



466 Tremblay Road and 1440 St. Laurent Boulevard

Planning Rationale
Official Plan Amendment and Zoning By-law Amendment
August 18, 2026



Prepared for Roht at Tremblay Ltd.

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1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Roht at Tremblay Ltd. (“the Client”) to prepare a Planning Rationale for Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBLA) applications at the municipal addresses of 466 Tremblay Road and 1440 St. Laurent Blvd (“subject site”) in the City of Ottawa, Ontario.

The subject site is proposed to be redeveloped with two nine (9) storey low-rise apartment buildings with a shared underground parking garage. Both buildings are proposed be ‘L’-shaped, with five (5) and seven (7) storey extensions. The northernmost building is proposed to be constructed with a carriageway, underneath which the vehicular drive aisle is proposed. Pedestrian access is proposed via a connection to the sidewalk on Tremblay Road to access the northernmost building and a pathway is proposed along the western property line to provide access to the southernmost rear building.

Surface parking spaces are proposed for visitors, with 14 proposed as parallel spaces, and access to the underground parking garage is proposed internal to the site, adjacent to the southernmost building.

1.1 Required Applications

An Official Plan Amendment is required to amend the Inner East Lines 1 and 3 Stations Secondary Plan to increase the maximum permitted height from six (6) storeys to nine (9) storeys.

A Zoning By-law Amendment is required to seek relief from specific provisions in the City of Ottawa Zoning By-law (2026-50). The project was initially developed under Zoning By-law 2008-250; therefore, certain provisions require relief as the city transitions to the new zoning by-law. In most cases, relief is requested to reduce required rates rather than to completely remove it.

Relief is sought from the following provisions:

- / **Maximum building height:** 28.4 metres are proposed, whereas 20 metres are permitted. This will enable the increased height while keeping the building typology mid-rise.
- / **Minimum ground floor height:** 3 metres are proposed, whereas 4 metres are required.
- Minimum width of landscaped area:** 0.15 metres is provided at the narrowest point, with a 1.5 metre fence provided along the western property line, whereas a minimum of 1 metre is required when a 1.5-metre fence is required.
- / **Planned Unit Development (PUD) Provisions:**
 - **Minimum setback for any garage or carport entrance from a private way:** a setback of 0 metres is provided, whereas 5.2 metres is required.
 - **Minimum soft landscaped area (Appealed):** 24.5% of the area is provided as soft landscaping, including pedestrian walkways, whereas 25% is required.
- / **Bicycle parking provisions:**
 - **Minimum Required Long-Term Bicycle Parking (Appealed):** A rate of 0.51 long-term bicycle parking spaces per dwelling unit (288) are proposed, whereas a minimum of 1 per unit is required (560).
 - **Minimum required horizontal bicycle parking spaces (Appealed):** 45% of the provided long-term bicycle parking spaces are horizontal (135), whereas 50% of long-term bicycle parking spaces must be horizontal (280).
 - **Minimum required short-term bicycle parking spaces (Appealed):** a rate of 0.03 short-term bicycle parking spaces per dwelling unit (18) is proposed, whereas a minimum rate of 2 spaces with an additional 1 space per 20 dwelling units (29) is required.

- **Minimum required inclusive bicycle parking spaces (Appealed):** 3.35% inclusive spaces (10) are proposed, whereas a rate of 5% (30) is required.
- Note: complies with requirements under Zoning By-law 2008-250, providing, 298 bicycle parking spaces, where a minimum of 280 are required.
- / **Maximum visitor parking spaces (Appealed):** 14 visitor parking spaces are provided on a surface parking lot on a site within 300 metres of an existing rapid transit station, whereas a maximum of 10 are permitted.
- Note: complies with requirements under Zoning By-law 2008-250, providing 212 vehicle parking spaces, where a maximum of 420 are permitted near rapid transit.
- / **Minimum soft landscaped buffer (Appealed):** a hardscaped pedestrian path is provided between the perimeter of a parking lot and a lot line, whereas a minimum 3.5-metre landscaped buffer is required.
- Note: complies with requirements under Zoning By-law 2008-250, providing a 1.8-metre landscaped buffer of both soft and hard landscaping, where a minimum of 1.5 metres is required
- / **Minimum percentage of soft landscaping in parking lot (Appealed):** 13.7% of the parking lot is provided, whereas 15% is required.
- Note: complies with the requirements under Zoning By-law 2008, 250, providing 24% of the area of the parking lot as landscaped area, including both soft and hard landscaping, where a minimum of 15% is required.

Zoning provisions presently under appeal are noted bolded and in red as “(Appealed)”. Relief is requested even though they are not yet in effect to ensure that the site is zoning compliant once the appeals are settled.

2.0 Subject Site and Surrounding Area Context

2.1 Subject Site

The subject site is occupied by a single-storey office building and two associated surface parking lots. The site has two curb cuts on Tremblay Road, with limited parking in the front yard and an extensive surface parking lot to the rear. The building is presently used as an office. The surrounding context includes low-rise residential neighbourhoods to the west, commercial and retail uses to the north, and employment and transportation related uses associated with the Belfast Yards and Highway 417 corridor, to the south and to the north.

The site has 37.95 metres of frontage on Tremblay Road, is approximately 208 to 209 metres deep, and is approximately 0.8 hectares in size.



Figure 1: Key map showing location and direction of photos of surrounding neighbourhood and various photos of the site and immediate neighbourhood

2.2 Area Context

The subject site is located in the Eastway Garden Neighbourhood in an area known as the Alphabet Streets. The subject site is located immediately south of Highway 417 and west of St. Laurent Boulevard. The site is characterized by its proximity to major transportation corridors, transit infrastructure, and surrounding commercial and employment areas, including the St. Laurent Shopping Centre and Trainyards district. The following land uses are in the area surrounding the subject site:

North: The site is bounded immediately to the north by Tremblay Road. Continuing north is municipal-owned greenspace that is zoned Recreation Zone 1 (REC1); Highway 417, the Trans-Canada Highway; St. Laurent Station; and the St. Laurent Shopping Centre. An underground connection leads to St. Laurent Station and Shopping Centre from the intersection of Tremblay Road and Avenue S, three (3) blocks west.

East: Canada Lands Corporation (CLC) on behalf of Public Services and Procurement Canada (PSPC) owns the 10.07-hectare parcel immediately to the east, which is currently vacant and features various trees and plants. These lands are zoned Hub 2 subzone H, height limit 91.5 metres (H2H H(91.5)), and H2H [1990] H(91.5) in accordance with the applicable Secondary Plan, which permits up to 30 storeys. There is also a parcel allocated for parkspace located southeast of the site zoned Greenspace (GRN). Beyond this property lies St. Laurent Boulevard, and continuing further east is a mix of industrial and residential land. Further details are provided on the Approved Draft Plan of Subdivision in section 2.3.1, below.

South: 1399 Avenue U (also shown as 2098 Avenue P on GeoOttawa), owned by CLV Group, is located to the immediate south. The property currently has no buildings and is occupied by various trees and plants. It is presently zoned Hub 2 subzone F, Urban Exception 2846, height limit 20 metres. Continuing further south is the VIA Rail line and Belfast Yard, an OC Transpo storage and maintenance yard. Beyond this is the Trainyards Shopping Centre, a large format shopping centre with retail stores, a grocery store, restaurants, gym, and other various commercial businesses. A proposed six (6) storey Site Plan Control (SPC) application has been submitted; further details are provided in section 2.3.2, below.

West: Immediately west of the site are single-storey residential dwellings fronting onto Avenue U. The Alphabet Streets continue moving west, and include predominantly single-detached, single storey dwellings on the north-south. Dwellings located on the east-side streets along the southern edges of the neighbourhood are predominantly two (2) storey rowhouses. Dwellings proximate to Tremblay Road and the rowhouses to the south are zoned Neighbourhood Fourth Density, subzone B, height limit 11 (N4B H(11)), while the interior of the neighbourhood is zoned Neighbourhood Third Density, subzone B, Urban Exception 949 (N3B[949]). Cecil Morrison Park is located in the western part of the neighbourhood and includes a wading pool, basketball court, play structure, and swings. Beyond the park is a hydro corridor running parallel to Belfast Road.

2.3 Nearby Development Applications

2.3.1 599 Tremblay Road (CLC/ PSPC Application)

CLC on behalf of PSPC owns 599 Tremblay Road, for which there is an Approved Plan of Subdivision (Figure 2, below), establishes a new public road. These lands are part of the Canada Land Corporation (CLC) (now integrated into Build Canada Homes) Land Bank, intended to redevelop surplus federal properties into residential and mixed-use lands.

As shown in the Concept Plan (Figure 3, below), the intention is to redirect Tremblay Road to make a 90-degree angle at the northeastern corner of the subject site, then continue south along the subject site's east property line, before making another 90-degree turn and continuing east to St. Laurent Boulevard. The present Tremblay Road would end in a turnaround or cul-de-sac next to St. Laurent Boulevard.

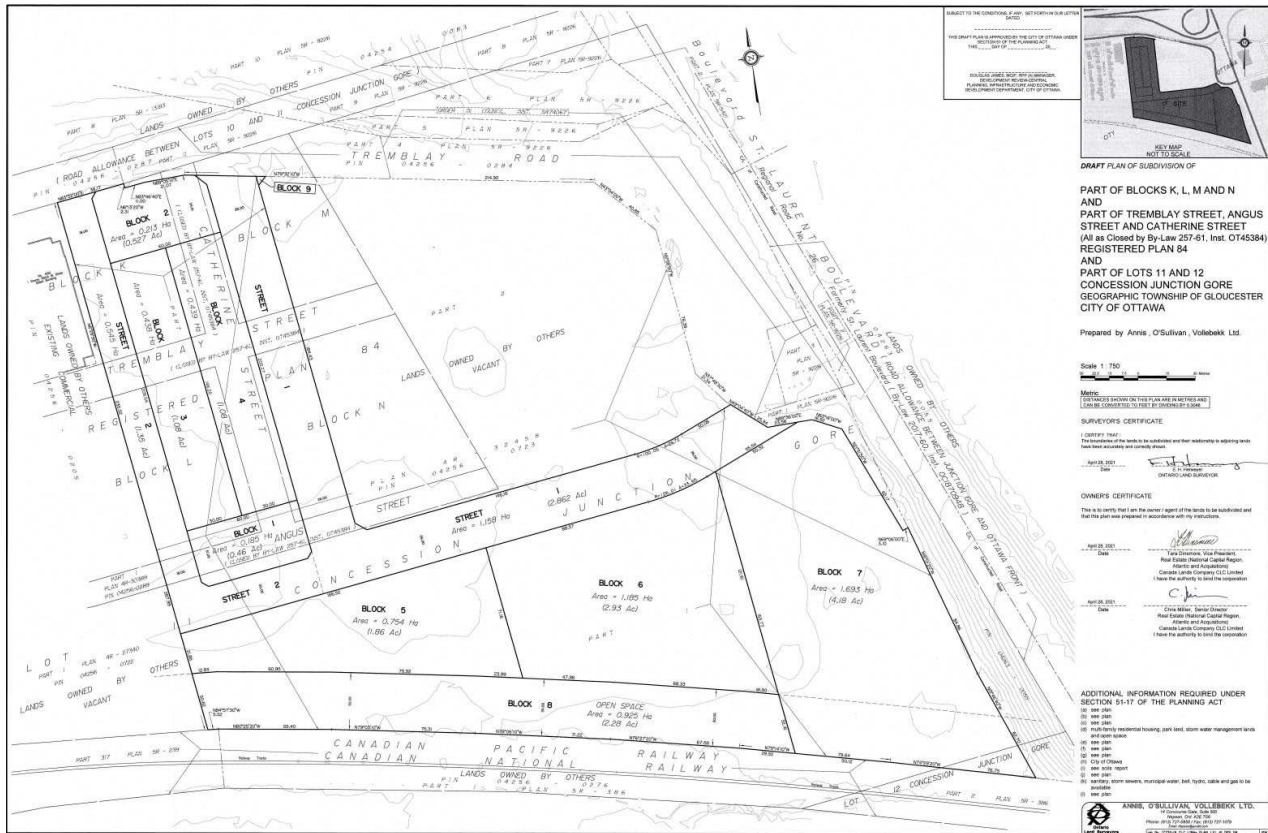


Figure 2: Approved Plan of Subdivision for 599 Tremblay Road dated April 28, 2021.



Figure 3: Concept Plan for 599 Tremblay Road, with the subject site outlined in dashed blue.

2.3.2 1399 Avenue U/ 2098 Avenue P (CLV Application)

CLV Group Developments Inc. ("CLV Group") submitted applications to redevelop the lands with a Planned Unit Development (PUD) with two (2) residential buildings of five (5) and six (6) storeys, with a potential future phase to construct a third building.

Figure 4 and Figure 5 below show the Site Plan and Context and Roof Plan. As part of the redevelopment, a public sidewalk is proposed to connect Avenue S, Avenue T, and Avenue U.

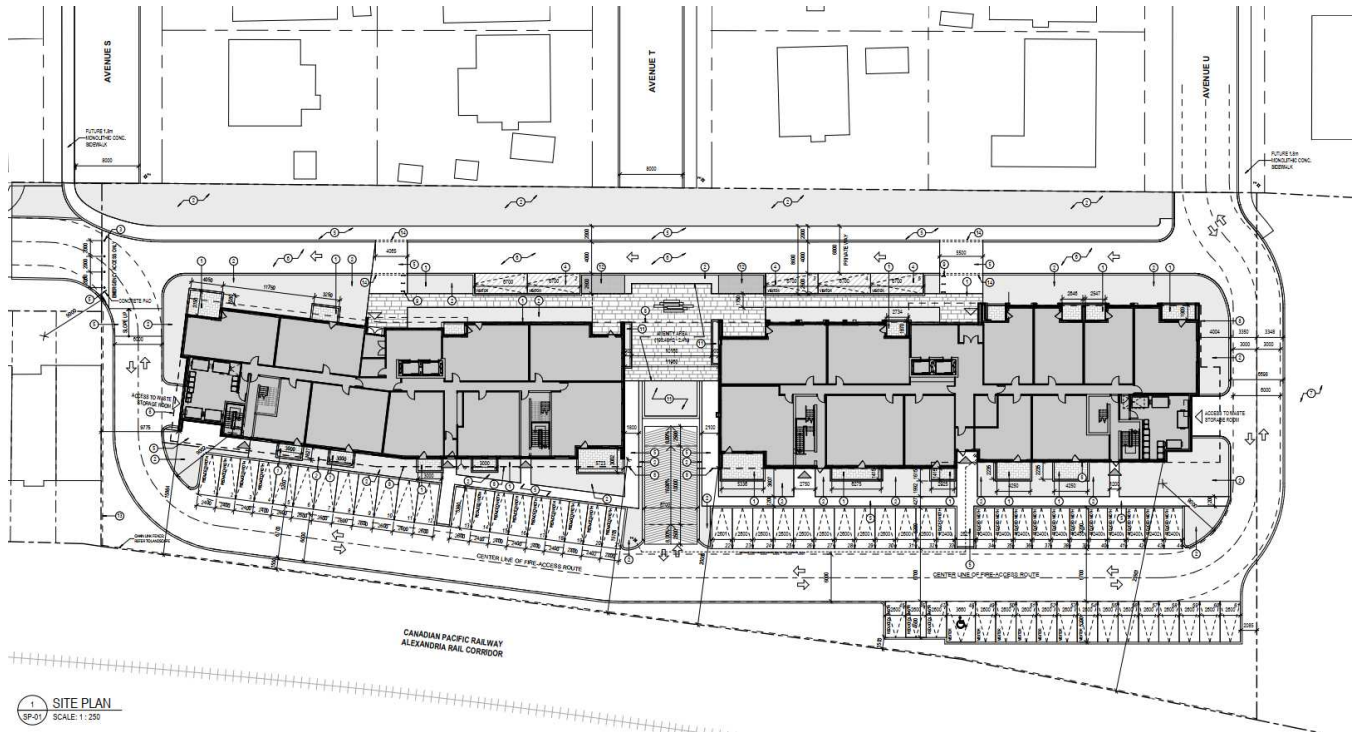


Figure 4: Site Plan for 1399 Avenue U, prepared by Project1 Studio dated September 23, 2021

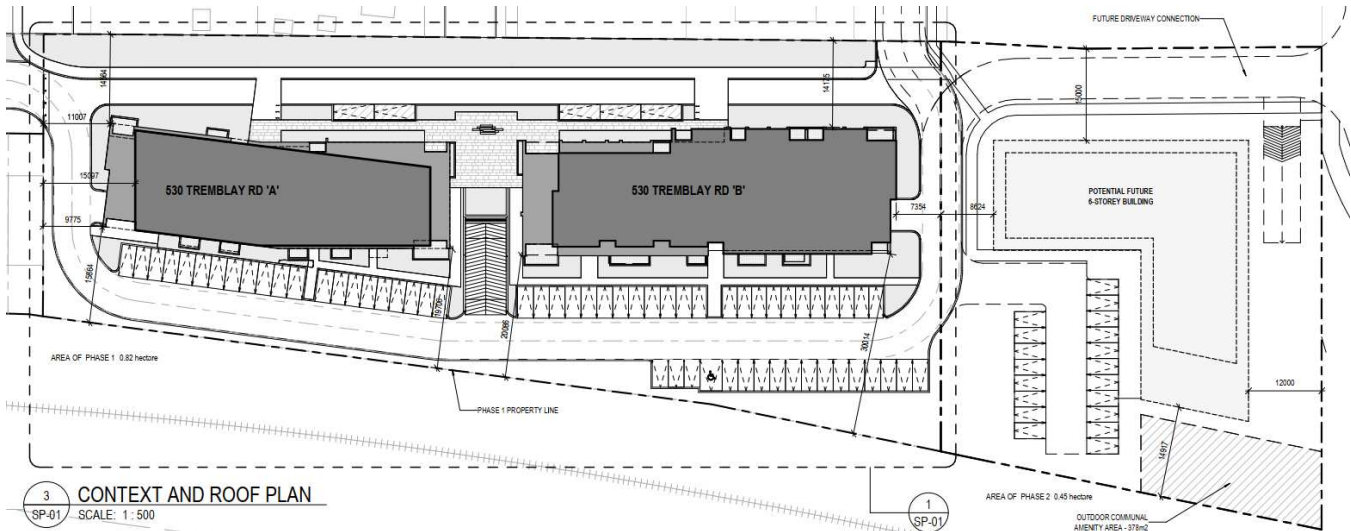


Figure 5: Context and Roof Plan for 1399 Avenue U showing the location of the potential third building that would be located immediately to the south of the subject site, prepared by Project1 Studio dated September 23, 2021

2.4 Transportation Context

The subject site can be accessed by a range of transportation modes, including by bus, light rail, heavy rail, bicycle, walking, and the automobile. An overview of the transportation options is shown below in Figure 6.

