



**DRAFT PLAN OF SERVICED SUBDIVISION APPLICATION  
DELEGATED AUTHORITY REPORT  
MANAGER, DEVELOPMENT REVIEW, SOUTH SERVICES,  
PLANNING, INFRASTRUCTURE AND ECONOMIC DEVELOPMENT  
DEPARTMENT**

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<b>Site Location:</b>	470 Tremblay Road
<b>File No.:</b>	D07-16-20-0009
<b>Date of Application:</b>	September 4, 2020

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This application submitted by Nadia De Santi of WSP Consultants Inc., on behalf of Canada Lands Corporation is recommended for DRAFT APPROVAL, subject to the following Standard and Special Conditions, as attached.

***May 17, 2021***

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Date

A handwritten signature in blue ink, appearing to read 'Lily Xu', written over a horizontal line.

Lily Xu  
Manager, Development Review, South  
Planning, Infrastructure and Economic  
Development Department

Attach(s):

1. Conditions of Draft Approval
2. Location Map
3. Draft Plan of Subdivision



## **DRAFT PLAN OF SERVICED SUBDIVISION APPLICATION SUPPORTING INFORMATION**

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### **SITE LOCATION**

470 Tremblay Road, located in Ward 18 (Alta Vista Ward).

### **SYNOPSIS OF APPLICATION**

The subject property is located at 470 Tremblay Road in the Alta Vista Ward (Ward 18), bound by Highway 417 to the north, St. Laurent Boulevard to the east, Avenue U to the west, and the VIA Rail Corridor to the south.

The subdivision application proposes to subdivide the 10.7-hectare parcel of land into 7 development blocks, and to create 2 new public streets. Existing Tremblay Road is to be re-aligned through this application, with the old alignment transferred to Public Works and Procurement Services Canada (PSPC).

### **DETAILS**

The application will see the development of 7.53 hectare of land, with a remnant 3.17-hectare parcel be retained by the Federal Government (PSPC) for future development through a Site Plan Control application. The intent is for Canada Lands Corporation (CLC) to acquire and develop the 7.53 hectares in the following manner:

- Block 1 residential 0.185 ha
- Block 2 residential 0.213 ha
- Block 3 residential 0.438 ha
- Block 4 residential 0.439 ha
- Block 5 Park 0.754 ha
- Block 6 Mixed-Use 1.185 ha
- Block 7 Stormwater Management 1.693 ha
- Block 8 Open Space 0.925 ha
- Street 1 Realigned Tremblay Road (26 metre right-of-way)
- Street 2 local street with an 18 metre right-of-way

The lands are zoned Transit Oriented Development, subzone 3 (TD3), Transit Oriented Development, subzone 3 (TD3[1990]), and Parks and Open Space (O1). Individual development blocks will be developed at future Site Plan Control application stages

### **DISCUSSION AND ANALYSIS**

## **Public consultation**

A public consultation was held on October 21, 2020 on the ZOOM platform. In total 19 members of the public attended. The meeting was also attended by City staff, Councillor Cloutier, WSP consultants and the applicant Canada Lands Company representatives.

## **Provincial Policy Statement**

Staff have reviewed this proposal and have determined that it is consistent with the Provincial Policy Statement, 2020.

## **Official Plan designation**

The property is designated 'Mixed Use Centre' within the City's Official Plan. Mixed Use Centres occupy strategic locations on the Rapid-Transit network and act as central nodes of activity within their surrounding communities and the city as a whole. These centres are a critical element in the City's growth management strategy, being areas with potential to achieve high densities and compact and mixed-use development oriented to rapid transit. More jobs and housing at these locations will increase transit ridership and draw more commuter travel to these locations. In the long term the centres will become complete, liveable communities that attract people for the jobs, leisure, lifestyle, and business opportunities they provide.

Transit-oriented development in the centres is more than density and transit. It entails a designed environment where walking and cycling are attractive options within the centre and transit can be accessed easily.

## **Transit Oriented Development Plans**

In anticipation of land development pressure in proximity to the Light Rail Transit (LRT) stations, City Council had established priority areas for the creation of transit-oriented development (TOD) plans. The TOD plans set the stage for future transit-supportive, or "intensified", land development by adding in appropriate locations opportunities for additional land use types and densities. The first three TOD studies for land surrounding the Train, St. Laurent and Cyrville LRT stations were approved by City Council on November 14, 2012.

