towers E2, E1 and tower D and the building podium are anticipated to contribute to the framing of a high-quality public realm within and around the park block. These spaces are envisioned to accommodate ground-oriented units, residential lobbies, and building design which includes balconies that will address the park as a prominent feature of the site. Glazed ground floors create a higher degree of interaction and present opportunities for light spillover and passive surveillance of the open spaces here.

The new public road will be framed by a well-designed public realm that is aligned to accommodate multi-modal transportation including two-way car traffic, pedestrian arcades and bicycle lanes and landscaping on both sides of the road. Podium walls of towers A, C1 and D to define the street edge along the public road, and trees are anticipated to mature to contribute to the views here.

Within the southern block, a well-defined drive-aisle with landscaped central medium is proposed from the new east-west public road. This is to introduce a safe and accessible circulation pattern that moves traffic safely through the site and minimizes pedestrian conflicts. Step backs are introduced to all towers on site, including a three-storey podium along the eastern part of the podium of

Towers C1 and C2 , as well as two (2) storey podiums within the northern block. These stepback patterns contribute to the establishment of a pedestrian scale around the internal courtyard, and around the public park. A breezeway is proposed between tower A and B beneath the six (6) storey podium that offers year-round amenity area that is protected from shade, and provides connection to landscaped amenity areas along the west side yard.

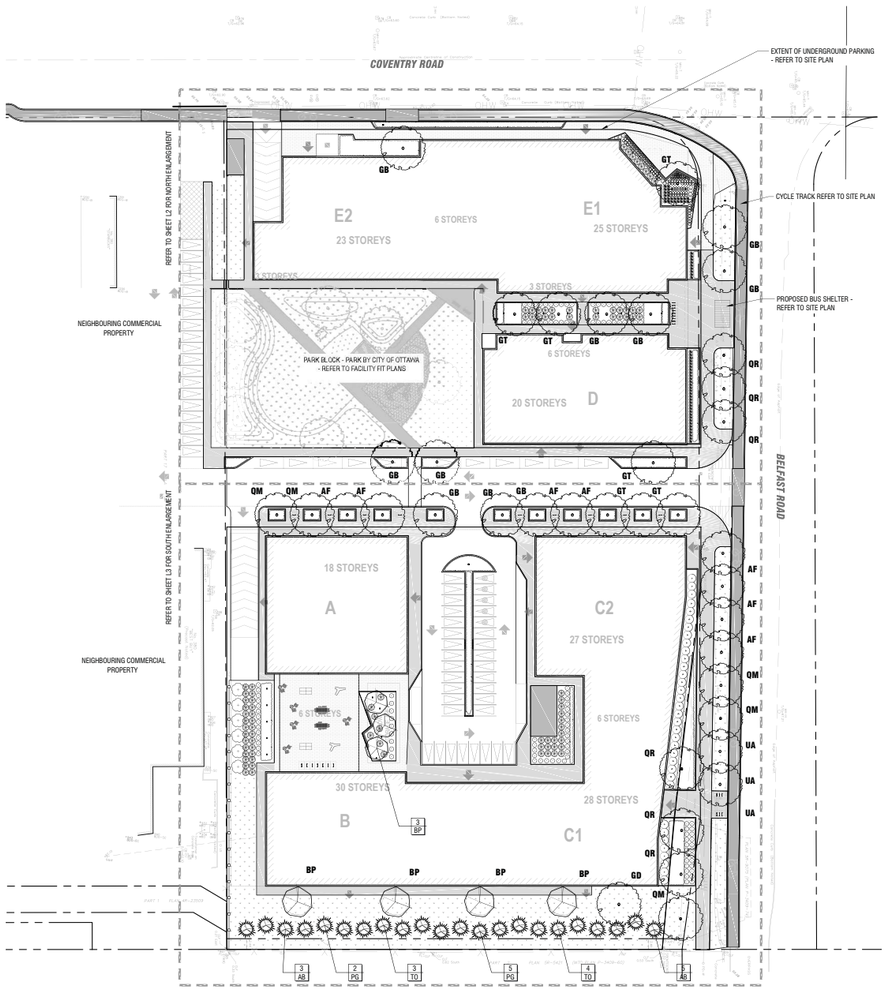
Additional amenity spaces are proposed between Tower A and B. The soft and hard landscaped surfaces are designed to seamlessly merge with the Ministry of Transportation (MTO) buffer along the southern edge of the property line where additional greenspace is provided in the form of a buffer.

Last, pedestrian comfort has been considered through the design of buildings where variation in building facades, podium stepbacks from one (1) to three (3) storeys help define a human scale at-grade and promote pedestrian comfort. Additional stepbacks past the sixth (6) floors for towers further define the street edge without imposing onto the pedestrian realm below. Limiting tower floor plates to 750 square metres and providing appropriate tower separation distances of 24 metres successfully achieve at grade environments which accommodate the desired density while ensuring pedestrian comfort is maintained at street-level.

7.5 SITE CONNECTIVITY

The site considers pedestrian connections throughout its design by breaking up the blocks to provide interesting pedestrian promenades and accessways. The north block considers pedestrian connections between Coventry Road to the new proposed east-west road and ultimately Belfast Road. Pedestrian connections are provided along the western property line here by tower E2, and between tower E1 and D. These areas are adjacent to ground floor units that contribute to increased safety of through passive surveillance. When developed, the park will provide pedestrian pathways that guide traffic through the site in an efficient manner while providing visual interest along its path.

Similarly, the south block provides a breezeway on the ground floor between towers A and B which provides connections to the west of the site to the landscaped amenity areas, and through the MTO buffer area to connect to other parts of the block.