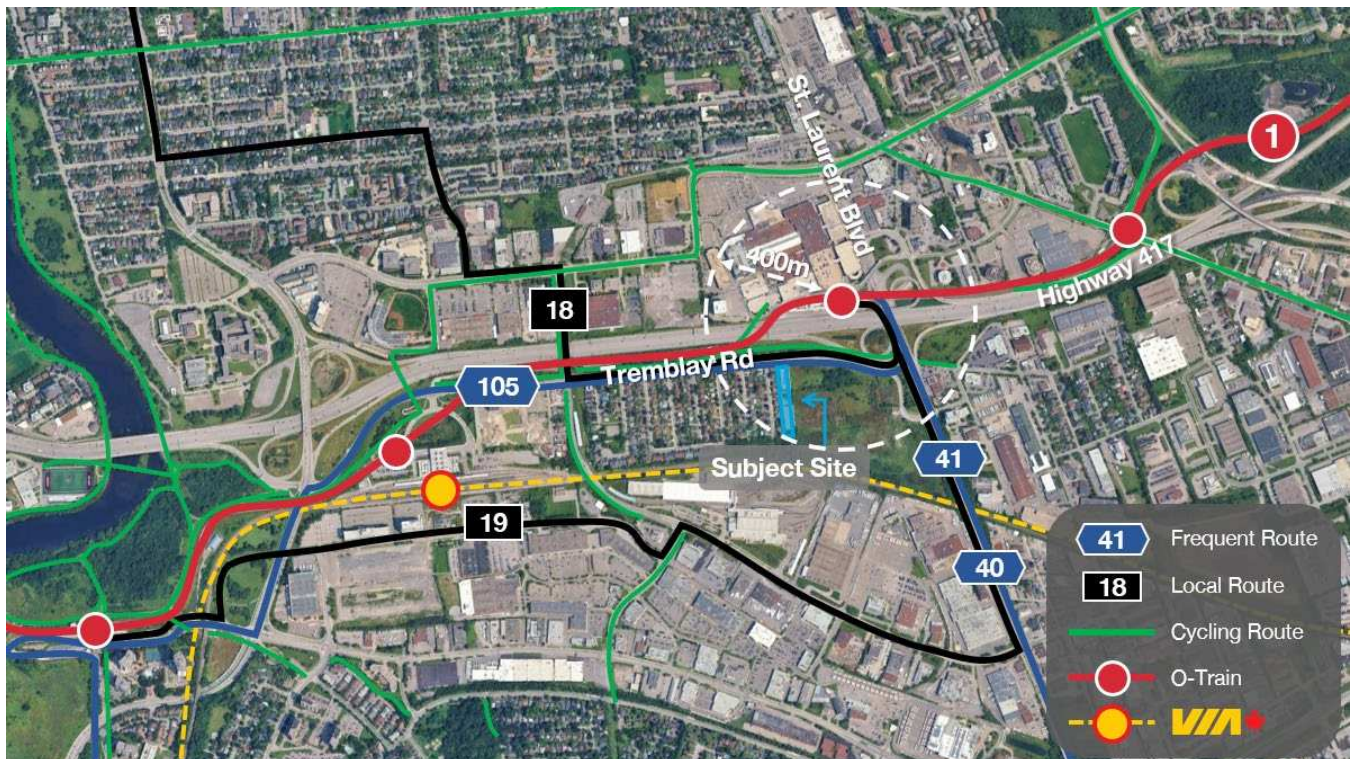


Figure 6: Transportation Context of the subject site and surrounding area

The site is connected to St. Laurent Station via an underground tunnel that begins at Avenue S, three (3) blocks west of the site. It is approximately a five (5)-minute walk from the subject site to St. Laurent Station. Bus stops are located immediately to the north of the site, served by two bus routes: the 105 and the 18. Nearby bus routes include:

- 18** **18 Billings Bridge ↔ St. Laurent**, a Local Route that also connects to Rideau Station via Belfast Road, Coventry Road, Rideau Street, and Elgin Street;
- 19** **19 Parliament ↔ St. Laurent**, a Local Route that connects to Hurdman Station and the Trainyards Shopping Centre via Terminal Avenue;
- 40** **40 Greenboro ↔ St. Laurent**, a Frequent Route that connects Elmvale Acres via St. Laurent Boulevard and Greenboro Station via Conroy Road;
- 41** **41 Billings Bridge ↔ St. Laurent**, a Frequent Route that connects Elmvale Acres via St. Laurent Boulevard and Billings Bridge via Walkley Road and Heron Road;
- 105** **105 Airport ↔ St. Laurent**, a Frequent Route that connects St. Laurent Station to the Airport via Tremblay Road and the Transitway;

Frequent routes provide service every 15 minutes or less on weekdays between 6am and 6pm, operating seven (7) days a week in all time periods, and local routes provide custom routing to local destinations.

A sidewalk is located on the south side of Tremblay Road and a multi-use path (MUP) is located on the north side of the road. The MUP provides connections to Tremblay Station and connects to the Rideau River Eastern Pathway (Figure 7).

Schedule C4 of the Official Plan (Figure 8) defines the surrounding road network: Tremblay Road is identified as a Major Collector, St. Laurent Boulevard as an Arterial, and Highway 417 as a provincial highway. To the west, Belfast Road is identified as a Major Collector north of Tremblay Road and a Collector south of it

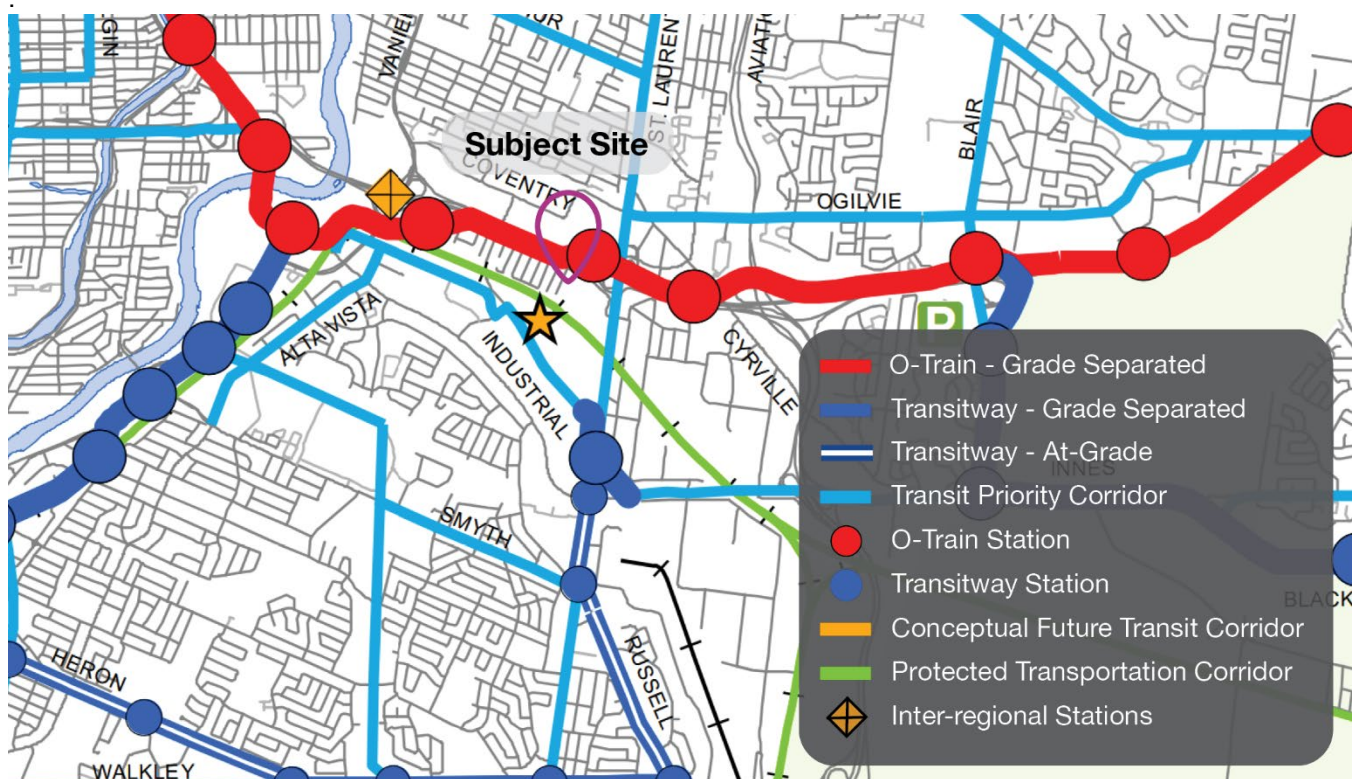


Figure 7: Extract from Schedule C2 – Transit Network, Ultimate (City of Ottawa Official Plan, 2022)

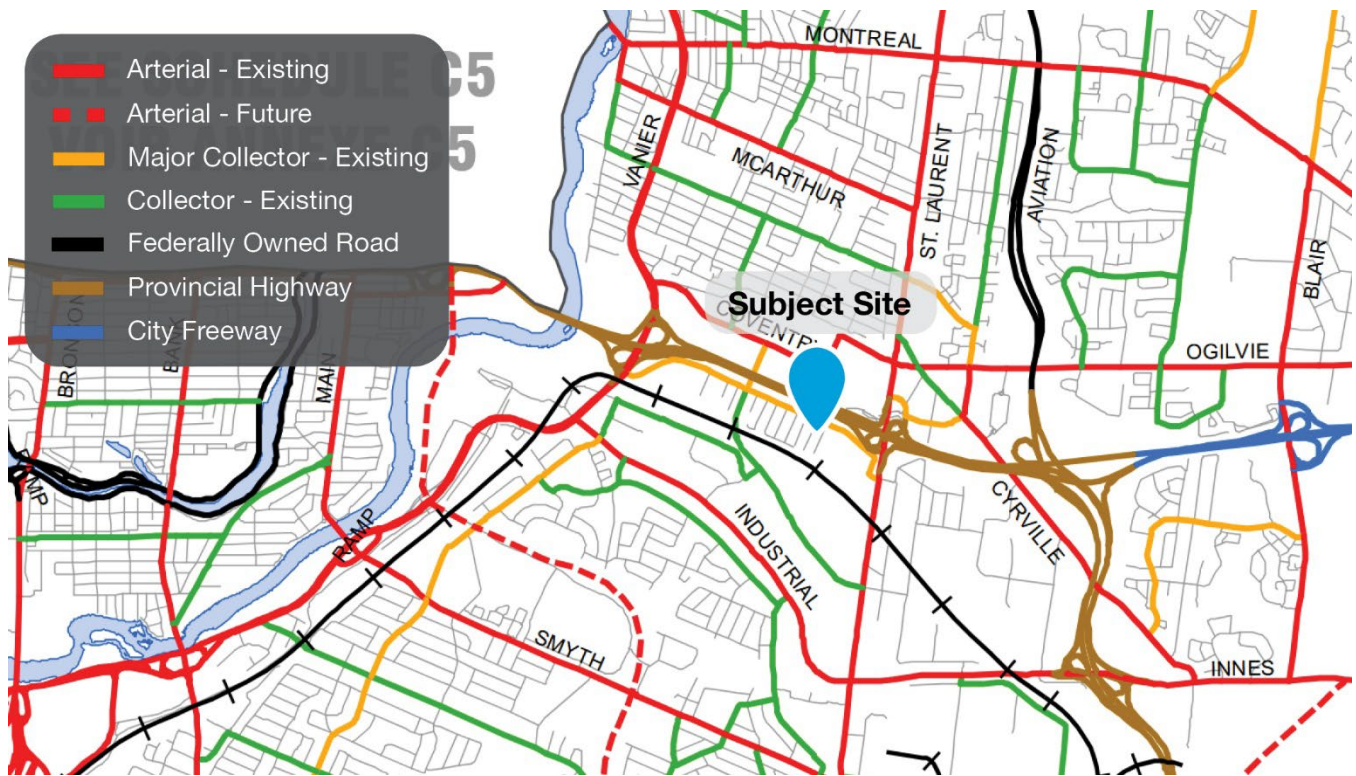


Figure 8: Extract from Schedule C4 - Urban Road Network (City of Ottawa Official Plan, 2022)

Proposed Development

The development proposes to optimize an underutilized site through the creation of two multi-unit residential buildings that will reinforce the residential character of the neighborhood. Two (2) nine (9)-storey apartment buildings are proposed. A carriageway is proposed for the northernmost building, with access to the entrance of the rear building, underground parking garage, and surface parking spaces proposed to go underneath the carriageway. Space between the two buildings is protected for a potential connection to the planned Tremblay Road extension to the east of the site.

The north building is proposed to have 278 units and the south building is proposed to have 282. Of the total number of units, 23% are proposed to be two (2) bedrooms. Vehicle and bicycle parking is proposed on the surface for visitors and in one (1) level of underground parking for residents. Indoor bicycle parking is also provided on the ground floor of both buildings. A total of 14 visitor vehicle parking are proposed at-grade and 193 resident vehicle parking spaces underground are proposed, for a parking rate of 0.025 visitor parking spaces per dwelling unit and 0.34 resident parking spaces per dwelling unit. A total of 298 bicycle parking spaces at a rate of 0.53 per dwelling unit are proposed, which includes 18 visitor parking spaces at-grade for visitors and 10 inclusive bicycle parking spaces for residents.

3.1 Building Massing and Transition

The proposed development features two (2) nine (9)-storey apartment buildings arranged as 'L'-shaped buildings. Both buildings fit within the 45-degree angular plane measured from the maximum permitted height of 11 metres from the western property line. Two (2) stepbacks are proposed at the sixth and eighth storeys. Amenity space is provided atop these stepbacks as well as on the rooftop of the building. Outdoor rooftop amenity space is proposed to be located closer to the east building façade to mitigate against privacy and overlook concerns to the adjacent rear yards of the dwellings on the west side of the property.

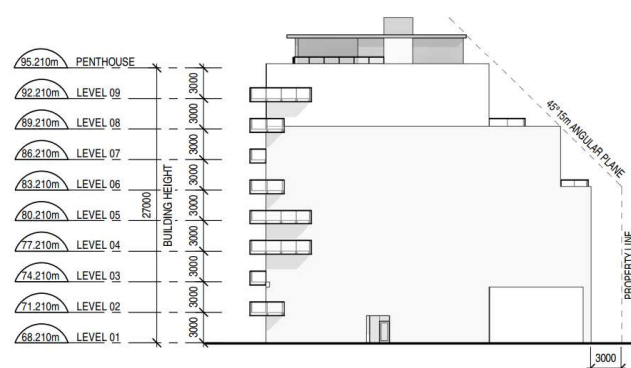


Figure 9: North elevation of Building

3.2 Planned Development Context and Views

The proposed development, as two (2) nine (9) storey buildings, will be taller than the existing bungalows to the immediate west. The proposed project will serve as a 'bookend' to the neighborhood, offering a transition in both scale and building typology when moving east towards lands that are planned to have significantly higher density. Over time, it is expected that the surrounding neighbourhood will change incrementally, with some properties being redeveloped slowly over time. The north and south portions of the surrounding neighbourhood are zoned "Neighbourhood Fourth Density, subzone B, height limit 11 metres" (N4B H(11)), and the interior of is zoned "Neighbourhood Third Density, subzone B, Urban Exception 949" (N3B[949]), which has a maximum permitted height of 11 metres, up to 3 ½ storeys. The long-term neighbourhood height, density, and building typology may be expected to change over time to realize the increased height permissions. An example of what the long-term redevelopment potential, and views, is shown in Figure 10 and Figure 11. Also shown is the development potential of 599 Tremblay Road, with the Approved Plan of Subdivision

massed. In this long-term context, the subject site provides a transition in views from the low-rise neighbourhood to the planned high-rise redevelopment potential to the east.



Figure 10: Proposed development in planned context of the broader surrounding neighbourhood. Massing of development applications submitted to the city in orange and the planned massing context in white

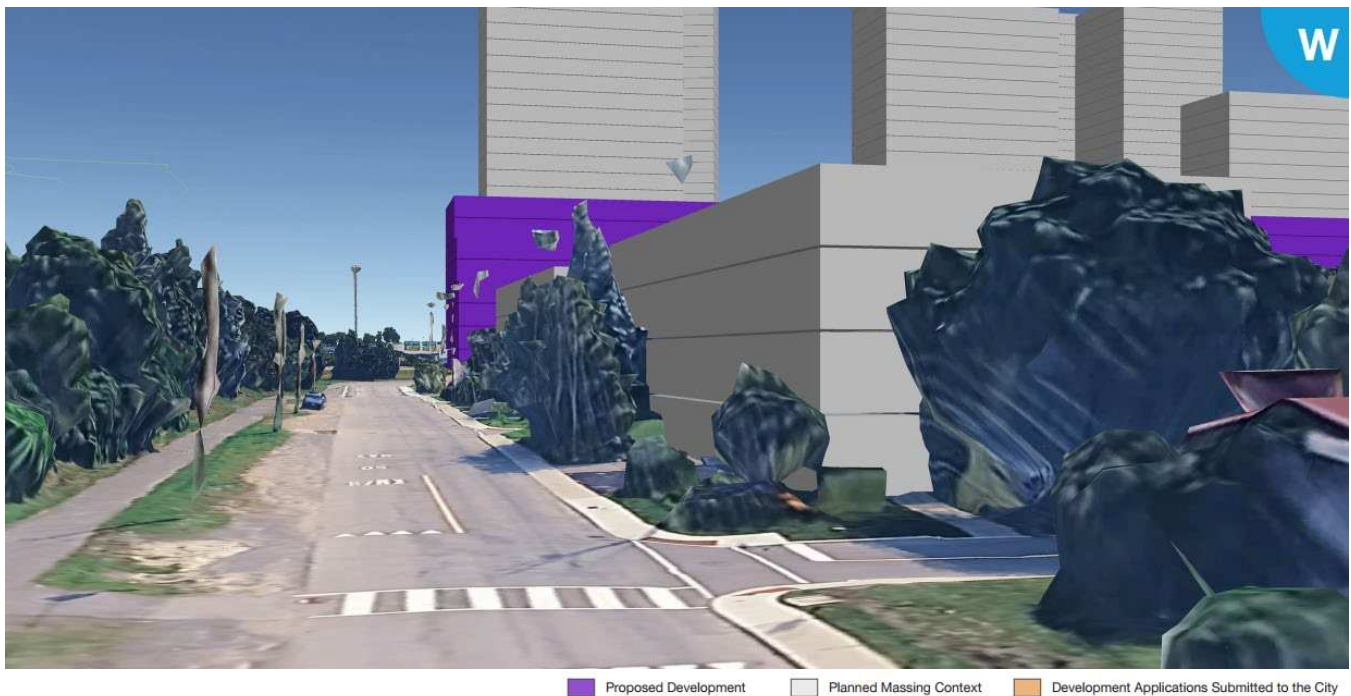


Figure 11: Proposed development in planned context at the pedestrian scale. Massing of development applications submitted to the city in orange and the planned massing context in white

3.3 Pedestrian Experience and Public Realm

The proposed development will define a 'street edge' along Tremblay Road, in contrast to the existing building, which is set back deep into the lot. Street animation is currently limited given the existing office use; the proposed development will contribute to a more active street frontage.

Due to the site's proximity to both transit and nearby multi-use paths (MUP), residents and guests are anticipated to walk to St. Laurent Station via Tremblay Road or cycling along the MUP. An underground tunnel provides access to St. Laurent Station at the intersection of Avenue S and Tremblay Road, running underneath Highway 417. The increased pedestrian and cycling movement as well as the balconies on the east side of the building will increase the "eyes on the street".

The development has been designed to prioritize people walking, cycling, and using public transit by providing connections to the sidewalk and road on Tremblay Road. Internal walkways provide separated access from vehicular drive aisles for pedestrians. Bicycle parking is proposed at-grade in front of the building on Tremblay Road as well as internal to the site to ensure that both visitors and residents have a place to park their bicycle. Lastly, the building improves the pedestrian experience, as described further in section 3.3, below, thereby contributing to a high quality urban design. As the applications submitted are presently for OPA and ZBLA, details related to materiality will be further refined at the Site Plan Control (SPC) application stage, where relationship to the street at the pedestrian level will be a high priority.



VIEW FROM SOUTH-EAST



VIEW FROM TREMBLAY ROAD



VIEW FROM TREMBLAY ROAD

Figure 12: Views, prepared by Project1 Studio

As the present applications are for OPA and ZBLA, materiality has not yet been determined. However, a future SPC application will look to the surrounding neighbourhood for inspiration to propose materials and a colour palette that reflect existing buildings while also introducing a style that is distinctive for the new building and bridging these two sources of inspiration.

Policy + Regulatory Context

4.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act, which includes the PPS.

The following PPS policies are applicable to the subject site, among others:

2.1 Planning for People and Homes

2.1.6 Planning authorities should support the achievement of complete communities by:

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;

2.2 Housing

2.2.1 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

- a) establishing and implementing minimum targets for the provision of housing that is affordable to low- and moderate-income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;
- b) permitting and facilitating:
 1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and
 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;
- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and
- d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

2.3.1 General Policies for Settlement Areas

2.3.1.1 Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.

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

- a) efficiently use land and resources;
- b) optimize existing and planned infrastructure and public service facilities;
- c) support active transportation; [and]
- d) are transit-supportive, as appropriate [...]

- 2.3.1.3 Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

The proposed development will contribute to the diversification of housing options by replacing an existing office building with mid-rise apartment buildings in an area predominantly characterized by low-rise residential dwellings. The proposed development represents an efficient use of land, resources, and infrastructure, and will assist the city in meeting their density targets. The subject site's proximity to the St. Laurent Station makes it a transit-supportive project. Nearby bus routes also provide additional service, including to the O-Train Station. The subject site is also served by cycling routes, including multi-use paths (MUP), bike lanes, and cycle tracks. The site is a five (5) minute bike ride away from a grocery store and other retail shops and services in the Ottawa Trainyards.

2.4.1 General Policies for Strategic Growth Areas

- 2.4.1.1 Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.

- 2.4.1.2 To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:

- a) to accommodate significant population and employment growth;
- b) as focal areas for education, commercial, recreational, and cultural uses;
- c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and
- d) to support affordable, accessible, and equitable housing

- 2.4.1.3 Planning authorities should:

- b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;
- c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form; [...]

2.4.2 Major Transit Station Areas

- 2.4.2.1 Planning authorities shall delineate the boundaries of major transit station areas on higher order transit corridors through a new official plan or official plan amendment adopted under section 26 of the Planning Act. The delineation shall define an area within an approximately 500 to 800-metre radius of a transit station and that maximizes the number of potential transit users that are within walking distance of the station.