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

Through Official Plan Amendment #150, December 21, 2017, City Council approved the 'Tremblay, St. Laurent and Cyrville Secondary Plan'. The Secondary Plan defines maximum building heights and minimum densities for lands within the plan area.

The minimum densities set out in this Secondary Plan will result in the achievement of transit-supportive development densities over the long term. The intent of requiring

minimum densities is to set the stage for intensification so that development with increased densities can occur in context-sensitive locations at the time market pressure for density exists.

## **Infrastructure**

To support the proposed Plan of Subdivision the City has reviewed the application based on the following servicing requirements:

### Sanitary

There are two branches of sanitary sewers proposed to service the development. The first branch will service a portion of the residential development and a portion of the office space and will connect to the existing sanitary sewer at the north-west corner of the subject property on the existing Tremblay Road. The second branch will service the office spaces on the east side of the subject property, directing sanitary flows to the existing sanitary sewer on St. Laurent Boulevard. The expected size of the sanitary sewer will be 250mm in diameter.

### Water

The water distribution system for the development will be supplied from the 300mm watermain on existing Tremblay Road and from the 400mm watermain on St. Laurent Boulevard. A network of watermains will generally follow internal road networks in order to provide a looped system to all areas of the proposed development. The watermain proposed along the re-aligned Tremblay Road is expected to be 300mm in diameter and all other watermains within the subject property are expected to be 200mm in diameter.

### Stormwater Management

The stormwater management of the development will follow the existing drainage pattern of the site. A wet pond, to be transferred to the City, will be located in the southeast corner of the site and will be used to control the majority of the stormwater runoff. Each development block will also require its own stormwater quantity and quality measures to be installed.

### Transportation

The project has an anticipated modal split is 45% to 55% in favour of transit, cycling, and walking for the first phase of development. A future pedestrian and cycling bridge is planned to connect to the St. Laurent Light Rail Station from the subject site, as well as the site will retain the existing Tremblay Road multi-use pathway, with the addition of new cycle tracks along the re-aligned Tremblay Road

The future vehicular volumes based on the above modal split and the residential unit count and office space gross floor area are not expected to exceed the volume thresholds

for a Major Collector Road for Tremblay Road, where final build-out traffic volumes on Tremblay Road could be in the order of 3,785 vehicles per day and 454 per peak hour (thresholds for a Major Collector Road are 5,000 vehicles per day and 600 per peak hour).

## **Summary**

The proposed Draft Plan of Subdivision aids in implementing both the City's Official Plan 'Mixed Use Centre' and the 'Transit Oriented Development Plans', where these policy documents support the re-alignment of Tremblay Road; a grid pattern of streets, large development blocks for mixed-use development and parkland development.

The site is part of the 'St. Laurent Transit Oriented Development Plan' and the 'Tremblay, St. Laurent and Cyrville Secondary Plan'. These policy documents guide maximum heights of 30 storeys, and minimum density of 350 units per net hectare for residential and / or a Floor Space Index of 1.5 for non-residential. The Transit Oriented Development, subzone 3 (TD3), and Transit Oriented Development, subzone 3 (TD3[1990]), implement the TOD Secondary Plan policies.

The conditions of approval are supported by the applicant and the Ward Councillor.

The proposed development does not require an expenditure of municipal funds over and above those funds recovered by development charges or for which an allocation has been made in a Council approved budget.

It is recommended that the application be approved in accordance with the conditions of draft approval included in Document 1.

## **CONSULTATION DETAILS**

Councillor Jean Cloutier – Alta Vista Ward (Ward 18) has concurred with the proposed conditions of Draft Approval

## **PUBLIC COMMENTS**

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Plan of Subdivision applications.

A public consultation was held on October 21, 2020 through the ZOOM platform.

## **Summary of Public Input**

Question:

What disruptions to our current walking, cycling and driving patterns will be occurring during construction?

Response:

The Tremblay Road multiuse pathway will remain open to and from St. Laurent Boulevard. Intersection work to connect water and sanitary sewers is required, and the construction method will dictate how long Tremblay Road and St. Laurent Boulevard is closed. However, conditions of draft subdivision approval will require a construction plan that will be reviewed by City Staff in the aim to minimize the closure for the required works.