PLANTING SCHEDULE				
KEY	**QTY.**	**BOTANICAL NAME**	**COMMON NAME**	**SIZE / CONDITION / SPACING**
DECIDUOUS TREES				
AF	7	Acer x freemanii	Freeman's Maple	50mm cal. / W.B.
BP	6	Betula papyrifera	Paper Birch	50mm cal. / W.B., (single stem, tree form)
GB	10	Ginkgo biloba	Maidenhair Tree	50mm cal. / W.B.
GD	1	Gymnocladus dioicus	Kentucky Coffee Tree	50mm cal. / W.B.
GT	7	Gleditsia triacanthos var. inermis 'shademaster'	Shademaster Honeylocust	50mm cal. / W.B.
QM	5	Quercus macrocarpa	Burr Oak	50mm cal. / W.B.
QR	6	Quercus rubra	Red Oak	50mm cal. / W.B.
UA	3	Ulmus americana 'Princeton'	Princeton Elm	50mm cal. / W.B.
CONIFEROUS TREES				
AB	8	Abies balsamea	Balsam Fir	200cm ht. / W.B.
PG	7	Picea glauca	White Spruce	200cm ht. / W.B.
TO	7	Thuja occidentalis	Eastern White Cedar	200cm ht. / W.B.
DECIDUOUS SHRUBS				
Cs	0	Cornus sericea Arctic Fire 'Farrow'	Arctic Fire Red Osier Dogwood	#3 Pot / 1.0m sp.
Hv	38	Hamamelis vernalis	Vernal Witchhazel	#3 Pot / 2.0m sp.
Ra	35	Rhus aromatica 'Gro-Low-	Fragrant Sumac	#3 Pot / 1.0m sp.
CONIFEROUS SHRUBS				
Tc	86	Taxus cuspidata 'Nana'	Dwarf Japanese Yew	#3 Pot / 1.0m sp.
PERENNIALS & GRASSES				
ca	62	Calamagrostis acutiflora 'Karl Foerster'	Feather Reed Grass	#2 Pot / 60cm o.c.
cm	155	Carex muskingumensis	Palm Sedge	tray / 50cm o.c.
cp	70	Carex pensylvanica	Oak Sedge	tray / 50cm o.c.
ep	97	Echinacea purpurea	Coneflower	#1 Pot / 45cm o.c.
he	171	Hemerocallis 'Purple de Oro'	Purple D'Oro Daylilly	#1 Pot / 35cm o.c.
ho	97	Hosta 'Blue Cadet'	Blue Cadet Hosta	#2 Pot / 80cm o.c.
pvs	120	Panicum virgatum 'Prairie Fire'	Prairie Fire Switch Grass	#2 Pot / 60cm o.c.
pa	50	Perovskia x 'Little Spire'	Russian Sage	#2 Pot / 60cm o.c.
rh	36	Rudbeckia hirta	Black-eyed Susan	#1 Pot / 60cm o.c.
sh	42	Sporobolus heterolepis	Prairie Dropseed	#2 Pot / 60cm o.c.

NOTES:

DO NOT SCALE DRAWINGS;

NOTES ARE APPLICABLE TO ALL DRAWINGS IN THE SET;

Fotenn Consultants Inc. IS NOT RESPONSIBLE FOR ACCURACY OF BASE INFORMATION;

REFER TO CIVIL ENGINEERING DRAWINGS FOR GRADING & SITE SERVICING INFORMATION;

THE CONTRACTOR IS RESPONSIBLE FOR CONFIRMING SITE CONDITIONS AND REPORTING ANY DISCREPANCIES TO THE LANDSCAPE ARCHITECT;

THE CONTRACTOR IS RESPONSIBLE FOR CONFIRMING EXACT LOCATIONS OF ALL UNDERGROUND SERVICES AND OBTAINING CLEARANCE FROM ALL APPLICABLE UTILITIES. PROPOSED WORKS FOUND TO BE IN CONFLICT WITH UNDERGROUND SERVICES MAY BE ADJUSTED AT THE DIRECTION OF THE LANDSCAPE ARCHITECT;

LANDSCAPE ELEMENTS SHOWN ARE SUBJECT TO THE FINAL LOCATION OF UNDERGROUND SERVICES AND UTILITIES;

DO NOT INSTALL TREES ON PROPERTY / LOT LINES OR WITHIN DRAINAGE EASEMENTS;

PERFORM WORK IN ACCORDANCE WITH DETAILS AND SPECIFICATIONS;

ALL PLANT MATERIAL SHALL BE No. 1 NURSERY STOCK AND SHALL MEET OR EXCEED THE SPECIFICATION OF THE Canadian Standards for Nursery Stock, AS PUBLISHED BY THE Canadian Nursery Landscape Association;

SPECIES SUBSTITUTIONS ARE NOT PERMITTED WITHOUT PRIOR WRITTEN APPROVAL OF THE LANDSCAPE ARCHITECT;

ALL UN-PAVED SURFACES TO RECEIVE 150mm DEPTH TOPSOIL & SOD.

STANDARDS FOR TREE PLANTING:

NO PLANTING ON CORNERS OR ANYWHERE WHERE IT WOULD CREATE A SIGHT LINE CONCERN;

MAINTAIN A MINIMUM DISTANCE OF 2.5m FROM THE CURB FOR DECIDUOUS TREES AND 4.5m FOR CONIFEROUS TREES;

MAINTAIN A MINIMUM DISTANCE OF 1.5m FOR DECIDUOUS (4.5m FOR CONIFERS) FROM ANY SIDEWALK OR PRIVATE WALKWAY;

MAINTAIN A MINIMUM DISTANCE OF 1.2m FROM ALL DRIVEWAYS;

MAINTAIN A MINIMUM DISTANCE OF 2.5m FROM COMMUNITY MAILBOXES, LIGHT STANDARDS, FIRE HYDRANTS AND NO PLANTING IN FRONT OF HYDRANTS;

MAINTAIN A MINIMUM DISTANCE OF 3.0m FROM ALL HYDRO TRANSFORMERS;

MAINTAIN A MINIMUM DISTANCE OF 1.0m FROM ALL UNDERGROUND SERVICES;

MAINTAIN A MINIMUM DISTANCE OF 1.0m FROM ALL BELL AND CABLE BOXES;

MAINTAIN A MINIMUM DISTANCE OF 10.0 FROM BUS SHELTERS

IMPORTANT NOTICE FOR CONTRACTOR:

THE CITY OF OTTAWA REQUIRES A Certificate of Completion (F1) Landscape Works TO BE SUBMITTED AND SEALED BY THE LANDSCAPE ARCHITECT. CONTRACTORS ARE RESPONSIBLE FOR FAMILIARIZING THEMSELVES WITH THE REQUIREMENTS OF THIS PROCESS AND PROVIDING SUFFICIENT NOTICE TO THE LANDSCAPE ARCHITECT TO CONDUCT SITE REVIEWS **DURING INSTALLATION** OF TREES. THE 1 YEAR WARRANTY PERIOD SHALL NOT COMMENCE UNTIL THE LANDSCAPE ARCHITECT HAS SUBMITTED THE F1 Certificate.

PRIOR TO INSTALLATION OF TREES, THE DEVELOPER WILL CONTACT THE PLANNING AND GROWTH MANAGEMENT AND FORESTRY SERVICES TO REVIEW THE SPECIES AND LOCATION OF TREES.

legend / légende

- SCOPE OF APPLICATION
- MEDIUM DECIDUOUS TREE (REFER TO PLANTING SCHEDULE FOR SPECIES AND QUANTITIES)
- LARGE DECIDUOUS TREE (REFER TO PLANTING SCHEDULE FOR SPECIES AND QUANTITIES)
- PROPOSED SHRUB / PERENNIAL MASSING PLANTING
- PROPOSED CONCRETE PAVING - REFER TO DETAIL 1&2-L5
- PROPOSED CONCRETE UNIT PAVING - REFER TO DETAIL 3&4-L5
- PROPOSED SOD
- PROPOSED BIKE RACK - REFER TO DETAIL 4-L6
- 2.1m HIGH WOOD PRIVACY FENCE

0 5 10 20 50 metres

DO NOT SCALE DRAWING

7.6 LANDSCAPE AND AMENITIES

The site is carefully designed to create high-quality communal public and private areas that create unified spaces throughout the development site. The northern block consists of a well-defined public realm along the Coventry and Belfast Road that is carefully designed to respond to its surrounding context. The building frontage along public roads consists of high-quality landscaped spaces that create a rich urban environments with a good balance of hard and soft landscaping surfaces. The landscaping provides variation and articulation that compliments the modern edge building design and is reflective of an urban environment that is mindful of pedestrian access and use through the site.