- 2.4.2.2 Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of:

- b) 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit;

- 2.4.2.3 Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by:

- a) planning for land uses and built form that supports the achievement of minimum density targets; and
- b) supporting the redevelopment of surface parking lots within major transit station areas, including commuter parking lots, to be transit-supportive and promote complete communities.

- 2.4.2.6 All major transit station areas should be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where feasible:

- a) connections to local and regional transit services to support transit service integration;
- b) infrastructure that accommodates a range of mobility needs and supports active transportation, including sidewalks, bicycle lanes, and secure bicycle parking

Relevant definitions are as follows:

- / **Major transit station area:** means the area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800-metre radius of a transit station
- / **Strategic growth areas:** means within settlement areas, nodes, corridors, and other areas that have been identified by municipalities to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form.

Strategic growth areas include major transit station areas, existing and emerging downtowns, lands in close proximity to publicly-assisted post-secondary institutions and other areas where growth or development will be focused, that may include infill, redevelopment (e.g., underutilized shopping malls and plazas), brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as strategic growth areas

The proposed development is located within an existing settlement area, which is the intended focus of growth and development. It is also located within a strategic growth area and a major transit station area (MTSA), as the site is located within 400 metres of St. Laurent Station. The proposed development will assist the City in achieving the density target of 160 residents and jobs combined per hectare, as the proposed development achieves a density of 699 dwellings per net hectare. The proposed development will contribute to the creation of a complete community by offering a compact built-form in an area nearby existing services and transportation. The proposed development is a transit supportive development that has been designed to accommodate pedestrian pathways and bicycle infrastructure that will support the use of the surrounding transit and cycling networks.

2.4.9 Energy Conservation, Air Quality and Climate Change

- 2.4.9.1 Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:
- a) support the achievement of compact, transit-supportive, and complete communities;
 - b) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality [...]

The proposed development contributes to reducing greenhouse gas emissions because of its proximate location to rapid transit and active transportation routes, providing housing in an area where future residents will not require a car to get around.

3.1 General Policies for Infrastructure and Public Service Facilities

- 3.1.1 Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs. Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they:
- a) are financially viable over their life cycle, which may be demonstrated through asset management planning;
 - b) leverage the capacity of development proponents, where appropriate; and

c) are available to meet current and projected needs.

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

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

The proposed development utilizes existing servicing infrastructure and will not require the construction of new water, sanitary, or stormwater services. The proposed development therefore optimizes existing infrastructure.

3.2 Transportation Systems

3.2.3 Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible

3.2.3 As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.

The proposed development utilizes the existing Light Rail Transit (LRT) and Bus Rapid Transit (BRT) station at St. Laurent Station, existing nearby bus routes, of which two (2) stop immediately in front of the site, and nearby MUPs, which support cycling and walking. Bicycles are permitted on the LRT and all OC Transpo buses are equipped with front racks, supporting multimodal transportation combining cycling and public transit.

3.3 Transportation and Infrastructure Corridors

3.3.1 Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit, and electricity generation facilities and transmission systems to meet current and projected needs.

3.3.2 Major goods movement facilities and corridors shall be protected for the long term.

The site is located approximately 75 metres north of Via Rail's Alexandria Rail Line. No undue, unmitigated impacts are anticipated to affect the rail line as a result of the proposed development.

In conclusion, the proposed development is consistent with the policy direction of the PPS.

4.2 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa was approved November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the city will accommodate this growth over time and set out the policies to guide the development and growth of the City.

4.2.1 Strategic Directions

The Official Plan proposes five (5) broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century. These moves include the following:

- 1) Achieve, by the end of the planning period, more growth by intensification than by greenfield development. Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions. The remainder of growth will take

place through greenfield development in undeveloped greenfield lands and additional developable land assigned through urban boundary expansion.

The proposed development represents residential intensification in the inner urban area, within walking distance of an existing rapid transit corridor, advancing the City's objective to achieve more growth through intensification rather than greenfield development.

- 2) By 2046, the majority of trips in the city will be made by sustainable transportation.

The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities. Achieving this goal relies on the City's investments in transit, particularly the construction of further stages of Light Rail Transit (LRT) and funding of other rapid transit initiatives.

The subject site is served by existing transit routes, including the O-Train and Transitway at St. Laurent Station, as well as Local and Frequent bus routes on Tremblay Road and St. Laurent Boulevard, which is identified as a Transit Priority Corridor. Therefore, the proposed development benefits from existing rapid, frequent, and local transit options.

- 3) Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.

A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city. Policies associated with land use designations, including Hubs, Corridors, Neighbourhoods and Rural Villages are specific to the context of each transect.

The urban design, transect, and designation policies of the Official Plan support increased density on the subject site to optimize land use efficiency and promote a well-integrated built form. The proposed development has been designed to fit within a 45-degree angular plane to introduce residential density in a location as directed by Official Plan and Secondary Plan policies.

- 4) Embed environmental, climate and health resiliency and energy into the framework of our planning policies.

The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.

The proposed development of the subject site supports the City's environmental objectives by strengthening the development of 15-minute neighbourhoods by locating density proximate to transit, retail, and commercial uses. The subject site's location, in an area serviced by public transit, multi-use paths, bicycle infrastructure, and sidewalks, will allow future residents to access shops and services without requiring a vehicle, thereby reducing contributors to climate change.

- 5) Embed economic development into the framework of our planning policies.

In the Official Plan, an economic development lens is taken to policies throughout. While land use policies in the Official Plan alone do not ensure economic development, they provide a foundation for other City initiatives and programs to support economic development. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

The development proposes to locate residential density in a Hub proximate to transit. The increased residential density will support new and existing businesses, shops, and services such as but not limited to: St. Laurent Shopping Centre, Train Yards Shopping Centre, and along St. Laurent Boulevard.

4.2.2 Cross-Cutting Issues

Some of the City's policy goals require implementation policies that span multiple themes and fall under a number of other City policies, plans, by-laws and practices. Six cross cutting issues have been identified that are essential to the achievement of a liveable city, which are implemented through the policies in multiple sections of the Official Plan:

- / Intensification
- / Economic Development
- / Energy and Climate Change
- / Healthy and Inclusive Communities
- / Gender Equity
- / Culture

Many of these cross-cutting issues are addressed in other City policy documents and plans, and consequently, the Official Plan needs to be read in conjunction with those other policy documents.

Section 2.2.1, Intensification and Diversifying Housing Options, provides policy direction for intensification within the City of Ottawa. It is identified that residential growth be directed towards Hubs, Corridors and surrounding Neighbourhoods where daily and weekly needs can be accessed within a short walk.

Section 2.2.2, Economic Development, provides policy direction for economic growth and development. The intention is to support Ottawa's economic growth by attracting talent, focusing employment in strategic areas, integrating land uses, supporting key sectors like education and health, and protecting spaces for business, logistics, and rural development.

Section 2.2.3, Energy and Climate Change, provides policy direction for the mitigation and adaptation to climate change. The Official Plan aims to achieve the development of a compact and connected city where higher density development is encouraged in areas close to transit and within walking distance of a wide range of services. A compact urban built form with a mix of land uses and housing options is encouraged, to ensure both energy efficiency and sustainable patterns of development over the long term. Further, a shift from the reliance of personal automobiles to active and zero emission transportation modes such as public transit, walking and cycling is favoured.

Section 2.2.4, Healthy and Inclusive Communities, provides policy direction to promote healthy, inclusive, and resilient communities by encouraging 15-minute neighbourhoods, accessible design for all ages, and sustainable development. It recognizes that the built environment plays a key role in addressing public health challenges, supporting well-being, and building resilience to climate and social stressors.

Section 2.2.5, Gender Equity, provides policy direction to embed gender and racial equity into all aspects of planning by recognizing how intersecting identities affect access to housing, mobility, and amenities. It aims to eliminate systemic barriers through inclusive engagement and tools that assess equity at every stage of the planning process, improving quality of life for all residents.

Section 2.2.6, Culture, provides policy direction integrating culture into land use planning to foster identity, inclusion, and well-being. It supports creating cultural spaces, promoting the arts in placemaking, reinforcing local identity through design, and growing the creative economy to enhance livability and attract talent.

The proposed development will result in residential intensification that is supportive of the above cross-cutting issues. The proposed development proposes efficient growth through intensification in an area served by existing infrastructure and public services while providing new housing that meets contemporary sustainability and

accessibility design standards. It will support the growth of Ottawa's population and contribute to diversifying the available housing stock. The proposed development will contribute to the development of a 15-minute neighbourhood. The proposed development will reduce an expansive existing surface parking lot with a smaller one appropriate to the development scale, contributing to a healthy and inclusive community.

4.2.3 Inner Urban Transect

Schedule A – Transect Policy Areas divides the City into six (6) concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural).

The subject site is located in the Inner Urban Transect, an area that immediately surrounds the Downtown Core, and is designated Hub. The built form and site design in this Transect includes both urban and suburban characteristics with the intended pattern being urban.



Figure 13: Extract from Schedule B2 – Inner Urban Transect (City of Ottawa Official Plan, 2022)

Section 5.2.1 describes how the City intends to enhance or establish an urban pattern of built form, site design and mix of uses, as follows:

- 3) The Inner Urban Transect is generally planned for mid- to high-density development, subject to:
 - a) Proximity and access to frequent street transit or rapid transit;
 - b) Limits on building heights and massing, as per the underlying functional designation, and the separation of tower elements, established through secondary plans or area-specific policy, the functional designations and urban design policies in Subsection 4.6, or as a result of the application of heritage conservation policies in Subsection 4.5; and
 - c) Resolution of any constraints in water, sewer and stormwater capacity.
- 4) The Inner Urban Transect shall continue to develop as a mixed-use environment, where:

- a) Hubs and a network of Mainstreets and Minor Corridors provide residents with a full range of services within a walking distance from home, in order to support the growth of 15-minute neighbourhoods;
- b) Small, locally oriented services may be appropriately located within Neighbourhoods;
- c) Existing and new cultural assets are supported, including those that support music and nightlife;
- d) Larger employment uses are directed to Hubs and Corridors; and
- e) Increases in existing residential densities are supported to sustain the full range of services noted in Policy a).

The proposed development would increase the residential density in a Hub to support the range of services of a 15-minute neighbourhood. The site is a five (5) minute walk to the light rail transit (LRT) station, with access to frequent bus transit as well.

- 5) The Inner Urban area is planned for mid- to high-density, urban development forms where either no on-site parking is provided, or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway. The following policies apply to private approaches:
 - a) The privatization of curb space through increasing private approaches, whereby an on-site private parking space for one or two landowners precludes the use of curb space for street parking and other purposes for all users:
 - i) Is generally discouraged; and
 - ii) May be prohibited on small or narrow lots, or where such private approaches are proposed to serve a small number of parking spaces.
 - b) Maintaining or enhancing unbroken curb space for short-term, visitor and permit-zone street parking and other common purposes, and front yard space for trees and intensive landscaping, is given priority over private approaches; and
 - c) Further to the above, development applications may be required to
 - i) Reduce the number and/or width of private approaches on a site;
 - ii) Re-use existing private approaches; or
 - iii) Relocate and/or combine existing private approaches with no net increase in number or width.
 - d) In the case of completely new areas or neighbourhoods developed by Plan of Subdivision, each city block shall be planned to minimize the number of vehicular private approaches and combine or share accesses to the greatest extent possible

The proposed development will reduce the total number of private approaches from two (2) to one (1) on Tremblay Road, and space has been provided for a future curb cut and connection to the redirected Tremblay Road proposed to run along its eastern property line.

Section 5.2.2 describes how the city shall prioritize walking, cycling and transit within, and to and from, the Inner Urban Transect:

- 3) Motor vehicle parking in the Inner Urban Transect shall be managed as follows:
 - a) Motor vehicle parking may only be required for large-scale developments, and only to the extent needed to offset sudden large increases in parking demand;
 - b) Surface parking within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, shall be limited to a very small amount of spaces only for short-term drop-off and pick-up, or delivery vehicles; shall not be located between the building and the sidewalk; and shall be accessed and egressed by the narrowest possible driveway; and
 - c) Where new development is proposed to include parking as an accessory use, such parking:
 - i) Shall be hidden from view of the public realm by being located behind or within the principal building, or underground;
 - ii) Shall be accessed by driveways that minimize the impact on the public realm and on both City-owned trees and privately-owned distinctive trees, and result in no net increase in vehicular private approaches; and

- iii) May be prohibited on small lots or where parking cannot reasonably be accommodated in a manner consistent with the intent of this Plan.

The proposed development will include underground parking within a common parking garage, accessed adjacent to the southern-most building. Limited surface parking is proposed to accommodate visitors to the buildings, as neither parking nor stopping is permitted directly in front of the subject site due to the existing bus stop, and parking is not permitted elsewhere on Tremblay Road. The intent is to provide parking for visitors internally to the site to mitigate any overflow parking onto adjacent side streets.

Policy 5.2.3.1 provides direction to Hubs within the Inner Urban Transect:

- 1) Within Hubs, permitted building heights, are as follows:
 - a) Up to a 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, not less than 3 storeys and up to High-rise;
 - b) High-rise 41+ where permitted by a secondary plan;
 - c) Outside the area described by Policy a), not less than 3 storeys and up to a High-rise where the parcel is of sufficient size to allow for a transition in built form massing; and
 - d) On parcels that are within a designated Hub but not covered by a local plan, High-rise buildings shall only be permitted on parcels of sufficient size to allow for a transition in built form massing, and their height shall be lowest at the outer edge of the Hub and tallest at the centre of the Hub and near a rapid transit station.

The subject property is located within a 400-metre radius of St. Laurent Station, and the northern half of the site is approximately 500 to 550 metre walk from the station. While the site could support a high-rise building, two (2) mid-rise buildings of nine (9) storeys are proposed. The proposed development is consistent with policies related to heights within Inner Urban Hubs.

4.2.4 Hub Designation

Hubs are areas intended for high density development centred on planned or existing rapid transit stations and/or frequent street transit stops. The planned function of Hubs is to concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity than the areas abutting and surrounding the Hub. Hubs are also intended as major employment centres.

Hubs that are identified as Protected Major Transit Station Areas (PMTSAs) for the purposes of the *Planning Act* are referred to and shown as Protected Hubs (Figure 14). Section 6.1.1 provides direction to lands designated Hub, as amended by OPA 46.

Policy 6.1.1 defines Hubs and set the stage for their function and change over the life of this Plan:

- 1) Hubs are defined areas that:
 - a) Generally include lands within walking distance of an existing or planned rapid transit station and are shown on the B-series of schedules;
 - b) Despite Policy a), the specified walking distance may consider where the pedestrian route abuts or crosses features of real or perceived friction to pedestrian movement such as tunnels, grade changes, major intersections and pedestrian dead zones; and
 - c) In any case, Hubs do not include any lands identified as a Special District on the B-series of schedules.
- 2) The strategic purpose of Hubs is to:
 - a) Focus major residential and non-residential origins and destinations including employment within easy walking access of rapid transit stations or major frequent street transit stops;
 - b) Integrate with, and provide focus to, Downtown Core and Inner Urban Neighbourhoods and Downtown Core, Inner Urban, Outer Urban and Suburban Corridors to establish a network of residential,

- commercial, employment and institutional uses that allow residents of all income levels to easily live, work, play and access daily needs without the need to own a private automobile;
- c) Establish higher densities than surrounding areas conditional on an environment that prioritizes transit users, cyclists and pedestrians, as well as excellent urban design; and
- d) Reduce greenhouse gas emissions and contribute to the goals of 15-minute neighbourhoods by concentrating residential and non-residential uses, including compatible employment uses, within the network referenced in Policy b).

The proposed development is located within walking distance of an existing rapid transit station. This walk includes a tunnel that provides a weather-protected route underneath Highway 417 to St. Laurent Station. The proposed development assists in providing major residential origins within easy walking distance of both rapid transit stations and major frequent transit stops.

The development, by virtue of its proposed nine (9) storey height, will support the policies' plans to establish higher densities than surrounding areas, providing a rate of 699 dwellings per hectare. The site plan provides for pedestrian walkways to connect both buildings to Tremblay Road, to ensure that pedestrian, transit user, and cyclist movements are prioritized. Ensuring that the building responds to the surrounding context so that it can provide excellent urban design has been a key consideration in the project's development.

3) Development within a Hub:

- a) Shall direct the highest density close to the transit station or stop so that transit is the most accessible means of mobility to the greatest number of people;
- b) Shall encourage large employment, commercial or institutional uses locate close to the transit station;
- c) May be required, through the Zoning By-law, to include mixed uses on sites and within buildings located within 300 metre radius or 400 metres walking distance, whichever is greatest of an existing or planned transit station, through measures including but not limited to:
 - i) Requiring commercial and service uses on the ground floor of otherwise residential, office and institutional buildings;
 - ii) Requiring residential and/or office uses on the upper floors of otherwise commercial buildings; and
 - iii) May require minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building;
- d) Shall establish safe, direct and easy-to-follow public routes for pedestrians and cyclists between transit stations and all locations within the Hub;
- e) Shall create a high-quality, comfortable public realm throughout the Hub that prioritizes the needs of pedestrians, cyclists and transit users;
- f) Shall establish buildings that:
 - i) Edge, define, address and enhance the public realm through building placement, entrances, fenestration, signage and building facade design;
 - ii) Place principal entrances so as to prioritize convenient pedestrian access to the transit station and the public realm; and
 - iii) Place parking, loading, vehicle access, service entrances and similar facilities so as to minimize their impact on the public realm.
- g) Shall be subject, through the Zoning By-law, to motor vehicle parking regulations that support the Hub's prioritizing of transit, walking and cycling, including as appropriate:
 - i) Elimination of on-site minimum parking requirements;
 - ii) Maximum limits on parking supply;
 - iii) Prohibition of surface parking lots as a main or accessory use, other than publicly-operated park-and-ride facilities;
 - iv) Establishment of residential on-street parking permit zones; and

- v) Despite the above, visitor parking shall continue to be required for high-density residential uses where parking facilities are provided, in order to prevent visitor demand for parking from creating undue demand on public parking facilities;
- h) Prohibit uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.

The proposed development will establish two (2) nine (9) storey buildings within 400 metres of St. Laurent Station. Despite the site's proximity to St. Laurent Station, the Secondary Plan limits the maximum height to six (6) storeys, limiting density in proximity to a transit station. The Official Plan Amendment proposes to increase the maximum permitted height to nine (9) storeys to bring the Secondary Plan into conformity with the Official Plan.

The proposed development is oriented to define the public realm on Tremblay Road, and is flexible enough that should the approved Plan of Subdivision for 599 Tremblay Road be realized, it will similarly define the future north-south extension of Tremblay Road as well.

As described further in Section 4.4, proposed vehicle parking does not exceed the maximum permitted rate of 1 parking space per dwelling unit. As well, 14 visitor parking spaces are provided to minimize spillover parking on the adjacent residential streets.

- 4) Hubs will generally permit residential uses, and will permit such non-residential uses as are consistent with Subsection 6.1.1, Policy 3 h) and:
 - a) Hubs will generally prohibit automobile-oriented, motor-vehicle-dependent and motor-vehicle-prioritizing uses including but not limited to:
 - i) Drive-through facilities;
 - ii) Automobile dealerships, other than showrooms contained entirely within a building;
 - iii) Automobile service stations and body shops;
 - iv) Mini-storage warehouses;
 - v) Surface parking lots as a main use of land; and
 - vi) Other uses that prioritize or depend on motor vehicle access for their primary function;
 - b) Despite a), recognizing that automobile rental establishments allow occasional access to motor vehicles to meet the needs of residents who otherwise forgo automobile ownership, the following uses may be permitted, subject to Subsection 6.1.1, Policy 3 f) and subject to appropriate integration with surroundings:
 - i) Car-share stations;
 - ii) Automobile rental establishments; and
 - iii) Despite a), structured and underground parking facilities may be permitted within Hubs; and
 - c) Despite a) iv) recognizing that mini-storage warehouses play a critical role in commercial storage for uses which locate in hubs, mini-storage may be permitted subject to meeting all of the following:
 - i) Demonstrate conformance to Subsection 6.1.1, Policy 3 f);
 - ii) When located in a Hub in the Downtown and Inner Urban Transects, a mix of uses on the upper levels, including either office or residential is required, in addition to mini-storage uses; in the Outer Urban and Suburban Transects, upper-floor mixed uses are strongly encouraged;
 - iii) Include ground floor commercial, including live-work spaces, for any portion of a building fronting onto a Corridor; and
 - iv) Required to include ground floor animation fronting non-corridor streets.

The proposed development consists of residential uses only. No non-residential uses are contemplated.

