

Urban Design Review Panel Report

500 Coventry Road, Ottawa

December 12, 2025

Jean-Charles Renaud

Planner III (A), Development Review – Central
Planning, Infrastructure and Economic Development Department
City of Ottawa
110 Laurier Avenue West
Ottawa, ON K1P 1J1

Via Email: Jean-Charles.Renaud@ottawa.ca

**RE: Urban Design Review Panel Report
Site Plan Control Application
500 Coventry Road, Ottawa**

Dear Jean-Charles,

Enclosed, please find responses to the Urban Design Review Panel's comments provided on February 2, 2024, regarding the Site Plan Control application for the property municipally known as 500 Coventry Road, Ottawa.

The Urban Design Review Panel meeting was held on Friday, February 2, 2024, from 11:00 a.m. to 12:00 p.m.

In addition to this cover letter, the following materials are included within the resubmission package:

/ Urban Design Brief, prepared by Tuner Fleischer and Fotenn Planning + Design, dated November 18, 2024.

We trust that this addresses the Urban Design Review Panel Report requirements, and the development can move forward towards approval. Please feel free to contact the undersigned with any additional comments or questions at simpson@fotenn.com.

Respectfully submitted,



Jillian Simpson MCIP RPP
Planner



Paul Black, MCIP RPP
Principal, Planning,
Director of Business Operations

Key Recommendations

1. The Panel appreciates the challenges presented in Master Planning this site and the steps taken to tame a harsh context.

Response: Noted.

2. The Panel strongly recommends more thought be given to creating a pedestrian-first built environment and layering to the Phase 1 Master Plan presented (p.26), as it currently appears overly vehicle oriented.

Response: Master plan design has been revised to be more pedestrian oriented with less paved road. Refer to sheet SPA005A.

3. The Panel recommends further exploring ways in which the vehicle-oriented roads can be evolved into pedestrian-oriented streets, with consideration of how these streets will be activated/animated with pedestrians.

Response: Master plan design has been revised to be more pedestrian oriented with less paved road. Refer to sheet SPA005A.

4. The Panel recommends minimalizing the podiums interior to the block, in order to accommodate breathing space and connectivity through the site.

Response: Acknowledged.

5. The Panel supports and appreciates the water motif and recommends further advancing it both on building 'A' and throughout the master planning of the site.

Response: Acknowledged.

6. The Panel recommends the dedicated parkland be lined with grade-related units to further activate the park space, and that vehicular uses such as loading/drop-offs be relocated away from the park.

Response: Townhouses at grade have been provided and loading has been relocated. Refer to sheet SPA005A.

7. The Panel recommends further exploring how best to terminate long views with architectural interest. Consider opportunities for communal pavilion spaces and/or sculptural elements to help anchor views and bring people in the community together.

Response: Communal amenity areas have been proposed at the terminal of each long views, with the potential to add landscape and public features. Refer to sheet SPA005A.

8. The Panel has concerns about the underground parking ramps being exposed and highly recommends tucking the parking ramps within the building envelope.

Response: Majority of ramps have been internalized. The addition of a parking ramp structure has been designed to partially cover the ramp, tying it into the design of the building. Refer to sheet SPA005A.

9. The Panel has concerns with the podium (rigid black frames) and tower (undulating glass balconies) contrasts being too sharp.
 - Consider foregoing the heavy black frames in the podium.
 - Consider calming down the contrasting elements between undulating balconies and waterfall façade.

Response: Understand that building A is the first of the master plan, we want it to be a gateway building that will stand out and become a landmark of the area. The balconies and the waterfall façade are the feature of our design intent.

10. The Panel recommends furthering the undulating balconies and water motif to the north and south elevations to create a play between the orthogonal and undulations.

Response: We appreciate the suggestion. The undulation of the balconies is intended to achieve a certain effect on the east and west elevations mainly and are purposefully not being proposed on North and South elevations to achieve a contrast and maximize the effect where they are being propose.

11. The Panel recommends expressing the architecture of the tower ‘in the round’, integrating the waterfall features with the solidity of the side elements, and softening the contrast between the two.

Response: We appreciate the suggestion. The undulation of the balconies is intended to achieve a certain effect on the east and west elevations mainly and are purposefully not being proposed on North and South elevations to achieve a contrast and maximize the effect where they are being proposed.

12. The Panel recommends a smaller podium footprint which anchors the waterfall motif with some sort of stone-like materiality.

Response: We appreciate the suggestion. As we continue to refine the design we will consider if a stone-like material can be used to anchor the waterfall motif as suggested.

Site Design and Public Realm

13. The Panel appreciates that this master planned area, and Coventry Road more generally, presents a challenging landscape to establish a new high-rise community.
- The Panel has strong concerns with how this master planned community will establish a robust and pedestrian-first public realm environment, given its existing light industrial and car-oriented commercial character.

Response: Master plan design has been revised to be more pedestrian oriented with less paved road. Refer to sheet SPA005A.

14. The Panel strongly recommends reducing the loading and drop-off areas, in order to consolidate some larger green spaces.

Response: Majority of ramps have been internalized. The addition of a parking ramp structure has been designed to partially cover the ramp, tying it into the design of the building.

15. The Panel recommends adding more linkages through the site to the dedicated parkland on the corner.
- For example, connect pedestrian green space between Building F and Building D to create amenity spaces for pedestrians instead of multiple loading and drop-off areas.
 - Consider connecting the communal amenity to other pedestrian areas, rather than the existing ‘island’ effect presented by surrounding vehicular circulation.
 - The Panel recommends dialing back the vehicular components of the master plan in return for a more pedestrian-first public realm environment. Pedestrians ought to be the highest order of mobility in the master plan.

Response: Pedestrian green space provided between building D and F, amenity areas are more interconnected, and more focus on the pedestrian was introduced to the updated master plan design. Refer to sheet SPA005A.

16. The Panel recommends exploring designs for a pedestrian pathway that wraps around the site on all sides and connects the amenity spaces to the outdoors.

Response: Pedestrian pathways provided on the interior of the site but not the perimeter to bring the focus back on the community inside the master plan. Refer to sheet SPA005A.

17. The Panel recommends pursuing 'Option 2' for the overall site master plan.

Response: Acknowledged.

18. The Panel has concerns with how vehicle oriented the Phase 1 Master Plan (p.26) appears to be, and strongly recommends the loading and drop-off areas be located closer to the two main private roads. As currently designed, the loading and drop-off areas are too deep into the sites and not optimizing land use for a pedestrian-first environment.

Response: Acknowledged.

19. The Panel recommends tucking the ramp to the underground parking within the building envelope, rather than having it exposed and taking up valuable open space.

- Consider providing valuable pedestrian mid-block connections and linkages to the mall and park along the east and west edges of the Phase 1 Master Plan (p.26).

Response: Majority of ramps have been internalized. The addition of a parking ramp structure has been designed to partially cover the ramp and make it more animated, tying it into the design of the building.

20. The Panel recommends further studying the parking requirements for the proposed building ('A'), to ensure future developments are not burdened by the need for additional parking to support previously developed buildings.

Response: The parking will remain as proposed given the close proximity to the transit station.

21. The Panel recommends activating the dedicated parkland with animated uses and active frontages along its perimeter. Vehicular movement should be kept away from the interior edges of the dedicated park.

Response: Acknowledged.

22. The Panel has concerns with the current location of the community amenity space provided.

- Consider a smaller podium footprint on building 'A' and 'C' in order to connect and enlarge the community amenity space to the east and west, while reducing the extent of private road network for drop-offs/loading.

Response: Amenity to remain. See master plan for the overall vision.

23. The Panel appreciates the long axial views provided in the Master Plan and recommends further exploring the role of long views into and through the Master Planned site.

- Consider the role of architecture as a terminus/anchor to long views, building on the 'tower in the park' approach to buildings A, B, and C (p.26).

Response: Communal amenity areas have been proposed at the terminal of each long views, with the potential to add landscape and public features. Refer to sheet SPA005A.

24. The Panel recommends further exploring ways to mitigate a sense of isolation for the first building in the interim.

- Consider how best to integrate the building with its surroundings prior to the rest of the build out of the site.

Response: The site plan has been developed to include pedestrian connection from public and to adjacent site. Landscape and grade have been coordinated to tie in with existing condition, providing smooth flow for pedestrians, cyclist and vehicle. Refer to SPA005B, C.

25. The Panel appreciates the water motif and recommends further incorporating the motif into the landscaping of the site— bioswales, ponds, etc.

Response: Acknowledged.

Sustainability

26. The Panel recommends pursuing more community-level amenities and programming.
- Consider sharing amenities between the buildings and providing a greater variety of amenities for social sustainability.

Response: Acknowledged.

27. The Panel recommends approaching the Master Plan more comprehensively. More consideration ought to be given to the planning and implementing of placemaking aspects, street design, parkland locations, sustainability program, building massing and urban design.
- Consider the importance of a Community Design Plan to facilitate the planning of how this area is going to develop.

Response: Communal amenity areas have been proposed at the terminal of each long views, with the potential to add landscape and public features. Refer to sheet SPA005A.

28. The Panel recommends considering district energy systems and stormwater management for a Master Planned site of this size.

Response: Acknowledged.

29. The Panel recommends further developing a robust tree planting plan to meet the Official Plan's canopy targets and reduce heat island effect throughout the Master Planned area.

Response: Acknowledged.

Built Form & Architecture

30. The Panel appreciates that the proponents recognize this is a designated gateway site, and provided the perspective rendering(s) from highway 417.

Response: Noted.

31. The Panel appreciates the water motif of the tower's architectural expression. The undulations are particularly appreciated with great potential for capturing and playing with light.
- The Panel recommends leaning more into the undulating balcony articulation to further advance the waterfall motif.
 - The Panel recommends wrapping the undulating balconies around onto the north and south elevations of the tower, at least partially if not fully.

Response: We appreciate the suggestion. The undulation of the balconies is intended to achieve a certain effect on the east and west elevations mainly and are purposefully not being proposed on North and South elevations to

achieve a contrast and maximize the effect where they are being proposed. We purposefully located balconies where needed and prefer limiting the amount of slab projections where not necessary.

32. The Panel has some suggestions to reduce the contrast between the vertical pre-cast white strips on the elevations, and the undulating balconies of the east and west elevations.
- The Panel recommends as one approach, adding a softness to the vertical white pre-cast element, and further exploring how this waterfall motif could also be integrated to soften the vertical strips.

Response: We appreciate the suggestion. As we continue to refine the design we will consider if a stone-like material can be used to anchor the waterfall motif as suggested.

33. The Panel recommends pulling back on the ground level vertical undulations, and the heaviness of the black framework on the podium.

Response: We appreciate the suggestion. As we continue to refine the design, we will consider pulling back on the ground floor vertical undulations and we will also re-look at how we can avoid the heaviness of the black framework of the podium.

34. The Panel recommends exploring a more stone-like architectural expression in the base to further complement the waterfall motif.

Response: We understand the suggestion and can explore the ground floor materiality to introduce a stone masonry type of material and complement the waterfall motif.

35. The Panel recommends introducing grade-related units/dwellings into the ground level of the building to provide activation/animation of the street(s).

Response: Grade-related units are considered for future phases of the master plan. For building A, the ground floor is utilized for more communal use and amenity spaces which will promote the public realm and resident activities.

36. The Panel recommends towers A, B, and C (p.26)—the three closest to highway 417—need not be designed in the typical tower-podium relationship/typology.
- The Panel suggests towers A, B, and C, could conform to a 'tower in the park' typology, in order to free up more of the ground plane for community park/amenity spaces (e.g., finger parks) and help interconnect the ground plane with a pedestrian-first tree-lined green network.

Response: Community park and amenity spaces have been thoughtfully integrated into the master plan design, with the intention to active the ground plane and connect buildings. Refer to sheet SPA005A.

500 Coventry Road

Urban Design Review Panel - Formal Review

February 2nd, 2024

TURNER
FLEISCHER

Norguard

FOTENN
Planning + Design

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CONTEXT

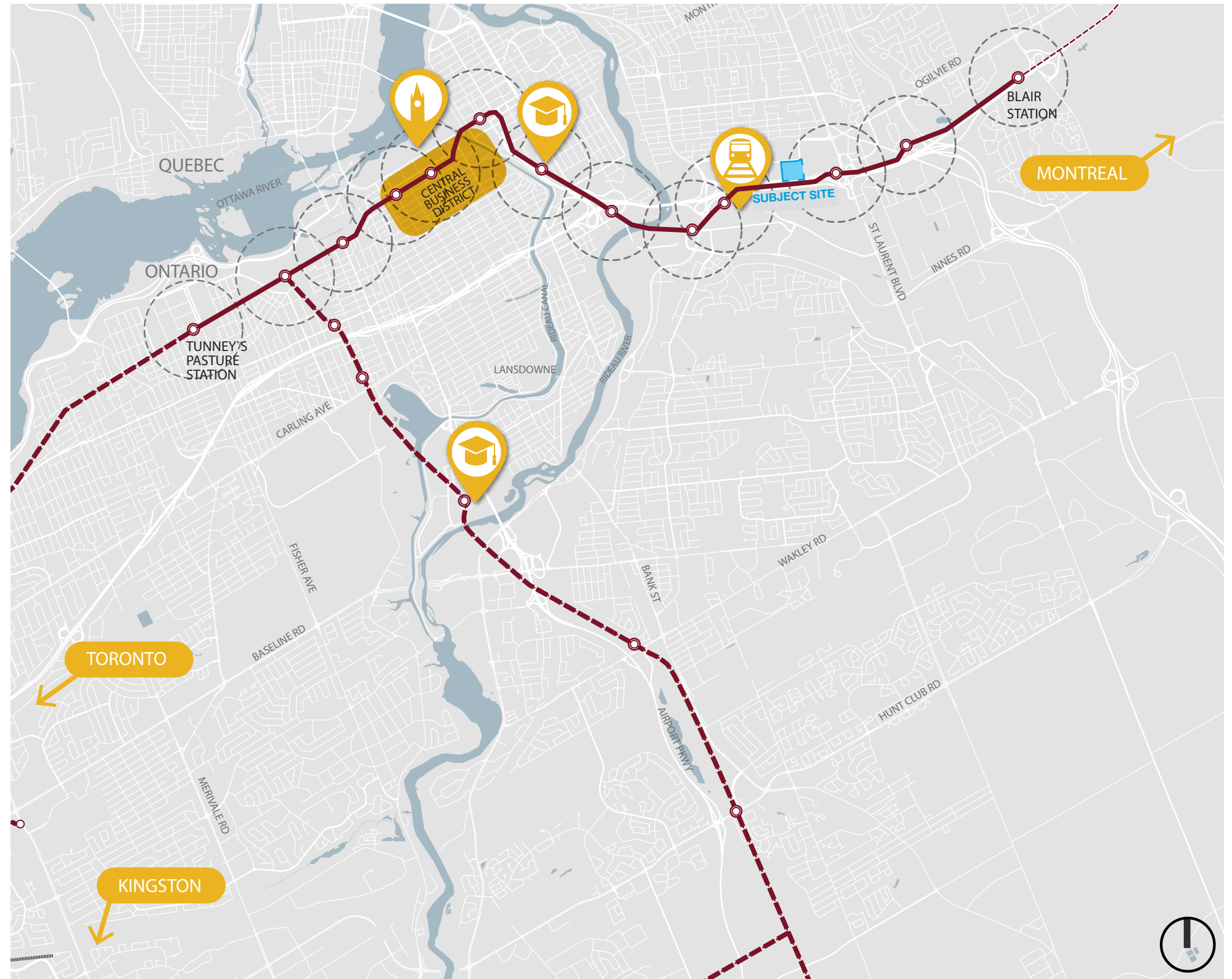
01





Regional Context


The site is located in the Inner Urban Area of the City of Ottawa, the Nation's Capital, just over 5km east of Parliament Hill. It is located in close proximity to St-Laurent Transit Station - a major station serving the Bus Rapid Transit (BRT) and local bus systems in addition to the Light Rail Transit (LRT) network. From St-Laurent Station, the LRT Confederation line provides a 13-minute direct ride to the downtown core.

The Subject Site

500 Coventry Road is also well connected to its surrounding vehicular transportation network. According to Schedule C4 (Urban Road Network) of the City's Official Plan, Coventry Road is an Arterial Road that connects to St-Laurent Boulevard, an important north-south Arterial Road that connects the site to the Trans-Canada Highway (Highway 417), the main east-west vehicular circulation within the Capital.



-  Subject Site
-  LRT Line (Phase 1)/ Stations
-  LRT Line (Phase 2)/ Stations
-  600m Radius Catchment from LRT Stations

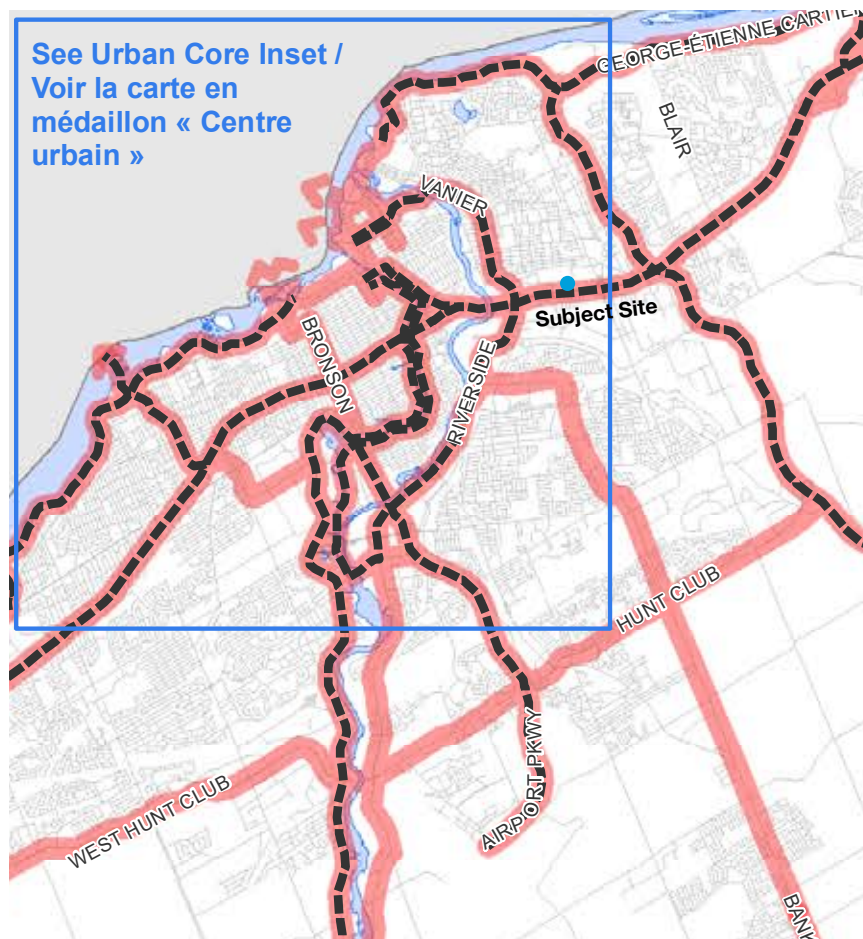
-  PARLIAMENT OF CANADA
-  AIRPORT
-  UNIVERSITY
-  VIA RAIL STATION

Capital Arrival Corridor - A Gateway

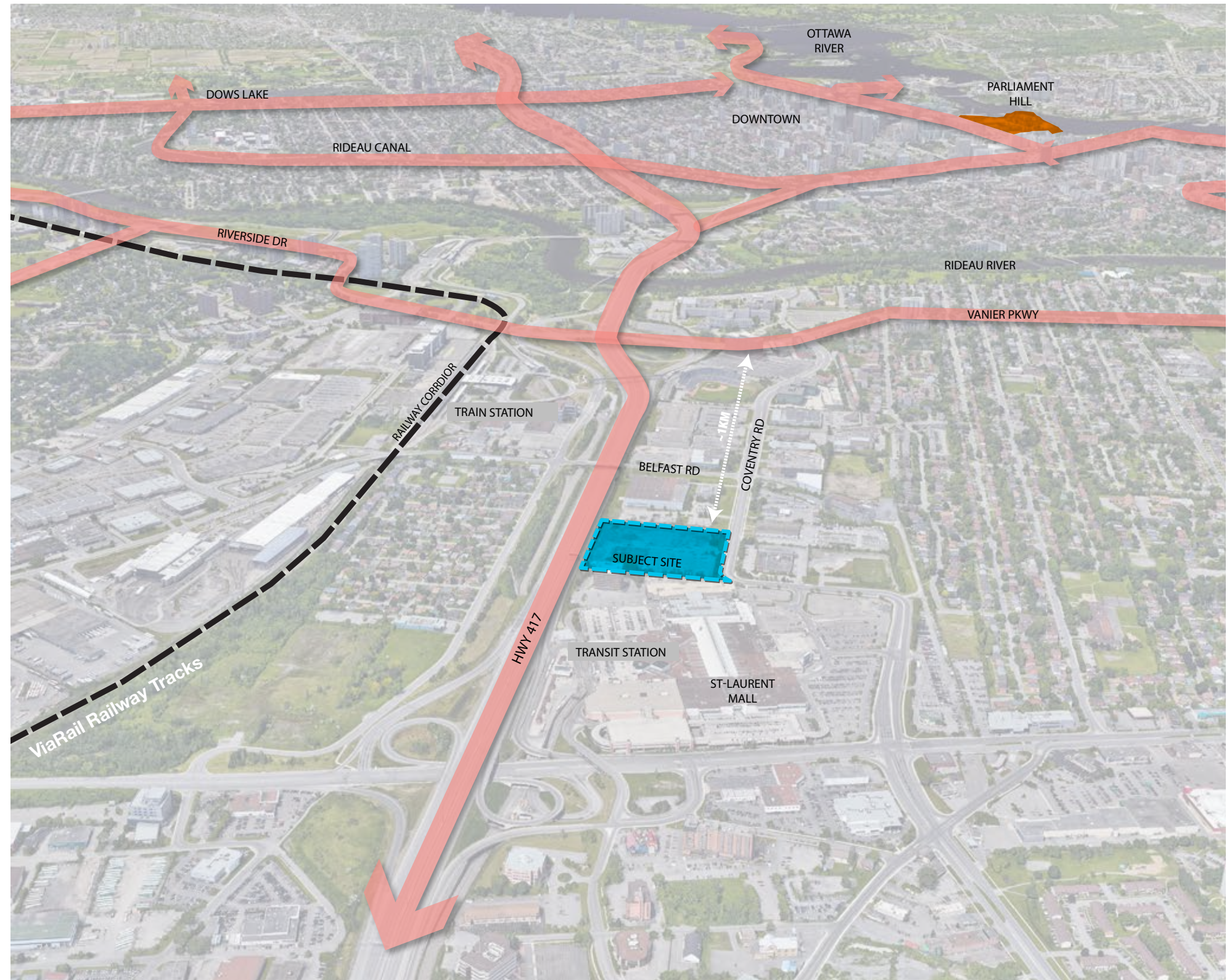
Scenic Entry Route

Highway 417 is one of the principal roadways used by visitors and business travelers arriving in the City of Ottawa and is identified as a Scenic Entry Route in the City of Ottawa's Official Plan.