Along Coventry and Belfast Roads, landscape treatment such as trees, grass, and shrubs are used to create comfortable pedestrian realm. Along the north-eastern corner a forecourt is defined by the tower above which is enhanced by large planting areas with integrated street furniture. It presents an opportunity to establish open space for commercial uses that spill out and include removable street furniture.

LANDSCAPE AND AMENITIES

Along Belfast Road, wide landscaped buffers are proposed which include various forms of soft landscaping treatment including trees. The vision for this area is to appropriately separate pedestrians from high-volume street traffic along Belfast Road, and to create comfortable pedestrian arcades that encourage active transportation through the site. Similar treatment is applied to the new east-west street through the project site. The new public road combines public and private spaces to establish wide pedestrian arcade that are shielded form adjacent traffic by landscaped buffers. Trees are proposed along these landscaped buffers to create a human scale for pedestrians and provide protection from weather elements. Hard surfaces are carefully selected to create unified pedestrian pathways through the area.

Between Towers E1 and D a 383 square meter courtyard amenity area is proposed for building residents to enjoy. The courtyard is designed with a central landscaped median that includes shrubs, trees, bicycle parking and street furniture. The trees help to define a human scale, and ground-oriented units along the base of buildings contribute to the creation of a neighbourhood experience. The amenity area includes pathways that provide linkages to the public park.

Between Towers A and B is a 1,100 square meter amenity area that is mostly located below the breezeway, and provides connection along the side and rear yard. The breezeway creates covered outdoor spaces that are protected from the weather. The area is landscaped with paved surfaces, and features permanent and movable furniture that responds to the architectural style of the building. The covered areas sit against a backdrop of well-designed landscaped areas located to its east and west. These planting areas include a range of medium and large deciduous trees shrubs and other plantings to create vibrant gardens on site.

The breezeway provides connections to a landscaped side and rear yard. The rear yard is encumbered by a 14-metere rear yard buffer from the Highway required by the Ministry of Transportation. The area is softly landscaped and includes a range of evergreen trees that line the rear property line to create a buffer from abutting highway. Medium and large deciduous trees create a comfortable bonus amenity area for residents to use in addition to on-site amenity areas.

Rooftop amenity areas are located on all building rooftops including podiums. These areas will be developed to provide exceptional outdoor communal amenity spaces for building residents and will consider rear round comfort and use.

7.7 URBAN DESIGN AND COMPATIBILITY

Section 4.6 of the Official Plan sets out a framework for built form and the public realm. Urban design plays an important role in supporting the City's objectives including building healthy 15-minute neighbourhoods, growing the urban tree canopy, and developing resilience to climate change. New development should be designed to make healthier and more environmentally sustainable living accessible for people of all ages, genders and social statuses.

The subject property is also identified as a Tier 3 –Local (Major) Design Priority Area (DPA) as per Section 4.6.1 of the City of Ottawa Official Plan. Tier 3 DPA's are intended to provide higher densities and intensification around rapid transit stations within Hubs and to develop to define image of the City at the local level by promoting design excellence (S. 4.6.1.1). Design excellence is achieved through the creation of well-defined neighbourhood commercial streets and high-quality public realms (S. 4.6.1.3). DPA's are subject to review by Urban Design Review Panel (UDRP) to evaluate their contribution to achieving design excellence (S. 4.6.1.2).

The following urban design policies apply to proposed development:

Policy	Proposed Development
S.4.6.1.3: Design excellence within DPA's public realm shall be achieved according to the Public Realm Master Plan, which will be guided by frameworks provided in Table 5 and by functionality of specific street segments within each tier.	**The development offers a well-designed public realm that takes direction from the Public Realm Master Plan. It prioritizes pedestrian connections and mobility through the site that are complemented by strategic building location, architectural articulation and landscape treatment to ultimately achieve a high-quality public realm.**
Policy 4.6.1.2 Promote design excellence within Ottawa Design Priority Areas by undergoing UDRP.	**The proposed development will be reviewed by the Urban Design Review Panel where it will receive feedback from panel members.**
Policy 4.6.1.5.a : Development within DPAs should consider four season comfort, enjoyment, pedestrian amenities, beauty and interest through the appropriate use of building design, use of furniture, fixtures, surface treatments, greening and public art to enhance the pedestrian experience and provide visual interest; use lighting that is context appropriate (4.6.1.5.b); mitigate micro-climate impacts on public and private amenity spaces through measures such as tree planting, shade structures, setbacks and providing south facing exposure where feasible (4.6.1.5.c).	**The development proposes a well-designed public realm that consists of a well defined street edge, interesting and varied building facades, and high-quality landscape treatment throughout the site.** **The proposed development provides minimally setback building frontages, with stepbacks at the third level, articulated facades with high degree of glazing, wide pedestrian sidewalks, street furniture, landscaped medians and buffers with tree plantings to create a pleasant, and attractive pedestrian environment.** **Interesting forecourt is defined at the corner of Coventry and Belfast Road which is embellished by ornamental steel architectural element, and complimented by well-designed landscaped areas with integrated street furniture to create a prominent street corner.** **Pedestrian level wind, noise and vibration studies were conducted to study the impacts of the proposed development public areas. Appropriate measures were implemented as advised by the reports to ensure public areas are not impacted by microclimates, and to ensure year-round comfort of these spaces.**
Policy 4.6.2.3 Development applications for high-rise building shall consider the impacts of development on the skyline by demonstrating the proposed building contributes to cohesive silhouette comprised a diversity of building heights and architecture expressions	**The proposed development recognizes its impact on the skyline, and proposes a well designed, highly articulate site layout that proposes varied building heights to create interesting silhouettes from multiple angles. The buildings are unified through the use of consistent colour palettes, with a high degree of variation in their faced, and massing. Further, Tower B and E1 are particularly highlighted by an ornamental steel architectural element that mark its prominence as an important building.**