- 7) The minimum permitted building heights within Hubs, unless otherwise specified by the appropriate transect policies, secondary plan or area-specific policy, shall be as follows:
 - a) When within a Major Transit Station Area and within a 300 metre radius or 400 metres walking distance, whichever is greatest, of the associated transit station, not less than 4 storeys; and

- b) Outside the area described by Policy a), not less than 2 storeys.

The proposed development as a nine (9) storey building exceeds the minimum required building height of two (2) storeys.

4.2.5 Protected Hubs and Major Transit Station Areas (PMTSAs)

The Ministry of Municipal Affairs and Housing (MMAH) approved city-initiated OPA 46 on April 14, 2026, which was brought forward to ensure that the Official Plan was consistent with the 2024 Provincial Planning Statement. Protected Hubs are Hub designations that are identified as PMTSAs under the *Planning Act* for the purposes of where inclusionary zoning policies may be applied and include policies that establish the minimum number of residents and jobs collectively per hectare, permitted uses, and minimum densities within buildings.

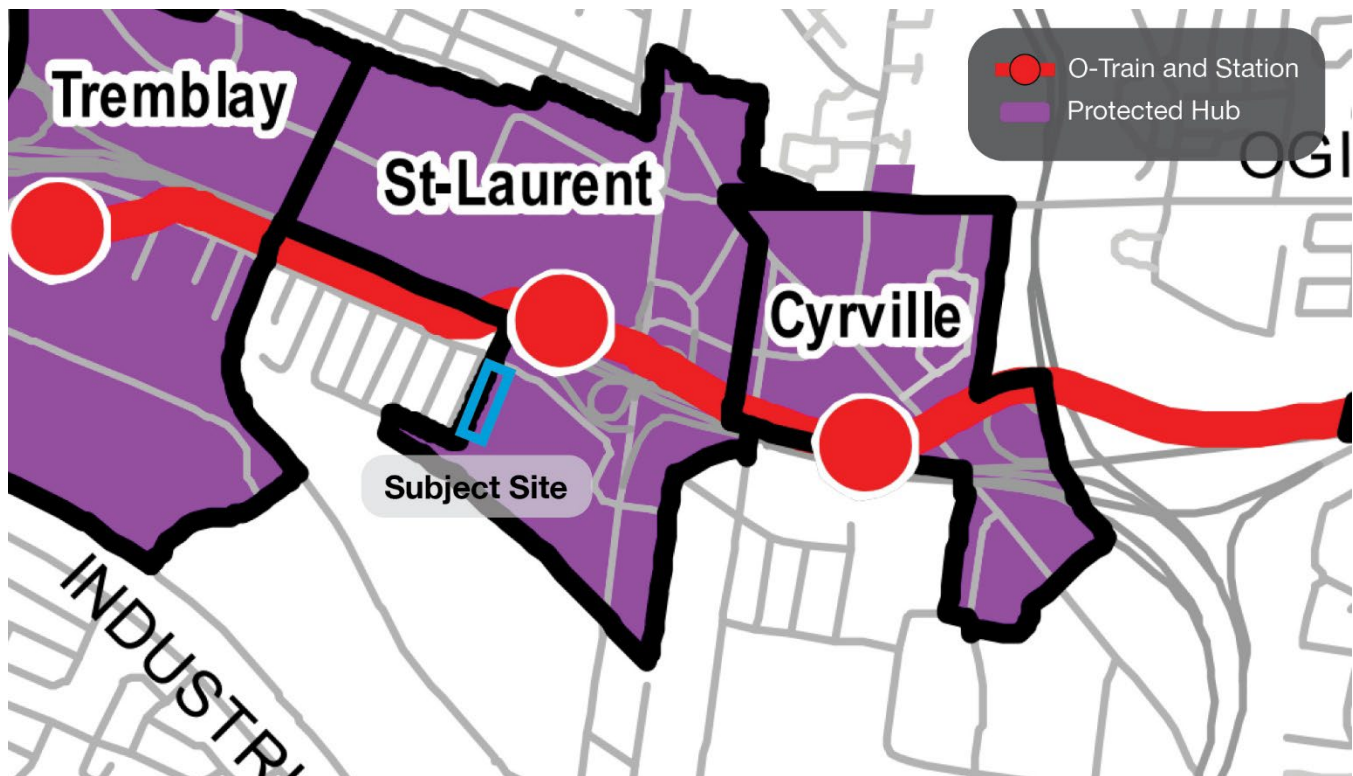


Figure 14: Extract from Schedule C1 – Major Transit Station Areas (City of Ottawa Official Plan as amended, 2026)

St. Laurent is identified as a Protected Hub, shown above in Figure 14. Table 1, below, sets out the minimum density of people and jobs for PMTSAs to increase the future density of development around transit.

Table 1: Major Transit Station Area (MTSA) Minimum Density Targets (Extract of Table 3a in the Official Plan)

MTSA Station	Target Density Within MTSA ¹	MTSA Target People and Jobs	Minimum Density Target, dwellings per net hectare ²	PMTSA
St. Laurent	160	14,600	<u>Per Secondary Plan:</u> Res: 150 units/ net ha Non-Res: 0.5 FSI	Protected Hub

Table 3a of the Official Plan sets out minimum density requirements for MTSA's. For the St. Laurent MTSA, the minimum residential density is 160 people and jobs per gross hectare, and the minimum residential density target is 150 units per net hectare, as defined by the Inner East Lines 1 and 3 Stations Secondary Plan. The proposed development will assist the city in meeting its minimum density target, as it proposes 699 dwellings per net hectare.

Per Section 6.1.2, Protected Hubs are Protected Major Transit Station Areas:

- 1) Protected Hubs shown on the B-series Schedule represents the delineation of higher order transit stations as a protected major transit area where inclusionary zoning as per section 4.2.5 is authorized.
- 2) A Protected Hub is the same land use designation as a Hub and references to the term 'Hub' throughout this Plan include Protected Hubs. Protected Hubs only differ from other Hubs as being the areas where inclusionary zoning may be authorized. The policies of section 6.1.1 apply to Protected Hubs.
- 3) Secondary Plans in Volume 2A may also specifically identify and delineate higher order transit stations or stops as a protected major transit station area, along with the minimum number of people and jobs per hectare, minimum densities for new buildings, and permitted land uses.
- 4) The minimum number of people and jobs, collectively, per hectare that are planned to be accommodated within these areas are identified in Section 3.2.3, Table 3a, as per the column "Target Density within the MTSA".
- 5) The minimum densities for new buildings within these areas are identified in Section 3.2.3, Table 3a, as per the column "Minimum Density Targets by Designation, dwellings per net hectare, Hub".
- 6) The land uses that are permitted within Protected Hubs are the same as those that are permitted within Hubs as per section 6.1.1 policy 4.7) New or expanded Protected Hubs may be considered by amendment to this Plan or through a secondary plan. [...]

Per Section 4.2.5, the City intends to implement Inclusionary Zoning as a priority measure.

The subject site is identified as a Protected Hub in addition to its designation as a Hub. Per the *Planning Act*, Inclusionary Zoning can only be implemented within PMTSAs. However, as of January 29, 2026 per Ontario Regulation 15/26, inclusionary zoning has been paused and inclusionary zoning requirements are suspended.

4.2.6 Growth Management Framework

Section 3 of the Official Plan outlines the City's Growth Management Framework. Ottawa's population is projected to grow by 40 per cent between 2018 and 2046 with 51% of that growth targeted to occur through intensification within the built-up areas of the City. This overall intensification target is anticipated to be achieved through a gradual increase in intensification over the life of the Official Plan (stepping from 40% in 2018 up to 60% by 2046).

Intensification is anticipated to occur in a variety of built forms and height categories, from Low-rise to High-Rise 41+ buildings, provided density requirements are met. The Official Plan defines four (4) height categories, including:

¹ Measured in people and jobs per gross hectare. Gross hectares refers to the area within the designation including non-developable lands such as roads and parks but excluding water features such as the Ottawa River.

² Net hectare refers to privately owned lands prior to any potential severance or land division and excludes private road areas that provide the same function of a public right-of-way. The expressed densities are for new developments on a per-parcel basis.

³ The delineation of a Protected Major Transit Station Area (PMTSA) as identified on the applicable Volume 1 B-series Schedule or Volume 2A Secondary Plan for the implementation of inclusionary zoning policies.

- / Low-rise: up to and including 4 storeys;
- / Mid-rise: between 5 and 9 full storeys;
- / High-rise: between 10 and 40 full storeys; and,
- / High-rise 41+: 41 full storeys or taller.

Section 3.2.1. provides direction to Strategic Growth Areas, as follows:

- 1) The Hub and Corridor designations are strategic growth areas to accommodate residential and non-residential growth through intensification by providing access to existing services and transit and supports an evolution towards 15-minute neighbourhoods.
- 2) Locating mid- and high-rise buildings to these strategic growth areas provides opportunities for increasing the range and mix of housing options and supports the provision of housing that is more affordable relative to other locations while also providing access to public transit.

Due to its designation as a Hub, the subject site is located in a Strategic Growth Area, where the City seeks to accommodate growth through intensification. The development proposes two (2) mid-rise buildings to diversify housing typologies in the neighbourhood and support housing proximate to public transit.

Section 3.2.2 confirms that Major Transit Station Areas (MTSAs) and Protected Hubs are Protected Major Transit Station Areas (PMTSAs). This section implements the major transit station area policies of the Provincial Planning Statement. Major Transit Station Areas (MTSAs) are areas that are intended to enable transit-supportive development and support 15-minute neighbourhoods. An MTSA is a catchment area that is a 500- to 800-metre radius from an existing rapid transit station and stop, or unbuilt stations and stops that have funding and where the locations have a high degree of certainty, usually resulting from an environmental assessment or an approved functional design study.

Protected Hubs are Hub designations that are identified for the purposes of delineating a Protected Major Transit Station Area (PMTSA) under the *Planning Act* where the inclusion of affordable housing dwellings is authorized.

Applicable policies are as follows:

- 7) An owner or occupant of a building or structure within a MTSA is not required to provide and maintain parking facilities outside of a public right-of-way, other than parking facilities for bicycles.

The proposed development proposes a parking mix for both vehicles and bicycles based on previous resident uptake in similar development projects. The proposed bicycle parking rate slightly exceeds the minimum required rate under Zoning By-law 2008-250, 0.53 per dwelling unit, and goes further, to provide short-term visitor bicycle parking and inclusive bicycle parking as is now outlined in Zoning By-law 2026-50. Since the bicycle parking rate provisions in Zoning By-law 2026-50 have been appealed, Zoning By-law 2008-250 requirements are currently in force and effect.

Section 3.2.3 describes how the City shall support intensification, including:

- 3) The vast majority of residential intensification shall focus within strategic growth areas and 15-minute neighbourhoods, which are comprised of Hubs, Corridors, lands within the Evolving Neighbourhood Overlay as shown on Schedules B1 through B8.
- 4) Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable. When reviewing planning applications for intensification, the City shall ensure that surface water and groundwater resources are protected, particularly where the groundwater resource is used for drinking water.
- 5) Intensification is permitted and encouraged on former industrial or commercial sites [...]
- 7) To reduce greenhouse gas emissions through land-use, transportation and energy planning consistent with Council-approved greenhouse gas reduction targets, intensification will be reported on as part of the Climate Change Master Plan's annual status updates considering the following objectives:

- b) Energy efficient built forms and proximity to a mix of land uses;
 - d) Access to sustainable modes of travel as well as infrastructure to support the electrification of private and public vehicles; and
- 8) Intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices. Dwelling sizes are categorized into two broad categories, with a range of floorspaces occurring within each category:
- d) Small-household dwellings are units with up to 2 bedrooms and are typically within apartment-built forms; and,
 - e) Large-household dwellings are units with three or more bedrooms, or an equivalent floor area, and are typically within ground-oriented built forms.
- 9) The residential intensification targets by dwelling sizes as shown on Schedules B1 through B8 are established in [Table 2] and by transect and designations in [Table 3].

Development is proposed on a former commercial site and represents an example of energy-efficient built form proximate to a mix of land uses, accessible via sustainable travel modes including walking, cycling, and public transit. As an apartment-built form, small-household dwellings are appropriate, and further, will diversify the housing stock, which is defined by low-rise single detached dwellings and rowhouses. The proposed development will aid the city in achieving its residential intensification target of 43,000 for apartment dwellings.

Table 2: Residential Intensification Targets (Table 2a in the Official Plan)

Residential Intensification Targets	Total
Ground-oriented / Large-household dwellings	49,000
Apartment / Small-household dwellings	43,000
Total Dwellings	92,000

- 10) The residential density and proportion of large household dwelling targets as shown on Schedules B1 through B8 are established in [Table 1] for Hubs [...] Within Neighbourhoods, provide for a diversity of housing opportunities such that generally, higher densities will be directed closer to Mainstreets, Minor Corridors, rapid transit stations, Hubs and major neighbourhood amenities with lower densities further away from such features such that the overall density in Neighbourhoods meets or exceeds those in Table 3[b].

Development is proposed on a former commercial site and represents an example of energy-efficient built form proximate to a mix of land uses, accessible via sustainable travel modes including walking, cycling, and public transit. As an apartment-built form, small-household dwellings are appropriate, and further, will diversify the housing stock, which is defined by low-rise single detached dwellings and rowhouses. The proposed development will aid the city in achieving its residential intensification target of 43,000 for apartment dwellings.

Table 3: Large Household Dwelling Requirements and Targets for Residential Intensification, with the provisions that apply to the subject site highlighted in blue (Table 2b in the Official Plan)

Applicable Area	Hubs and Mainstreets		Minor Corridors and Neighbourhoods	
	Minimum	Target	Low-Rise Target	Mid-and-High-rise Target
Inner Urban Transect	5%	10%	50%	5%

Of the total 560 units proposed across both buildings, 194 units (34.6%) are proposed to be 80 square metres or larger, consistent with the minimum required large household dwelling provisions for a Hub in the Inner Urban Transect.

4.2.7 Housing

Adequate, safe, and affordable housing makes Ottawa a good place to live and do business. Housing that meets needs across ages, incomes and backgrounds and supports accessibility needs is a key requirement for health and well-being as well as attracting and retaining highly skilled labour and new businesses.

Market-based housing refers to homes that are bought and sold by private owners, as well as new housing built by developers. As Ottawa grows and its population becomes more diverse, a wider range of housing types will be needed, including options of varying sizes and forms, some of which may be new or uncommon in the city today.

The Official Plan strives to facilitate a diversity of housing options for both private ownership and rental. The City will promote a range of affordable and market-rate housing by providing a toolkit of planning incentives and direct supports that allows for a greater number of units within the permitted built form envelope; and application processing priority and consider new policies or development application requirements through a housing- and mobility- affordability lens. Section 4.2.1, Policy 1 states that a diverse range of flexible and context- sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:

- a) Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology;
- b) Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;
- c) Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure;
- d) Establishing development standards for residential uses, appropriately balancing the value to the public interest of new policies or development application requirements against the impacts to housing affordability; and
- e) The City shall maintain, at all times, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate intensification and land in draft approved and registered plans.

The proposed development diversifies the housing options in a neighbourhood with predominantly low-rise single detached and rowhouse housing typologies by introducing two (2) mid-rise apartment buildings with a range of unit sizes, from studio to two (2) bedroom units. The units and dwelling sizes are based on the current and future needs of the population in the immediate neighbourhood and the broader city.

4.2.8 Parks and Recreation Facilities

Section 4.4 of the Official Plan provides direction on parks and recreation facilities. The Official Plan provides overarching planning policy for parks, while the City's Parks and Recreation Facilities Master Plan is where people will find details on the programming of parks. Section 4.4.1 describes how the city shall identify park priorities within growth areas:

- 1) The City shall provide parks through the following three mechanisms:
 - a) As a condition of development, the City shall acquire land for parks or cash-in-lieu as directed by the Planning Act and the City's Parkland Dedication By-law or any successor By-law; or
 - b) The City may choose to lease or secure parks by agreement from other public agencies such as the National Capital Commission; or
 - c) The City may choose to buy land for parks with cash-in-lieu of parkland or through capital expenditures.
- 2) All development, regardless of use, shall meet all of the following criteria to the satisfaction of the City:
 - a) Consider land acquisition for parks as directed by the Parkland Dedication By-law to meet community needs for both residential and non-residential development, with an emphasis on active recreation amenities and potential cultural development with new parks acquired to address gaps or community needs; and
 - b) Prioritize land for parks on-site over cash-in-lieu of parkland. Cash-in-lieu of parkland shall only be accepted when land or location is not suitable. The land to be conveyed shall, wherever feasible:

- i) Be a minimum of 400 square metres or as described in the upcoming Land First Policy and updated Park Development Manual as directed by the Parks and Recreation Facilities Master Plan;
 - ii) Be free of encumbrances above and below ground when land for parks is obtained by parkland dedication; or in the case of land purchases for the creation of new parks in established areas, unless the encumbrances have been approved by the City where reasonable;
 - iii) Be of a usable shape, topography and size that reflects its intended use
 - iv) Meet applicable provincial soil regulations; and
 - v) Meet the minimum standards for drainage, grading and general condition.
- 4) The Parkland Dedication By-law, or any successor by-law, shall include provisions for the rate of parkland dedication. As per the Planning Act the following rates apply at the time of adoption of this Plan:
- b) The City shall require the dedication of land for parks in an amount not exceeding 5 per cent of the area of land that is developed or redeveloped for all other purposes except that the City will calculate the park dedication for residential development or redevelopment at densities that exceed 18 units per net hectare using the 'alternative requirement' of 1 hectare for every 300 dwelling units as provided in the Planning Act or some lesser amount based upon this requirement. The Parkland Dedication By-law will identify circumstances when a lesser amount will be considered;
 - d) Where cash-in-lieu is taken, it shall be principally for the acquisition and development of new parkland or the improvement of existing local, park and recreational facilities accessible to the area being developed. The City's Parkland Dedication By-law or any successor by-law provides for a portion of these funds to be used for park and recreation purposes that are city-wide in scale or to establish areas where one hundred percent of the funds collected will be directed to an account specific to a special administrative area.

Parkland dedication is proposed to be provided as cash-in-lieu of parkland. The subject site has a total area of 8,010.2 square metres, which would result in a parkland dedication area of 801.02 square metres. While this is within the range of on-site parkland dedication, the subject site's shape, lot width, and lot frontage on Tremblay Road is unable to accommodate a park while also accommodating residential density in proximity to transit, in accordance with the Inner Urban Transect and Hub policies of the Official Plan. The subject site's frontage on Tremblay Road is 37.4 metres, which is not wide enough to accommodate a building and a park in a way that would result in a usable shape and size that reflects its intended use. The provision of cash-in-lieu of parkland can be directed to establish a new park or improve nearby parks, such as Cecil Morrison Park to the west. Additionally, as described in Section 2.2, a park is also proposed to be located southeast of the site according to the Approved Plan of Subdivision for 599 Tremblay Road.

4.2.9 Urban Design

Section 4.6 of the Official Plan provides direction on Urban Design. The subject site is identified as a Design Priority Area and part of Tier 3 – Local (Major), as shown below in Table 4:

Table 4: Design Priority Areas, with the site's Tier, Tier 3, highlighted in blue

Tier 1 – International	Tier 2 – National & Regional	Tier 3 – Local (Major)
ByWard Market, Parliament & Confederation Boulevard and Rideau Canal Special Districts	Mainstreet and Minor Corridors within the Downtown Core Transect; Lansdowne and Ottawa River Islands Special Districts	Mainstreet Corridors and Hubs outside of the Downtown Core; Village Cores; and Kanata North Economic District
Tier 1 areas link to Ottawa's international image as the capital of Canada. These areas support high pedestrian volumes and are popular destinations for tourists and residents from across the region. These areas	Tier 2 areas are of national and regional importance to defining Ottawa's image. These areas support moderate pedestrian volumes and are characterized by their regional attractions related to	Tier 3 areas define the image of the city at the local level. Characterized by neighbourhood commercial streets and village mainstreets, these areas provide a high-quality pedestrian environment. The areas within Hubs

Tier 1 – International	Tier 2 – National & Regional	Tier 3 – Local (Major)
ByWard Market, Parliament & Confederation Boulevard and Rideau Canal Special Districts	Mainstreet and Minor Corridors within the Downtown Core Transect; Lansdowne and Ottawa River Islands Special Districts	Mainstreet Corridors and Hubs outside of the Downtown Core; Village Cores; and Kanata North Economic District
also include National Historic Sites and other significant sites of cultural heritage value.	leisure, entertainment, nature or culture	around existing rapid transit stations are locations for higher densities and intensification [...]

The subject property is identified as a Tier 3 – Local (Major) Design Priority Area (DPA), as it is in a Hub outside of the Downtown Core.