Question:

How will the roads accommodate all of the new traffic associated with the development blocks being created?

Response:

The project has an anticipated modal split is 45% to 55% in favour of transit, cycling, and walking for the first phase of development. The development will consist of approximately 150,000 sq. metres of office (2025); 200 residential units in phase 1 (2025); 200 residential units in phase 2 (2029) units; 100 residential units in phase 2033.

The development will increase traveling adjacent to the residential neighbourhood of Eastway Gardens (south of Tremblay Road and west of the subject development). Tremblay Road is classified as a major collector road in the City of Ottawa's Official Plan and thresholds for this road classification area 5,000 vehicles per day or 600 vehicles per peak hour (a Collector Road is 2,500 vehicles per day or 300 vehicles per peak hour). The future volumes based on the above modal split and the residential unit count and office space gross floor area are not expected to exceed the volume thresholds for a Major Collector Road classification (Table 4-5 Major Collector Volume Thresholds) in the approved Transportation Impact Assessment illustrate traffic volumes on Tremblay Road of up to 3,785 vehicles per day and 454 per peak hour.

Question:

Can the future park block be design as a dog park?

Response:

The request for a dog park was heard by the Parks Planner at the October 21, 2020 ZOOM public meeting. The requirement is for further public consultation on the specific parks programming and City staff will reach out to residents on this consultation in the near future.

Question:

What are the future land-uses for these blocks?

Response:

Blocks 1, 2, 3 and 4 will be future mixed-use and / or residential developments that will need to come through the City's Site Plan Control Process. Block 6 will be another mixed-use or residential block that will require site plan control approval. The remnant land that is not identified as a 'block', is the Federal owned land that Public Works and Government Services Canada will retain for future office development. Block 5 will be a future City owned park, Block 7 will be a future City owned stormwater management facility and Block 8 will be a City owned open space block, that is not programmed with parks planning, but will act as open space and a buffer from the rail corridor.

Question:

How will construction traffic access the subdivision lands?

Response:

A construction management plan is required prior to registration of the plan of subdivision, and this plan will demonstrate to the City's satisfaction, how construction traffic accesses the site. The City will review the plan to ensure construction traffic utilizes St. Laurent Boulevard to its greatest extent, thus avoid conflict with local traffic on Tremblay Road to the west.

Question:

How will the community be informed and engaged in development of the PSPC lands?

Response:

The PSPC lands will go through a separate Site Plan Control process. Signs will be posted on the property; the City will undertake outreach; the City may hold a separate Open House.

Question:

Will 470 Tremblay Road be serviced by the same watermain as the 'Eastway Gardens' community? Will these services be upgraded?

Response:

470 Tremblay will be serviced by the same watermain as the 'Eastway Gardens' community. All studies undertaken to date indicate that the watermain can support the additional demand with no water pressure issues.

The local existing avenues are scheduled to have water and sewer main work undertaken

Question:

When is the earliest that ground-breaking is anticipated?

Response:

Ground-breaking on realigned Tremblay Road and water/sewer anticipated in 2021

Question:

Will Tremblay Road require a widening west of the 470 Tremblay Road project site?

Response:

Tremblay Road (not the realigned portion) has widening identified post 2031.

Question:

Will the proposed residential units be rental or condominium units?

Response:

The applicant for the subdivision is unable to specify and unable to control the tenure of the units. This won't be known until a purchaser comes along with a specific development plan, which will be required to go through the City's Site Plan Control Process.

Question:

Will PSPC go through a public process to develop their lands?

Response:

PSPC has its own federal processes and requirements as well as guidelines including design guidelines and sustainability guidelines. All development in this area will go through the City's Urban Design Review and site plan control processes.

Question:

Will there be public consultation on the PSPC lands?

Response:

Yes, the PSPC lands will go through a separate Site Plan Control process. Signs will be posted on the property; the City will undertake outreach; the City may hold a separate Open House



Question:

What are the next steps?

Response:

While there will be no more statutory public meetings, the City's intent is to continue engaging the community by methods such as email. The community will be notified on completion of the City draft approval report, and of the subdivision appeal period. The City will communicate with the community association and public consultation will take place on the specific Block 5 park planning.