By being in close proximity to Highway 417, this new residential development is designed to enhance the arrival experience into the city with potential to become a new gateway building in the city's skyline, contributing to a favorable first impression of the National Capital Region.



City of Ottawa OP: Schedule C13 - Scenic Routes



Satellite Image from Google Earth, showing HWY 417 leading to City of Ottawa Downtown.

Site Context

The subject site, municipally known as 500 Coventry Road in the City of Ottawa, is a square shaped lot with a total area of 34,640 square metres (3.46 hectares) with approximately 185 metres of frontage of Coventry Road. A surface level parking lot is located on the northern portion of the site, with the rest of the site being vacant.

The site is located immediately west of St-Laurent Shopping Centre, a 81,640 sq. metre office, service and retail regional shopping centre. It is located approximately 350 metres walking distance from the St-Laurent LRT station, and 700 metres from St-Laurent Boulevard, an Arterial Road and Transit Priority Corridor, providing access to other communities in the City of Ottawa.

Two vehicular access points on Coventry Road service the property from the north property line. A vehicular access on the east side of the site connects the existing at-grade surface parking with the structured parkade of St-Laurent Shopping Centre.

A public sidewalk runs along the northern property line, fronting on Coventry Road, which provides connection to Belfast Road (west) and to St-Laurent Boulevard (east). This sidewalk offers a direct pedestrian connection to the adjacent shopping centre from the west. An existing pedestrian connection through the southern portion of the property connects the site to the adjacent office building, St-Laurent Shopping Centre and LRT station to the east.

The majority of the site area is covered by asphalt with minimum landscaping at the edges of the property. Trees exist along the north, east and south property lines and act as a natural buffer to adjacent properties and the Trans-Canada Highway (HWY 417).



Site Context

The adjacent land uses can be described as follows:

North: The subject site abuts Coventry Road to the north. Across Coventry Road are two single-storey office buildings with large surface parking to the rear of the site. Further north is a low-rise residential neighbourhood that forms part of the Overbrook community, consisting of low-density housing and characterized by a suburban grid pattern of streets lined with deep front and rear yards.

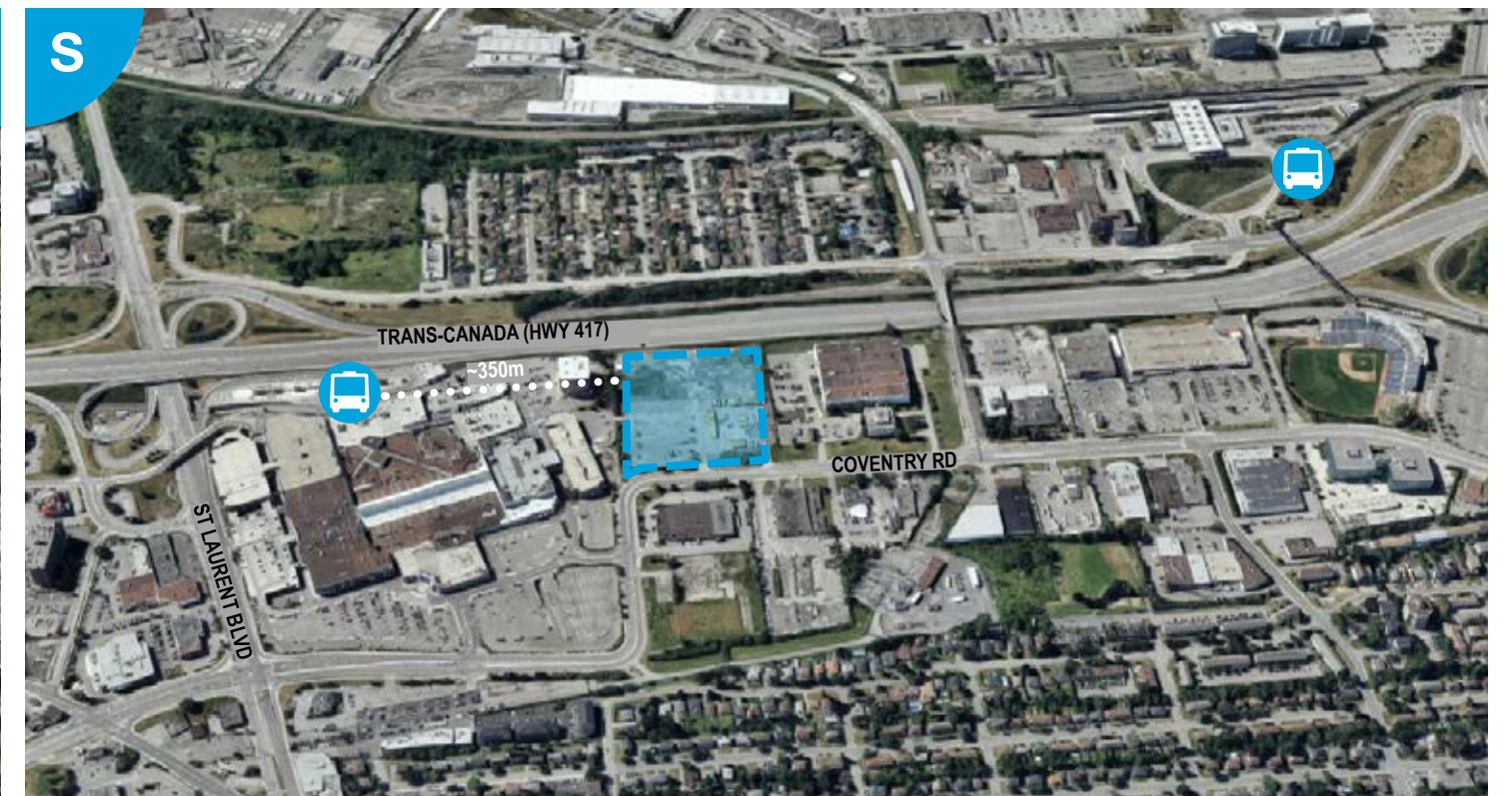
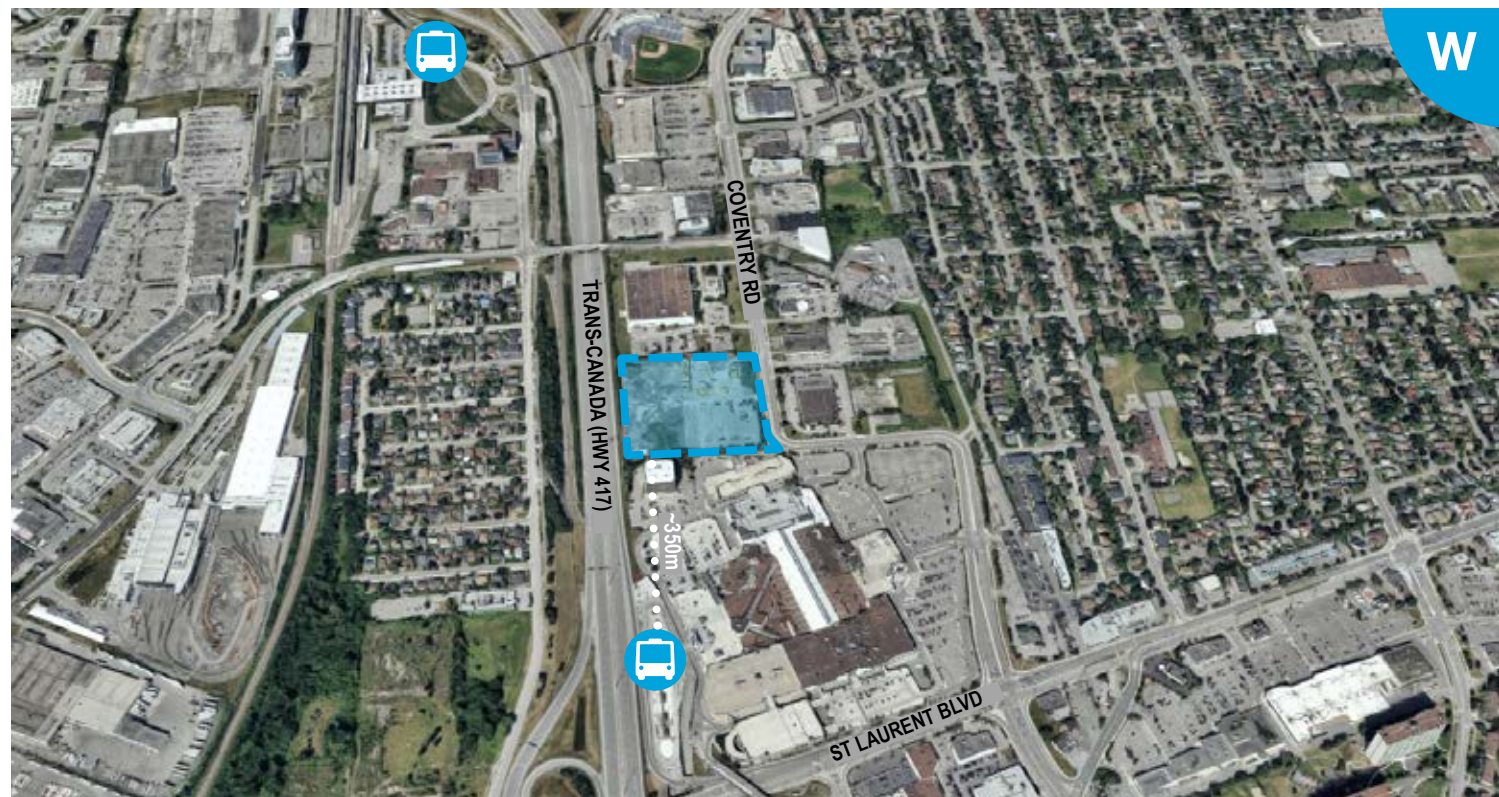
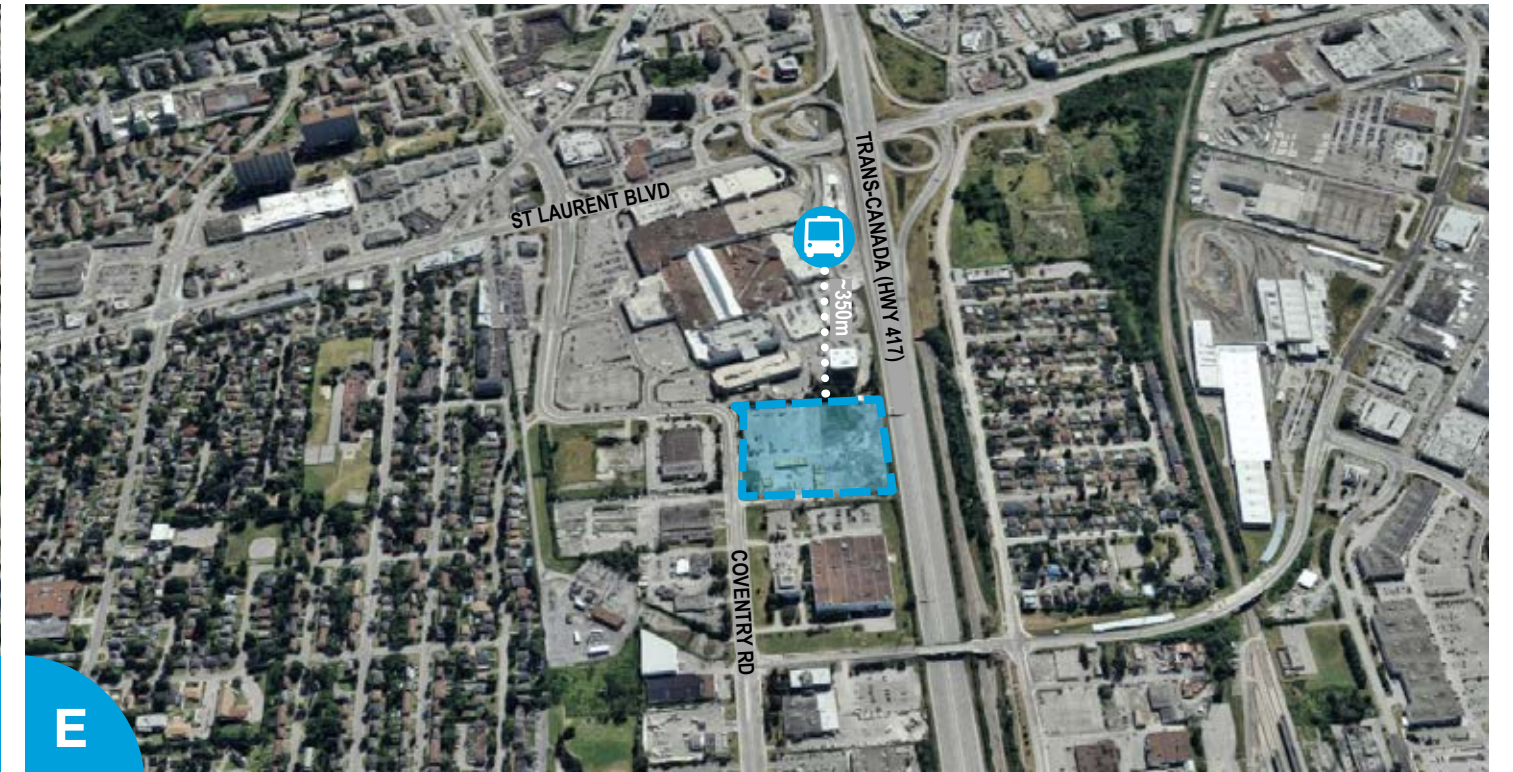
East: Immediately east of the subject site is 1400 St-Laurent Business Centre, a mid-rise (6-storey) office building which shares a parking lot with St-Laurent Shopping Centre, further east. St-Laurent Shopping Centre consists of the shopping centre complex with various major and independent retail operations, parking structures, surface parking, and the St-Laurent LRT Station. Further east of this is St-Laurent Boulevard, an Arterial road and Transit Priority Corridor.

South: Immediately south of the subject site is Provincial Highway 417 (the Queensway). Highway 417 is an east-west regional throughfare designed to carry large volumes of traffic at high speeds across the city and region. Beyond this, abutting the Queensway is Ottawa's eastern LRT corridor and Tremblay Road, a Major Collector Road within the City of Ottawa. To the south of Tremblay Road is the residential community of Eastway Gardens, comprised of low-rise residential dwellings.

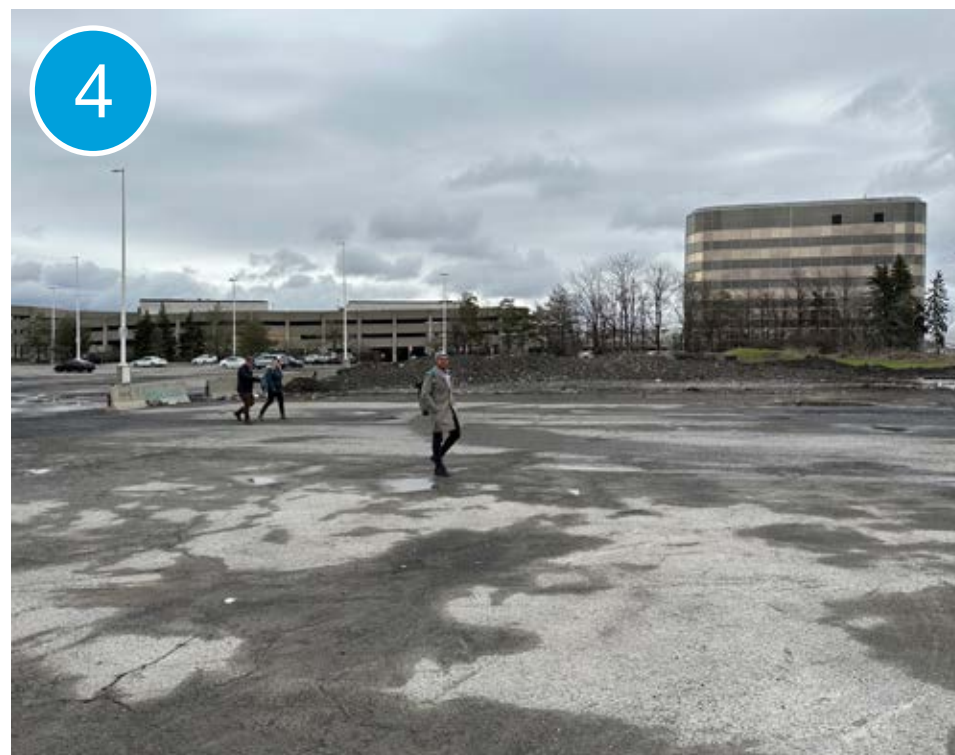
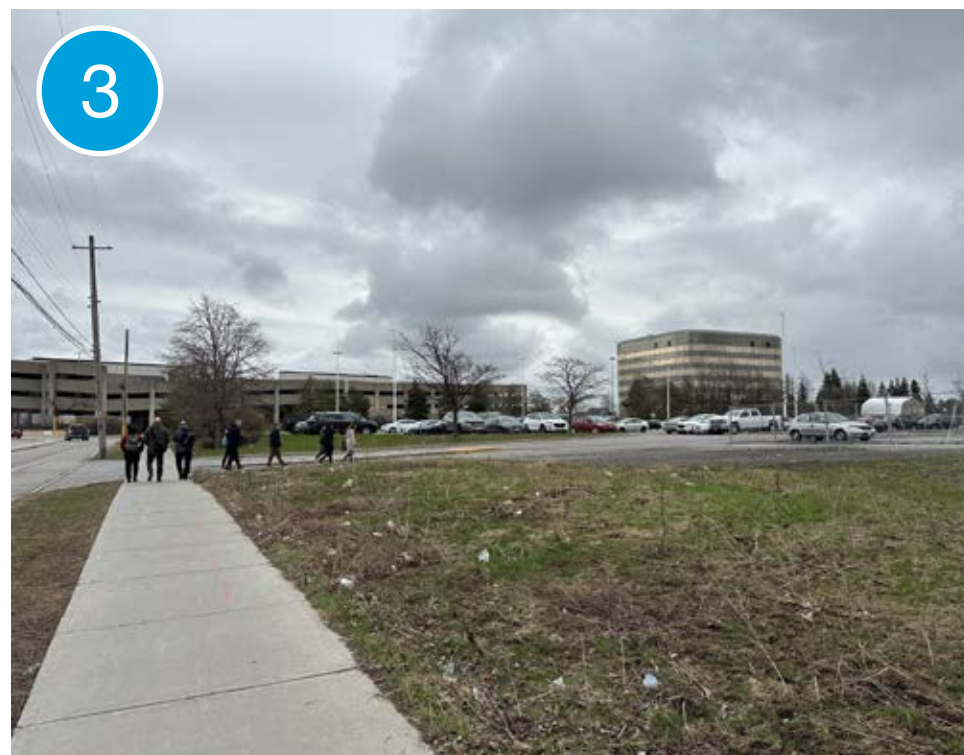
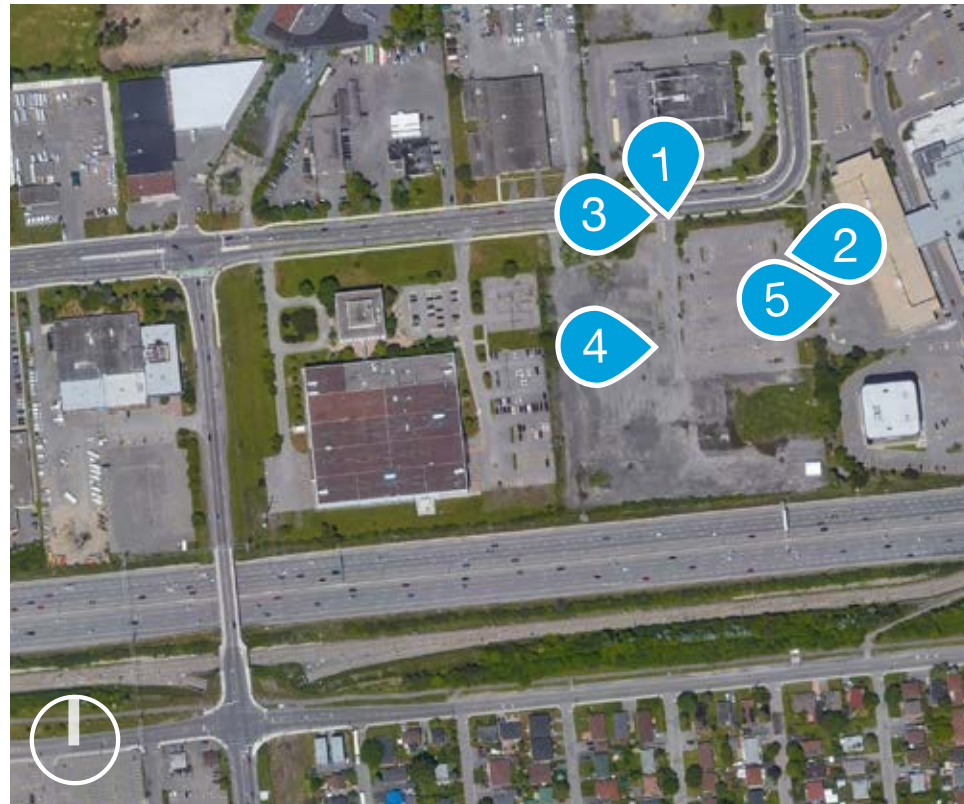
West: Directly west of the subject site is a single-storey industrial use building and an attached three-storey office building, with the remainder of the property consisting of surface parking and aggregate storage. Further west across Belfast Road are large commercial-retail stores, Best Buy and Canadian Tire, and a restaurant café, Starbucks Coffee. Even further west, 1.2km from the site, accessed via the Vanier Parkway is the Ottawa Stadium (RCGT Park), surface parking, hotels and conference centre.