Policy 4.6.4.1 states that innovative, sustainable and resilient design practices and technologies in site planning and building design will be supported by High-performance Development Standard, which will apply to Site Plan applications. The Standard addresses matters of exterior sustainable design and will align urban design with climate change mitigation and adaption goals and objectives	**While Council voted against implementation of HPDS until further notice, the proposed development high-performance development and is designed to minimize energy consumption and maximize occupant comfort.** **Sustainable design choices include careful selection of building materials to reduce waste and lower construction time; the use of materials that limit heat loss and make efficient use of energy; renewable energy sources such as geothermal; use of efficient mechanical equipment and appliances.** **Further, the development minimizes the heat island effect through its choice of lighter-toned surface covering and roof materials, and a site design that minimizes asphalt driveways and surface parking to prioritize soft landscaping including on rooftop areas.**
Policy 4.6.5.2 states that development along Hubs shall respond to context, transect area and overlay policies, and that it should generally be located adjacent to street, park or greenspace and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks.	**The proposed development responds to OP policies for Hubs within an Inner Urban Transect with an evolving Overlay as demonstrated earlier in this Brief, and in a previously submitted Planning Rationale (October, 2022).** **The development proposes building frontages that are appropriately setback and consist of base and podiums to locate residential and commercial entrances here. The location of residential and commercial areas and use of glazed facades create direct connections from public sidewalks.**
Policy 4.6.5.3 encourages designs to minimize the potential for conflict between vehicle and pedestrians and to improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible.	**Parking is located within the building basement and accessed by single driveway located at the north-western corner of each block. Driveways are deliberately kept to a minimum and their locations away from residential and commercial entrances. Loading and waste collection areas are in either the interior side yard or within the internal courtyard. Collectively, these features minimize vehicle-pedestrian conflicts and create a well-defined public realms.**
Policy 4.6.5.4 suggests that development should be universally accessible in accordance with City's Accessibility Design Standards. Doing this addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.	**The development considers accessibility through the site. Accessible parking spaces, and access ramps to** **supplement stairs are provided where access is encumbered by grades.** **Barrier Free Parking is provided at-grade in the rear, while drop-off spot is located in the front of most buildings near building entrances.**

Policy 4.6.6.1 requires the impacts of high-density infill on low-rise area be minimized by providing transitions in building heights and design within the Hub.	**The subject property abuts non-residential uses on its surrounding properties where high-rise building heights are anticipated.**
Policy 4.6.6.2 requires transition between Mid-rise and High-rise buildings and adjacent Neighbourhoods be achieved through a gradual change in height and massing through stepping down of buildings, and stepbacks form Low-rise properties, generally guided by the application of an angular plane.	**The development does not abut low-rise residential uses.**
Policy 4.6.6.3 3) Where two or more High-rise buildings exist within the immediate context, new High-rise buildings shall relate to the surrounding buildings and provide a variation in height, with progressively lower heights on the edge of the cluster of taller buildings or Hub.	**The proposed development introduces building typologies that are not currently present within the surrounding area. It recognizes that the future surrounding context is expected to be high-rise, and proposes a building design that ensure compatibility with future developments.** **The development proposes a cohesive building design that offers variation in height and considers progressively lower building heights towards the edge of the Hub while being mindful of heights around the new proposed public park, and abutting road. The development provides appropriate 11-meter setbacks from side yards, and a 24 meter building separation distance to ensure privacy, and access to light.**
Policy 4.6.6.4 require amenity areas in residential developments in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider year-round comfort of residents, and consider future climate conditions. For high-rise buildings, amenity areas should provide protection from heat, wind, extreme weather, noise and air pollution; and for indoor amenity areas be multi-functional spaces including some with access to natural light and designed to support extreme heat events, power outages and other emergencies.	**The development proposes multiple communal and private outdoor and indoor amenity spaces that are designed to consider the year round use and comfort of all residents.** **These areas include private amenity balconies, communal rooftop and at grade outdoor areas as well as communal indoor amenity areas. These areas will be programed to provide uses that appeal to a range of demographics, and consider four season comfort.** **Rooftop amenity areas will be designed with appropriate noise attenuation and other climate control measures as recommended by the noise, vibration and wind studys conducted as part of this submission.** **At grade, a breezeway is proposed as a covered open space in the south block.**

Policy 4.6.6.5 requires that development within large sites shall support walkable 15-minute neighbourhoods, sustainable modes of transportation and help to achieve the economic development and health goals of the Official Plan. This is to be achieved by locating building and store entrances along public streets with minimum built frontages; establishing internal circulation patterns that support future intensification, including direct safe street and multi-use path connections to the surrounding area; public street grid or pedestrian and cycling networks to maximize connectivity to the surrounding street network, vehicular parking screened from street; building arrangement and design that includes articulated facades and building materials and site furnishings that are comfortable at a pedestrian scale.	**The proposed development creates 15-minute walkable neighbourhoods as it is located within a TOD area with convenient access to Tremblay Station within 700 meters walking distance from the site. The development proposes a new east-west road and a new park block which increase on site connectivity and are anticipated to extend further west when adjacent properties area available for development.** **Pedestrian and cyclist connectivity is considered throughout the site design and pathways are created to shorten distances. The park block is designed with wide diagonal pathways that provide alternative access from Coventry Road to the new east-west road.** **Building design, location and articulation contribute to establishing active frontages which create comfortable pedestrian areas that are human scale.**
Policy 4.6.6.8: High-rise buildings shall be designed to respond to context and transect area policies, and should be composed of a well-defined base, middle and top. Floorplate size should generally be limited to 750 square metres for residential buildings and 2000 square metres for commercial buildings with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.	**The proposed development is consistent with the policies of Hubs within the context of the Inner Urban Transect, and are designed with a well-defined base, middle podium and a top. Towers are designed with a maximum 750 square meter floor plate. All buildings provide a high degree of landscaping at grade that contributes to creation of a well-defined public realm. Tree planting is proposed along public roads, and internal courtyards that will mature to provide shade, and human-scale at grade.**
Policy 4.6.6.9 High-rise buildings shall require separation distances between towers to ensure privacy, light and sky views for residents and workers. Responsibilities for providing separation distances shall be shared equally between owners of all properties where High-rise buildings are permitted. Maximum separation distances shall be achieved through appropriate floorplate sizes and tower orientation, with a 23-metre separation distance desired, however less distance may be permitted in accordance with Council approved design guidelines.	**All towers provide a minimum 24-meter tower separation distance including a 12 meter interior side yard setback which work with the 750 square meter floor plates to protect privacy, light and sky views for residents and workers.**
Policy 4.6.6.10 Development proposals that include High-rise buildings shall demonstrate the potential for future High-rise buildings or High-rise 41+ buildings on adjacent lots or nearby lots in accordance with the relevant policies of this Plan.	**The development maintains a minimum 12 meter setback from the western property line which is anticipated to be developed into high-rise. This is to ensure an appropriate 24-meter building separation distance is ensured between high-rises. Further, shadow and microclimate impacts were reviewed in determining building location, articulation and orientation to propose a logical development on site.**

7.10 URBAN DESIGN GUIDELINES FOR

The City of Ottawa's Urban Design Guidelines ("Guidelines") for High-rise Buildings were approved by City Council on May 23, 2018 and apply to buildings taller than 10 storeys. These Guidelines provide recommendations for urban design and are to be used during the review of development proposals as a checklist. Not all guidelines are applicable to every site. The main objectives of Guidelines is to address the compatibility and relationship between high-rise buildings and their existing or planned context, as well as promote high-rise buildings that contribute to views of the skyline and enhance orientation and the image of the city. Not all Guidelines are applicable to everyone development and vary dependant on context.