Question:

What about parking? Where will all these people park and will parking spill out into 'Eastway Gardens'?

Response:

This area is a Transit Oriented Development zone where the City tries to limit surface parking through maximum parking provisions on specific land-uses. The City encourages a strong emphasis on active modes of transportation such as walk and cycling and an emphasis on transit ridership. The City will also require a Transportation Impact Assessment on the future site plan applications which will need to address a parking management strategy.

Question:

The applicant is proposing to significantly increase the grade at the shared property line with the CLV property to the immediate west by roughly 1.2m (3.9 ft) causing servicing and grading issues on the 1399 Avenue U Lands, and the proposed location of the new re-aligned Tremblay Road does not align with the concept plan prepared for the 1399 Avenue U Lands and is inconsistent with the draft concept plan that existed with the 1399 Avenue U Lands were purchased.

In addition, as demonstrated through several conversations with CLC and the Owners, it has been the mutual intent to connect to the services that will run through the new public re-aligned Tremblay Road. These include, but are not limited to, servicing, hydro, and storm sewers/storm pond. This will be more challenging or even not possible with the proposed grade increase.

It is important to note that the stated concerns will have significant impacts on the 1399 Avenue U Lands. At a high level, these impacts include:

1. ponding and an impediment to existing and planned drainage eastward;
2. difficulty tying into planned servicing;

3. misalignment of the re-aligned Tremblay Road to connect a private driveway access from 1399 Avenue U;
4. embankments and a significant amount of land to connect to the elevated CLC Lands that should not be the obligation of 1399 Avenue U; and
5. complexities connecting the residents of the Eastway Gardens community to the future CLC park in a way that meets Provincial accessibility standards.”

Response:

There is an engineering need to raise the grade of 470 Tremblay Road in order to make appropriate grading and drainage work in the subdivision design. From Staff's review of 1399 Avenue U Phase 1 approvals and the conceptual grading plan supplied for Phase 2, we understand that the Phase 2 lands will require a grade raise to ensure the stormwater management can connect into the approved Phase 1 design. It should be noted that the drainage area for 470 Tremblay Road and 1399 Avenue U are in different areas, where 470 Tremblay Road drains east and 1399 Avenue U drains west. In terms of sanitary service, the sanitary sewer proposed for Street 2 of the CLC lands is at its maximum depth given the elevation for its outlet on Tremblay Road. As well, the Phase 1 CLV design shows that the sanitary flows for the Phase 2 development will be handled by the internal sanitary servicing for 1399 Avenue U.

Although the CLC lands are proposed to be raised approximately 1.20 m along the shared property line, the conceptual grading plan supplied by CLV indicates that a grade raise will also be required for the 1399 Avenue U Phase 2 development, resulting in a final grade differential of approximately 0.30 m. From Staff's review of 1399 Avenue U, after the grade raise requirements the slope on the driveway accessing Street #2 in the plan of subdivision will be approximately 2-3%, which is well within the requirements for accessibility.

With respect to driveway access, the location of the entrance to Phase 2 will need to be examined at the time of the Phase 2 site plan, where any servicing and curb cut requirements can be made at that time. Because we have some cursory issues with the driveway location, if moved north, as it relates to the curve in Street #2, it is not the consultant for 470 Tremblay Road obligation to seek approval from the City on this driveway location. We think it is prudent to review the CLV Phase 2 driveway location at the time of a Phase 2 site plan submission. This will enable CLV's consultants to demonstrate how the proposed access can work.

## **APPLICATION PROCESS TIMELINE STATUS**

This Plan of Subdivision application was not processed by the “On Time Decision Date” established for the processing of an application that has Manager Delegated Authority due to time allocated for design and engineering review, as well as the preparation of subdivision conditions.

**Contact:** Sean Moore Tel: 613-580-2424, extension 16481, Fax 613-580-2576 or e-mail: [sean.moore@ottawa.ca](mailto:sean.moore@ottawa.ca).