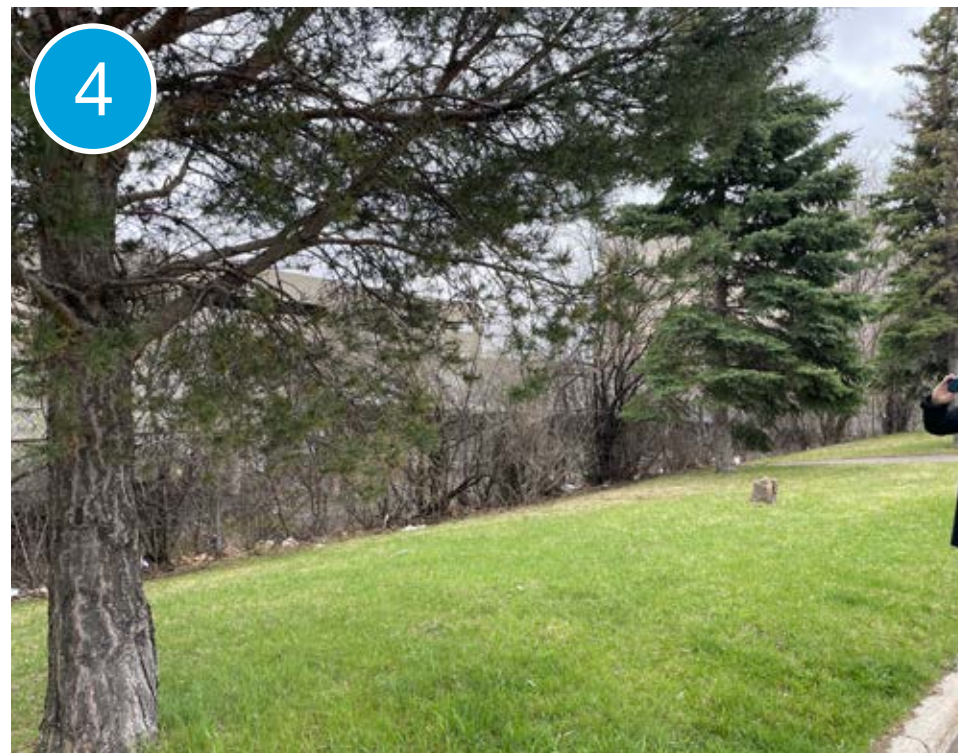
Site Context



Site Photos



Site Photos



SITE ANALYSIS

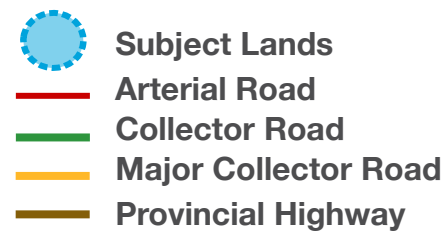
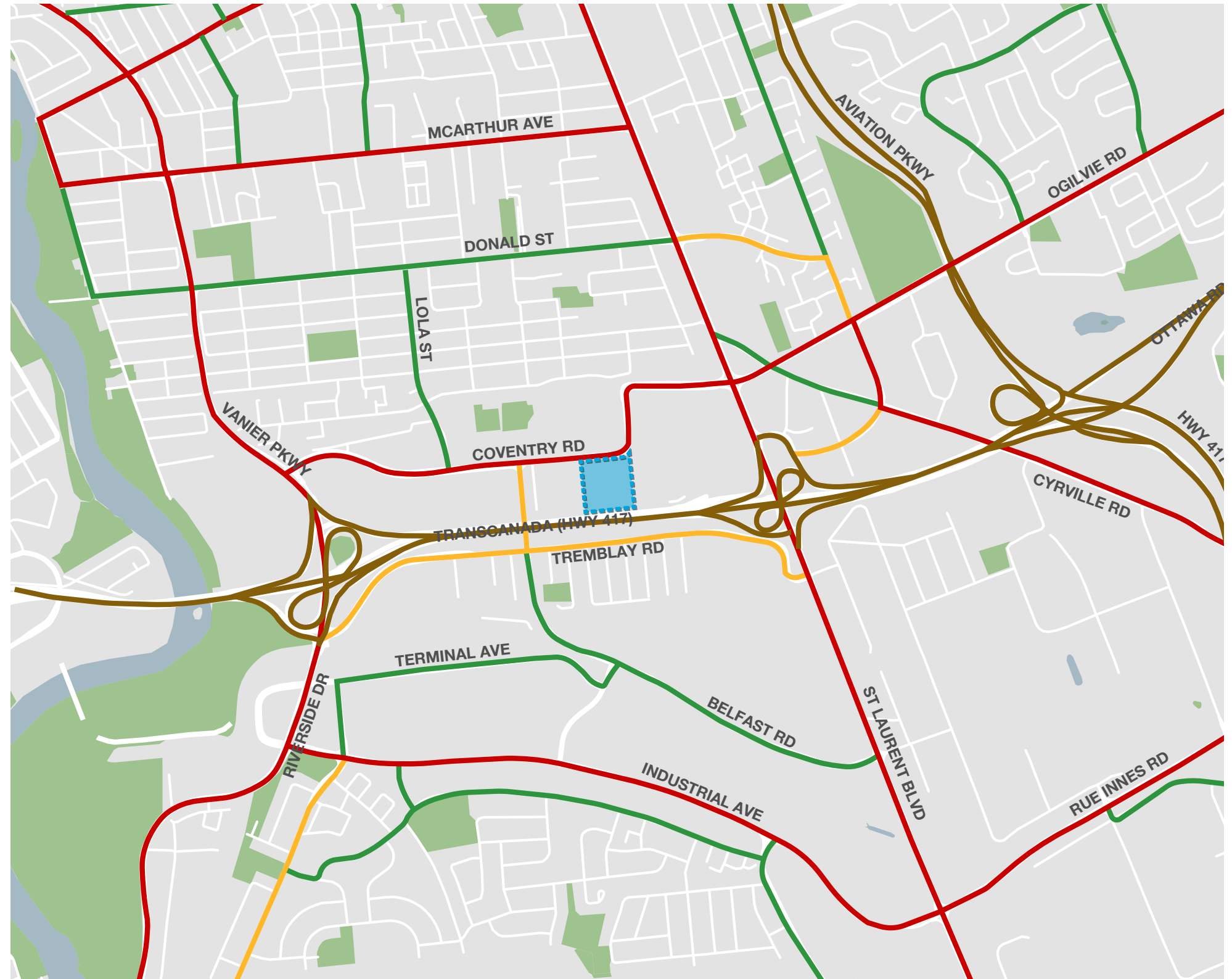
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Site Analysis

Urban Road Network

500 Coventry Road is well integrated with the existing and planned road network of the city and provides easy vehicular access to important circulation roadways.

- / Coventry Road is designated Arterial Road on Schedule C4 (Urban Road Network) of the City's Official Plan. Arterial Roads are major roads of the City that carry large volumes of traffic over long distances and function as major public and infrastructure corridors in the urban communities.
- / St-Laurent Boulevard, a north-south Arterial Road is located east of the site. With a distinct commercial character, it connects various residential neighborhoods and provides access to Trans-Canada Highway (HWY 417) through on and off ramps.
- / Belfast Road, located west of the subject site, is designated a Major Collector Road. Major collector roads connect communities and distribute traffic between the arterial and local road system.
- / The Trans-Canada Highway (HWY 417) runs parallel to Coventry Road. It is the main east-west vehicular circulation corridor and serves not only the City of Ottawa, but at the regional scale. It can be accessed through a ramp located approximately 700 metres from the subject site, from St-Laurent Boulevard.







Site Analysis

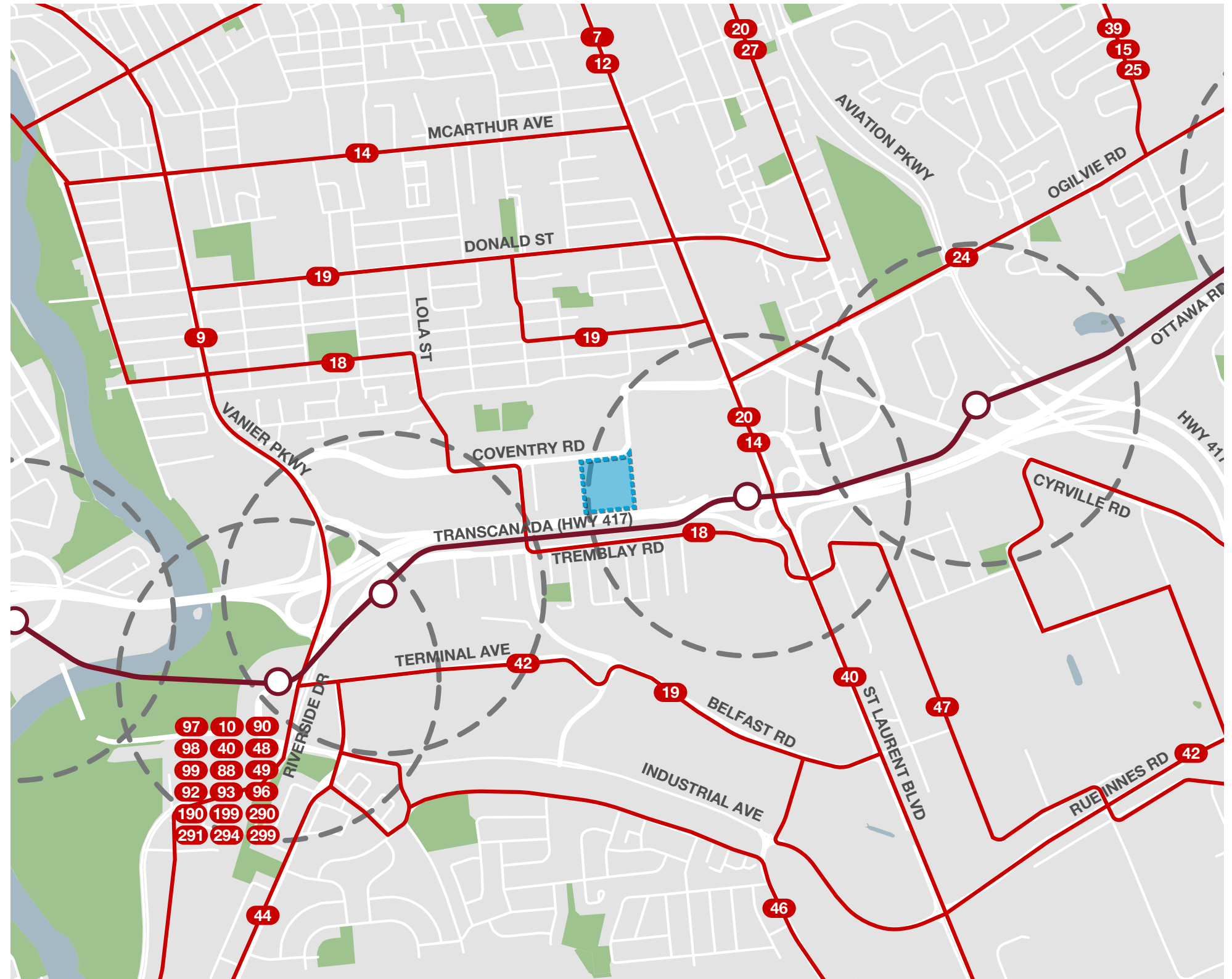
Transit Network

The subject site is located within 400 metres walking distance from the St-Laurent LRT Station, located east of the site, and 800 metres from Tremblay LRT station, located south-west of the subject site and separated by Highway 417. Both St-Laurent and Tremblay stations are part of the Confederation Line of City of Ottawa's Light Rail Transit infrastructure, and provides connection to the Downtown Core, as well as the neighbouring Ottawa Train Station.

Local bus service is also available on the north and south side of Coventry Road, and on the east and west sides of Belfast Road. Local route #18 runs along Belfast and Coventry Roads, providing direct connection to the downtown core, and Tremblay Road. Other lines which operate in close proximity are:

- / #7: Coming from further north on St-Laurent Blvd, route 7 goes through downtown, Bank St, all the way to Carleton University.
- / #14: Starting from St-Laurent Stn, route 14 travels north, through Vanier neighborhood, to Beechwood Ave.
- / #19: Starting from Hurdman Station, this line passes through St Laurent Station and through Vanier, Mackenzie King Station and ends at the Parliament Station.
- / #20: Route 20 connects west-east, starting from Tunney's Pasture Stn, passing through the downtown core, and going south to St-Laurent Stn.
- / #40: Starting from St-Laurent Station, route #40 travels down St-Laurent Blvd to Hunt Club Road ending at South Keys-Greenboro Station.

-  Subject Lands
-  Bus Lines
-  LRT Lines
-  600m Radius from LRT Station

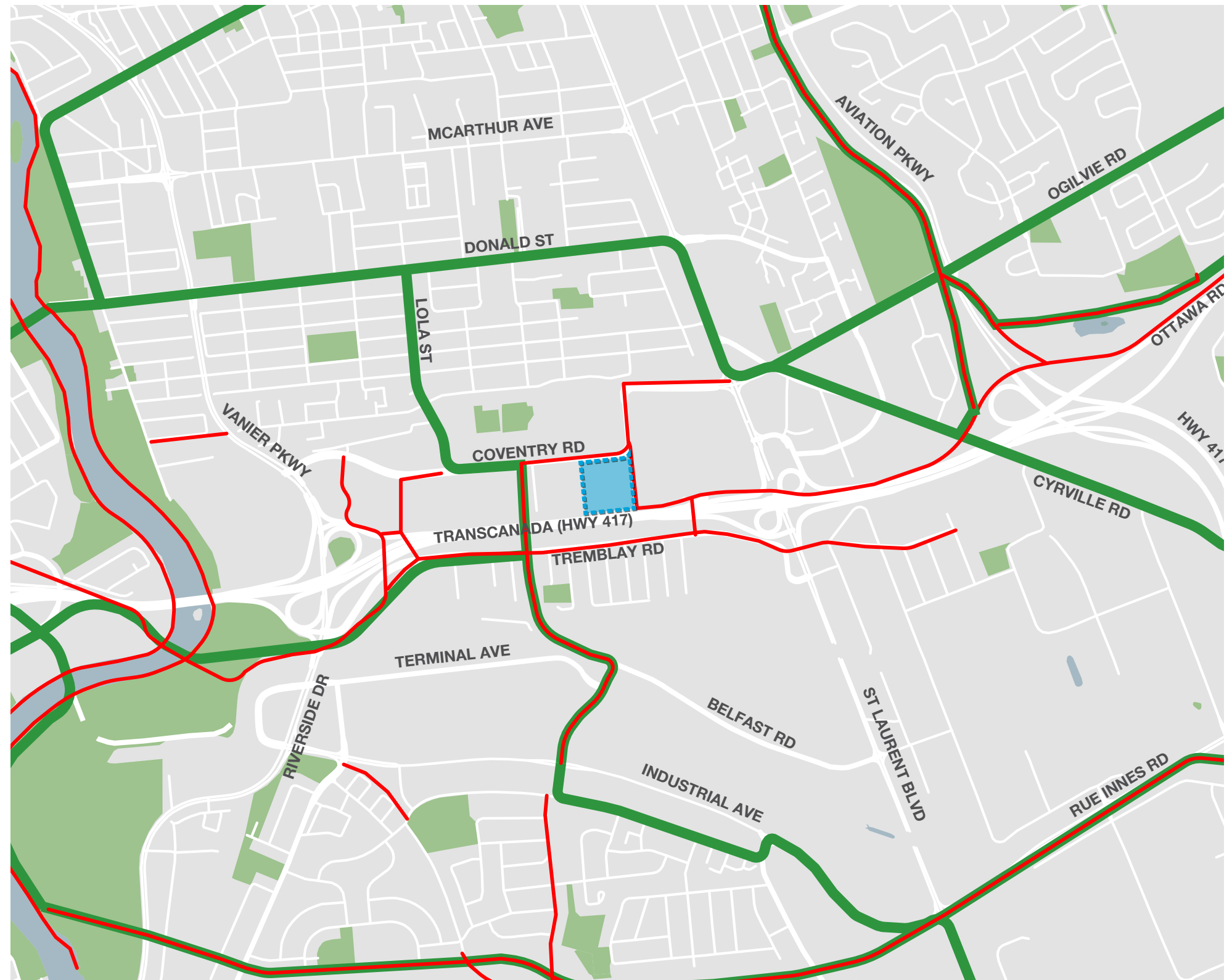





Site Analysis

Active Transportation

The subject site is well served by the greater cycling network, as shown in the image on the right. Coventry Road and Belfast Road are serviced with dedicated bike-lanes on both sides of the road.

Major pathways are proposed along Coventry Road, extending to Belfast Road, per Schedule C5 (Active Transportation Network) of the City's Official Plan. These routes provide connection to the broader network including along St-Laurent Boulevard, Ogilvie Road and Cyrville Road to the east, and the Vanier Parkway to the west.
















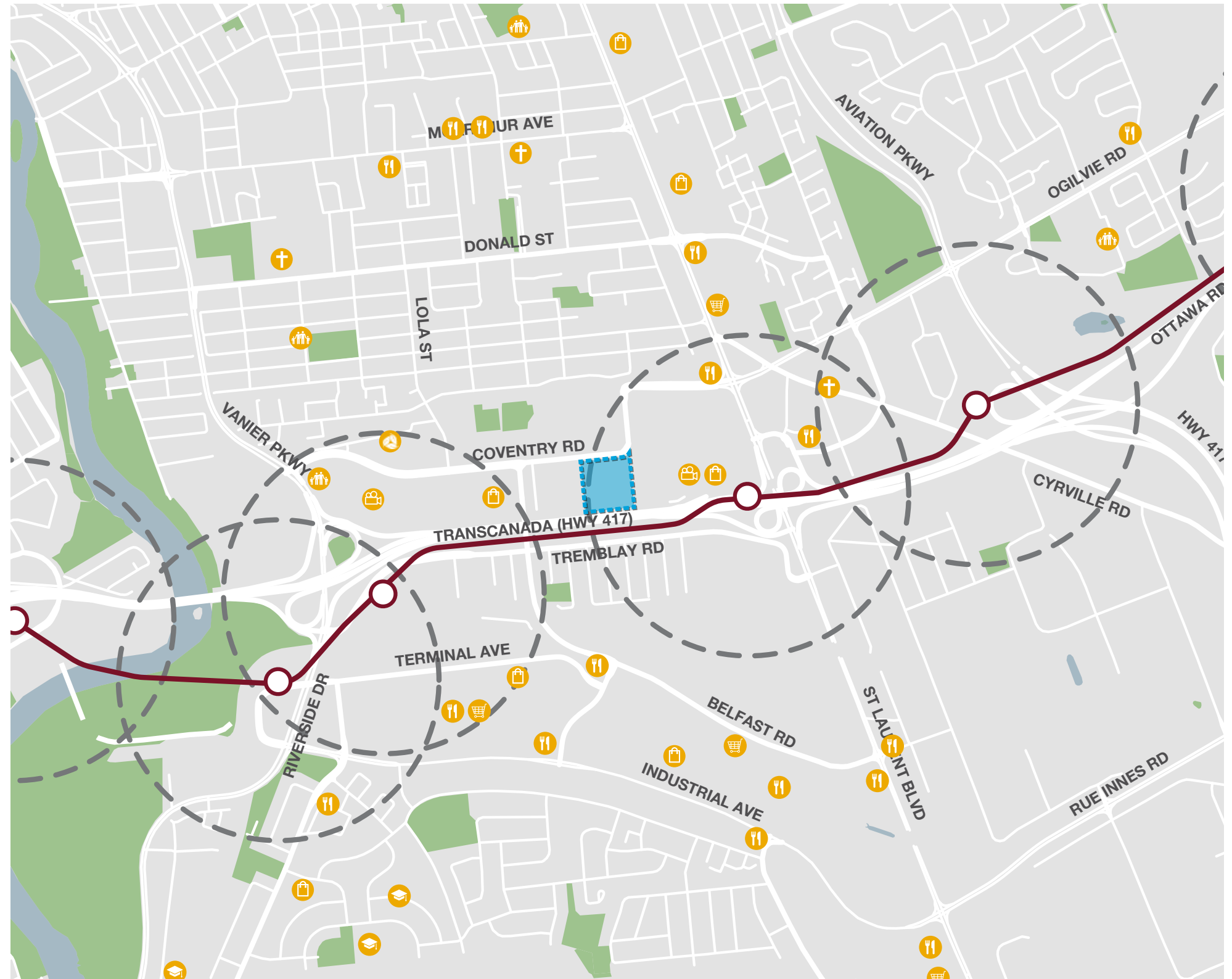
-  Subject Lands
-  Cross-town Bikeway
-  Major Pathways proposed

Site Analysis

Local Amenities

- / The subject site is within walking distance to St-Laurent Shopping Centre, located immediately to the east.
- / Large format retail stores are located along Coventry Road to the west.
- / The majority of the lands to the south of Highway 417 are occupied with light industrial uses, with scarce commercial buildings and restaurants found further south on St-Laurent Blvd.
- / The increase in residential density from the proposed development will provide greater support to existing local businesses and incentivize new commercial growth in this area, contributing to a vibrant, walkable, complete community with the inner core of the city in proximity to rapid transit.