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

/ The roposed development features background buildings **(Guideline 1.4)**;

/ Predominant views from the buildings within the proposed development include views of Highway 417 to the south, VIA rail and Tremblay O-Train Stations, industrial complexes along Tremblay Road, and low-rise residential beyond, as well as views of the Rideau River, particularly if viewed from a dwelling unit inside a proposed tower in the southern block. The views looking to the north are low-rise residential development within the Overbrook community, as well as views of the Rideau River and downtown Ottawa. To the east views of low-rise residential, commercial, industrial and parks are expected. To the west, the proposed development abuts low-rise commercial, views of this commercial space, parking lots, institutional buildings as well as the Stadium, the Rideau River are anticipated.**(Guideline 1.6)**;

/ The proposed buildings are designed to respect and enhance the existing and planned views and vistas trough their placement, height transitions, stepbacks and stepbacks and landscaping. They're designed to respect and enhance the overall character of the existing and planned urban fabric and the skyline by maintaining harmonious relationships with the neighbouring buildings as adjacent properties become developed **(Guideline 1.9)**;

/ The proposed development is in an identified growth area; therefore, the buildings have been designed to decrease in height towards the centre, with tallest heights located closest to the transit station. An 18 storey building is proposed in the south block, and a 20 storey tower in the north. Both buildings are designed to mitigate shadow impacts on the public park, while recognizing their context along their respective streets. In the north block heights of 23 and 25 storeys are proposed along Coventry Road, and heights of 30, 28 and 27 storeys in the southern block. Taller buildings are placed closest to the transit station and in response to their frontage along an Arterial Road or Mainstreet Corridor **(Guideline 1.10)**;

/ The base of the buildings are directly related to the height and typology of the existing and planned street walls: buildings have podiums ranging in height from one (1) to six (6) storeys. In the north block, Towers E1 and E2 face Coventry Road with podium heights of one (1), three (3), and six (6) storeys. The one (1) storey, double-height portion is the closest to the street and takes up the largest amount of the street wall. This portion is proposed to have commercial uses. Three (3) storey podiums are proposed with ground-oriented units facing the park and the western property line. Ground-oriented units are also contemplated for Tower D facing north along the internal courtyard area between the two buildings. In the south block, the three (3) storey portion is contemplated for the three (3) storey west-facing portion of Building C. The three (3) storey podium steps back to a six (6) storey podium, and helps to define the street edge to add a human scale element to the development and respond to the context of the site **(Guideline 1.12)**;

/ The lot is rectangular, which permits adequate transition measures **(Guideline 1.14)**;

/ The lot abuts two public streets, Coventry Road, and Belfast Road, and includes a public park as part of the redevelopment **(Guideline 1.15)**;

/ The lot is of a sufficient size, 1.99 hectares, for the size and scale of redevelopment proposed, much exceeding the minimum 1,350 square metre minimum lot size for a corner lot **(Guideline 1.16 and 1.18)**;

/ The lower portion of the buildings have been designed so as not to overwhelm the pedestrian realm. Podiums have double-height one (1) storey and three (3) storey portions, which help reinforce the human scale design. The public park is framed to the north by three (3) storey ground-oriented units. These measures help to ensure that the buildings create a street wall and conditions that define and animate new public spaces for a pedestrian scale, including sidewalks, internal pathways, and the public park **(Guideline 2.1)**;

/ The development is highly articulated to include tops that define the prominence of towers within the project site and serve as a vertical expression of the building below which is achieved by a full length steel architectural detail on Tower B and E1. They contribute to the creation of an interesting City skyline and focal points in the project site while building E1 creates an interesting forecourt using similar approach **(Guideline 2.2)**;

/ The buildings have been designed with a base, middle, and a top. The podiums define the base and have heights of one (1), two (2), three (3), and six (6) storeys, where the one (1) through three (3) storey heights step back to six (6) storeys. The middle includes the tower, which range in height from 18 to 30 storeys, and the top includes the rooftop amenity areas as well as mechanical penthouses **(Guideline 2.3)**;

/ The base of the buildings forms a continuous building edge along public streets and public spaces to create a new street wall. A continuous and highly-articulate street wall encloses the public park along Tower D and internal pathways with ground-oriented units **(Guideline 2.13)**;

/ Additional stepbacks are provided in the podiums, with one (1), and three (3) storey portions stepping back to six (6) storeys. Note that the one (1) storey portion of the podium is a double-height commercial space. These stepbacks are proposed around building entrances and to frame the public park and internal pathways **(Guideline 2.14)**;

/ The base of the buildings reflects the width of the existing and proposed roads: Coventry Road has a protected right-of-way (ROW) of 30 metres and Belfast Road has a protected ROW of 26.9 to 29.2 metres. The ROW of the new east-west street is 18 metres. The proposed podium heights are: approximately 18 to 20 metres throughout the site **(Guideline 2.15)**;

/ Stepbacks in the podiums have been provided **(Guideline 2.16)**;

/ The base of most buildings is three (3) storeys which responds to the abutting context, with each podium being six (6) storeys, and the commercial frontage having a double-height one (1) storey portion facing Coventry Road **(Guideline 2.17)**;

/ The proposed development introduces building typologies that are not currently present within the surrounding area, however, the buildings are consistent with architectural elements and rhythm that is typically found within the general area and around the City. The buildings are designed with podiums, base and tower sections that break up the vertical mass and achieve compatibility. Along Coventry Road longer facades are proposed to close off the street edge, and define the pedestrian realm. Multiple entrances are considered along this frontage **(Guideline 2.20)**;

/ The development proposes to use high-quality, durable, sustainable, and locally sourced building materials that are combined to create variety of texture, detail contributing to visually interesting facades. Buildings will be designed with a variety of dark and light brick, precast concrete panels, curtain walls, metallic panels, and glass railings for balconies. Each building is designed with to provide high level of detail using materials and texture to highlight architectural features and create interesting façade (Guideline **2.21)**;

/ Bird-friendly materials are considered as per the Bird Safe guidelines **(Guideline 2.22)**;

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

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

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

/ The buildings are designed to ensure there are no blank walls where towers are staggered and face one another **(Guideline 2.28)**;

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

Stepbacks include:

Building A:

- 1.9 metre step back after the sixth storey on the north and south side;
- 2.0 metre step back after the sixth storey on the east side;
- 3.2 and 1.9 metre step back after the sixth floor on the west side;

Tower B1:

- 0 meter step back along the north to define an interesting forecourt in the internal courtyard;
- 3.2 metre step back after the sixth storey on the west side;

Tower C1:

- 0 meter step back in the north to define an interesting forecourt in the internal courtyard;
- 1.4 metre step back after the sixth floor on the west side;

Tower C2:

- 3.8 metre step back after the sixth on the north side;
- 4.2 and 4.3 metre step back after the sixth floor on the east side that follows the contours of the property line;
- 2.9 metre step back at the third floor from the west side;

Building D:

- 3.2 metre step back past the third floor and an additional 2.9 meter step back after the third floor on the north side;
- 1.5 metre step back after the sixth floor on the east side;
- 1.3 metre step back after the sixth floor on the south;
- 2.5 metre step back after the third floor, and an additional 1.5 meter step back after the sixth floor on the west side;

Building E1:

- 2.1 metre step back from the first floor commercial podium on the north side;

- 5.9 metre step back after the sixth floor on the east side;

- 3 metre step back after the third floor, and an additional 5.6 metre step back after sixth on the south side;

Building E2:

- 1.5 metre step back after the sixth floor on the north side;

- 3.3 metre step back after the third floor, and an additional 2.8 meter step back after the sixth floor on the east side; and,

- 2.1 metre step back after the third floor, and a 0.9 metre step back after the sixth floor on the south side.