## **PUBLIC NOTIFICATION OF DECISION LIST**

### **Draft Plan of Subdivision Application:**

**Site Address: 470 Tremblay Road**

**File No.: D07-16-20-0009**

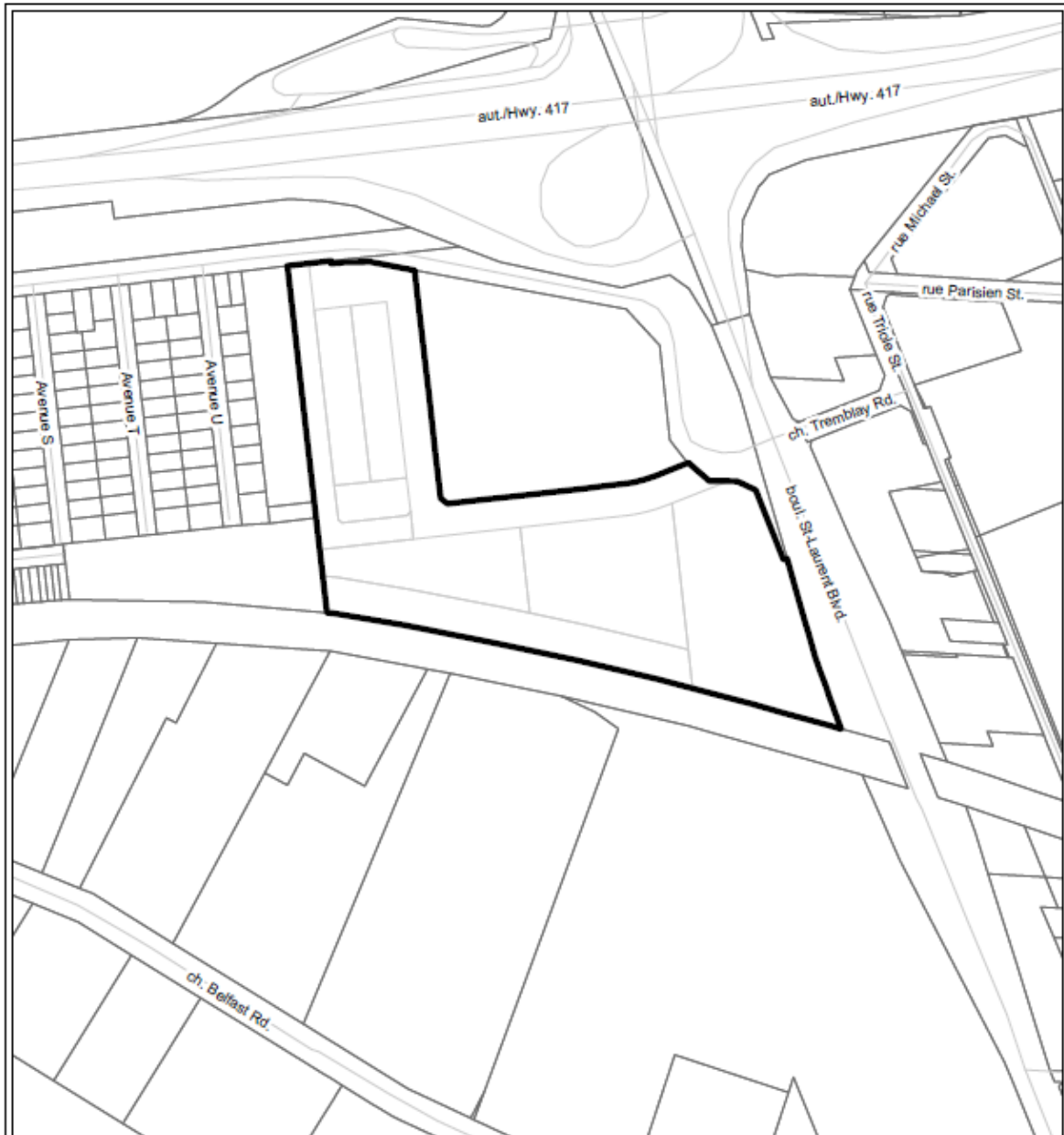
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The persons, community organizations, advisory committees and/or technical agencies noted on the attached lists are to be notified of the decision, given they have provided comments and/or requested to be notified of the decision, through the Department's Public Notification and Consultation or Technical Circulation Processes:

List of Persons, Community Organizations, Technical Agencies and Advisory Committees who commented on the application or requested to be notified of the decision.