-  Subject Lands
-  Restaurant
-  Community Centre
-  School
-  Commercial
-  Place of Worship
-  Cinema
-  Health Care
-  Private Community Centre
-  Retail Store
-  Public Open Space/ Parks
-  600m Radius from LRT Stations
-  LRT Lines/Stations



Site Analysis

Opportunities and Constraints Map
























Key opportunities

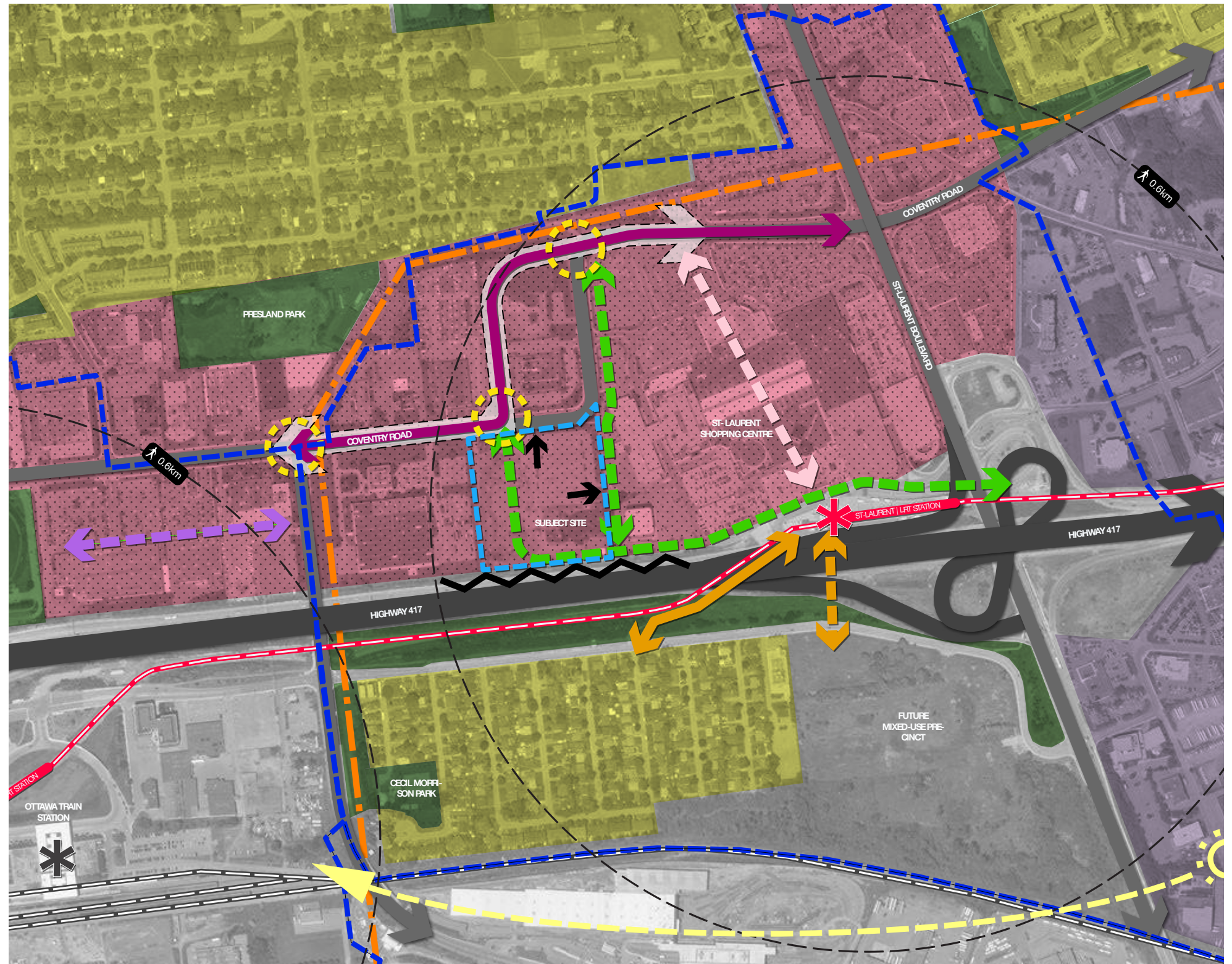
- / Increase pedestrian connectivity to neighborhoods to the north and south and enhance the access to the LRT station.
- / Create new accesses and additional permeability to the site.
- / Increase residential densities near rapid transit

Key constraints

- / Potential noise and wind considerations near HWY 417

LEGEND

- | | | | |
|---|------------------------------------|---|---|
|  | Subject Site |  | Future Dedicated Cycling Route as per Secondary Plan |
|  | Secondary Plan TOD Plan Boundary |  | Existing Pedestrian Tunnel |
|  | Existing Low-Rise Residential |  | Potential Future Pedestrian Bridge as per St-Laurent TOD Plan |
|  | Commercial |  | Future Multi-use Path (MUP) as per Secondary Plan |
|  | Open Space/ Park |  | Potential Future Road Connection as per Tremblay TOD Plan |
|  | Light Industrial |  | Key Pedestrian Route |
|  | Vehicular Access |  | Key Pedestrian Crossing |
|  | Noise Barrier | | |
|  | Via Rail Train Line | | |
|  | Train Station | | |
|  | LRT Line | | |
|  | LRT Station | | |
|  | High Voltage Hydro Line | | |
|  | Highway 417 | | |
|  | Existing Arterial / Collector Road | | |
|  | Realigned Coventry Road | | |



TOPOGRAPHIC SURVEY

03

CONCEPTUAL MASTER PLAN

04

One of the Master Plan's key objectives was to capitalize and translate the site's opportunities and constraints into macro design strategies that will guide future developments along the realigned Coventry Road. For this high-level exercise, the project team defined the study area to consider all Morguard's lands, including connections to the St-Laurent Shopping Centre. The study area includes part of the existing St-Laurent Shopping Centre surface parking as well as the properties on 500, 525 and 535 Coventry Rd.

This exercise shows conceptual studies only, and is intended to illustrate how the lands could redevelop if and when they are identified for redevelopment in the future.

In general, greater heights and densities are proposed near the transit station, transitioning down to the residential neighbourhood to the north in line with the proposed TOD and Secondary Plans for the area.

The parkland distribution and dedication strategy envisions the creation of a central park in phase 1, that would be extended over time.

An enhanced pedestrian experience is proposed between block 6 and the deck parking that would provide independent (off hours), accessible and safe access both to the shopping centre's main access and the LRT station.

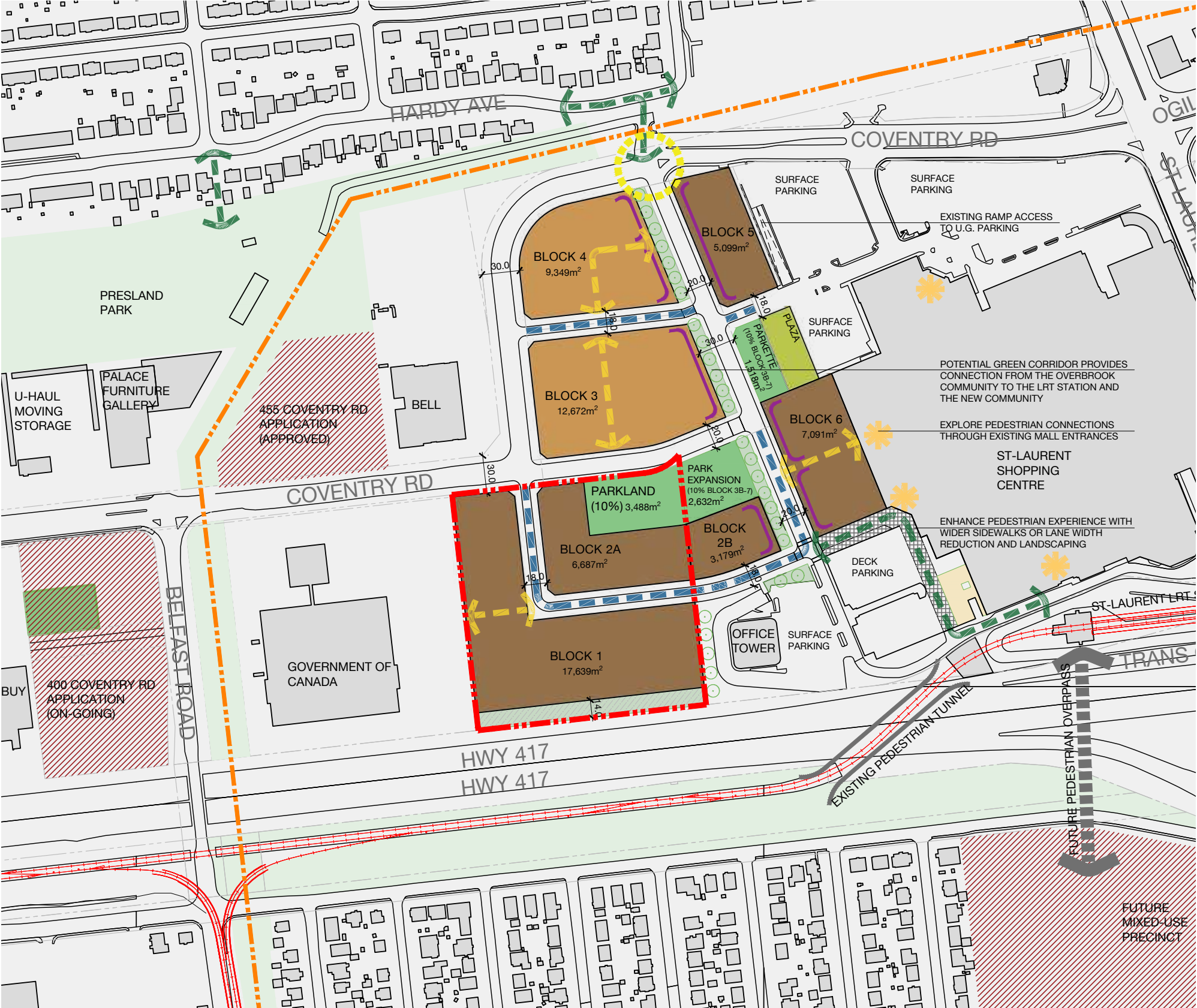
Key Masterplan Strategies:

- / Enhance and promote safe active transportation connections to the St-Laurent LRT Station.
- / Propose new active transportation connections to the neighbouring lands to the west and to the north (Overbrook) of the subject land.
- / Promote active frontages along the major circulation axis.
- / Establish a consolidated parkland dedication strategy serving all new future developments in the subject properties.
- / Propose potential efficient circulation and street/block network to organize active and vehicular transportations.
- / Set maximum building heights as per the TOD plan.

Concept Plan #1

As shown on the next page, Concept Plan #1 considers the realignment of Coventry Road and a partial demolition of Shopping Centre and parkade structure to understand the redevelopment potential of these areas. This concept uses the alignment created by the Shopping Centre to create a new green corridor and boulevard with active frontages that connects the pedestrian access from Overbrook (neighbourhood to the north), to the Shopping Centre and LRT station.

Master Plan - Conceptual Option 1



- LEGEND**
- EXISTING BUILDING
 - PROPOSED PARKLAND DEDICATION
 - PROPOSED GREEN CORRIDOR
 - EXISTING OPEN SPACE / PARK
 - PROPOSED POPS / PLAZA
 - 14M BUFFER FROM MTO
 - FUTURE DEVELOPMENT BY OTHERS
 - SUBJECT PROPERTY BOUNDARY
 - PROPERTY BOUNDARIES
 - HYDRO CORRIDOR
 - DEVELOPMENT BLOCK - UP TO 20 STOREYS
 - DEVELOPMENT BLOCK- UP TO 30 STOREYS
 - PROPOSED ACTIVE FRONTAGES
 - PROPOSED PEDESTRIAN CONNECTIONS
 - POTENTIAL PRIVATE ROAD
 - POTENTIAL MID-BLOCK CONNECTION
 - SHOPPING CENTRE MAIN ACCESSES
 - MAIN ACCESS TO OVERBROOK NEIGHBORHOOD (SIGNALIZED INTERSECTION)

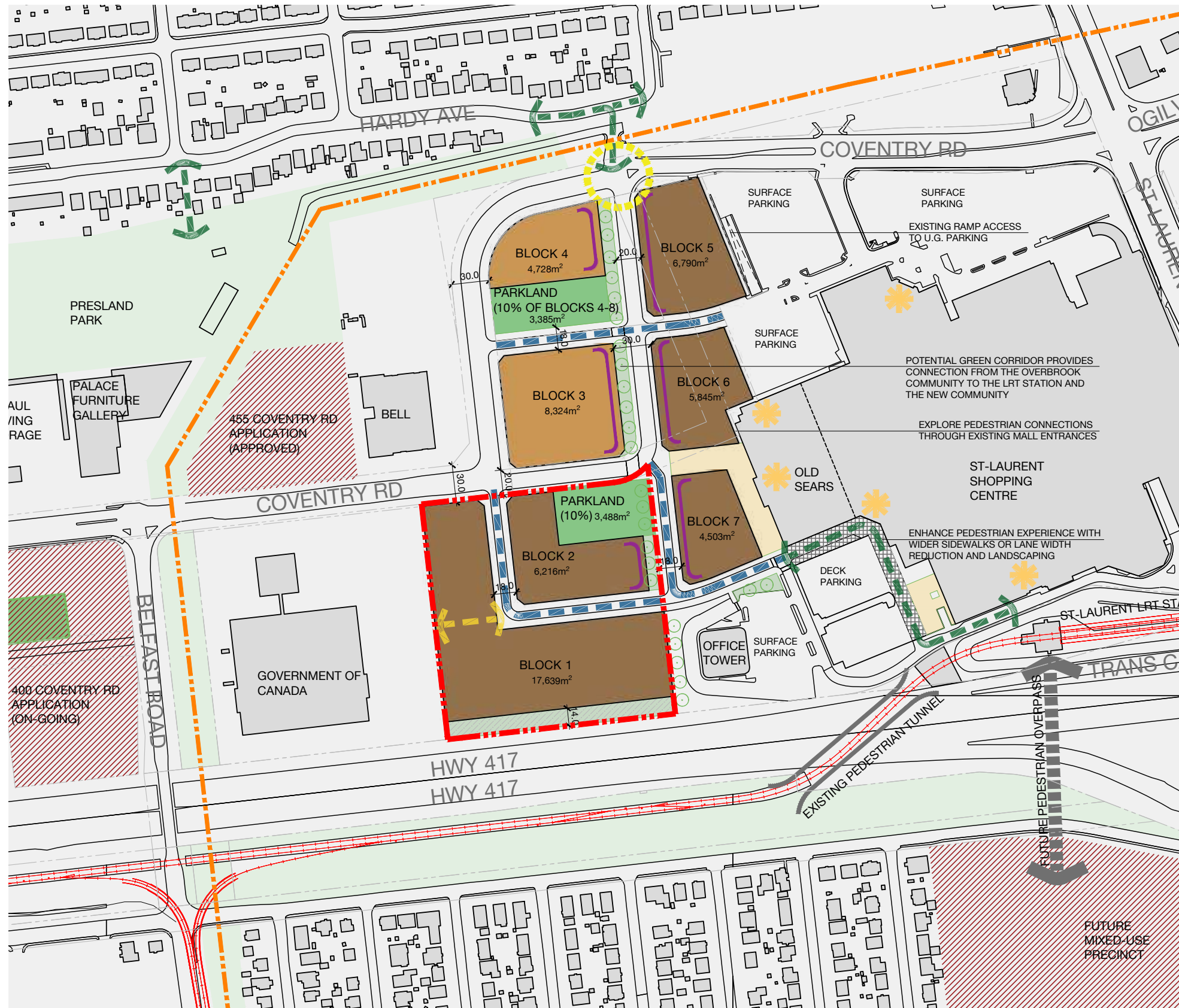


January 2024

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Master Plan - Conceptual Option 2 (Preferred)



Concept Plan #2

Concept # 2 provides an alternative layout, with an orthogonal street and block fabric. Similar to option 1, this concept creates an organizational hierarchy for vehicular and pedestrian circulation. The north-south green corridor proposed leads pedestrians from the surrounding community towards 2 new public parks well distributed and located in public fronting streets. This corridor would have active frontages to animate the space.

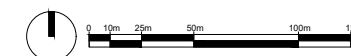
This option maintains the original Shopping Centre footprint, but considers the demolition of the parkade structure and reinstates its main west access. Privately-owned public spaces and plaza are proposed at this entrance that coincides with the alignment of the west-east Coventry Road view point.

Option 2 is considered the preferred option to move forward for the following reasons:

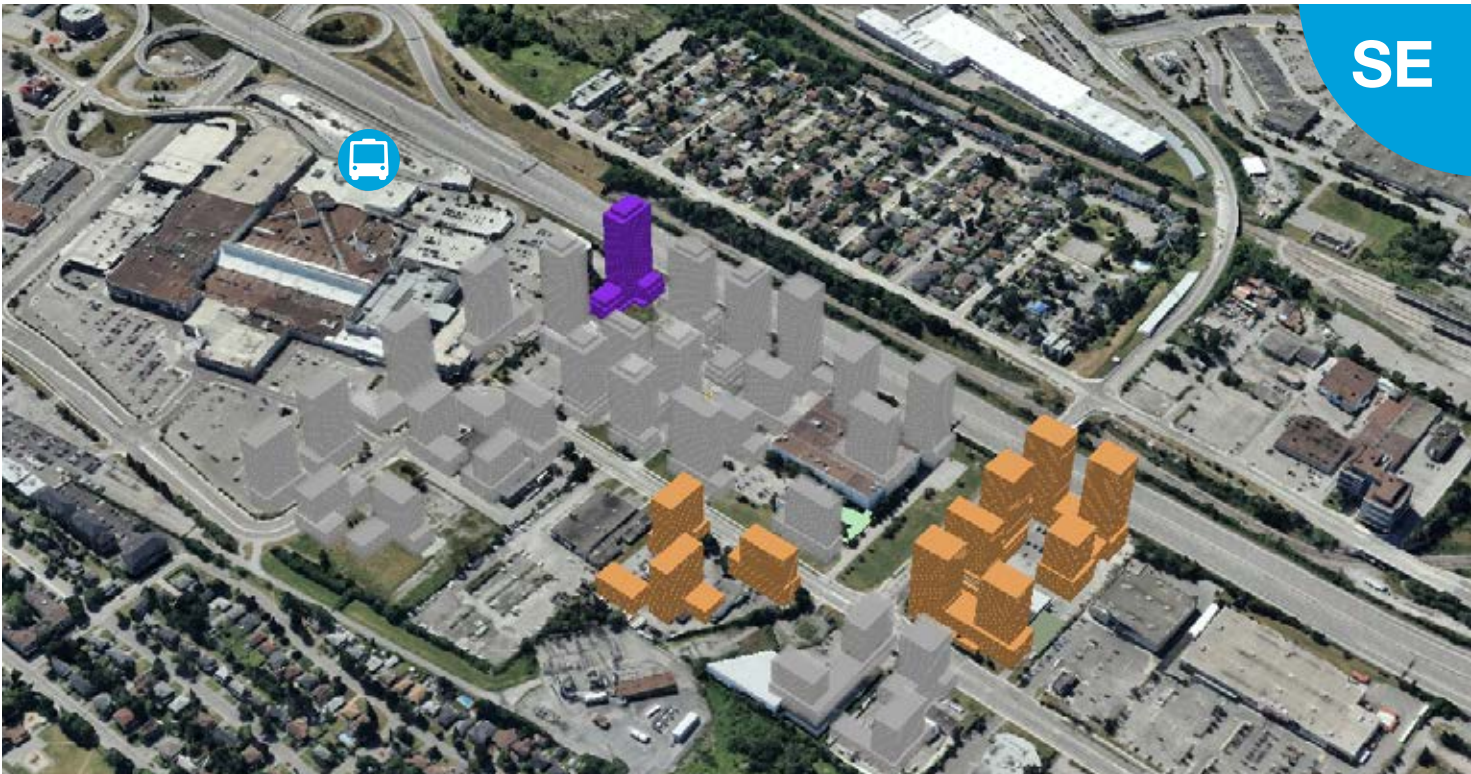
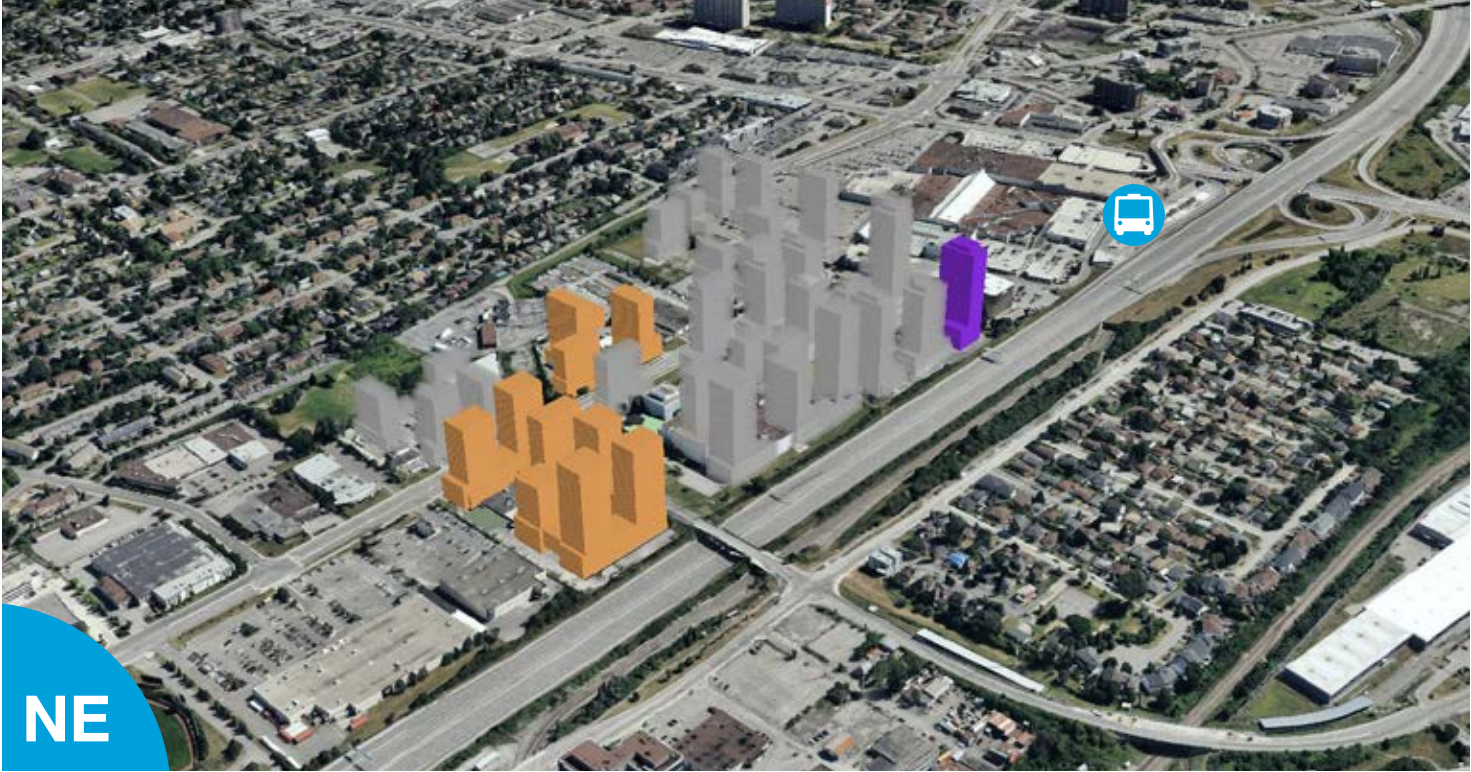
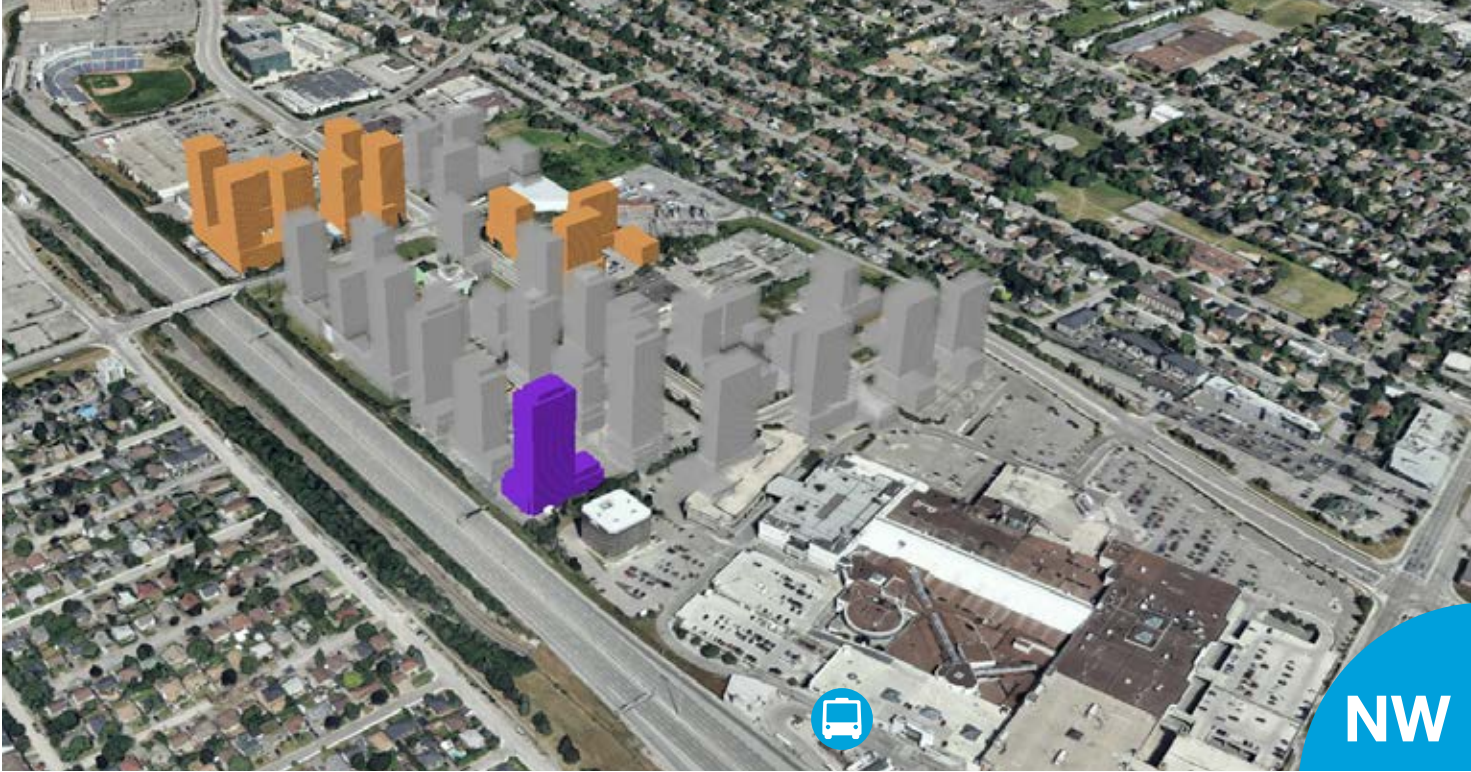
- / Retains the existing Coventry Road sector right-of-way as a new street after the full realignment. This will permit the reutilization of the existing underground infrastructure in a more efficient manner.
- / Proposes two equally sized and consolidated parks promoting better distribution and access to future residents.
- / Doesn't depend on the partial demolition of the existing shopping centre structure required for option 1. Given long-term lease agreements and complicating internal building factors.

LEGEND

	EXISTING BUILDING		DEVELOPMENT BLOCK - UP TO 20 STOREYS
	PROPOSED PARKLAND DEDICATION		DEVELOPMENT BLOCK- UP TO 30 STOREYS
	PROPOSED GREEN CORRIDOR		PROPOSED ACTIVE FRONTAGES
	EXISTING OPEN SPACE / PARK		PROPOSED PEDESTRIAN CONNECTIONS
	PROPOSED POPS / PLAZA		POTENTIAL PRIVATE ROAD
	14M BUFFER FROM MTO		POTENTIAL MID-BLOCK CONNECTION
	FUTURE DEVELOPMENT BY OTHERS		SHOPPING CENTRE MAIN ACCESSES
	SUBJECT PROPERTY BOUNDARY		MAIN ACCESS TO OVERBROOK NEIGHBORHOOD (SIGNALIZED INTERSECTION)
	PROPERTY BOUNDARIES		
	HYDRO CORRIDOR		

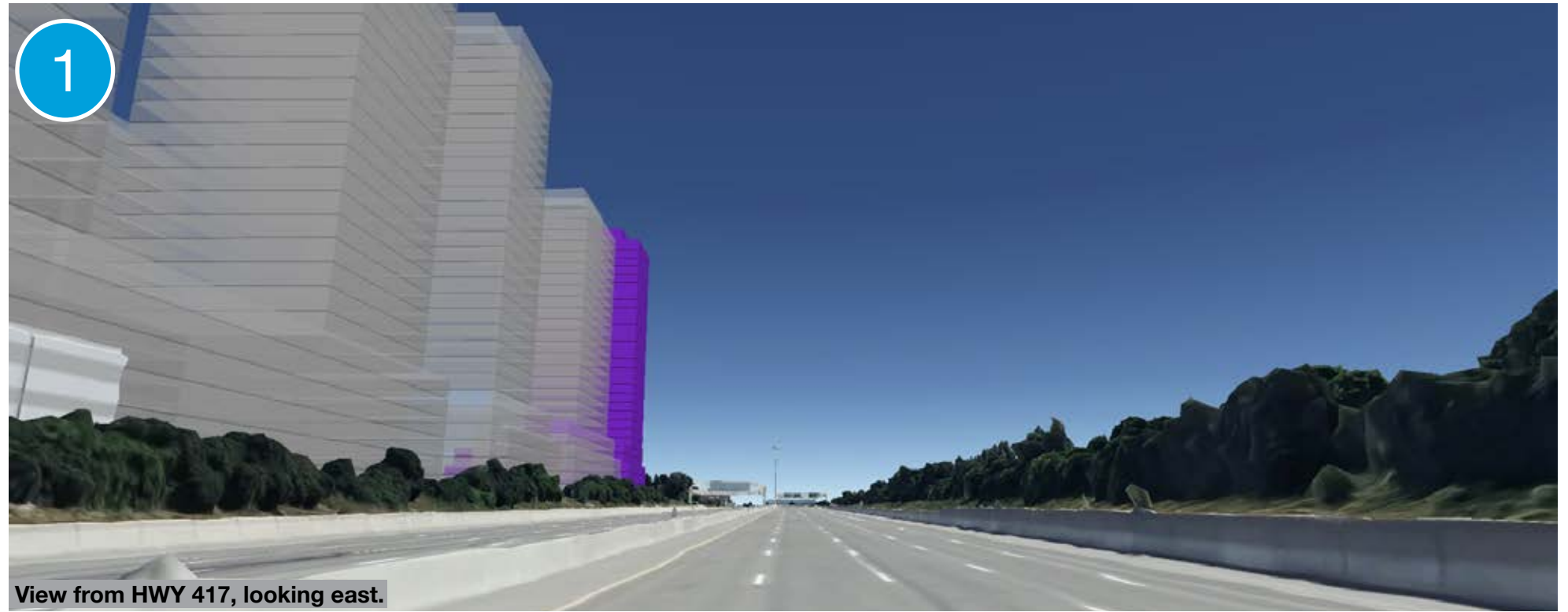


Future Development Context



Legend: ■ Proposed Development ■ Development Applications/ Under Construction ■ Development Potential Simulation  St-Laurent Transit Station (LRT/BRT)

Future Development Context



View from HWY 417, looking east.

This massing study simulates the potential future development of surrounding lands in the vicinity of the subject site. Existing and emerging City policies and regulatory framework provided direction and key principles that helped shape this conceptual massing of the future planned context for this part of the city.

In purple is highlighted the proposed development. In orange are the existing development applications identified and in light grey are future potential development. This model is conceptual only, and is subject to a number of factors including the economy and market demand.

In order to generate this model, the following assumptions were also considered:

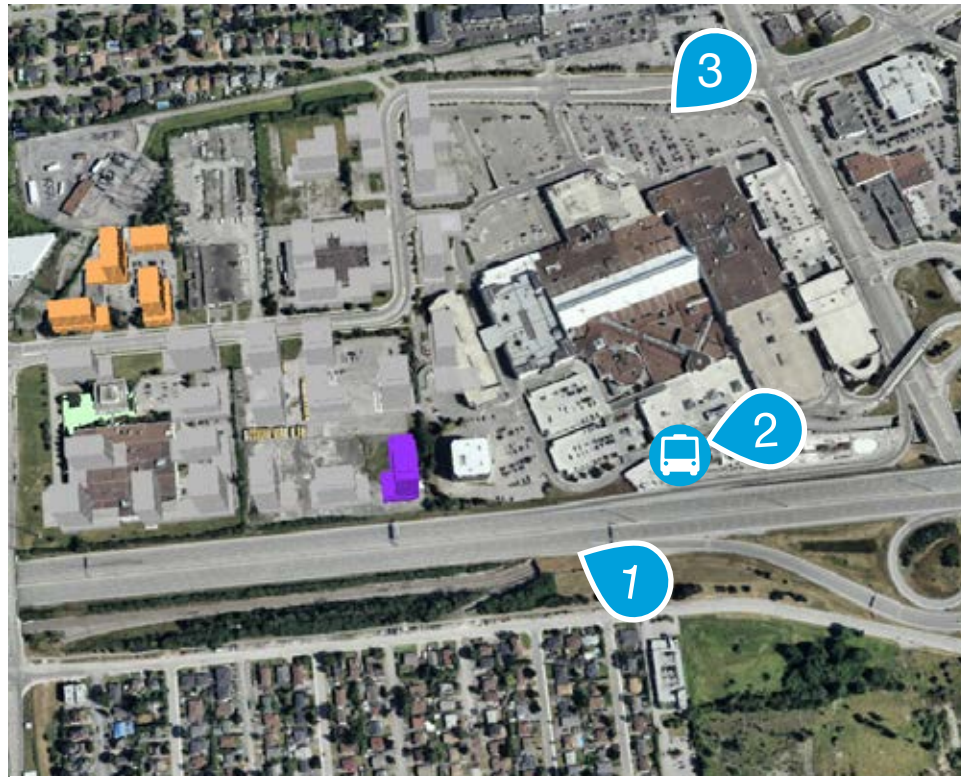
- / Minimum 23m separation between high-rise towers;
- / Minimum 11.5m setback between high-rise towers and abutting lands;
- / Maximum 750m² floor plates for high-rise towers
(as recommended in the City of Ottawa Urban Design Guidelines for High Rise Buildings).



View from HWY 417, looking west.

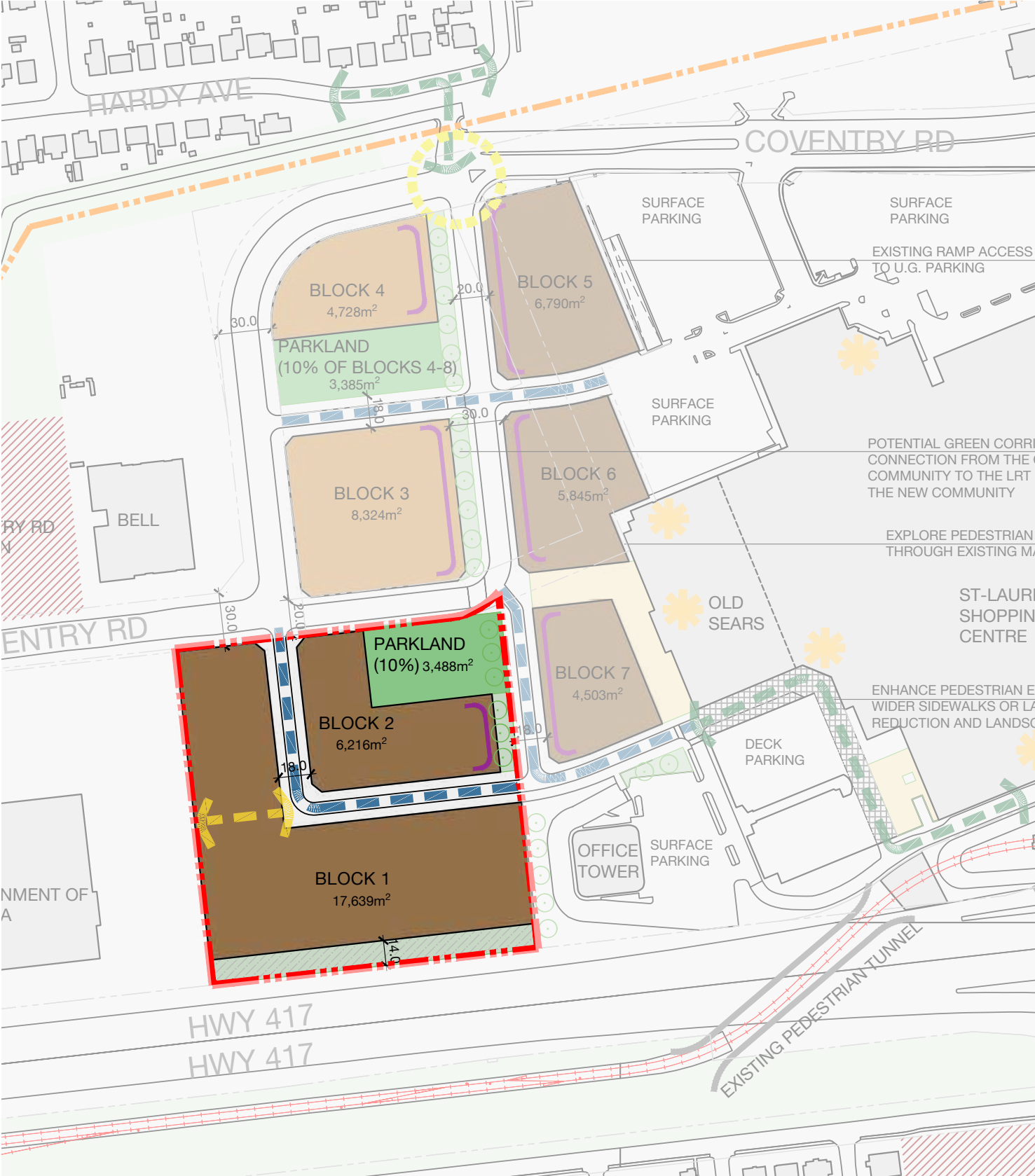
Proposed Development
 Development Applications/ Under Construction
 Development Potential Simulation

Future Development Context



 Proposed Development  Development Applications/ Under Construction  Development Potential Simulation  St-Laurent Transit Station (LRT/BRT)

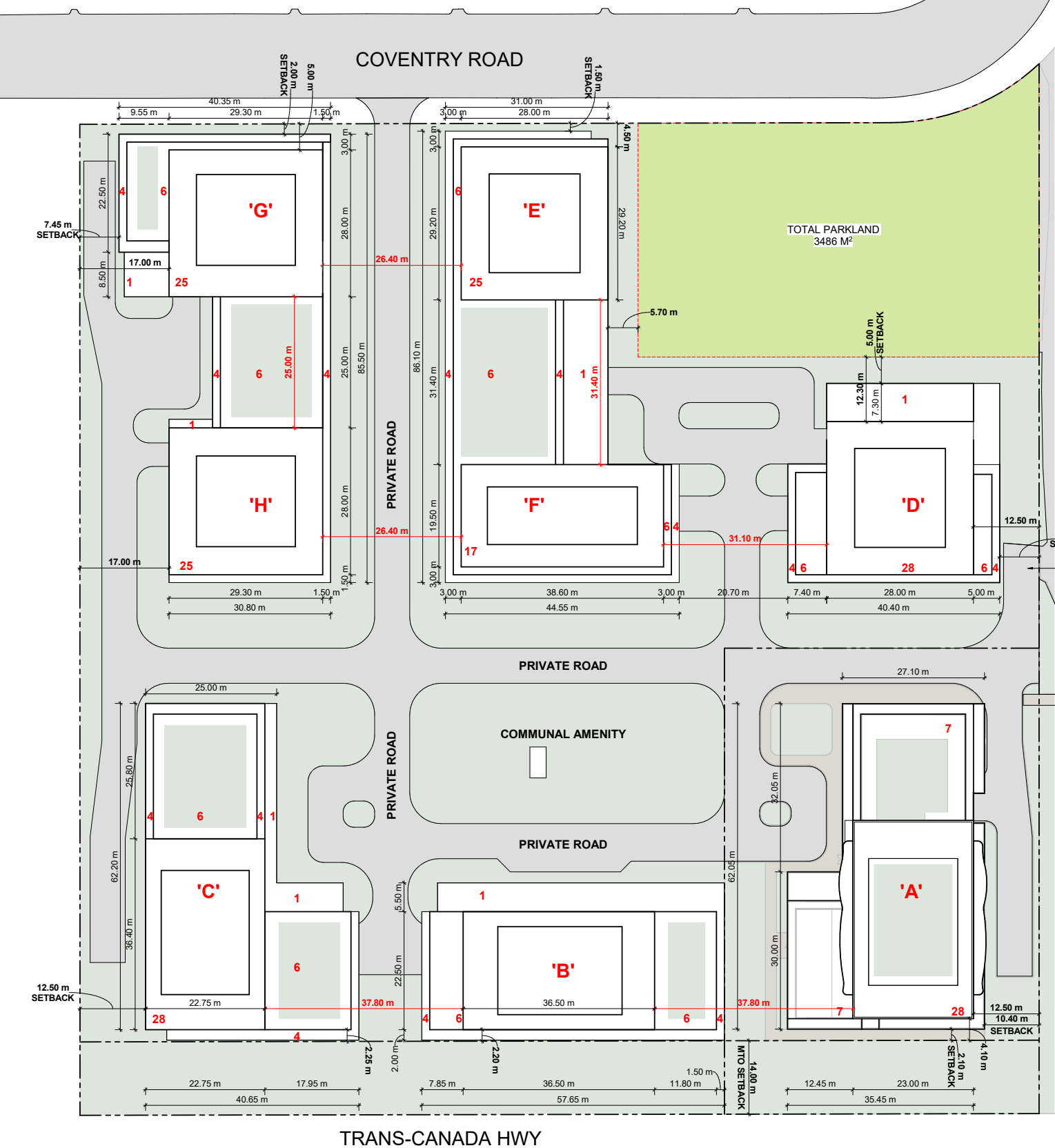
Master Plan - PHASE 1



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TURNER
FLEISCHER



Given the scale of the study area, and implementation strategies the project team concentrated on further refining the master plan for what is considered Phase 1 of the Master Plan.