Section 4.6.1 describes how the City shall promote design excellence in Design Priority Areas:

- 1) Design Priority Areas (DPAs) define the image of Ottawa as the capital of Canada, as a city of vibrant neighbourhoods and as a hub of economic activity. Many DPAs are centres of pedestrian activity, and certain areas will expect significant change and growth in accordance with this Plan. Design Priority Areas are identified in order to promote design excellence through the development review process, and with respect to capital projects in the public realm. They are identified on Schedule C7A and C7B, and include selected areas described in the tiers of priority outlined in Table 5, DPA Tiers of Priority and the following policies apply:
 - a) DPAs may be identified or modified by City Council through the designation of new Special Districts, the creation of new or updates to existing City plans or policies
 - b) The City may adopt an Urban Design Framework that will guide the level of urban design review undertaken by City staff and the Urban Design Review Panel (UDRP). This may include criteria for the review of projects by the UDRP, such as different thresholds, or exemptions for review based on the framework outlined in Table 5. This framework, along with the Public Realm Master Plan, may determine distinct DPAs for the public realm and for development review, once these documents are adopted.
- 5) Development and capital projects within DPAs shall consider four season comfort, enjoyment, pedestrian amenities, beauty and interest through the appropriate use of the following elements:
 - a. The provision of colour in building materials, coordinated street furniture, fixtures and surface treatments, greening and public art, and other enhanced pedestrian amenities to offset seasonal darkness, promote sustainability and provide visual interest;
 - b. Lighting that is context appropriate and in accordance with applicable standards and guidelines; and
 - c. Mitigating micro-climate impacts, including in the winter and during extreme heat conditions in the summer, on public and private amenity spaces through such measures as strategic tree planting, shade structures, setbacks, and providing south facing exposure where feasible.

The proposed development attended the Urban Design Review Panel on June 5, 2026, as required by the policies of the Official Plan. A UDRP Report, which outlines the recommendations from the panel as well as responses from the project team is included as part of the Official Plan Amendment and Zoning By-law Amendment submission package.

Section 4.6.2 describes how the city shall protect views and enhance Scenic Routes including those associated with national symbols:

- 5) Where Scenic Routes are also identified as Scenic Capital Entry Routes on Schedule C13, development and capital projects should also:
 - a) Enhance the opportunity for views and vistas towards national symbols, cultural landscapes and other features of the Capital; and

- b) Contribute to the image of Ottawa as the Capital city by providing landscape and aesthetic improvements, including buildings that enhance the urban character, where possible.

Highway 417 is identified as a “Scenic Capital Entry Route” on Schedule C13 of the Official Plan. The upper levels of the proposed development would be visible from Highway 417, as shown in the massing study in Figure 15, below. The building design will be refined during Site Plan Control, which will determine elements including materiality and colour palette. The building materiality will be of a high quality and ensure that it enhances not only the surrounding neighbourhood but also the City of Ottawa as a whole.

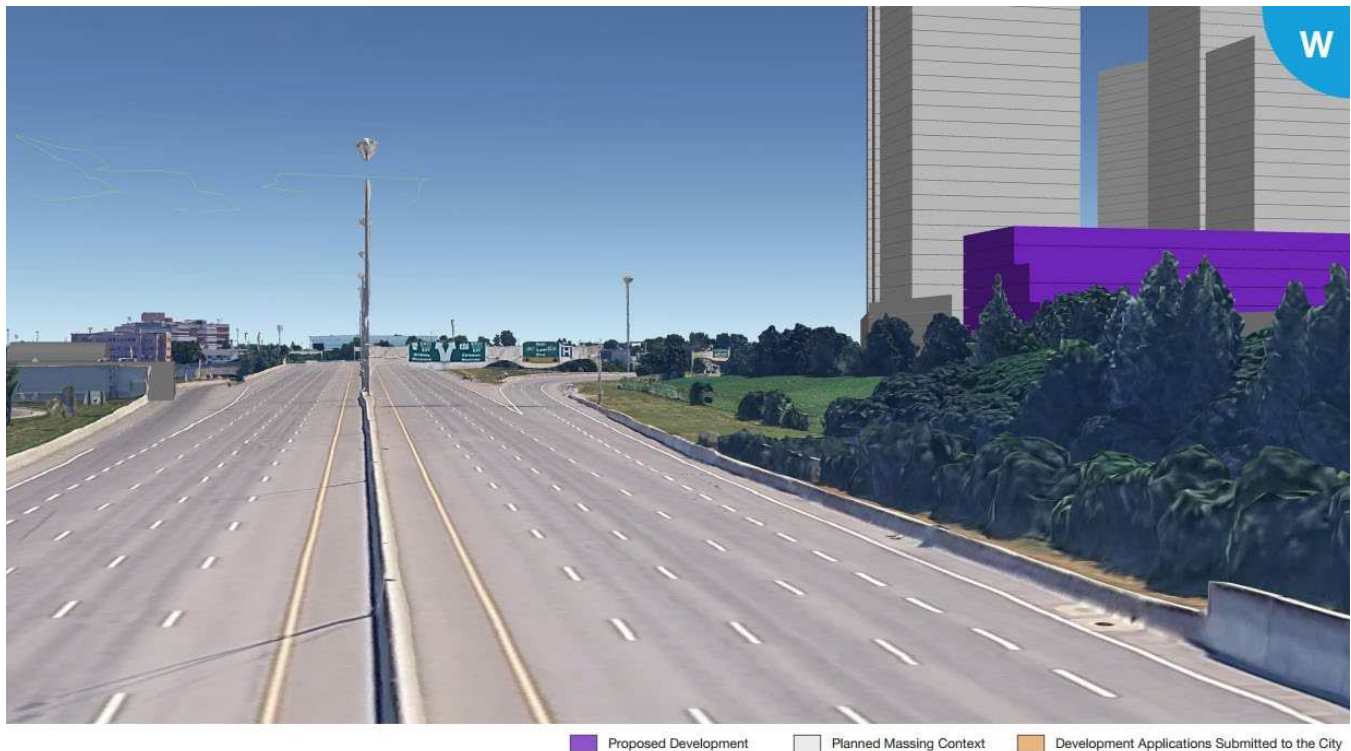


Figure 15: Built form transition viewed from Highway 417, with the subject site shown in purple

Section 4.6.5 describes how the City shall ensure effective site planning that supports the objectives of Hubs; policies are as follows:

- 1) Development throughout the City shall demonstrate that the intent of applicable Council-approved plans and design guidelines are met.
- 2) Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.
- 3) Development shall minimize conflict between vehicles and pedestrians and 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. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.
- 4) Development shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards. Designing universally accessible places ensures that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.

The proposed development is located to frame both existing Tremblay Road as well as its future extension. The development proposes a 3-metre front yard setback to provide an active streetwall, improving on the deep setback of the existing office building. Main entrances to the buildings are clearly visible - the northern building from Tremblay Road and the southern building through the carriageway.

Conflict between people walking, cycling, and driving has been accommodated through the site design. A drive aisle provides access to people driving and cycling and a pedestrian path is provided for people walking.

Section 4.6.6 outlines how the City shall enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all:

- 1) To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:
 - a) Between existing buildings of different heights;
 - b) Where the planned context anticipates the adjacency of buildings of different heights;
 - c) Within a designation that is the target for intensification, specifically:
 - i) Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and
 - ii) Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.
- 2) Transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.
- 4) Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential
 - a) Provide protection from heat, wind, extreme weather, noise and air pollution; and
 - b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.

The proposed development has been designed to completely fit within the 45-degree angular plane as dimensioned from the west property line. Through setbacks and stepbacks, the building height increases in steps from west to east. The bulk of the building has been located as far east as possible, away from the adjacent low-rise community, to reduce the perceived mass and mitigate concerns related to privacy and overlook. Accordingly, no projecting balconies are proposed on the west side of either building. Amenity spaces are proposed on the roof of each building stepback; however, these will be set back from the edge of the building to similarly reduce privacy and overlook. The rooftop amenity space atop the ninth floor is likewise set back from every building edge. An extract of the Penthouse Floor Plan is shown below in Figure 16, identifying the location of the amenity lounge and outdoor amenity terrace. From the west building edge, the indoor amenity space and mechanical penthouse is set back 2.65 metres, and the outdoor rooftop amenity is set back 5.95 metres. Combined with the 12.95-metre rooftop setback from the west property line, the distance from the west property line is 15.6 metres to the indoor amenity space and mechanical penthouse, and 18.9 metres to the outdoor amenity space.

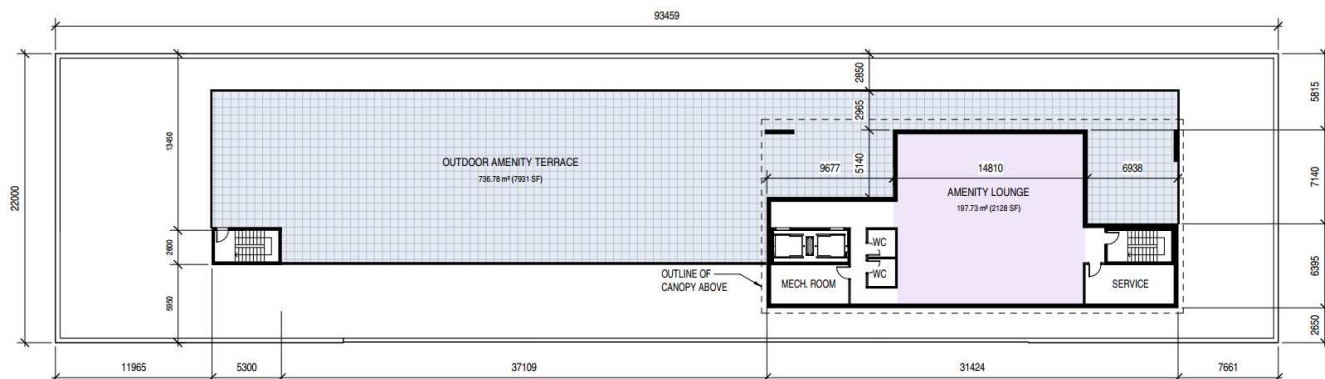


Figure 16: Floor plan - Penthouse Level Building A (North), Mirrored Building B (South), prepared by Project1 Studio

Amenity space is provided to be accessible year-round, with a mix of indoor and outdoor communal amenity space. Indoor amenity space provides protection from heat, wind, extreme weather, noise, and air pollution by virtue of it being indoors.

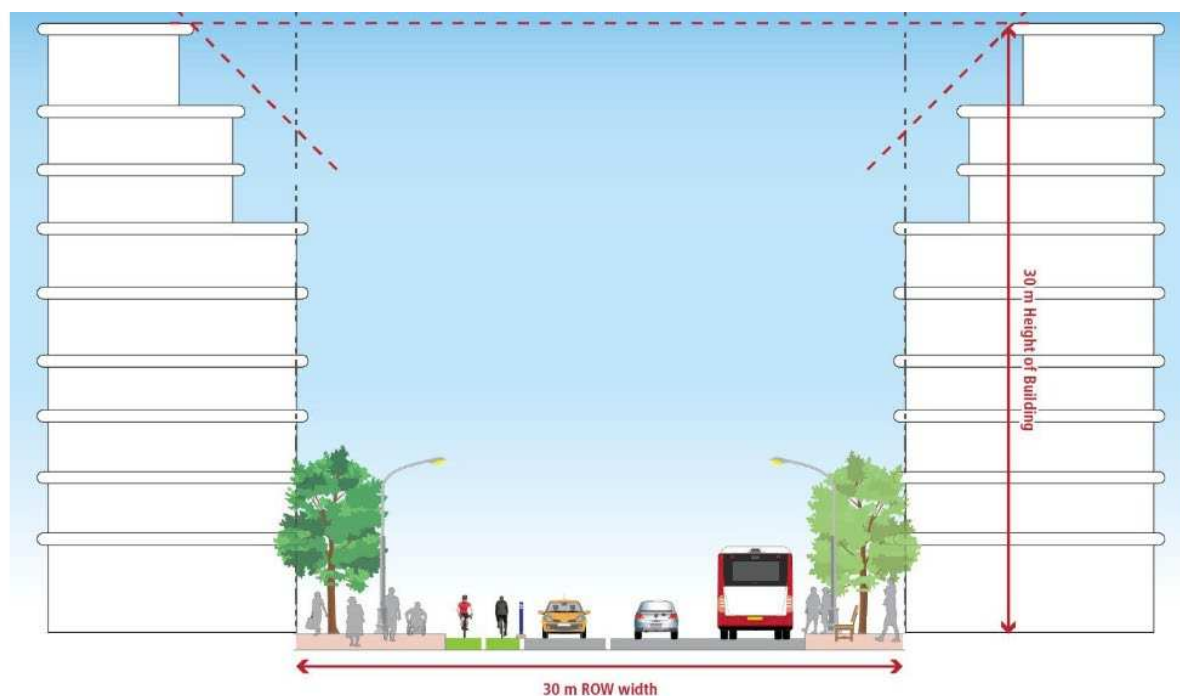


Figure 17: Extract from the City of Ottawa Official Plan demonstrating how mid-rise buildings shall be designed to [...] be generally proportionate in height to the width of the right of way

- 7) Mid-rise buildings shall be designed to respond to context, and transect area policies, and should:
 - a) Frame the street block and provide mid-block connections to break up large blocks;
 - b) Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context;
 - c) Be generally proportionate in height to the width of the right of way as illustrated in Figure 17 above, with additional height permitted in the Downtown Core Transect; and
 - d) Provide sufficient setbacks and step backs to:
 - i) Provide landscaping and adequate space for tree planting

- ii) Avoid a street canyon effect; and
- iii) Minimize microclimate impacts on the public realm and private amenity areas.

The proposed development frames Tremblay Road and provides setbacks on the west building façades to fit within the angular plane and provide transition to the adjacent low-rise residential neighbourhoods.

Active frontages are provided, with the main building entrance for the northern building facing Tremblay Road and the main building entrance for the south building facing internal to the site's private way. Overhead hydro wires terminate approximately halfway in front of the subject site, which cause challenges for new tree plantings along Tremblay Road. Trees are proposed along the eastern property line as well as internal to the site in various locations.

4.2.10 Natural Heritage, Greenspace and the Urban Forest

Section 4.8 of Ottawa's Official Plan outlines the City's approach to urban greenspace. It emphasizes the importance of greenspace for resident well-being, community health, and climate resilience. Trees play a key role in these benefits; however, urban trees face challenges from development, pests, disease, and aging. To address this, the City has implemented policies and regulations to protect and expand the urban forest canopy.

Section 4.8.2 indicates that the City shall provide residents with equitable access to an urban forest canopy:

- 2) The City shall pursue an urban forest canopy cover target of 40 per cent with equity as a guiding principle, in part through the development of sub-targets based on evolving urban form, climate resiliency, and environmental factors.
- 3) Growth, development and intensification shall maintain the urban forest canopy and its ecosystem services, in accordance with Subsection 4.8.2, Policy 6) and the following:
 - a) Preserve and provide space for mature, healthy trees on private and public property, including the provision of adequate volumes of high-quality soil as recommended by a Landscape Architect;
 - b) On urban properties subject to site plan control or community planning permits, development shall create tree planting areas within the site and in the adjacent boulevard, as applicable, that meet the soil volume requirements in any applicable City standards or best management practices or in accordance with the recommendation of a Landscape Architect;

Tree planting in the at-grade outdoor amenity area will contribute to achieving the City's guiding principle of a 40% canopy coverage. The proposed trees, as shown on the included Landscape Plan, support long-term canopy growth and strengthen the ecological and aesthetic value of the development while recognizing the role of transit-oriented development lands to accommodate dense housing formats.

4.2.11 Local Plans

Section 12 of the Official Plan refers to Local Plans, which are intended to establish more detailed policies to guide growth and change in specific areas or neighbourhoods. Local plans apply the overall planning approach of the Official Plan in a manner that fits the local context through specific policies. There are two types of statutory local plans:

- / **Secondary Plans:** Secondary plans establish local development policies to guide growth and development in areas of Ottawa where physical changes are expected and desired. Secondary plans are initiated and undertaken by the City in consultation with local residents, property owners, businesses, other levels of government and other interested parties. A secondary plan is a statutory policy document approved under the Planning Act.
- / **Area-Specific Policies:** Area-specific policies are also statutory policy documents that form part of the Official Plan. They result from a proponent-initiated planning process similar to Secondary Plans but apply to a more specific site or area. They provide a further layer of local policy direction to guide more cohesive development over time.

Section 12.1 establishes direction for the creation of Secondary Plans and Area-Specific Policies:

- 5) A secondary plan or area-specific policy, adopted as part of Volume 2 of this Plan, may implement density and building heights that differ from those in Volume 1 of the Official Plan. Where a secondary plan or area-specific policy does not contain direction for maximum heights or densities, the policies in Volume 1 of the Official Plan apply, as they relate to the underlying designation.
- 7) Secondary plans and area-specific policies shall take into consideration, and generally be consistent with, the policies of this Plan, although they may establish specific policies, such as different building heights or development densities in support of the Plan. The following are matters that may only be considered as part of a comprehensive review of the Official Plan, changing the boundary of a transect area or removing an Overlay, other than the Future Neighbourhood Overlay.
- 9) Where there is a conflict or inconsistency between the policies or maps of this Plan and a policy or map of a secondary plan or area-specific policy, the policy or map of the secondary plan or area-specific policy will prevail.

As discussed in Section 4.3, the subject site's maximum permitted height under the Secondary Plan is lower than the maximum permitted height in the Official Plan. As such, an Official Plan Amendment is required to increase the maximum permitted building height in accordance with the policies of the Volume 1 of the Official Plan. As the OPA does not seek to change the boundary of a transect area or remove an overlay, the privately-initiated amendment is appropriate.

4.3 Inner East Lines 1 and 3 Stations Secondary Plan (2022)

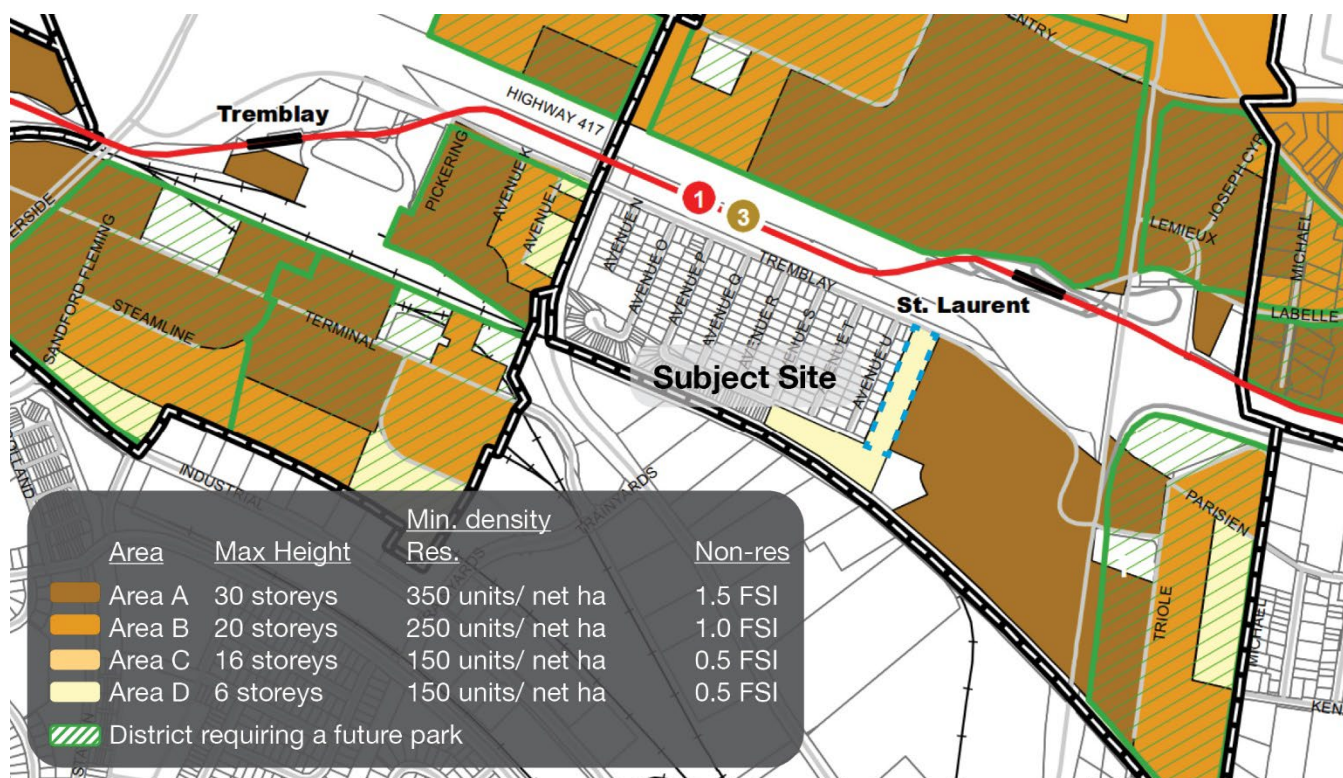


Figure 18: Extract from Schedule A - Maximum Building Heights and Minimum Densities (Inner East Lines 1 and 3 Stations, 2022)

The Inner East Lines 1 and 3 Stations Secondary Plan establishes policy on maximum building heights and minimum densities within the planning area. This secondary plan is informed by the "Transit-Oriented Development (TOD) Plans:

Lees, Hurdman, Tremblay, St. Laurent, Cyrville and Blair, January 2014”, which is a Council-approved policy document, similar in status to a community design plan.