/ A portion of building E1 is proposed to extend to the ground floor to address the prominent street corner and create a forecourt. This location is expected to define the pedestrian realm, and serve as an architectural element that transitions into the development. Similarly Buildings B and C2 extend to the ground floor in the interior courtyard. This feature is complimented by the building podium to create an interest here **(Guideline 2.30)**;

/ A pedestrian level wind study was conducted which suggested placing wind guards around entrances of towers D. The building design implements report suggestions. Shadow impacts were considered on the site, particularly public areas, and the public park. In response, towers D and A were shortened to increase afternoon sun exposure on the park particularly during summer months when the park will have most use **(Guideline 2.31)**;

/ The buildings use high-quality materials and finishes in their design to achieve a high degree of design. The tower placement has considered various elements including natural elements and its relationship with its surroundings, the context of the abutting road. The buildings are designed to correlate with one another through their use of consistent colors, materiality, and the use familiar design features, and fenestration pattern throughout the site **(Guidelines 2.32 to 2.34)**;

/ Buildings B and E1 propose an intricate top that forms of a framed extension of the architectural expression below and is designed to fade away to the sky. The top will be finished with an appropriate degree of fenestration that considers user comfort on rooftop areas. This architectural detail here is designed to extend the prominence of these two towers on the project site. For shorter towers, the top is defined through the use of glazed curtain walls that fade away to the top, yet are simplified to maintain the dominance of Towers B and E1 in the project site **(Guideline 2.35)**;

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

/ The building tops are designed to maintain a common rhythm on site and are varied by changes to materiality. They are designed to be an integral part of the building design, particularly for Towers B and E1 **(Guideline 2.37)**;

/ The main pedestrian entrances to the buildings and towers are conveniently located with seamless connections to the sidewalks **(Guideline 3.10)**;

/ Multiple site access is considered, where pedestrian entrances are placed closest to the street edge. For Towers B and C, additional entrances are provided close to Belfast **(Guideline 3.10-3.11)**;

/ Ground-oriented units with residential front entrances are proposed to frame the park **(Guideline 3.12(b))**;

/ The commercial unit in front of Tower E1 is double height, which will allow for greater flexibility in use over time **(Guideline 3.12(c))**;

/ The ground floors are designed with a high degree of glazing to increase interaction with pedestrian spaces. Bird friendly glazing will be considered throughout the project site as well as on the ground floor that faces pedestrian spaces **(Guideline 3.12(d))**;

/ The site consists of several public and private amenity spaces including a 2,021 square metre public park, internal amenity spaces, outdoor communal amenity areas located at grade as well as on the rooftop of all buildings **(Guideline 3.12(e))**;

/ The public realm is a priority through the development, and improvements such as art will be discussed through the development process **(Guideline 3.12(f))**;

/ Parking is primarily located underground, with only 3.4% provided aboveground for convenience **(Guideline 3.14)**;

/ Pick-up and drop-off areas are proposed internal to the site, with one on the new east-west road in front of Building D and two in the southern block, in front of Building A and Building C1 and C2 in the southern block **(Guideline 3.15)**;

and

/ Waste will be collected internally in the basement of all buildings and will be wheeled out to waste collection areas for collection. These waste collection areas are located between Building C1 and C2 in the south block, and on the adjacent property in the north block to the west **(Guideline 3.16)**;

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

EAST VIEW FROM COVENTRY RD

WEST VIEW FROM COVENTRY RD

EAST VIEW FROM TRANS-CANADA HWY

WEST VIEW FROM TRANS-CANADA HWY

8

STATISTICS

CITY OF OTTAWA - GROSS FLOOR AREA

Gross floor area means the total area of each floor whether located above, at or below grade, measured from the interiors of outside walls and including floor area occupied by interior walls and floor area created by bay windows, but excluding;

a. floor area occupied by shared mechanical, service and electrical equipment that serve the building (By-law 2008-326)
b. common hallways, corridors; stairwells, elevator shafts and other voids, steps and landings; (By-law 2008-326) (By-law 2017-302)
c. bicycle parking; motor vehicle parking or loading facilities;
d. common laundry, storage and washroom facilities that serve the building or tenants;
e. common storage areas that are accessory to the principal use of the building; (By-law 2008-326)
f. common amenity area and play areas accessory to a principal use on the lot; and (By-law 2008-326)
g. living quarters for a caretaker of the building. (surface de plancher hors oeuvre brute)

CITY OF OTTAWA - PRELIMINARY GROSS FLOOR AREA		
	m²	p.c
ESTIMATED PLOT AREA	2,187.0	23,541
TOTAL BUILDING AREA	18,871.3	203,131
ESTIMATED RATIO	8.6	

CITY OF OTTAWA - LANDSCAPED AREA

Landscaped area means that part of a lot located outdoors that is used for the placement of any or a combination of the following elements: (By-law 2014-94) (By-law 2020-289)

a. soft landscaping consisting principally of organic materials and vegetative in-ground plantings such as trees, shrubs, hedges, ornamental flowers and grasses, and may also include some accessory ground cover, such as riverwash stone, mulch or similar pervious material located in and around plantings, and in the case of any residential or non-residential lots developed with uses other than outdoor recreational uses, excludes non-organic surfaces including artificial grass; and "softly-landscaped area" has the corresponding meaning; (By-law 2020-289)
b. hard landscaping consisting of non-vegetative materials such as brick, pavers, rock, stone, concrete, tile and wood, excluding driveways, and any area used for parking, and including such features as a walkway, patio, deck or in-ground pool; and (By-law 2020-289)
c. architectural elements consisting of decorative fencing, walls, sculptures, gazebos, trellises, planters, benches and other similar features. (espace paysagé) (By-law 2020-289)

CITY OF OTTAWA - PRELIMINARY LANDSCAPED AREA		
	m²	p.c
ESTIMATED PLOT AREA	2,187.0	23,541
ESTIMATED GREEN AREA	774.6	8,338
ESTIMATED RATIO	35%	

CITY OF OTTAWA - LOT COVERAGE

Lot coverage means that part of a lot covered by building but does not include:

a. an eaves or eaves trough or any other feature that is located at or above the ceiling of the first storey; or
b. any projection permitted under Section 65. (surface construite)

CITY OF OTTAWA - PRELIMINARY LOT COVERAGE		
	m²	p.c
ESTIMATED PLOT AREA	2,187.0	23,541
ESTIMATED BUILDING AREA	1,662.6	17,896
ESTIMATED RATIO	76%	

STATISTICS

12934 | DEVELOPMENT CONVENTRY Rd. (2023-03-10)
PRELIMINARY STATISTIC

BLOCK (1) - SOUTH SIDE - LOT 1
TOWER A, B, C1 and C2.