This concepts illustrates the location of the final parkland contribution after the full build out of the lands. An estimate of 8 high-rise buildings could be accommodated on the lands, with a central private road centered with the new Coventry Road alignment.

This application is in support of Building A of Phase 1, located at the southeast corner of the subject property.

PROJECT SUMMARY

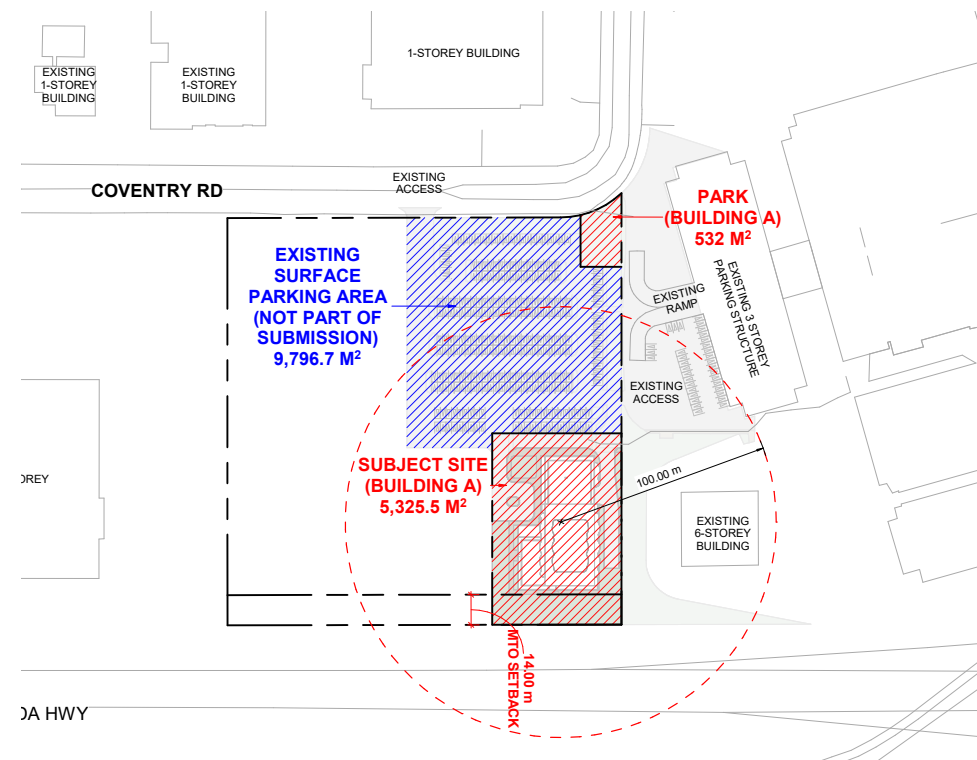
05

Project Summary

Phase 1: Building A

The proposed development is a 28-storey building with 309 residential units, offering a mix of 1 to 3-bedroom apartments. The main residential entrance will be located on the west portion of the building, with the ground floor also featuring amenity space, a mail room, a rental office, a loading station and bike storage. Ground floor will feature ample fenestration as well as landscaping to improve the at-grade experience. The building also provides communal amenities with a terrace space at the 7th level.

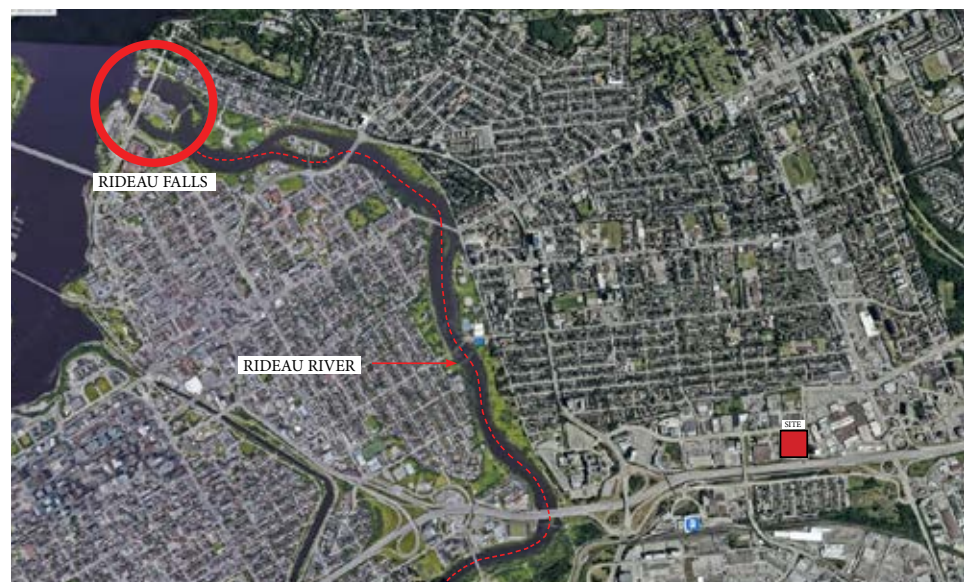
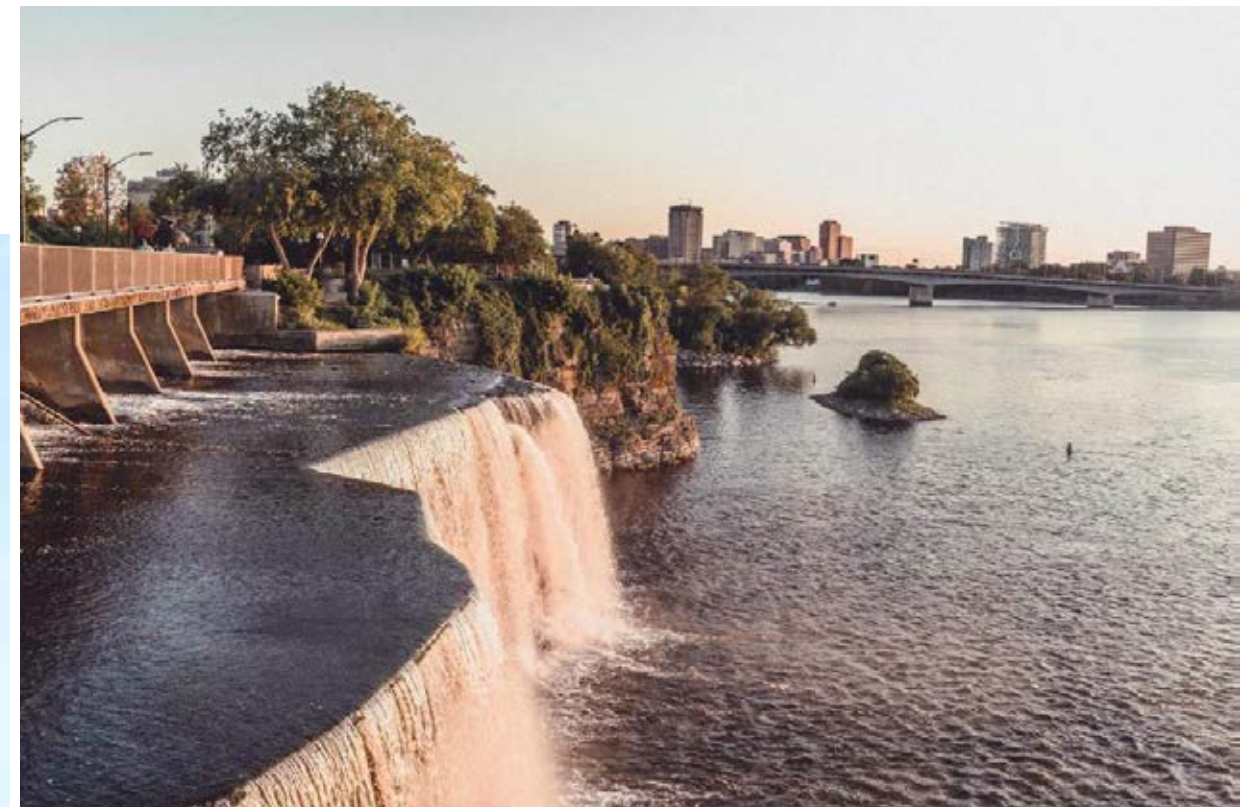
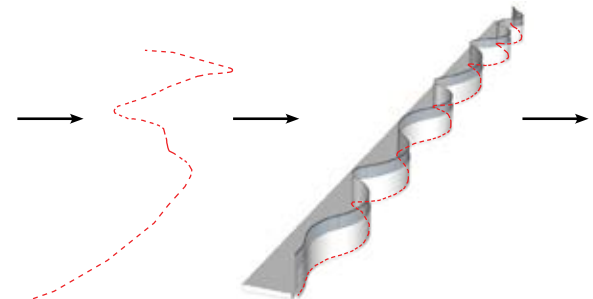
Vehicle parking will be provided within a one-level parking garage located below ground and complemented by an existing surface parking. The Underground parking garage will be accessed from the east side of the building. In total, there will be 376 vehicle parking spaces provided (105: Underground and 271: Existing Surface Parking). 310 bicycle parking spaces will also be provided and located between ground and underground floors.



Project Summary

Design Inspiration

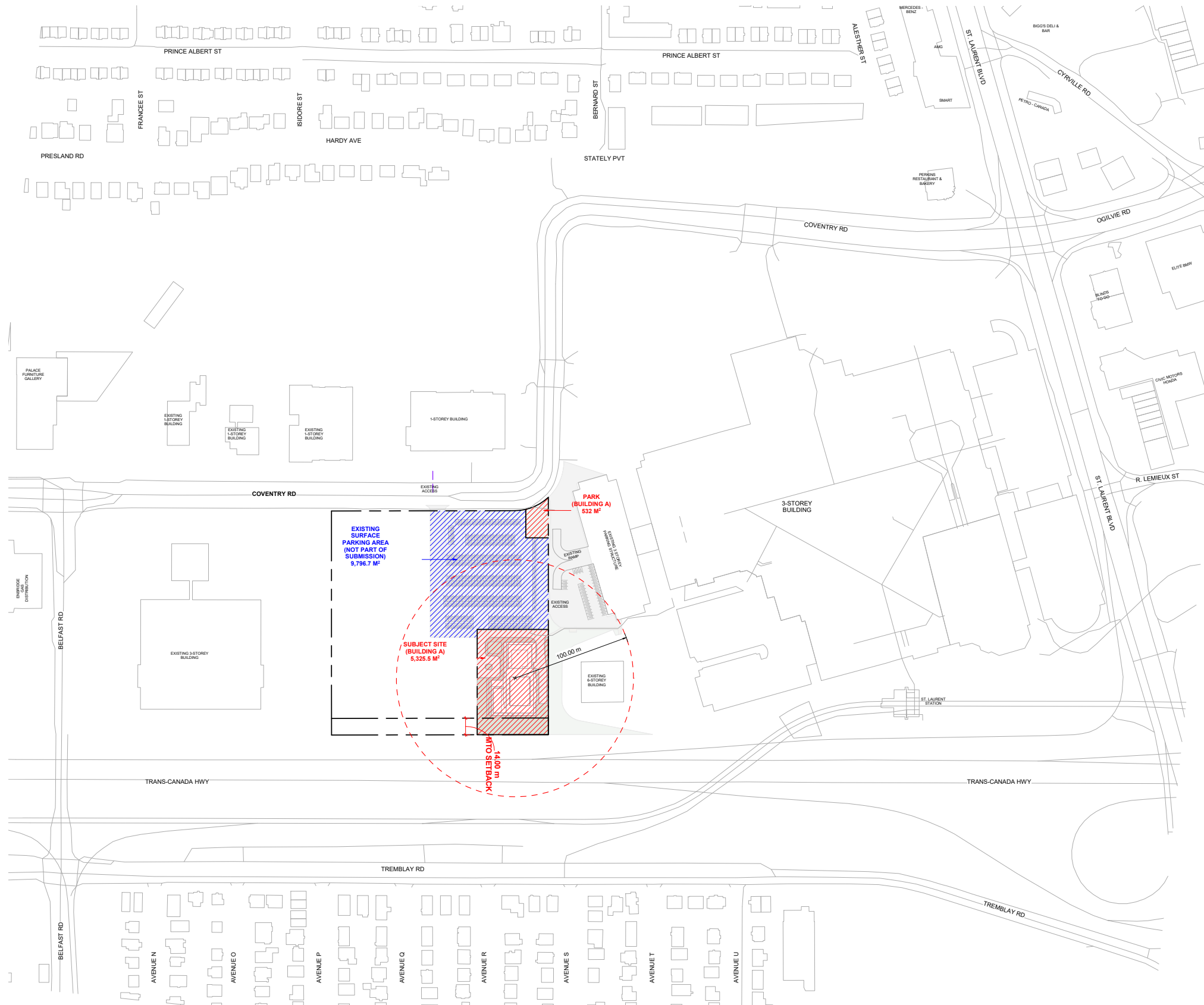
The Rideau River (French: Rivière Rideau) flows north from Upper Rideau Lake and empties into the Ottawa River at the Rideau Falls in Ottawa, Ontario. Its length is 146 kilometres (91 mi). As explained in a writing by Samuel de Champlain in 1613, the river was given the name “Rideau” (curtain) because of the appearance of the Rideau Falls. The Anishinàbemowin name for the river is “Pasapedjinauwong”, meaning “the river that passes between the rocks.” Samuel de Champlain, who was the first European to have seen the river, named it “rideau” (the French word for “curtain”) due to the resemblance between Rideau Falls and a curtain.



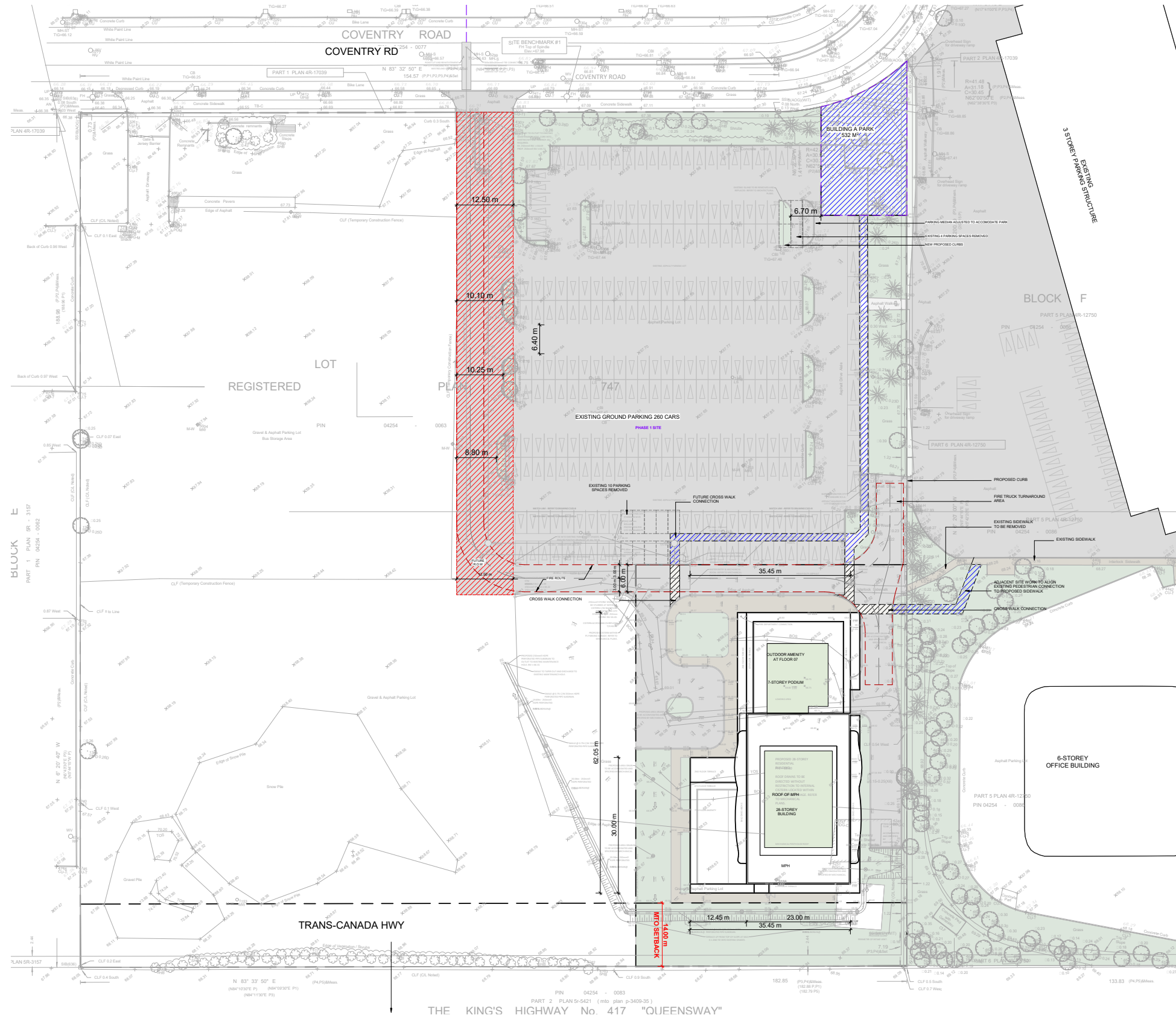
ARCHITECTURAL DRAWINGS

PHASE 1 - BUILDING A

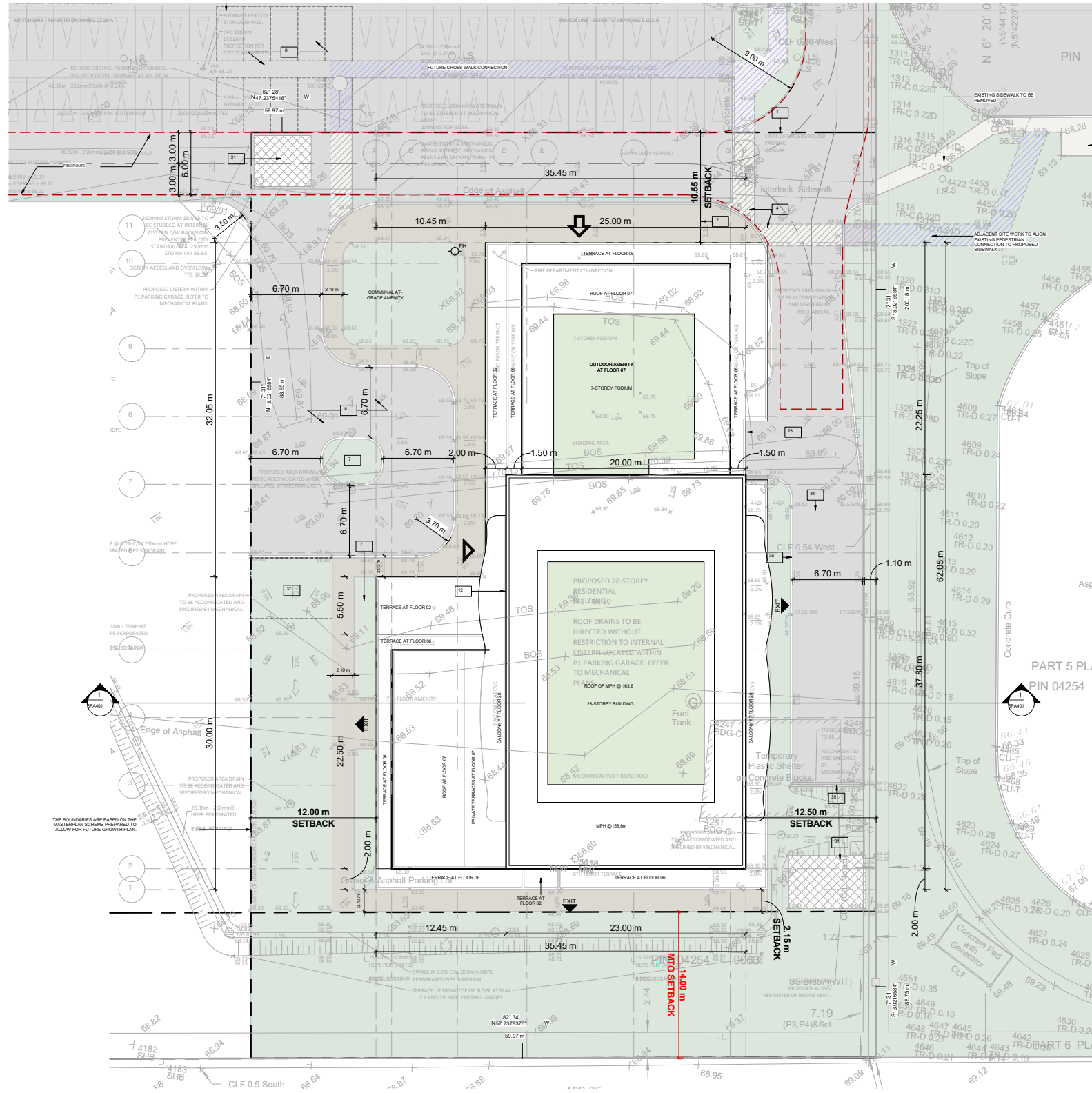
06



Site Plan/ Roof Plan - Overall



Site Plan/ Roof Plan



NET OVERALL SITE AREA BREAKDOWN

AREA TYPE	m ²	ft ²
SITE AREA BLDG A	5,325.5	57,323.4
BLDG A PARK AREA	532.0	5,726.3
TOTAL NET SITE AREA	5,857.5	63,049.6

TEMPORARY OFF SITE PARKING (PHASE 1)