The subject site is located within the Inner East Lines 1 and 3 Stations Secondary Plan. It is located in Area D, and has a maximum permitted height of 6 storeys, with a minimum residential density of 150 units per net hectare and a minimum non-residential floor space index (FSI) of 0.5. Unlike the majority of Secondary Plans in Ottawa, this Secondary Plan does not specify a new designation; therefore, the site continues to be designated Hub and subject to the policies of Section 6.1 of Volume 1 of the Official Plan.

The applicable policies of the Secondary Plan are as follows:

- 1) The maximum building heights and minimum densities for the planning area are identified in Schedule A.
- 2) Each district requiring a future public park is identified in Schedule A and the requirement applies to the entirety of each property that is located within such a district. Where a district contains more than one property owner, a cost-sharing agreement may be required between all property owners within that district. Landowners may be required to submit the landowners park cost-sharing agreement to the City as a condition of draft plan approval of plans of subdivision and plans of condominium and as a condition of approval for severance applications and site plan control.

The proposed development concept is for two (2) nine (9) storey buildings, which exceeds the maximum permitted building height of six (6) storeys. As such, an Official Plan Amendment (OPA) will be required to modify the Secondary Plan to realize the concept plan vision. The proposed development’s height increase, from six (6) to nine (9) storeys, is still within the mid-rise building typology. The proposed height is greater than Area D, but lower than Area C, which permits up to 16 storeys. The proposed nine (9) storey buildings would provide a more gradual transition in height from Area A to the east, which permits up to 30 storeys in height, to the existing low-rise development to the west, which are predominantly one (1) storey in height.

The Hub designation permits up to High-rise building heights due to the site’s proximity to rapid transit. The lot shape limits the ability for high-rise buildings to be provided, and as a result, two (2) mid-rise buildings are proposed. The proposed development adheres to the 45-degree angular plane, allowing for a transition in mid-rise heights from the adjacent low-rise neighbourhood. The proposed development, with a height of nine (9) storeys, is consistent with Official Plan policies for height in Hubs and will continue to reflect the intent and vision of the Secondary Plan.

4.4 City of Ottawa Comprehensive Zoning By-law (2026-50)

The City of Ottawa enacted a new Comprehensive Zoning By-law (2026-50) on March 11, 2026. The appeal period lapsed on April 14, 2026. Following the completion of the appeal period, it was determined that multiple appeals were submitted to various sections of the new Zoning By-law. On July 2, 2026 the OLT made an oral decision ordering that the parts of Zoning By-law 2026-50, not included in the 25 appeals, may come into force. This decision is retroactive to March 11, 2026, the date of enactment of the new Zoning By-law. As a result of this oral decision, the majority of Zoning By-law 2026-50 is now in force.

The subject site is zoned Hub Zone 2 Subzone F, Urban Exception 1993, height limit 20 metres (H2F[1993] H(20)) in the City of Ottawa Comprehensive Zoning By-law (2026-50). The H2F Subzone implements the policies of the Inner East Lines 1 and 3 Secondary Plan and provides minimum required dwelling units per hectare for residential uses.

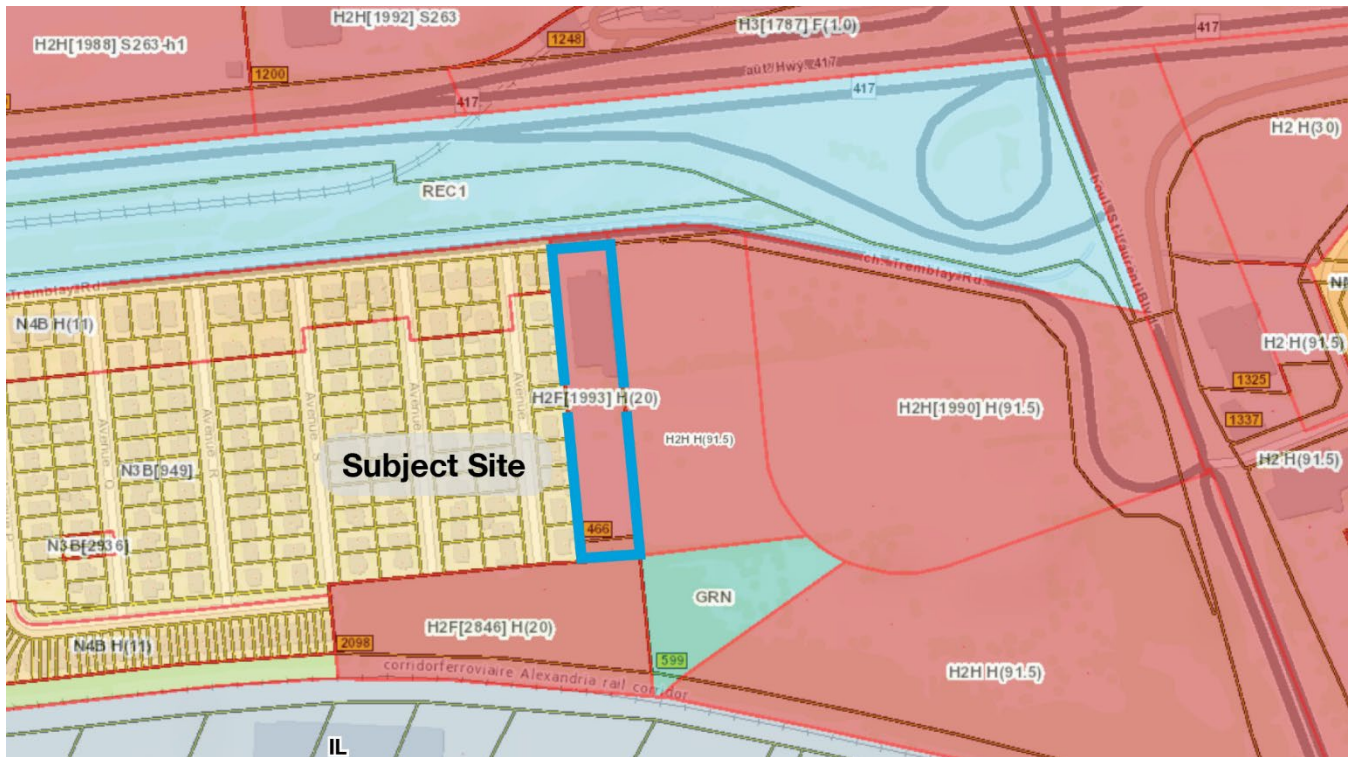


Figure 19: Extract from the City of Ottawa Zoning By-law (2026-50)

Permitted residential uses in the H2 zone include dwelling unit. Permitted non-residential uses include:

/ animal care establishment	/ government service centre	/ place of worship
/ artist studio	/ hospital	/ post-secondary educational institution
/ automobile rental establishment	/ hotel	/ recreation and athletic facility
/ bank	/ indoor entertainment facility	/ research and development centre
/ broadcasting and production studio	/ instructional facility	/ restaurant
/ catering establishment	/ library	/ retail store
/ community centre	/ medical facility	/ school
/ courthouse	/ micro-distribution facility	/ sports arena
/ day care	/ museum	/ storefront industry
/ emergency service	/ nightclub	/ theatre
/ funeral home	/ office	/ training centre
	/ parking garage	
	/ payday loan establishment	
	/ personal service business	
	/ place of assembly	

Note that all non-residential uses have been appealed.

The site is zoned Transit Oriented Development Zone 1, Urban Exception 1993 (TD1[1993]) in the Zoning By-law 2008-250, where permitted non-residential uses include:

/ amusement centre	/ home-based business	/ production studio
	/ home-based day care	

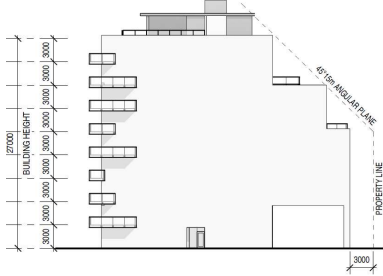
/ animal care establishment	/ hospital	/ recreational or athletic facility
/ animal hospital	/ hotel	/ research and development centre
/ artist studio	/ instructional facility	/ residential care facility
/ bank	/ library	/ restaurant
/ bank machine	/ medical facility	/ retail food store
/ bar	/ municipal service centre	/ retail store
/ broadcasting studio	/ museum	/ school
/ cinema	/ nightclub	/ service and repair shop
/ click and collect facility	/ office	/ shelter
/ community centre	/ park	/ sports arena
/ community health and resource centre	/ payday loan establishment	/ storefront industry
/ convenience store	/ personal brewing facility	/ technology industry
/ court house	/ personal service business	/ theatre
/ day care	/ place of assembly	/ training centre
/ diplomatic mission	/ place of worship	/ urban agriculture
/ drive-through facility	/ post office	
/ emergency service	/ post-secondary educational institution	
/ group home		

The site is proposed to be rezoned. Table 5 below evaluates the development proposal against applicable zoning performance standards in Zoning By-law 2026-50 and 2008-250. In cases where Zoning By-law 2026-50 has been appealed, Zoning By-law 2008-250 continues to apply. These provisions are highlighted in yellow. Areas of compliance are noted with a green checkmark (✓) and areas of non-compliance are noted with a red 'x' (✗). Note that sections that have been appealed are still displayed in the table, but text is shown in a medium gray colour and the sections have a note that reads “(Appealed)” bolded and in red.

Table 5: Evaluation of the applicable zoning under Zoning By-laws 2026-50 and 2008-250

Zoning Mechanism	Requirement: H2F[1993] H(20)	Proposed	Compliance
Building Height H(20)	Min: 6.7 m and 2 storeys	27.4 m	✓
	Max: 20 m		✗
Min. lot area Table 902(a)	No minimum	37.4 m	✓
Min. lot width Table 902(b)	No minimum	8,010.2 m ²	✓
Minimum Front Yard Setback Table 902(c)	/ Part of the building ≤ 15 m above grade: No minimum	/ Part of the building ≤ 15 m above grade: 3 m	✓
	/ Part of the building > 15m above grade: 1.5 m	/ Part of the building > 15m above grade: 3 m	✓
	/ Part of the building > 30m above grade: 3 m	/ Part of the building > 30m above grade: 3 m	✓
Minimum Interior Side Yard Setback Table 902(d)	/ Abutting a residential zone (west property line): 3 m	/ West property line: 3 m	✓
	/ Other cases (east property line): no minimum	/ East property line: 3 m	✓

Zoning Mechanism	Requirement: H2F[1993] H(20)	Proposed	Compliance
Minimum Rear Yard Setback Table 902(e)(iii)	No minimum (not abutting a residential zone or rapid transit corridor)	3 m	✓
Min. ground floor height s. 902(2)	4 m	3 m	✗
Exterior building walls s. 902(3) (Appealed)	Exterior building walls located on the ground floor and located within 4.5 metres of a front or exterior side lot line must: / provide a minimum of one active entrance in the case of a residential use building; and / a minimum of 40% of the surface area of the ground floor façade, measured from the average grade up to a height of 4 metres, facing a public street must be comprised of transparent glazing and active customer or resident entrance access doors.	/ One active entrance to Tremblay Rd provided to northernmost building / > 40% transparent glazing	 ✓ ✓
Front Yard Fixtures s. 902(4)	Where a front or exterior side yard is provided that is 1 metre or greater in depth, that yard must contain any of the following: / an outdoor commercial patio; / bicycle parking; / soft landscaping; or / benches, street furniture or other similar features.	2 horizontal bicycle parking spaces provided in front yard	✓
Outdoor Storage s. 902(5)	Outdoor storage accessory to the use on the lot: / is prohibited in a front or exterior side yard; / is permitted in all other yards, subject to being completely screened from a public street, and from N1-N6 zone	No outdoor storage proposed	✓
Minimum Width of Landscape Area s. 902(6)	A soft landscaped buffer of a minimum of 3 metres must be provided abutting any lot line shared with lands in the N1-N6 zones, or / where an opaque screen with a minimum height of 1.5 m is provided, the soft landscaping buffer may be reduced to 1 metre; and	/ 0.15 m buffer provided on west side of site / 3 m landscaped buffer provided on the south portion of the site, but is not contiguous	✗

Zoning Mechanism	Requirement: H2F[1993] H(20)	Proposed	Compliance
	/ where parking spaces are provided, an opaque screen with a minimum height of 1.5 m must be provided.	/ 1.5 m fence provided along west property line facing N-zoned lands	
Max. Number of Private Approaches s. 902(8)	Road frontage < 45 m: 1 private approach permitted	1 private approach proposed	✓
Angular Plane s. 902(9) and (10)	For areas up to and including 25 m from a lot line abutting an N1-N4 zone, no part of a building may project above a 45° angular plane measured from a height of 15 m above the said lot line	Complies, see angular plane diagram in Urban Design Brief: 	✓
Min. number of dwelling units s. 902-6(1)	150 units/ ha 15 units*0.8 ha =Min. 120 units	560 units/0.8 ha =1,400 units/ ha	✓
Min. FSI for non-residential units s. 902-6(2)	0.5 FSI	Leaseable floor area: 35,814.01 m ² Lot area: 8,010.2 m ² 35,814.01 m ² / 4,005.1 m ² =8.9 FSI	✓
Permitted Projections above the Height Limit s. 203(4)(j) (Appealed)	Indoor amenity area on a building five storeys or higher:	300m ² per building	✓
	Max. floor area: 50% of the area of the roof up to 300 m ² 2,051 * 50% = 1,025.5m ² => 300m ² per building		
	Max. projection: 5 m above the height limit	Max projection 5m from the provided max. building height	✓
	Min. setback from an exterior wall: 2 m	Min. setback 2.85 m	✓
Underground Parking Garage Setbacks			
Min. rear yard soft landscaping s. 210(1) (Appealed)	Where the below-grade portion of a building not including a projection permitted under Section 204 projects into a rear yard, a minimum contiguous soft landscaped area must be provided in that yard as follows:	The below-grade portion of parking garage does not project into rear yard, as it is in line with the building. A total area of 115.97 m ² of soft landscaping is provided.	✓

Zoning Mechanism	Requirement: H2F[1993] H(20)	Proposed	Compliance
	/ 30 m ² / Lot width ≥ 30 m, an additional 30 m ² for every full 15 m increment of lot width		
Min. rear yard soft landscaping, min. horizontal dimension s. 210(2) (Appealed)	The soft landscaped area required above must have a minimum horizontal dimension of 3 m	3 m	✓
Amenity Area			
Min. required amenity area s. 208(1)	6m ² per dwelling unit 560 units * 6m ² = 3,360 m²	3,518 m ²	✓
Min. required communal amenity area s. 137(1), Table 137(4) of 2008-250 ZBL	50% must be communal 3,360 m ² * 50%= 1,680 m²	PH amenity lounges (x2): 197.73 m ² Outdoor amenity terraces (x2): 736.78 m ² Total communal amenity area: 1869.03 m ²	✓
	Min. area of communal area: 54 m²	PH amenity lounge: 197.73 m ²	✓
Min. required communal amenity area s. 208(6) (Appealed)	50% must be communal 3,360 m ² * 50%= 1,680 m²	PH amenity lounges (x2): 197.73 m ² Outdoor amenity terraces (x2): 736.78 m ² Total communal amenity area: 1869.03 m ²	✓
	Min. area of communal area: 54 m²	PH amenity lounge: 197.73 m ²	✓
Location of amenity area s. 208(4)	Amenity area provided outdoors must not be located in a front or exterior side yard.	Provided on rooftop and balconies	✓
Planned Unit Development (PUD) Provisions			
Minimum setback for any garage or carport entrance from a private way s. 703(4)(a)	5.2 m	0 m	✗
Min. separation area between buildings within a planned unit development s. 703(3)	1.2 m	16 m	✓

Zoning Mechanism	Requirement: H2F[1993] H(20)	Proposed	Compliance
Min. landscaped area s. 703(5)(a) (Appealed)	25% of the lot area of the planned unit development must be provided as soft landscaped area, which may include walkways	24.5% landscaped area provided, including pedestrian walkways	✗
Parking Provisions			
Min. Vehicle Parking Area A of Schedule A3 s. 603(2)	Resident parking: No resident vehicle parking spaces required Visitor parking: No resident visitor vehicle parking spaces required	Resident: 198 vehicle parking spaces (0.35 per dwelling unit) Visitor: 14 vehicle parking spaces (0.025 per dwelling unit)	✓
Max. Resident Vehicle Parking s. 602(1)(b)(ii)(1) (Appealed)	Dwelling unit in a building with 11 or more dwelling units: 1 per dwelling unit Max. 560 resident vehicle parking spaces permitted	198 resident vehicle parking spaces	✓
Min. Bicycle Parking Rate s. 111(2), Table 111A(b)(i) of 2008-250 ZBL	0.5 per dwelling unit 560*0.5=280 bicycle parking spaces	298 bicycle parking spaces 0.53 bicycle parking spaces per dwelling unit	✓
Min. Required Long-Term Bicycle Parking s. 613(24) Table 613B row (v) column (b) and (14)(a) (Appealed)	1 per unit: 560*1= 560 long-term bicycle parking spaces	288 long-term resident bicycle parking spaces: 0.51 spaces per dwelling unit	✗
	Of which 50% must be horizontal: 560*50%= 280 horizontal long-term bicycle parking spaces	Underground: 85 horizontal (includes 10 inclusive spaces) Level 1 inside: 50 horizontal Total: 135 horizontal bicycle parking spaces, 24% of long-term bicycle parking spaces are horizontal	✗
Min. Required Short-Term Bicycle Parking s. 613(24) Table 613B row (v) column (a) (Appealed)	Min. 2 spaces with an additional 1 space per 20 dwelling units: 2+([560-20]/20) =2+27 = 29 short-term bicycle parking spaces	18 short-term bicycle parking spaces, 0.03 per dwelling unit	✓
Min. Required Inclusive Bicycle Parking s. 613(23) (Appealed)	Min. 5% of required spaces must be inclusive: (560+29)*5% = 30 inclusive bicycle parking spaces	10 inclusive, 3.35% of required bicycle parking spaces provided as inclusive bicycle parking spaces	✗
Min. Vehicle Parking Space Dimensions s. 605(1), (3), and (4)	90° parking space: 2.6 m wide x 5.2 m long	2.6 x 5.2 m	✓
	Parallel parking space: 2.6 m wide x 6.7 m long	2.6 x 6.7 m	✓
	Compact 90° parking space: 2.4 m wide x 4.6 m long	2.4 x 5.2 m: 12 total: 8 (RW) + 4 Type B Accessible	✓

Zoning Mechanism	Requirement: H2F[1993] H(20)	Proposed	Compliance
	Compact 90° parking space abutting a wall or column: 2.4 m wide x 4.6 m long	No compact parking spaces abut columns or walls	✓
Compact Parking Space Provisions s. 605(4)	Up to 50% of the provided parking spaces in a parking lot or parking garage may be compact: $207 \times 50\% = 104$	12	✓
	Must be visibly identified as being for a compact car	Compact parking spaces will be visibly identified, please see P1 floor plan R.W. for 'reduced width'	✓
	Is not a required visitor parking space	No compact visitor parking spaces proposed	✓
Max. Vehicle Parking Near Rapid Transit Area B of Schedule 1 s. 103 of 2008-250 ZBL	1.75 per dwelling unit (combined total of resident and visitor parking): $560 \times 0.75 = 420$ vehicle parking spaces	/ 212 vehicle parking spaces	✓
Parking Lot Provisions s. 607(1) (Appealed)	On a lot located within 300 metres of a planned or existing rapid transit station:	/ 14 visitor parking spaces provided	✗
	/ a maximum of 10 visitor parking spaces may be provided in a surface parking lot located behind a building; and / all other provided parking must be located within a building or underground.	/ All other parking spaces provided underground	✓
Driveway Min. Width s. 607(2), s. 608(1)	Accessing a parking lot or parking garage, double traffic lane: 6 m	6.4 m	✓
Min. Vertical Clearance for Driveway or Drive Aisle, Parking Lot s. 607(3)	All driveways and aisles providing access to or located within a parking lot must have a minimum vertical clearance clear of obstructions such as signs and other structures of 2 m	Complies	✓
Min. Drive Aisle Width, Parking Lot and Parking Garage s. 607(4) and 608(3)	Drive aisle adjacent to a parallel parking space: 3.5 m	6.4 m	✓
	Drive aisle adjacent to a 90° parking space: 6 m	6 m	✓
Min. landscaped buffer of a parking lot s. 110(1)(a), Table 110(b)(III) of 2008-250 ZBL	Parking lot with 11 to 99 spaces: 1.5 m	1.8 m	✓