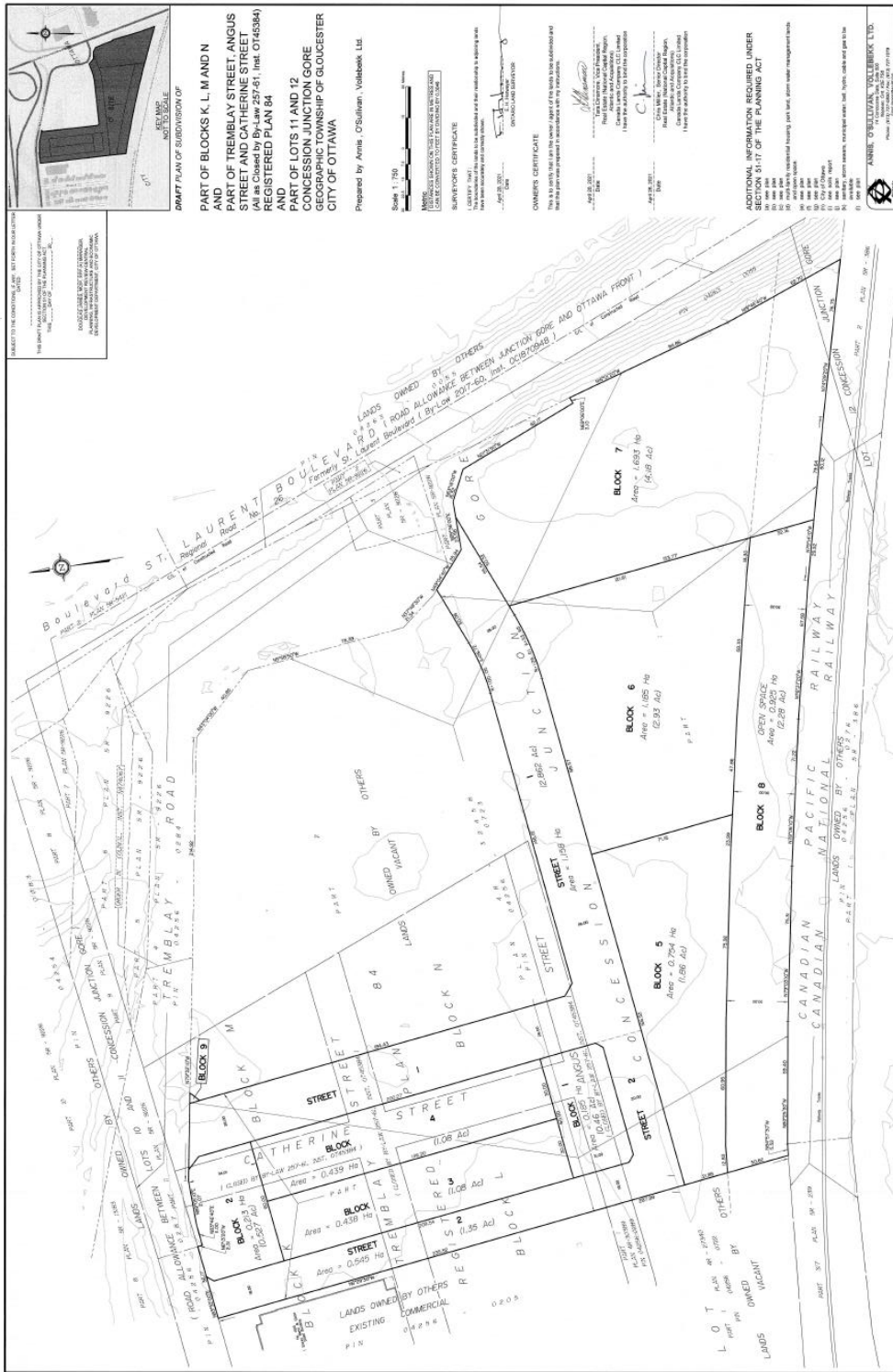
The supporting information attached to the notification of the decision does not need to be bilingual, because no comments were received in ~~f~~Erench.

**LOCATION MAP**



		LOCATION MAP / PLAN DE LOCALISATION PLAN OF SUBDIVISION / PLAN DE LOTISSEMENT	
D07-16-20-0009	21-0695-D	 470 ch. Tremblay Road	
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# PLAN OF SUBDIVISION



# CONCEPT PLAN