PHASE 1 SURFACE PARKING	9,796.7	105,450.8
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ZONING

	REQUIRED	PROVIDED
BUILDING HEIGHT	30 STOREYS / 90.0M	28 STOREYS / 89.7M
GRADE (GEODETIC ELEVATION - ASL)		
ALLOWABLE PROJECTION - AMENITY LEVEL	0.0M	22.7M
DENSITY - MINIMUM 350 units/hectare	206 UNITS	309 UNITS
FRONT YARD SETBACK	3.0M	10.55M
CORNER YARD SETBACK (East / West)	3.0M/3.0M	12.5M/12.0M
REAR YARD SETBACK (GROUND TO 6th FLOOR)	0.0M	2.15M
REAR YARD SETBACK (ABOVE 7th STOREY)	12.0M	4.15M
AMENITY AREA - TOTAL PER UNIT	6.0M ²	17.4M ²
AMENITY AREA - 50% COMMUNAL PER UNIT	3.0M ²	4.55M ²
AMENITY AREA - 2.0% OF LOT EXTERIOR AT GRADE COMMUNAL	117.15M ²	107.6M ²
VEHICLE PARKING - RESIDENTIAL (AREA 'X' - MIN. 0 / MAX. 1.75 PER UNIT)	NOT REQUIRED	75
VEHICLE PARKING - VISITOR ONLY (MAX. 30, AFTER 12 UNITS)	30	30
BICYCLE PARKING - RESIDENTIAL - 0.5 PER UNIT	165	310
AISLE & DRIVEWAY MINIMUM / MAXIMUM WIDTH	6.0M/6.7M	6.7M

GROSS BUILDING FLOOR AREA (OTTAWA ZONING DEFINITION)

	m ²	ft ²
UG1		
FLOOR 01		
FLOOR 02	1,339.6	14,419
FLOOR 03-05	1,339.6*3 m ²	43,257
FLOOR 06	1,224.1	13,176
FLOOR 07	631.4	6,796
FLOOR 08 - FLOOR 28	725.2*21 m ²	163,926
TOTAL AREA ABOVE GRADE	22,443.7	241,582
TYP. FLOOR PLATE	725.2	7,806

UNIT STATISTICS

	UNITS
1B	58
1B+D	82
2B	77
2B+D	61
3B	31
TOTAL	309

VEHICULAR PARKING SPACES PROVIDED

VISITOR	0.1 PER UNIT (309 UNITS)	30
RESIDENTIAL	0.24 PER UNIT (309 UNITS)	75
TOTAL	105	
EXISTING SURFACE PARKING		260
TOTAL	1.18 PER UNIT (309 UNITS)	365

ACCESSIBLE PARKING SPACES REQUIRED

TYPE 'A'		2
TYPE 'B'		3
TOTAL		5

ACCESSIBLE PARKING SPACES PROVIDED

TYPE 'A'		2
TYPE 'B'		3
TOTAL		5

STANDARD PARKING SPACE	2.6m X 5.2m
PARALLEL PARKING SPACE	2.6m X 6.7m
SMALL PARKING SPACE	2.4m X 4.6m
ACCESSIBLE PARKING SPACE 'TYPE A'	3.4m X 5.2m
ACCESSIBLE PARKING SPACE 'TYPE B'	2.4m X 5.2m
LOADING SPACE	3.5m X 7.0m

BICYCLE PARKING SPACES REQUIRED

RESIDENTIAL	0.5 PER UNIT (309 UNITS)	155
TOTAL		155

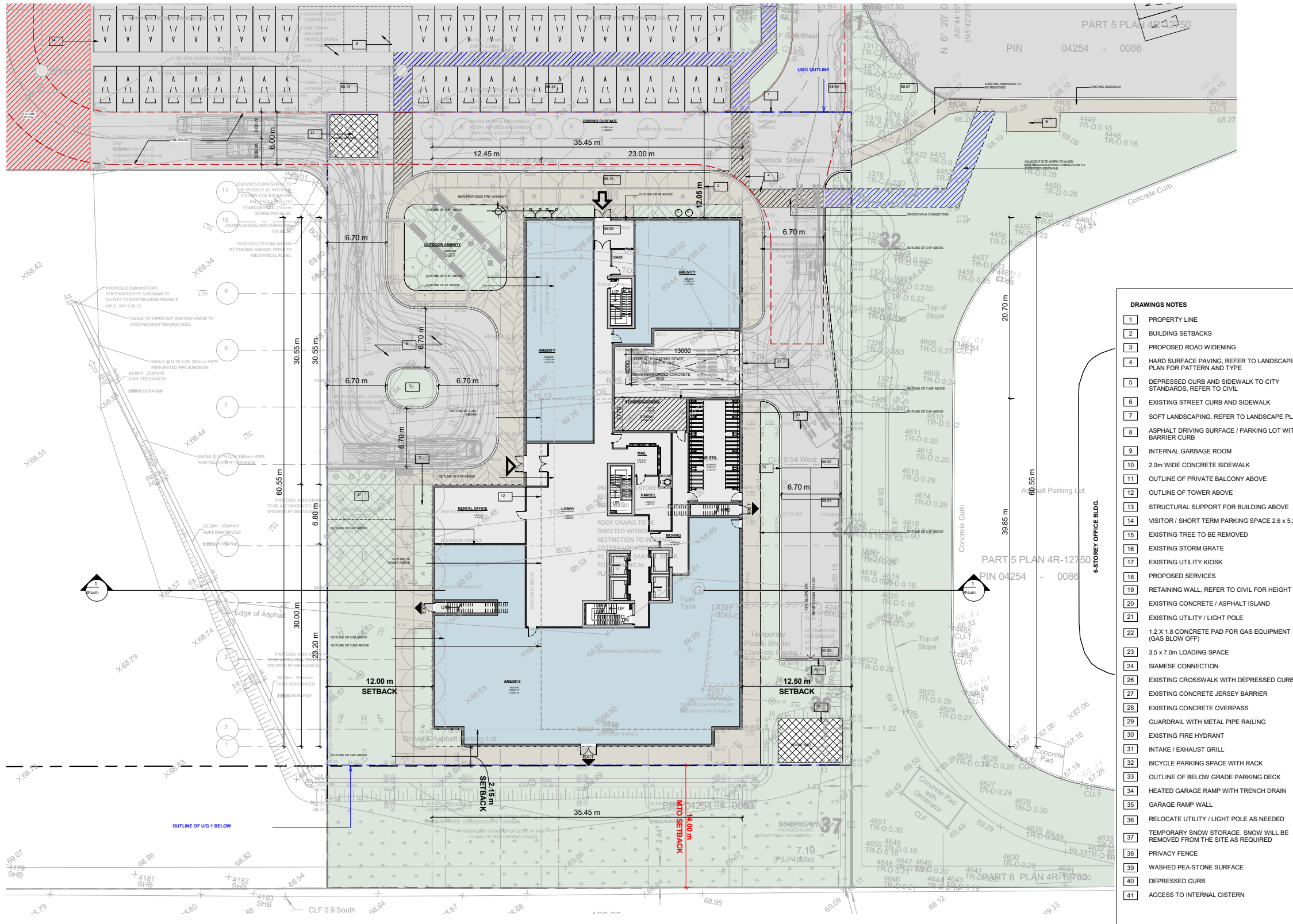
BICYCLE PARKING SPACES PROVIDED

RESIDENTIAL	INTERIOR	310
	EXTERIOR	0
TOTAL	1.0 PER UNIT (309 UNITS)	310

AMENITY AREA

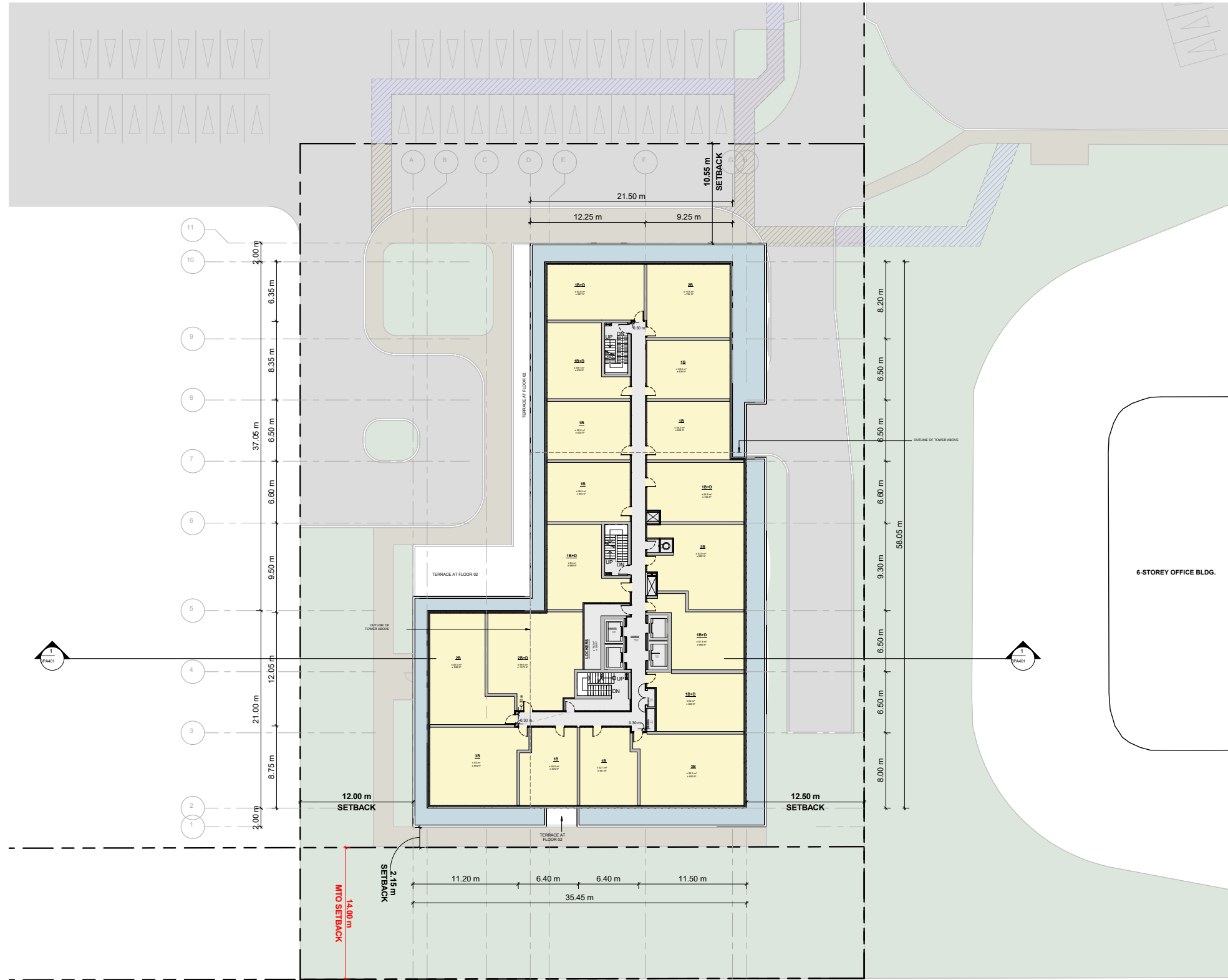
	m ²	ft ²
GRADE EXTERIOR - COMMUNAL	113.5	1,221
INTERIOR - COMMUNAL	1,095.4	11,791
07F EXTERIOR - COMMUNAL	202.1	2,175
TOTAL COMMUNAL	1,411.0	15,187
BALCONIES / TERRACE - PRIVATE	3,506.2	37,741
TOTAL	4,917.2	52,928

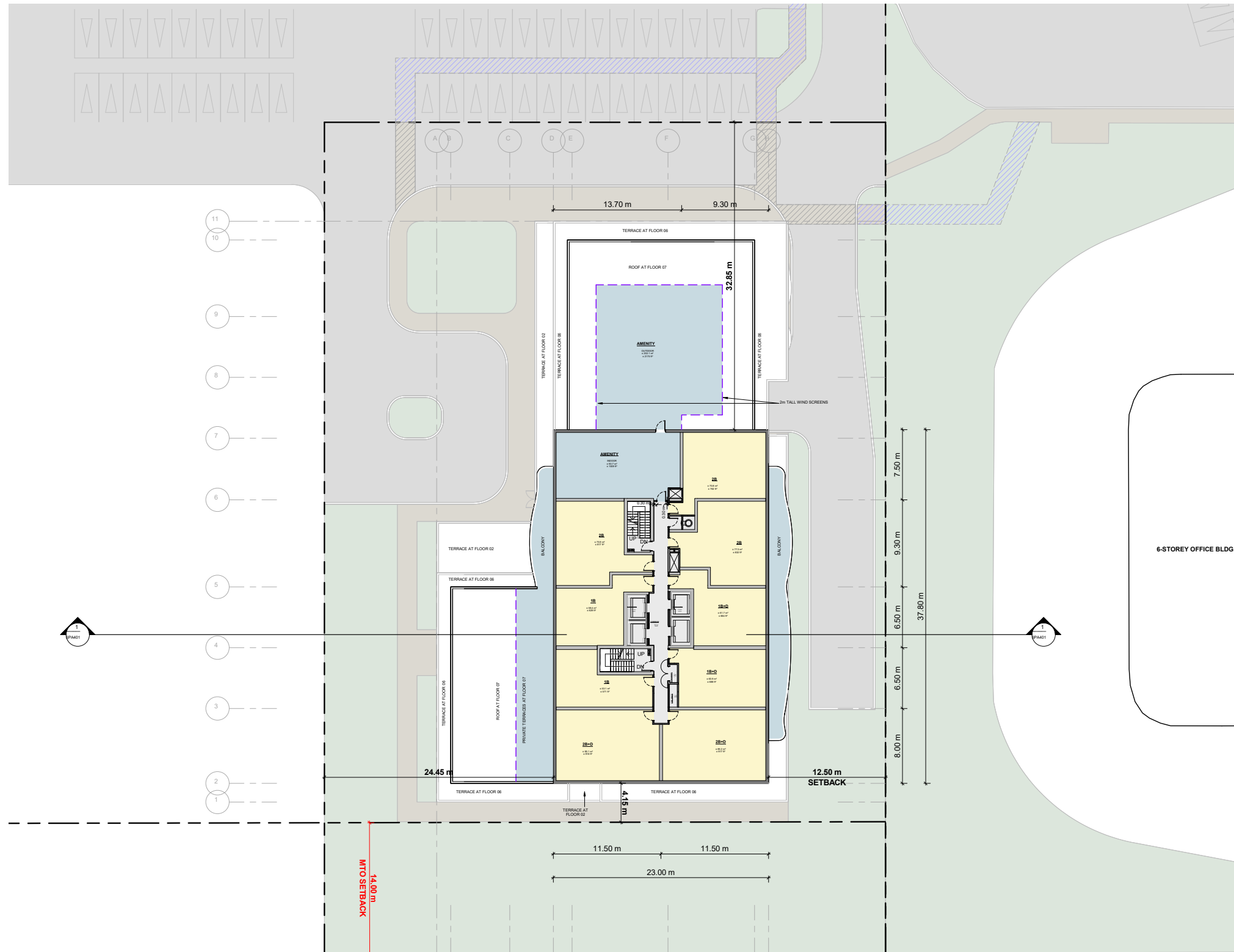
REQUIRED (309 UNITS X 6 m²) = 1,854 sq. m.
 REQUIRED COMMUNAL @ 50% = 927 sq. m.