Zoning Mechanism	Requirement: H2F[1993] H(20)			Proposed	Compliance
Min. soft landscaped buffer s. 607(7)(b) (Appealed)	A soft landscaped buffer must be provided between the perimeter of a parking lot and a lot line, and a driveway may cross the soft landscaped buffer. Min width of landscaped buffer: 3.5 m			Not provided, hard landscaped pedestrian walkway provided instead	✗
Min. landscaped area of parking lot s. 110(1) of 2008-250 ZBL	15% of the area of a parking lot			24% of parking lot provided as landscaped area	✓
Min. percentage of soft landscaping in parking lot s. 607(8)(a)(i) (Appealed)	15% of parking lot area			'Parking lot' 1,548 m ² Soft landscaping 212m ² =13.7% of parking lot area	✗
Bicycle Parking Space, Min. Dimensions s. 613(1)	Orientation	Min. Length	Min. Width	Horizontal: 18, 0.6 x 1.8 m Vertical: 0 Stacked: 270, 0.37 x 1.8 m Inclusive: 10, 1 x 2.75 m	✓
	Horizontal	0.6 m	1.8 m		
	Vertical	0.6 m	1.5 m		
	Stacked	0.37 m	1.8 m		
	Inclusive	1 m	2.75 m		
Bicycle Parking Rack Requirements s. 613(3)	All bicycle parking spaces, except those provided in a bicycle locker, must include a rack that: / is securely anchored to a hard level surface, floor or wall; / is designed to allow the front wheel of a bicycle and the frame to be securely locked; and / for a horizontal or inclusive bicycle space, includes a rack that supports a bicycle at two points at least 0.2 m apart			Bicycle parking racks will comply	✓
	A rack designed for locking two bicycles for any horizontal or inclusive bicycle parking space must be located a minimum of 0.6 m from the nearest wall or obstruction.			All bike racks for horizontal and inclusive bike parking spaces are located 0.6 m from walls, obstructions	✓
	Inclusive bicycle spaces must not be provided as stacked or vertical and must not require users to lift a bicycle.			All inclusive bicycle parking is provided horizontal, on the floor	✓

Zoning Mechanism	Requirement: H2F[1993] H(20)	Proposed	Compliance
Min. aisle width to access bicycle parking s. 613(6) and (13)(a)	1.5 m	At-grade, front rack: 2.2 m At-grade, internal rack: 3.25 m At-grade, indoor bike room: 1.89 m Underground bike room: 1.5 m	✓
Short-term bicycle parking provisions s. 613(7) and (9)	May be located within the ground floor of a building	Located outdoors	✓
	Must not be provided as stacked or vertical.	All short-term bicycle parking provided as horizontal spaces	✓
Secure Bicycle Parking s. 111(12) of 2008-250 ZBL	Where the number of bicycle parking spaces required for a single residential building exceeds fifty (50) spaces, a minimum of 25% of that required total must be located within: / a building or structure; / a secure area such as a supervised parking lot or enclosure with secure entrance; or / bicycle lockers <u>Building A:</u> $278 \times 0.5 = 139$ required bicycle parking spaces $25\% \times 139 = 35$ indoor bicycle parking spaces <u>Building B:</u> $282 \times 0.5 = 141$ required bicycle parking spaces $25\% \times 141 = 36$ indoor bicycle parking spaces <u>Total:</u> 71 indoor bicycle parking spaces	All 298 long-term resident bicycle parking spaces are provided indoors, either in a bike room or in the underground parking garage	✓
Long-term bicycle parking space provisions s. 613(11-15)	Must be located in a secure enclosure that provides protection from the elements and is accessed by a locking door with a minimum width of 0.85 m (Appealed)	1.065 m	✓
	Must be located inside a building or structure (Appealed)	Bicycle room is provided in underground parking level indoors	✓
	The path leading to long-term bicycle parking spaces must not comprise steps or stairways, and one of the following must be provided: / an elevator that is sufficiently large to accommodate a horizontal bicycle parking space; or / a ramp	An elevator provides access to the bicycle parking in the parking garage	✓

Zoning Mechanism	Requirement: H2F[1993] H(20)	Proposed	Compliance
Waste Management			
Waste Management Provisions s. 217(1)	One or more dedicated areas for the storage of garbage, organics and recyclables must be provided in accordance with this section.	2 garbage rooms provided	✓
Storage Requirements for Garbage, Organics and Recyclables for Residential Uses s. 217(3), Table 217	More than 10 dwelling units: 10 m ²	Garbage room area (x2): 63 m ² Total area: 126 m ²	✓
Location for storage of garbage and organics s. 217(4, 5)	Required storage areas for garbage and organics must be located: / inside a main or accessory building; / inside a fully-enclosed structure other than an accessory building; / where waste or organics are to be stored in a metal front-end loader container, may be located outdoors in a rear yard	Located indoors	✓

4.5 Urban Design Guidelines for Mid-Rise Buildings (2026)

The City of Ottawa introduced Urban Design Guidelines to guide the design of mid-rise buildings. These guidelines were approved by City Council on July 15, 2026. These guidelines are to be used during the preparation and review of development proposals that include a mid-rise building to achieve objectives of the Official Plan. Specific policies, such as within a Secondary Plan, take precedence, and the Guidelines are intended to augment such area-specific policies. The Guidelines are organized into four sections: (1) Context, (2) Site Organization, (3) Built Form, and (4) Pedestrian Realm. Selected guidelines are provided as follows:

1. Context

- / Existing and Planned Context
 - Align new streets, driveways or mid-block connections to connect with the established or planned context.
- / Built and Natural Heritage
 - Wherever possible, preserve existing healthy trees on-site, and minimize adverse impacts to adjacent, off-site healthy trees.

The proposed development has a front yard setback of 3 metres, as required by the Hub 2 subzone. As shown in the Tree Conservation Report (TCR), as many trees as possible have been preserved, and new trees are proposed.

- / Transition to Low-Rise
 - Consider massing transition techniques such as setbacks, step backs or lower building heights along shared street frontages or where mid-rise is located behind low-rise residential.
 - Sculpt the facade facing abutting low-rise residential uses, and consider greater setback from shared property lines.

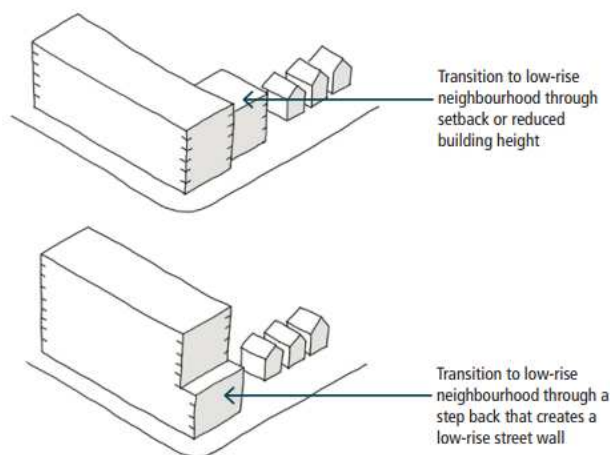


Diagram 6: Along shared street frontages, consider massing transitions to low-rise neighbourhoods.

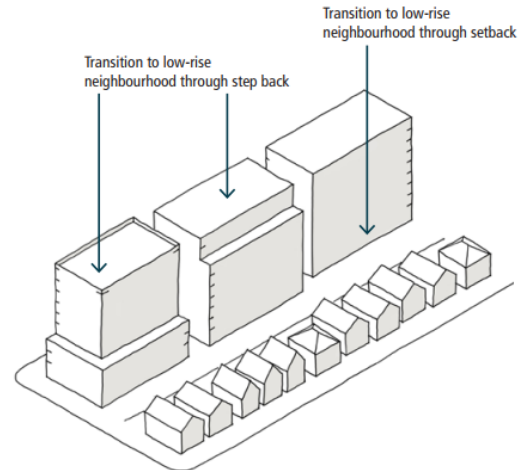


Diagram 7: Along shared property lines, consider massing and setback transitions to low-rise neighbourhoods.

Transition is provided through setbacks and stepbacks. The site adheres to the 45-degree angular plane as measured from the west property line. Stepbacks are provided along the west property line at the sixth and eighth storeys. Both the indoor and outdoor rooftop amenity spaces are set back from every property line and located as close to the east to mitigate concerns of privacy and overlook into the rear yards of the dwellings to the west.

/ Lot conditions

- Ensure site frontage is at least twice the width of a driveway, to avoid the majority of the building façade at grade being devoted to vehicular circulation elements.
- When a building is oriented perpendicular to the street with primary windows facing the interior side yards (e.g. on deeper lots), ensure lot widths are sufficient to accommodate appropriate setbacks to support privacy, access to light, ventilation and overall livability

The site frontage is more than twice as wide as the driveway. A three (3) metre setback is proposed for the east property line, whereas the zoning does not require an interior side yard setback. The proposed 3-metre setback is consistent with a front or exterior side yard setback as required in the subzone and provides separation from the east property line regardless of whether the adjacent property feature a public road or an interior side yard setback. A 12.9 metre setback is proposed to the western property line to accommodate setbacks that support privacy, access to light, and overall livability.

2. Site Organization

/ Building Placement

- Align street walls with neighbouring buildings, or, if there is no context, establish a new street wall condition along the street edge.
- Maximize continuity of the street wall. Minimize gaps between buildings.

/ Building Separation

- The preferred approach for minimum face-to-face separation of building facades with primary windows is:
 - For longer facades (e.g. over 25 metres in length): 15 metres of separation
 - For shorter facades (e.g. less than 25 metres in length): 12 metres of separation.
- For sites where primary windows face interior side yards, provide an interior side yard setback of half of the preferred building separation distance

The proposed development establishes a new street wall condition consistent with the zoning requirements. The street wall is maximized to provide a more urban condition and to animate Tremblay Road.

The interior side yard setback provided to the east property line is 3 metres, and for buildings over 25 metres in length, the recommended setback is 7.5 metres, equivalent to a typical rear yard setback.

- / Site Access, Parking and Servicing
 - Orient pedestrian access points to primary streets, transit stops, and public open space.
 - Connect pedestrian and cycling access points directly with sidewalks and walkways.
 - Minimize vehicular access points and curb cuts. Consolidate and share vehicular access and internal circulation routes among sites wherever possible.
 - Minimize the width of curb cuts and vehicular driveways.
 - Design passenger drop-off/pick up areas as a safe and comfortable pedestrian environment that is integrated with the adjacent public realm, and minimize impacts to adjacent sidewalks, pedestrian and cycling routes.
 - Locate garbage and servicing areas at the side or rear of buildings, away from sidewalks and public spaces.
 - Design vehicular access points that go under or through the building to fit within the architectural design composition facing the street.
 - Locate bike parking in safe, convenient, at-grade indoor and outdoor spaces that minimize impacts to the quality of public realm
 - Screen parking from public view. Consider:
 - Locating parking underground or at the rear of the buildings.
 - Locating above-grade structured parking behind usable interior spaces such as amenity areas or residential units.

Pedestrian access to Tremblay Road is provided directly with a sidewalk from the northern building and via a pedestrian path along the west side of the property line to provide access to the southern building. Curb cuts have been reduced from two (2) to one (1). Vehicle access is via a carriageway through the northern building and wholly internalised to the site. Short-term pick-ups and drop-offs can be accommodated with the at-grade visitor parking spaces. Resident bicycle parking is provided both indoors in a bicycle room for residents and outdoors for visitors in multiple locations, including in front of the northern building, accessible from Tremblay Road, for convenience.

3. Built Form

- / Massing and Articulation
 - Consider sunlight access and outdoor microclimate (local thermal comfort and protection from the elements) in the design of building massing.
 - Consider the “base-middle-top” approach: the base animates the pedestrian realm; the middle supports the street wall and the top transitions to the sky. The height of these three components can vary, as can their level of articulation and detailing.
 - Provide a high degree of transparency at ground level, as appropriate to the ground floor use and consistent with principles and best practices of bird safe design to promote indoor-outdoor connection and natural surveillance based on Crime Prevention Through Environmental Design (CPTED) principles.
 - Provide references to existing elements along the streetscape such as vertical divisions, bays, cornice lines, window and entry proportions, street wall height, and materials. References could include similar elements interpreted to the architectural expression of the new building.
 - Provide a fine-grained rhythm of architectural features in the lower levels of a building to provide a human scale and create visual interest.
 - Break up long building facades (approximately 60 metres or more) through change in setback, massing, and/or materials. Avoid repetition of the same elements over the entire length.

- Avoid blank walls, or heavily tinted or reflective glass facing the public realm. Where necessary, blank walls may be enhanced through special design, materials, public art, and/or landscaping elements.

Stepbacks will provide sunlight access and mitigate microclimate impacts due to wind. The proposed development is generously-glazed, supporting CPTED principles. The design of the building, including the base, middle, and top approach, references to existing elements in the streetscape, architectural features, and strategies to break up the building façade will be determined during the future Site Plan Control application. No blank walls or tinted or reflective glass are proposed.

- / Entrances, Windows and Balconies
 - Provide primary entrances that are clearly visible and accessible from the public realm with a direct, paved connection to adjacent sidewalks, plazas, walkways and other pedestrian routes. Locate main entrances at-grade wherever possible.

The primary entrance to the northern building is clearly visible and accessible from the public realm with direct, paved accesses. Access to the southern building is visible through the carriageway.

- / Roof Design
 - Consider a cornice, datum line, or subtle shifts in plane or height at a building's roofline to create a cap to the building
 - Set back rooftop amenity areas adjacent to low-rise neighbourhoods from the edge of the roof typically by a minimum of 1.5 metres and where appropriate, include a noise barrier for privacy.
 - Locate and design HVAC equipment to minimize noise impacts on the public realm and on adjacent sensitive uses such as low-rise residential

Rooftop amenity space is set back from every building edge. HVAC equipment is set back from the building edges and screened and will be reviewed in greater detail during site plan control.

4. Pedestrian Realm

- / Space Between Curb and Building
 - Provide large canopy street trees preferably within the public right-of-way or on private property when needed.
 - Ensure appropriate soil volumes and quality to support canopy trees. Where the right-of-way is narrow consider engineered solutions such as soil cells and suspended slabs in a reduced tree and furnishing zone.
 - Avoid walkways on private property that are parallel and redundant to, the public sidewalk.
 - Avoid window wells. If required, minimize their width along the building facade, and provide low landscaping to visually screen them and prevent access to passerby.
- / Lighting
 - Ensure exterior lighting is subordinate to and complements public lighting.
 - Avoid light spill on adjacent properties.
 - If present, integrate building mounted fixtures with building design so that they are compatible with architectural expression.

Trees are proposed along the eastern and western property lines as well as internal to the site. Soil volumes are calculated and shown on the Landscape Plan. No walkways run parallel to the sidewalk and no window wells are proposed. Walkways run perpendicular to Tremblay Road to provide access to the southern building and internal to the site. Lighting will be refined as the Site Plan Control application proceeds.

Proposed Official Plan Amendment

INDEX

THE STATEMENT OF COMPONENTS

PART A – THE PREAMBLE introduces the actual amendment but does not constitute part of Amendment No. XX to the Official Plan for the City of Ottawa.

PART B – THE AMENDMENT constitutes Amendment XX to the Official Plan for the City of Ottawa.

PART A – THE PREAMBLE

1. Purpose
2. Location
3. Basis and Background

PART B – THE AMENDMENT

1. Introduction
2. Details of the Amendment
3. Implementation and Interpretation

1. Purpose

The purpose of this amendment to the Official Plan of the City of Ottawa is to amend the Inner East Lines 1 and 3 Stations Secondary Plan, specific to 466 Tremblay Road and 1440 St. Laurent Boulevard, by introducing policies to permit buildings up to 9 storeys.

2. Location

The policies proposed in this amendment are intended for 466 Tremblay Road and 1440 St. Laurent Boulevard. They are located on the south side of Tremblay Road west of St. Laurent Boulevard.

3. Basis and Background

The proposed Official Plan Amendment seeks to facilitate the development of two nine (9)-storey mid-rise residential buildings.

4. Rationale

The proposal aligns with the policies of the Official Plan and proposes to increase the maximum building height from six (6) to nine (9) storeys, still within the mid-rise building height range. The proposed nine (9) storey buildings will continue to provide transition from the lands with height permissions for 30 storeys immediately to the east.

The proposed development represents an increase in residential density on lands that are within a 400-metre radius from the St. Laurent O-Train Station. This proposal would facilitate the development of a residential development in an area otherwise predominantly defined by low-rise housing, thereby introducing a greater diversity of housing typologies. The site is located proximate to both existing public transit and multi-use paths (MUP) making it accessible to people walking, cycling, and taking transit. The site is served by a mix of uses and neighbourhood amenities within walking and cycling distance.

The applicable policy and regulatory framework promote denser development and the concentration of taller buildings in areas adjacent to Rapid Transit stations and along Transit Priority networks, to meet the intensification objectives of the Official Plan. The proposed development consists of two nine (9) storey buildings, representing an increase in density. The subject lands are of sufficient size to achieve appropriate transition to the nearby residential context, and the proposal provides appropriate separation distances.

1. Introduction

All of this part of this document entitled Part B – The Amendment consisting of the following text constitutes Amendment No. XX to the Official Plan for the City of Ottawa.

2. Details

The following changes are hereby made to the Inner East Lines 1 and 3 Stations Secondary Plan for the City of Ottawa:

- i. Add Section 2 Policy 4) with the following text:
 - a. Despite Schedule A, on the property municipally known as 466 Tremblay Road and 1440 St. Laurent Boulevard, the maximum permitted height is 9 storeys.

3. Implementation and Interpretation

Implementation and interpretation of this Amendment shall be in accordance with the policies of the Official Plan for the City of Ottawa.

Proposed Zoning By-law Amendment

The following amendments to Zoning By-law 2026-50 are requested:

- / **Maximum building height:** 28.4 metres are proposed, whereas 20 metres are permitted. This will enable the increased height while keeping the building typology mid-rise.
- / **Minimum ground floor height:** 3 metres are proposed, whereas 4 metres are required. This provision is typical for a commercial space, where increased ground floor heights are encouraged to provide for greater flexibility in commercial or retail spaces. However, it is not generally neither intended nor required for residential buildings.
- / **Minimum width of landscaped area:** 0.15 metres is provided at the narrowest point, with a 1.5 metre fence also provided along the western property line, whereas a minimum of 1 metre is required when a 1.5-metre fence is required. This provision requires relief to ensure that a dedicated pedestrian walkway can be provided to ensure the safety of people walking and using mobility devices by separating them from on-site vehicular movements. The proposed pedestrian pathway is required to provide safe fire routes to and from the building and comply with Building Code fire requirements.
- / **Planned Unit Development Provisions:**
 - **Minimum setback for any garage or carport entrance from a private way:** a setback of 0 metres is provided, whereas 5.2 metres is required. This provision is intended for townhouse PUDs, but the language is sufficiently broad to apply to any multi-building PUD with a private way. The drive aisle providing access to the underground parking garage extends south through the property and then slopes down toward the parking garage. The slope is partly-enclosed and continues underground as it continues south. To ensure that there are no unforeseen interpretation issues, a setback of 0 metres is proposed.
 - **Minimum soft landscaped area (Appealed):** 24.5% of the area is provided as soft landscaping, including pedestrian walkways, whereas 25% is required. Relief is requested to slightly reduce the requirement, as the proposed development has sought to balance providing on-site surface parking for visitors, hard landscaping with walkways for pedestrians, and site furniture, including bicycle parking.
- / **Bicycle Parking Provisions:**
 - **Minimum Required Long-Term Bicycle Parking (Appealed):** A rate of 0.51 long-term bicycle parking spaces per dwelling unit (288) are proposed, whereas a minimum of 1 per unit is required (560). The current zoning requirement for bicycle parking is per the Zoning By-law 2008-250, which requires a minimum of 0.5 bicycle parking spaces per dwelling unit. The proposed development exceeds this slightly by providing a total 0.53 bicycle parking spaces per dwelling unit.
 - **Minimum required horizontal bicycle parking spaces (Appealed):** 45% of the provided long-term bicycle parking spaces are horizontal (135), whereas 50% of long-term bicycle parking spaces must be horizontal (280).
 - **Minimum required short-term bicycle parking spaces (Appealed):** a rate of 0.03 short-term bicycle parking spaces per dwelling unit (18) is proposed, whereas a minimum rate of 2 spaces with an additional 1 space per 20 dwelling units (29) is required. The current zoning requirement for bicycle parking is per Zoning By-law 2008-250, which requires a minimum of 0.5 bicycle parking spaces per dwelling unit. The proposed development exceeds this slightly by providing a total 0.53 bicycle parking spaces per dwelling unit as well as dedicated short-term bicycle parking spaces for visitors.