CALCULATION OF RESIDENTIAL AREA

FLOORS	MULTIPLES	FLOOR M2	FLOOR FT2	AREA M2	AREA FT2
(A) FLOORS 7 to 18	12	750	8,073	9,000	96,876
(B) FLOORS 7 to 30	24	750	8,073	18,000	193,752
(C1) FLOORS 7 to 28	22	750	8,073	16,500	177,606
(C2) FLOORS 7 to 27	21	750	8,073	15,750	169,533
PODIUM FLOORS 4 to 6	3	5,080	54,681	15,240	164,043
PODIUM FLOORS 2 to 3	2	5,175	55,704	10,350	111,407
PODIUM FLOORS 1	1	4,777	51,420	4,777	51,420
TOTAL				**89,617**	**964,637**

PRELIMINARY NUMBER OF RESIDENTIAL UNIT AND PARKING

Average gross area/unit ft2	Average gross area/unit m2	Average net area/unit ft2	Average net area/unit m2	Number of units planned	RATIO PARKING	NUMBER OF PROVIDED PAKING
912	94	775	80	**1,058**	0.62	**656**

BLOCK (2) - NORTH SIDE - LOT 2
TOWER D

CALCULATION OF RESIDENTIAL AREA

FLOORS	MULTIPLES	FLOOR M2	FLOOR PI2	AREA M2	AREA FT2
FLOORS 7 to 20	14	725	7,804	10,150	109,255
FLOORS 4 to 6	3	1,025	11,033	3,075	33,099
FLOORS 1 to 3	3	1,222	13,154	3,666	39,461
TOTAL				**16,891**	**181,815**

PRELIMINARY NUMBER OF RESIDENTIAL UNIT AND PARKING

Average gross area/unit pc	Average gross area/unit m2	Average net area/unit pc	Average net area/unit m2	Number of units planned	RATIO PARKING	NUMBER OF PROVIDED PAKING
912	94	775	80	**199**	0.62	**124**

BLOCK (3) - NORTH SIDE - LOT 2
TOWER E1 AND E2

CALCULATION OF RESIDENTIAL AREA

FLOORS	MULTIPLES	FLOOR M2	FLOOR PI2	AREA M2	AREA FT2
(E1) FLOORS 7 to 25	19	750	8,073	14,250	153,387
(E2) FLOORS 7 to 23	17	750	8,073	12,750	137,241
PODIUM FLOORS 2 to 6	5	2,857	30,753	14,285	153,764
PODIUM FLOOR 1 *	1	1,959	21,087	1,959	21,087
TOTAL				**43,244**	**465,478**

PRELIMINARY NUMBER OF RESIDENTIAL UNIT AND PARKING

Average gross area/unit pc	Average gross area/unit m2	Average net area/unit pc	Average net area/unit m2	Number of units planned	RATIO PARKING	NUMBER OF PROVIDED PAKING
912	94	775	80	**511**	0.62	**324**

*NOTE: THE TOTAL GFA IS INCLUDING THE TOWN HOUSE AREA

CALCULATION OF RETAIL AREA

FLOORS	MULTIPLES	FLOOR M2	FLOOR PI2	AREA M2	AREA FT2
PODIUM FLOOR 1	1	1,518	16,340	1,518	16,340
TOTAL				**1,518**	**16,340**
TOTAL RESIDENTIAL AND RETAIL				**44,762**	**481,818**

PRELIMINARY NUMBER OF RETAIL PARKING

NOTE : INCLUDING BEST BUY EXTERIOR PARKING 19 SPACES	NUMBER OF PROVIDED PAKING
	100

SUMMARY OF PROJECT STATISTIC

TOTAL PROJECT AREA

	AREA M2	AREA FT2
TOTAL PROJECT AREA (RESIDENTIAL)	149,132	1,611,931
TOTAL PROJECT AREA (RETAIL)	1,518	16,340
TOTAL PROJECT AREA/GFA	**150,650**	**1,628,270**
TOTAL PROJECT UNITS	**1,768**	

PARKING REQUIRED

	RATIO	NUMBER OF STALLS
RESIDENTIAL	0.5	884
VISITORS	0.1	177
RETAIL	1.25 STALLS/100 M2	19
TOTAL		**1,080**

PARKING PROVIDED - PRELIMINARY

	SOUTH SIDE	NORTH SIDE	TOTAL
RESIDENTIAL	550	377	927
VISITORS	106	71	177
RETAIL	0	100	100
TOTAL			1204

RATIO PRELIMINARY STATISTIC OF LOT COVERAGE

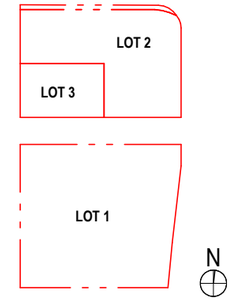
LOT 1 - SOUTH SIDE - BLOCK (1)	AREA M2	AREA FT2
TOTAL AREA OF BLOCK (1) - SOUTH SIDE	4,777	51,420
AREA of LOT 1 EXCLUDING MTO AREA - SOUTH SIDE	8,554	92,075
ESTIMATED RATIO LOT 1 COVERAGE EXCLUDING MTO AREA	**56%**	
LOT 1 - SOUTH SIDE - BLOCK (1)	**AREA M2**	**AREA FT2**
TOTAL AREA OF BLOCK (1) - SOUTH SIDE	4,777	51,420
AREA of LOT 1 INCLUDING MTO AREA - SOUTH SIDE	9,951	107,113
ESTIMATED RATIO LOT 1 COVERAGE INCLUDING MTO AREA	**48%**	
LOT 2 - NORTH SIDE - BLOCK (2 AND 3)	**AREA M2**	**AREA FT2**
TOTAL AREA OF BLOCK 2 AND 3 NORTH SIDE	4,079	43,906
AREA of LOT 2 - NORTH SIDE	5,715	61,516
ESTIMATED RATIO LOT 2 COVERAGE NORTH SIDE	**71%**	
LOT 3 - PARK BLOCK	**AREA M2**	**AREA FT2**
PARK AREA	2,021	21,754