- **Minimum required inclusive bicycle parking spaces (Appealed):** 3.35% inclusive spaces (10) are proposed, whereas a rate of 5% (30) is required. The current zoning requirement for bicycle parking is per Zoning By-law 2008-250, which requires a minimum of 0.5 bicycle parking spaces per dwelling unit. The proposed development exceeds this slightly by providing a total 0.53 bicycle parking spaces per dwelling unit as well as inclusive bicycle parking spaces for future residents.
- Note: complies with requirements under Zoning By-law 2008-250, providing, 298 bicycle parking spaces, where a minimum of 280 are required.

/ **Maximum visitor parking spaces:** 14 visitor parking spaces are provided on a surface parking lot on a site within 300 metres of an existing rapid transit station, whereas a maximum of 10 are permitted. This is proposed because parking is not permitted on Tremblay Road. To minimize visitor parking on the adjacent residential streets, an additional four (4) visitor parking spaces are proposed. The proposed visitor parking space count is informed by the client's previous development projects.

The provision applies to sites within 300 metres of an existing rapid transit station; yet only half of the site is 300 metres from rapid transit. Almost the entirety of the site is within 400 metres of St. Laurent Station. Therefore, relief is being requested out of an abundance of caution. Approximately eight (8) parking spaces are fully or partially located within the 300-metre buffer.

- Note: complies with requirements under Zoning By-law 2008-250, providing 212 vehicle parking spaces, where a maximum of 420 are permitted near rapid transit.

/ **Minimum soft landscaped buffer (Appealed):** a hardscaped pedestrian path is provided between the perimeter of a parking lot and a lot line, whereas a minimum 3.5-metre landscaped buffer is required. This provision requires relief to ensure that a dedicated pedestrian walkway can be provided to ensure the safety of people walking and using mobility devices by separating them from on-site vehicular movements. The hardscaped pedestrian path is required to comply with Building Code fire requirements.

- Note: complies with requirements under Zoning By-law 2008-250, providing a 1.8-metre landscaped buffer of both soft and hard landscaping, where a minimum of 1.5 metres is required

/ **Minimum percentage of soft landscaping in parking lot (Appealed):** 13.7% of the parking lot is provided, whereas 15% is required. This provision requires relief to ensure that a dedicated pedestrian walkway can be provided to ensure the safety of people walking and using mobility devices by separating them from on-site vehicular movements.

- Note: complies with the requirements under Zoning By-law 2008, 250, providing 24% of the area of the parking lot as landscaped area, including both soft and hard landscaping, where a minimum of 15% is required.

Relief from provisions that have been appealed is requested to ensure that the site is zoning compliant once the appeals are settled.

6.1 Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2026-50 for 466 Tremblay Road and 1440 St. Laurent Boulevard:

1. Rezone the lands as shown in Document 1 from H2F[1993] H(20) to H2F[1993] H(28.4).

2. Amend Exception XXXX to Part 15 – Urban Exceptions of By-law 2026-50 with provisions similar in effect to the following:
 - a) In Column V, Provisions, add the text:
 - i. Despite section 607(1)(b)(ii)(1), a maximum of 14 visitor parking spaces may be provided in a surface parking lot;
 - ii. Despite 607(7)(b), a soft landscaped buffer is not required;
 - iii. Despite 607(8)(a)(i), 13 per cent of the parking lot area must be provided as soft landscaped area;
 - iv. Despite Section 613(14)(a), 23 per cent of long-term bicycle parking spaces must be provided as horizontal spaces;
 - v. Despite section 613(23), where more than 20 bicycle parking spaces are required, a minimum of 3.35 per cent of spaces must be inclusive spaces, rounded up to the nearest even whole number;
 - vi. Despite Table 613B row (v) column (a) of section 613(24), a rate of 0.03 short-term bicycle parking spaces per dwelling unit is required;
 - vii. Despite Table 613B row (v) column (b) of section 613(24), a rate of 0.51 long-term bicycle parking spaces per dwelling unit is required;
 - viii. Despite section 703(4)(a), no setback for any garage or carport entrance from a private way is required;
 - ix. Despite section 703(5)(a), 24 per cent of the lot area must be provided as soft landscaped area and walkways;
 - x. Despite section 902(2), a minimum ground floor height of 3 metres is permitted;
 - xi. Despite section 902(6), if an opaque screen of 1.5 metres is provided, a hard landscaped area of 1.8 metres is permitted.

Supporting Plans + Studies

A summary of the supporting plans and studies is provided below. Please note that these summaries are provided for ease of reference and are not intended to supersede or substitute a primary review of the source documents.

7.1 Architecture and Urban Design

Architectural and urban design materials were prepared by Fotenn Planning + Design and Project1 Studio, as follows:

- / Site Plan, prepared by Project1 Studio, dated August 10, 2026;
- / Building Elevations, prepared by Project1 Studio, dated August 10, 2026;
- / Urban Design Review Panel (UDRP) Report, prepared by Fotenn Planning + Design and Project1 Studio, dated August 6, 2026; and
- / Urban Design Brief prepared by Fotenn Planning + Design, dated August 11, 2026.

7.2 Civil Engineering

Novatech prepared an Assessment of Adequacy of Public Services Report dated July 24, 2026. Based on analysis of the information available, Novatech concluded that the existing municipal watermain, sanitary and storm sewers should have adequate capacity to service the proposed development. On-site stormwater management will be implemented to meet the requirements of the City of Ottawa and other Authorities Having Jurisdiction. A complete servicing, grading and SWM design will be included as part of the SPC submission to the City.

7.3 Environmental Impact Statement

Parsons prepared an Environmental Impact Statement (EIS) dated August 12, 2026. The EIS assessed the following environmental constraints on the subject site:

- / An unevaluated wetland south of the subject site;
- / Significant Woodlands south of the subject site;
- / Trees measuring over 10 cm diameter at breast height (BDH) and,
- / Potential for species at risk (SAR) habitat within the Study Area including Bobolink (*Dolichonyx oryzivorus*), Eastern Meadowlark (*Sturnella magna*), Blanding's Turtle (*Emydoidea blandingii*), and Black Ash (*Fraxinus nigra*); and
- / Potential for SAR Bat habitat to occur in the wooded areas south of the subject site, as well as the potential for the presence of habitat for Pileated Woodpeckers.

The EIS found that the subject site is considered to have low sensitivity from a natural heritage perspective, containing minimal natural heritage features, and currently existing as a commercial office space. There is potential habitat for SAR Bat maternity habitat and nesting migratory birds within the forested communities within the Study Area. With the implementation of timing windows for SAR bats and birds, no net negative impact is expected. Field surveys indicate the site identified 18 landscape trees over 10 cm. No targeted breeding bird surveys or amphibian surveys were undertaken as part of the project scope, however existing conditions determined that this scope was not required due to the lack of available habitat for SAR birds and breeding amphibians within the Study Area. No wetland type communities, Black Ash or Butternut were observed during the inventory.

Based on the findings and the anticipated impacts to the natural environment, the EIS recommends that the following natural heritage features should be considered when designing and constructing the proposed development:

- / The implementation of wildlife timing windows as outlined in Section 6.2 would prevent contravention of the MBCA and result in no negative impacts to migratory birds.
- / There are no notable or wildlife supporting watercourses in the Study Area. No fish or fish habitat is present.
- / A Significant Woodland is present in the southern extend of the Study Area, however forest communities within the Subject Property are not included. Implementation of mitigations measures as outlined in Section 6.1 would mitigate impacts to woodland communities and result in no net negative impacts to Significant Woodlands.

- / Background records showed an unevaluated wetland in the forest community south of the subject boundary. Field surveys confirmed the habitat type as a dry-fresh forest and thickets with seasonal flooding because of sheet flow from surrounding residential areas that lack stormwater infrastructure. No impacts to wetland communities are anticipated as a result of the development.
- / Tree preservation and protection measures should be developed and documented in a Tree Conservation Report, as per the City of Ottawa Tree By-law

7.4 Environmental Site Assessment

Paterson Group prepared a Phase I Environmental Site Assessment (ESA) dated August 4, 2026. Based on a review of historical information, subject site was developed for commercial purposes in 1963 with the current subject building, with an addition later added at the rear in 2008. Historical records indicate that the site was originally occupied by a large-scale bakery operation in 1963, which also included the installation of a former underground storage tank (UST), associated with fleet vehicle refuelling. The presence of this UST is considered to pose a potential environmental concern, and based on the findings of report, a Phase II Environmental Site Assessment is required.

Previous ESAs prepared for the subject site and a visual inspection did not identify the presence of a UST. It is expected that the UST would have been removed prior to construction of the existing surface parking lot. An extract from the ESA shows the location of the former UST, below in Figure 20. The former UST is located in the current drive aisle leading to the rear surface parking lot.

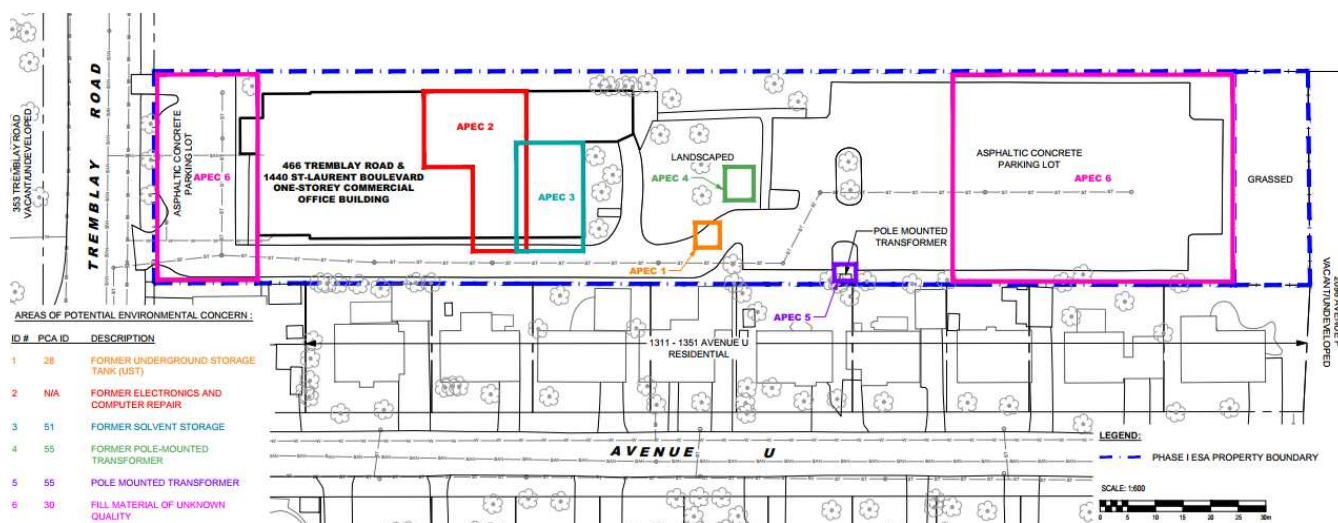
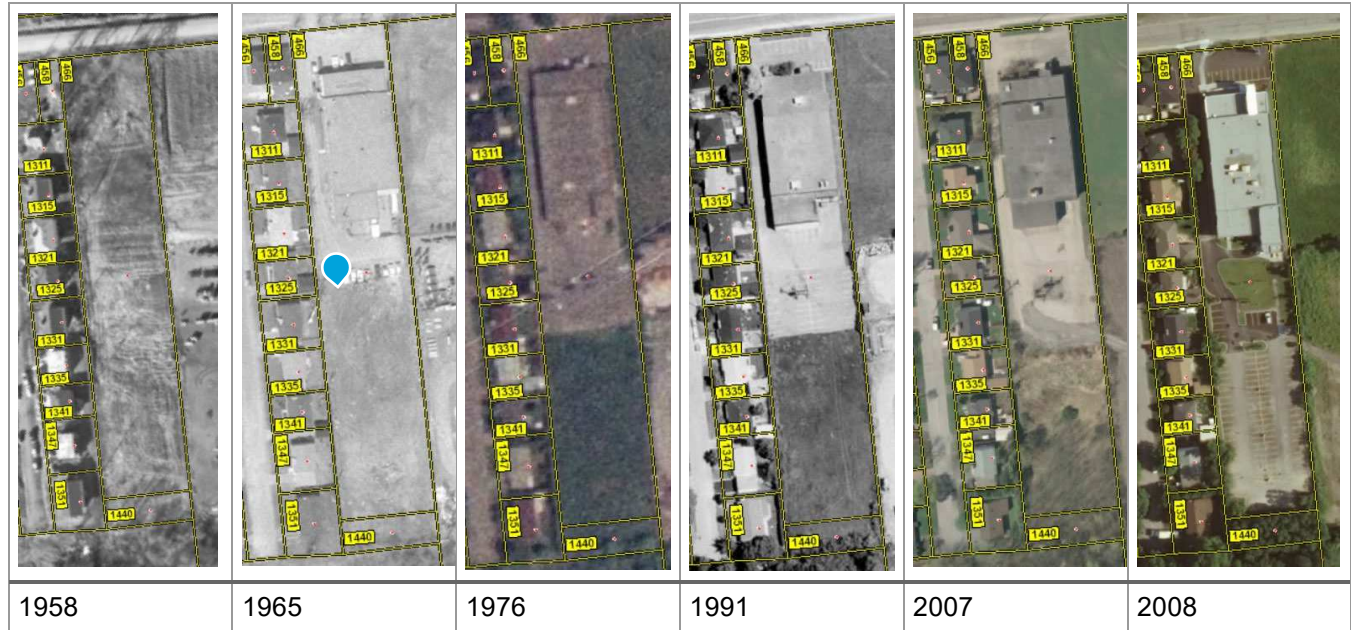


Figure 20: Extract from the ESA prepared by Paterson Group (page 38, drawing #PE7622-1) showing the former UST in orange.

According to aerial photography and satellite imagery retrieved from GeoOttawa, the parking lot was expanded first by 1976 and a second time between 2007 and 2008:

Table 6: Aerial photography and satellite imagery of the subject site from 1958 to 2008 to demonstrate the expansion of the rear surface parking lot. The approximate UST location is shown with a blue pinpoint on the 1965 map.



7.5 Geotechnical Investigation

Paterson Group prepared a Slope Stability Assessment Memo and a Geotechnical Investigation, both of which are dated August 7, 2026.

The Slope Stability Assessment indicates that based on their review of the available topographic drawing, the site has less than 1 metre of elevation difference in the east-west direction, and no slopes were identified within the subject site. Therefore, a slope stability assessment is not required from a geotechnical perspective.

The Geotechnical Investigation finds that, from a geotechnical perspective, the subject site is suitable for the proposed residential development. It is recommended that the proposed buildings be founded on conventional spread footings bearing on the undisturbed weathered bedrock, or on clean, surface-sounded bedrock.

Bedrock removal will be required to complete the underground parking level. Further, expansive shale bedrock could be present on site, and precautions should be provided during construction to reduce the risks associated with the potentially heaving shale bedrock, if exposed during construction.

7.6 Landscape Plan

NAK Design Strategies prepared the Landscape Plan dated August 11, 2026. The Landscape Plan proposes planting a total of 35 trees, including 32 deciduous and three (3) coniferous trees, in the following locations:

- / 16 small deciduous trees along the east property line;
- / Three (3) small coniferous, three (3) small deciduous, and two (2) small multi-stem deciduous trees proposed between the buildings;
- / Six (6) deciduous trees proposed adjacent to the parking garage entrances; and
- / Five (5) small multi-stem deciduous trees proposed along the west property line.

7.7 Noise Study

GradientWind Engineers + Scientists prepared a Noise Control Study and a Vibration Study dated August 5, 2026. The Noise Report finds that noise levels predicted due to roadway and railway traffic exceed the criteria for building components. As such, upgraded building components, including STC rated glazing elements and exterior walls, will be

required. Results of the calculations also indicate that the development will require air conditioning, which will allow occupants to keep windows closed and maintain a comfortable living environment. In addition to ventilation requirements, a Type D Warning Clause will also be required to be placed on all Lease, Purchase and Sale Agreements, as summarized in Section 6 of this report.

Noise levels at the rooftop outdoor amenities are expected to exceed 60 dBA during the daytime period without a noise barrier. If these areas are to be used as an outdoor living area, noise control measures are required to reduce noise levels as close as possible to 55 dBA where technically and administratively feasible and must not exceed 60 dBA.

Noise levels fall at 60 dBA with a 2.5-metre-tall (above the walking surface) noise barrier enclosing the Building A and B outdoor amenity spaces. In addition to the noise barriers, a Type B Warning Clause will be required on all Lease, Purchase, and Sale Agreements.

As the subject site is within 300 metres of the Alexandria subdivision railway, a VIA Rail Warning Clause is required on all Lease, Purchase, and Sale Agreements.

As the development is near the LRT Line 1, the Rail Construction Program Office recommends that a warning clause be included in all Lease, Purchase, and Sale Agreements.

A review of satellite imagery confirmed there are no significant sources of stationary noise surrounding the site. Surrounding buildings consist of single-family homes. The dominant source of noise impacting the development is from transportation noise sources.

The development's own mechanical equipment has the potential to generate noise off-site at surrounding noise sensitive (residential) developments and on the development itself. Any potential impacts can be minimized by judicious selection of mechanical equipment and its location. These systems will be designed to comply with the ENCG sound level limits. A review by a qualified acoustic consultant is recommended once the mechanical design of the building has developed.

7.8 Survey

Annis, O'Sullivan, Vollebakk Ltd. prepared a Topographic Plan of Survey dated February 27, 2026.

7.9 Transportation Impact Assessment

CGH Transportation prepared a Transportation Impact Assessment (TIA) dated August 2025. The report concludes that, from a transportation perspective, the development application should proceed.

The TIA includes a Transportation Demand Management (TDM) checklist, which recommends various measures to encourage people to walk, cycle, and take public transit rather than a private automobile, including:

- / Display local area maps with walking/cycling access routes and key destinations at the entrance
- / Display relevant transit schedules and route maps at the entrance
- / Inclusion of a 1-month Presto card for first time home purchase and rentals, with a set time frame for this offer (e.g. 6-months) from the initial opening of the site
- / Unbundle parking cost from purchase or rental costs

Conclusion

It is our professional planning opinion that the requested Official Plan Amendment and Zoning By-law Amendment are appropriate and represent good planning as follows:

- / The proposed development is consistent with the Provincial Planning Statement (2024), which promotes efficient land use development by intensification to provide diverse housing supply within established neighbourhoods in close proximity to existing services and transit. The development facilitates intensification, increases housing options, and makes efficient use of land and municipal infrastructure.
- / The proposed development conforms to the policies of City of Ottawa Official Plan as it implements several objectives of the City's Growth Management Framework as it proposes to intensify land within the urban boundary to provide housing proximate to existing and planning rapid transit.
- / The proposed development complies with the provisions of the proposed "Hub Zone 2 Subzone F, Urban Exception 1993, height limit 20 metres" (H2F[1993] H(20)) zone in Zoning By-law 2026-50, subject to the proposed site-specific Zoning By-law Amendment.
- / The proposed development meets the applicable Urban Design Guidelines for Mid-Rise Buildings. The proposed development responds to the surrounding context as it introduces a mid-rise streetwall, will be designed to be of a high quality and with multiple architectural features, and provides a high-quality pedestrian experience. The proposed development introduces a new mid-rise built form, with height impacts mitigated through the use of building stepbacks and setbacks and adhering to a 45-degree angular plane. The buildings' massing responds to both the existing and future context.
- / The proposed development is supported by technical plans and studies submitted as part of this application.

Based on the above analysis, it is our opinion that the proposed development represents good planning and is in the public interest. Should you have additional questions or require clarification on any of the information provided herein, please do not hesitate to contact the undersigned.

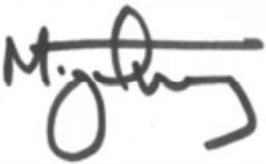
Sincerely,



Tamara Nahal, MCIP RPP
Planner



Patricia Warren, MCIP RPP
Senior Planner



Miguel Tremblay, MCIP RPP
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