RATIO PRELIMINARY STATISTIC OF GROSS FLOOR AREA

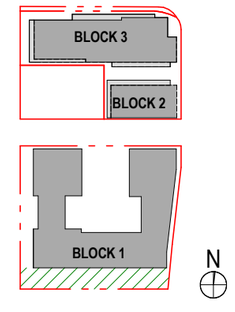
LOT 1 - SOUTH SIDE - BLOCK (1)	AREA M2	AREA FT2
TOTAL AREA OF BLOCK (1) - SOUTH SIDE	**53,666**	**577,661**
AREA of LOT 1 EXCLUDING MTO AREA	**8,554**	**92,075**
ESTIMATED RATIO LOT 1 COVERAGE EXCLUDING MTO AREA	**6.27**	
LOT 1 - SOUTH SIDE - BLOCK (1)	**AREA M2**	**AREA FT2**
TOTAL AREA OF BLOCK (1) - SOUTH SIDE	**53,666**	**577,661**
AREA of LOT 1 INCLUDING MTO AREA	**9,951**	**107,113**
ESTIMATED RATIO LOT 1 COVERAGE INCLUDING MTO AREA	**5.39**	
LOT 2 - NORTH SIDE - BLOCK (2 AND 3)	**AREA M2**	**AREA FT2**
TOTAL AREA OF BLOCK 2 AND 3 NORTH SIDE	78,383	843,715
AREA of LOT 2 - NORTH SIDE	5,715	61,516
ESTIMATED RATIO LOT 2 COVERAGE NORTH SID	**13.72**	
LOT 3 - PARK BLOCK	**AREA M2**	**AREA M2**
PARK AREA	2,021	21,754

RATIO PRELIMINARY STATISTIC OF LANDSCAPED AREA

LOT 1 - SOUTH SIDE - BLOCK (1)	AREA M2	AREA FT2
TOTAL GREEN AREA OF BLOCK (1)	2,340	25,188
AREA of LOT 1 EXCLUDING MTO AREA	8,554	92,075
ESTIMATED RATIO LOT 1 SOUTH SIDE	**27%**	
LOT 1 - SOUTH SIDE - BLOCK (1)	**AREA M2**	**AREA FT2**
TOTAL GREEN AREA OF BLOCK (1)	2,340	25,188
AREA of LOT 1INCLUDING MTO AREA	9,951	107,113
ESTIMATED RATIO LOT 1 SOUTH SIDE	**24%**	
LOT 2 - NORTH SIDE - BLOCK (2 AND 3)	**AREA M2**	**AREA FT2**
TOTAL GREEN AREA OF BLOCK 2 AND	1,577	16,975
AREA of LOT 2 - NORTH SIDE	5,715	61,516
ESTIMATED RATIO LOT 2 NORTH	**27%**	
LOT 3 - PARK BLOCK	**AREA M2**	**AREA FT2**
PARK AREA	2,021	21,754



LOT - KEY PLAN
1 : 2000



BLOCKS - KEY PLAN
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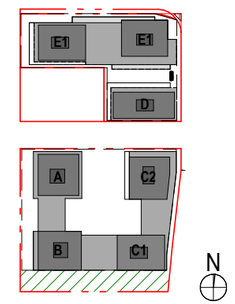


TOWERS KEY PLAN
1 : 2000

STATISTICS

12934 | DEVELOPMENT CONVENTRY Rd. (2023-06-01)
PRELIMINARY STATISTIC OF UNIT MIX

BLOCK (1) - SOUTH SIDE - LOT 1
TOWER A, B, C1 and C2.

PRELIMINARY STATISTIC OF UNIT MIX

UNIT TYPE	BACHELOR	1CH.	1CH. DEN	2CH.	2CH. DEN	3CH.	TOTAL
TOTAL	129	482	50	250	32	115	1 058
PERCENTAGE	12%	46%	5%	24%	3%	11%	100%
NUMBER OF PEOPLE RES.	258	964	100	1000	128	690	3140

BLOCK (2) - NORTH SIDE - LOT 2
TOWER D

PRELIMINARY STATISTIC OF UNIT MIX

UNIT TYPE	BACHELOR	1CH.	1CH. DEN	2CH.	2CH. DEN	3CH.	TOTAL
TOTAL	63	21	29	61	10	15	199
PERCENTAGE	32%	11%	15%	31%	5%	8%	100%
NUMBER OF PEOPLE RES.	126	42	58	244	40	90	600

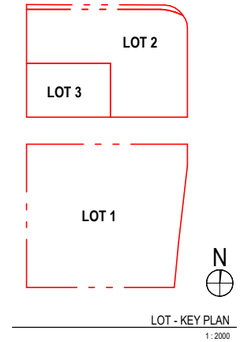
BLOCK (3) - NORTH SIDE - LOT 2
TOWER E1 AND E2

PRELIMINARY STATISTIC

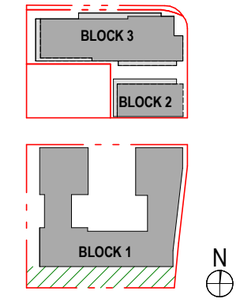
UNIT TYPE	BACHELOR	1CH.	1CH. DEN	2CH.	2CH. DEN	3CH.	TOWN HOUSE	TOTAL
TOTAL	93	224	50	110	0	26	8	511
PERCENTAGE	18%	44%	10%	22%	0%	5%	2%	100%
NUMBER OF PEOPLE RES.	186	448	100	440	0	156	48	1330
COMMERCIAL AREA (M2)	1518							1 518
NUMBER OF PEOPLE COM.	410							410

SUMMARY OF THE PROJECT - PRELIMINARY STATISTIC OF UNIT MIX

UNIT TYPE	BACHELOR	1CH.	1CH. DEN	2CH.	2CH. DEN	3CH.	TOWN HOUSE	TOTAL	
TOTAL	285	727	129	421	42	156	8	1 768	
PERCENTAGE	16%	41%	7%	24%	2%	9%	0%	100%	
NUMBER OF PEOPLE RES.	570	1454	258	1684	168	936	48	5070	5 480
NUMBER OF PEOPLE COM.	410							410	



LOT - KEY PLAN
1 : 2000



BLOCKS - KEY PLAN
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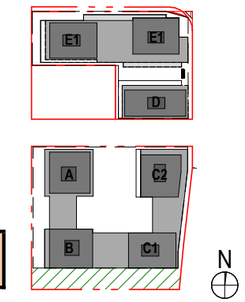

TOWERS KEY PLAN
1 : 2000

8 - Statistics

NEUF

MONTRÉAL
630, boul. René-Lévesque O.
32e étage, Montréal, QC H3B 1S6
T 514 847 1117 F 514 847 2287

OTTAWA
47 Clarence Street
Suite 406, Ottawa, ON K1N 9K1
T 613 234 2274 F 613 234 7453

TORONTO
8 Market Street, Suite 600,
Toronto (ON) M5E 1M6
T 416 864 8550 F 514 847 2287

NEUFarchitectes.com