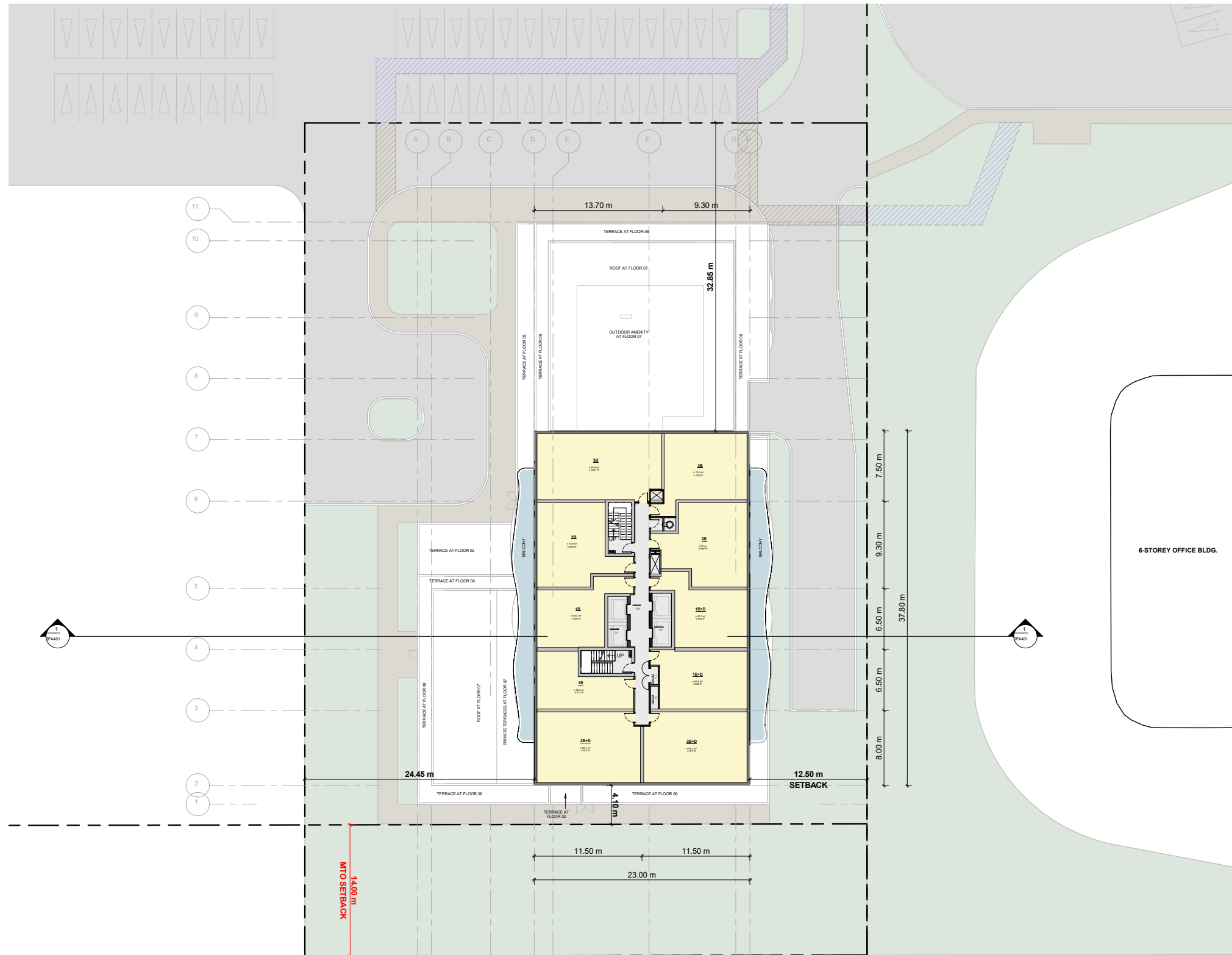
DRAWINGS NOTES

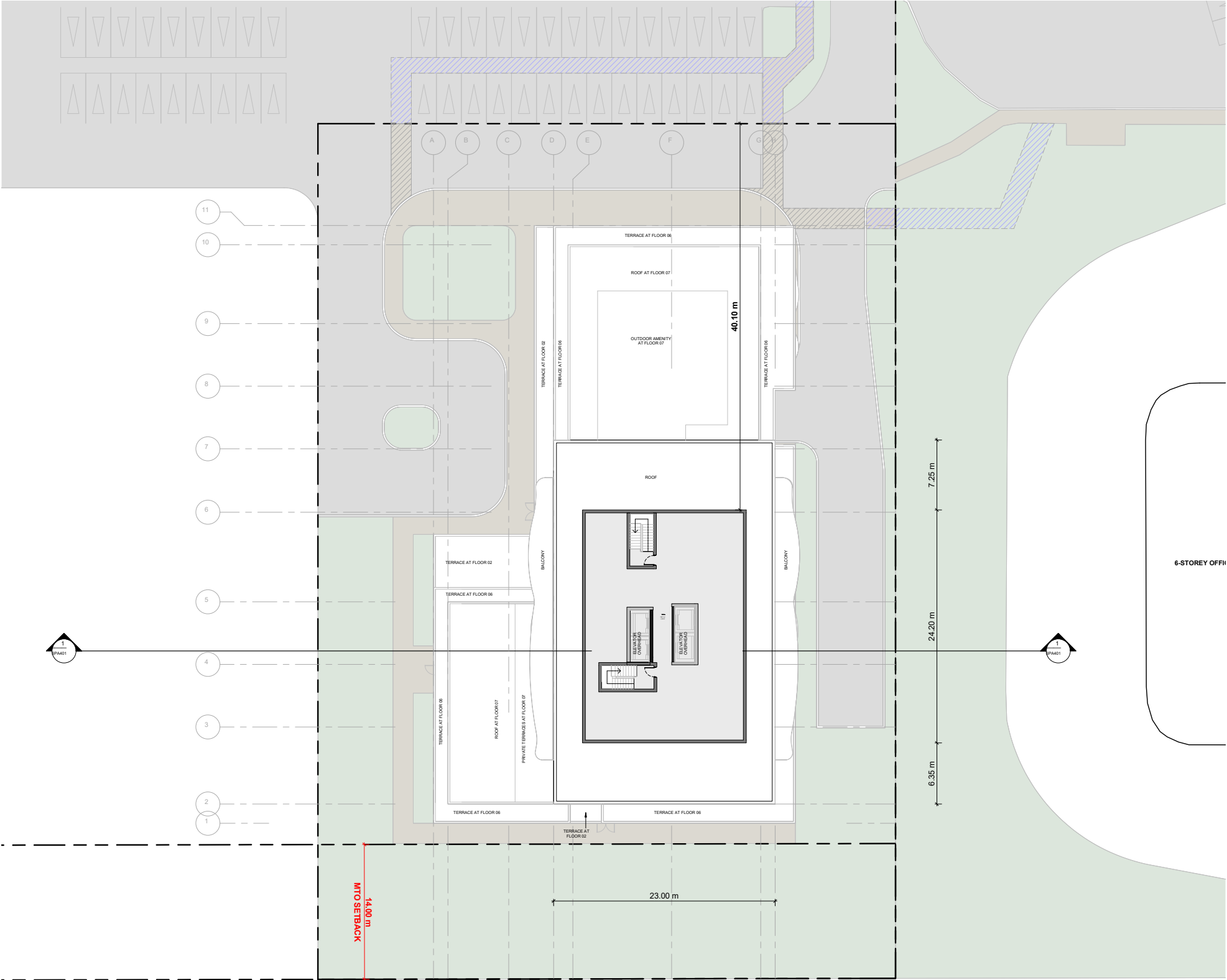
- 1 PROPERTY LINE
- 2 BUILDING SETBACKS
- 3 PROPOSED ROAD WIDENING
- 4 HARD SURFACE PAVING, REFER TO LANDSCAPE PLAN FOR PATTERN AND TYPE
- 5 DEPRESSED CURB AND SIDEWALK TO CITY STANDARDS, REFER TO CIVIL
- 6 EXISTING STREET CURB AND SIDEWALK
- 7 SOFT LANDSCAPING, REFER TO LANDSCAPE PLAN
- 8 ASPHALT DRIVING SURFACE / PARKING LOT WITH BARRIER CURB
- 9 INTERNAL GARBAGE ROOM
- 10 2.0m WIDE CONCRETE SIDEWALK
- 11 OUTLINE OF PRIVATE BALCONY ABOVE
- 12 OUTLINE OF TOWER ABOVE
- 13 STRUCTURAL SUPPORT FOR BUILDING ABOVE
- 14 VISITOR / SHORT TERM PARKING SPACE 2.6 x 5.2m
- 15 EXISTING TREE TO BE REMOVED
- 16 EXISTING STORM GRATE
- 17 EXISTING UTILITY KIOSK
- 18 PROPOSED SERVICES
- 19 RETAINING WALL, REFER TO CIVIL FOR HEIGHT
- 20 EXISTING CONCRETE / ASPHALT ISLAND
- 21 EXISTING UTILITY / LIGHT POLE
- 22 1.2 x 1.8 CONCRETE PAD FOR GAS EQUIPMENT (GAS BLOW OFF)
- 23 3.5 x 7.0m LOADING SPACE
- 24 SIAMESE CONNECTION
- 26 EXISTING CROSSWALK WITH DEPRESSED CURBS
- 27 EXISTING CONCRETE JERSEY BARRIER
- 28 EXISTING CONCRETE OVERPASS
- 29 GUARDRAIL WITH METAL PIPE RAILING
- 30 EXISTING FIRE HYDRANT
- 31 INTAKE / EXHAUST GRILL
- 32 BICYCLE PARKING SPACE WITH RACK
- 33 OUTLINE OF BELOW GRADE PARKING DECK
- 34 HEATED GARAGE RAMP WITH TRENCH DRAIN
- 35 GARAGE RAMP WALL
- 36 RELOCATE UTILITY / LIGHT POLE AS NEEDED
- 37 TEMPORARY SNOW STORAGE. SNOW WILL BE REMOVED FROM THE SITE AS REQUIRED
- 38 PRIVACY FENCE
- 39 WASHED PEA-STONE SURFACE
- 40 DEPRESSED CURB
- 41 ACCESS TO INTERNAL CISTERN





Floor 08 - 28





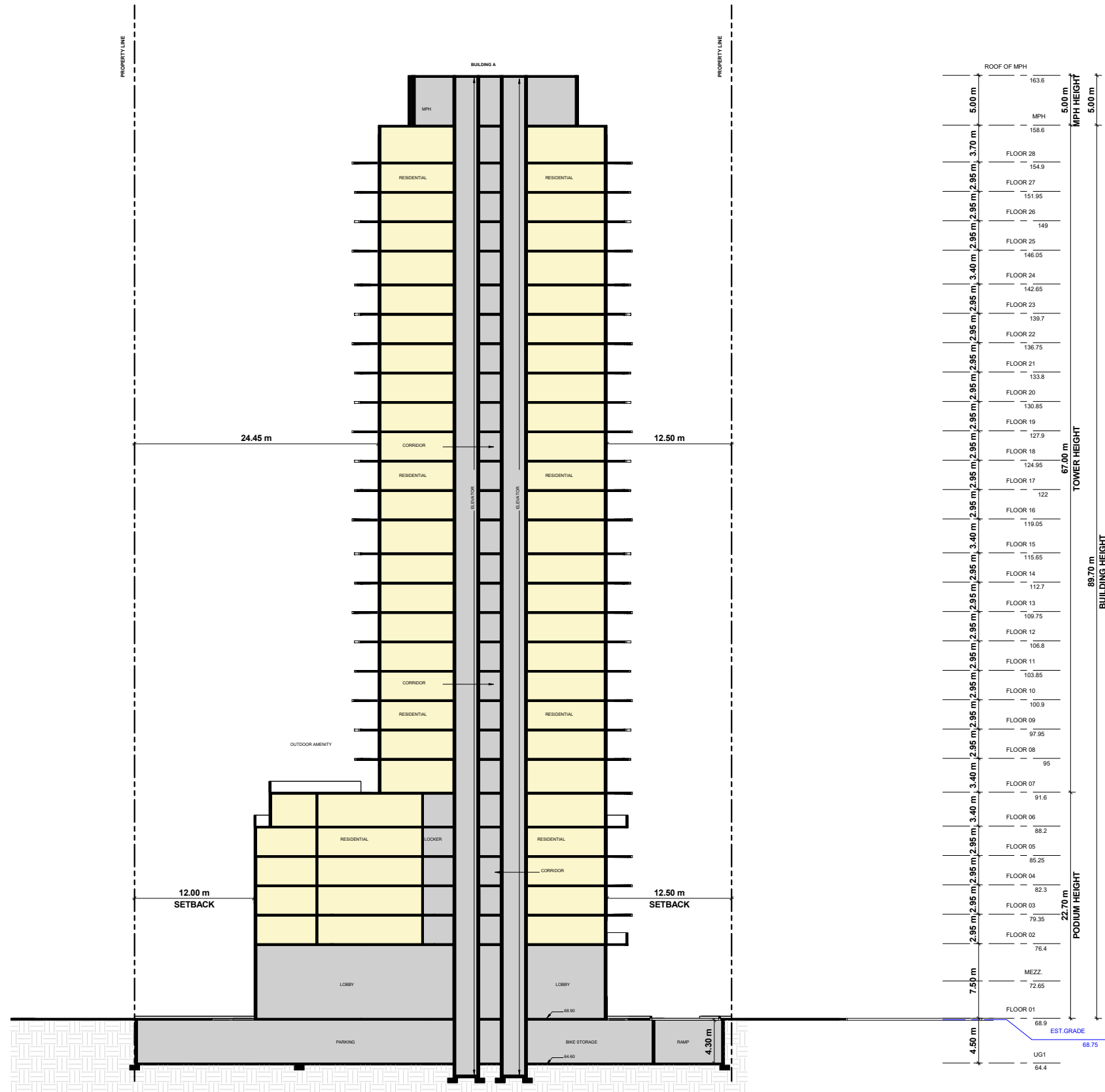
Elevations



Elevations



Section A-A



3D Perspectives



VIEW FROM TRANS-CANADA HWY LOOKING TOWARDS NORTH WEST

3D Perspectives



VIEW FROM TRANS-CANADA HWY LOOKING TOWARDS NORTH EAST

3D Perspectives



VIEW FROM TRANS-CANADA HWY LOOKING TOWARDS NORTH

3D Perspectives



STREET VIEW LOOKING TOWARDS TOWARDS EAST

3D Perspectives



STREET VIEW LOOKING TOWARDS TOWARDS WEST

3D Perspectives



STREET VIEW LOOKING TOWARDS MAIN ENTRANCE AND DROP-OFF AREA

3D Perspectives



VIEW FROM TRANS-CANADA HWY LOOKING TOWARDS NORTH EAST

LANDSCAPE DRAWINGS

PHASE 1 - BUILDING A

07



1 Hardscape
The paving pattern of the plaza and drop-off circle is inspired by the rock outcrop of the Rideau Falls and reflects the same, unique treatment of the tower balconies. A randomly weaved pattern, with subtle tonal variations, replicates the rippled waves of Ottawa's two major rivers.

2 Site Furniture
Ample seating is provided for the convenience of residents awaiting pick up, but primarily to encourage longer stays in the plaza. Most of the seating is oriented towards the sun for comfort in the shoulder seasons and high-backed benches will help to mitigate winds. Stools are positioned opposite the benches to encourage interaction and conversation.

Sustainably harvested wood surfaces will offer additional comfort in the shoulder seasons.

3 Planting
The planting palette prioritizes the use of native (or non-invasive) species where appropriate. Year-round, seasonal interest and ease of maintenance are the guiding factors for species choices. The layout of grasses and shrubs will subtly re-enforce the rolling curves of the pavers and balconies.

As the entire plaza is atop the parking garage, mounded or raised planters are proposed to provide adequate and healthy soil composition. Where large shade trees are proposed to be planted at grade, uncompacted soil volumes will be achieved with soil cells.

A vegetated buffer will be established within the MTO setback zone. A densely planted reforested area will mature to provide visual screening and some sound reduction for units in the podium.

SHADOW STUDIES

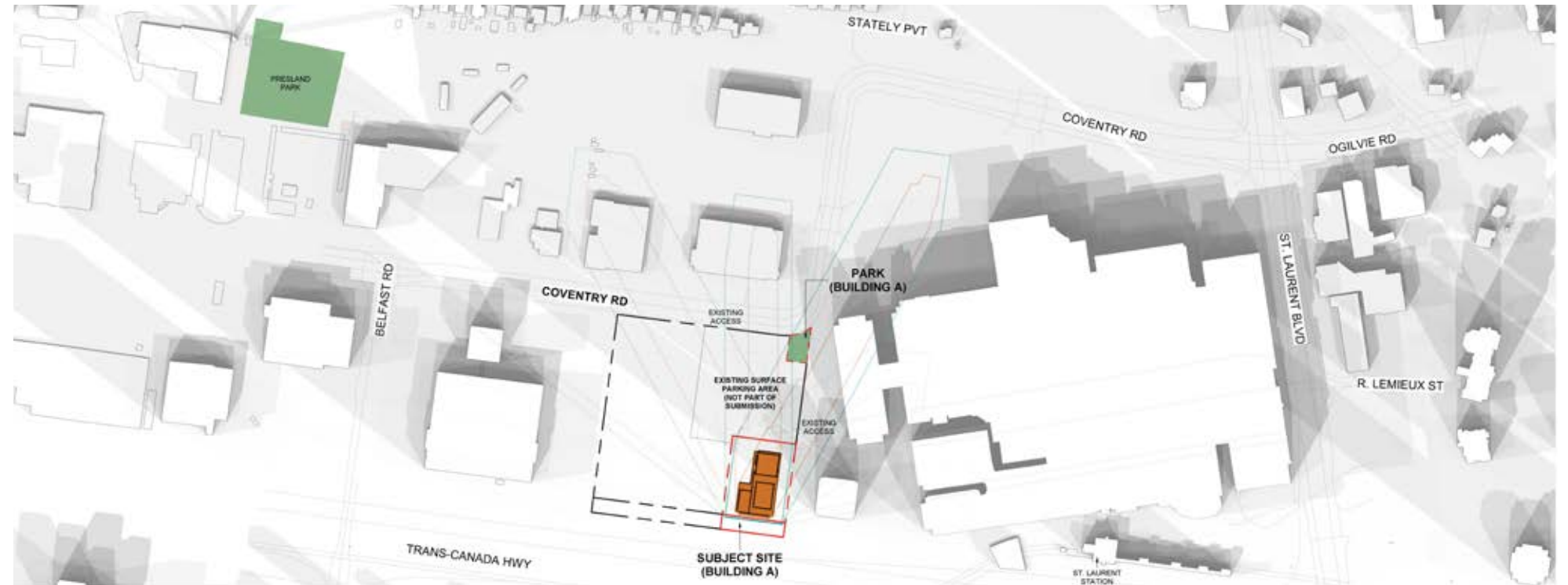
PHASE 1 - BUILDING A

08

Shadow Studies

In accordance with the City of Ottawa’s Shadow Analysis Terms of Reference, the purpose of this document is to summarize the Sun and Shadow Study for 500 Coventry Road (the “Subject Site”), including impacts of the Proposed Development and urban design measures taken to minimize net new shadow impacts.

The Proposed Development introduces an intensification of residential use on an underutilized site with a 28-storey tower on a 7-storey base, in an area currently developed with low-rise commercial and industrial buildings. The Proposed Development includes appropriate height for its planned context, a tower floorplate of 723.4 square meters, and massing treatments including significant setbacks on the Trans-Canada Highway and the existing surface parking, in keeping with the City’s desire for a public park at the intersection and a point tower massing to limit shadow impacts. An outdoor amenity area is planned in the Northwest corner of the Subject Site.



Shadow Analysis and Mitigation Measures

The Proposed Development provides sufficient setbacks, tower step backs and tower separation distances appropriate for the Subject Site’s context. More specifically, the podium element will provide for a street-oriented 7-storey base that has been designed to limit shadow impacts on the sidewalks along proposed internal roads and adjacent buildings. The tower element will be separated from the north side lot line by 10.55 meters, from the east side lot line by 12.5 meters, from the west side lot line by 12 meters, and from the south side lot line by 2.1 meters, while also being separated by a minimum distance of 16.1 meters to the Trans-Canada Highway.

The Proposed Development appropriately limits impacts on lands designated Neighbourhood as shadows are intermittent and fast-moving during the warmer months. Net new shadows from the Proposed Development are present on the adjacent existing parking surface around 02:00 pm on June 21st from 9:00 am onwards on September 21st, and all day long on December 21st. Net new shadows from the proposed development are also

present on the proposed park on December 21st around 02:00 pm but pass by quickly afterward. Net new shadows will be present on the adjacent low-rise commercial district to the West on September 21st from 08:00 am to 09:00 am, December 21st from 09:00 am to 12:00 pm and to the East on June 21st from 04:00 pm onwards, and September 21st from 03:00 pm onwards.

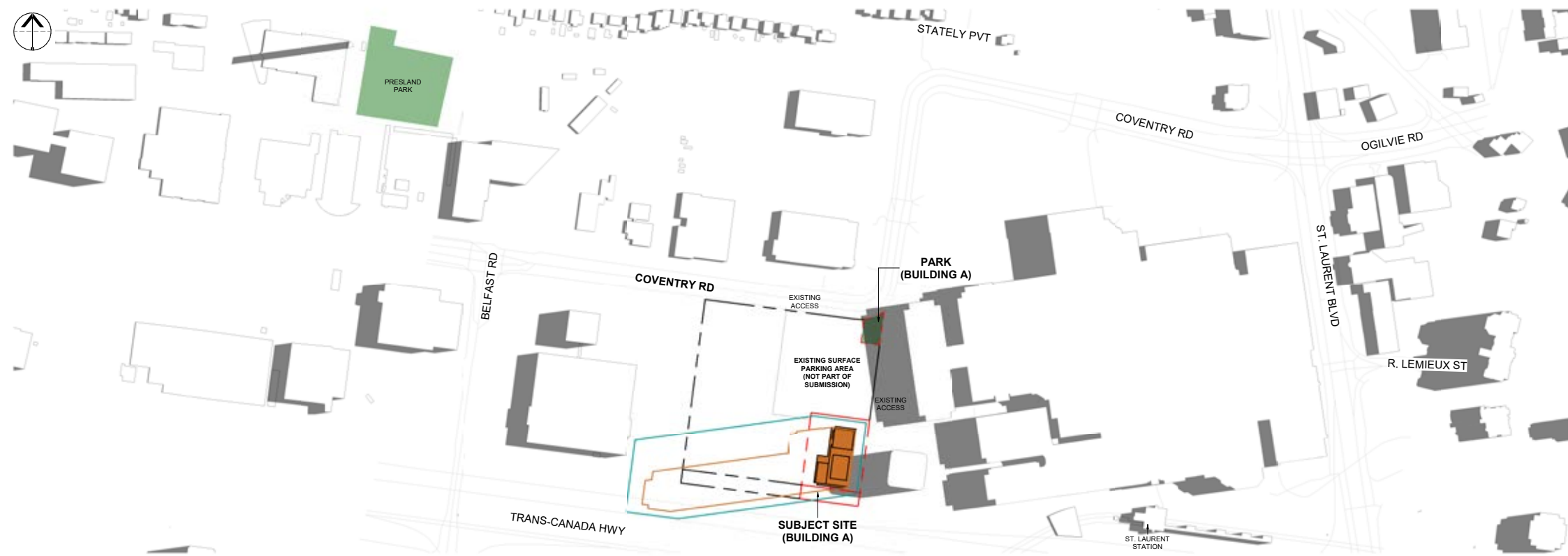
In conclusion, the Proposed Development implements a range of urban design measures, such as base-building setbacks, tower step-backs, tower separation distances, and point-tower floor plate which adequately limit net new shadows cast onto the public realm. The Proposed Development appropriately limits net new shadows onto the existing lands designated Neighbourhoods and animates the proposed park and public realm with outdoor amenity.



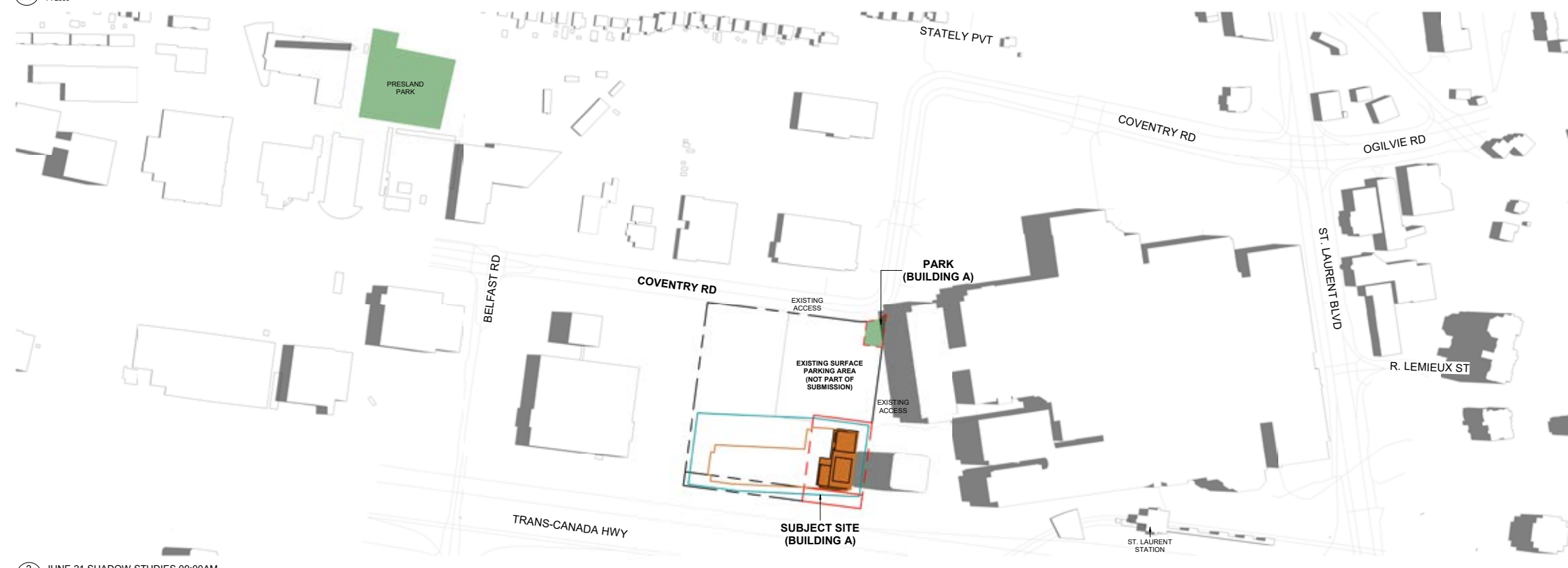
Street views from Google Maps

Shadow Studies - JUNE

- SHADOW STUDY LEGEND**
- EXISTING SHADOWS
 - PROPOSED BUILDING 28 STOREYS
 - PUBLIC SPACES
 - NET NEW SHADOWS BY PROPOSED DEVELOPMENT
 - PROPOSED SHADOW OUTLINE
 - AS-OF-RIGHT SHADOW OUTLINE
- Assuming Site is Flat



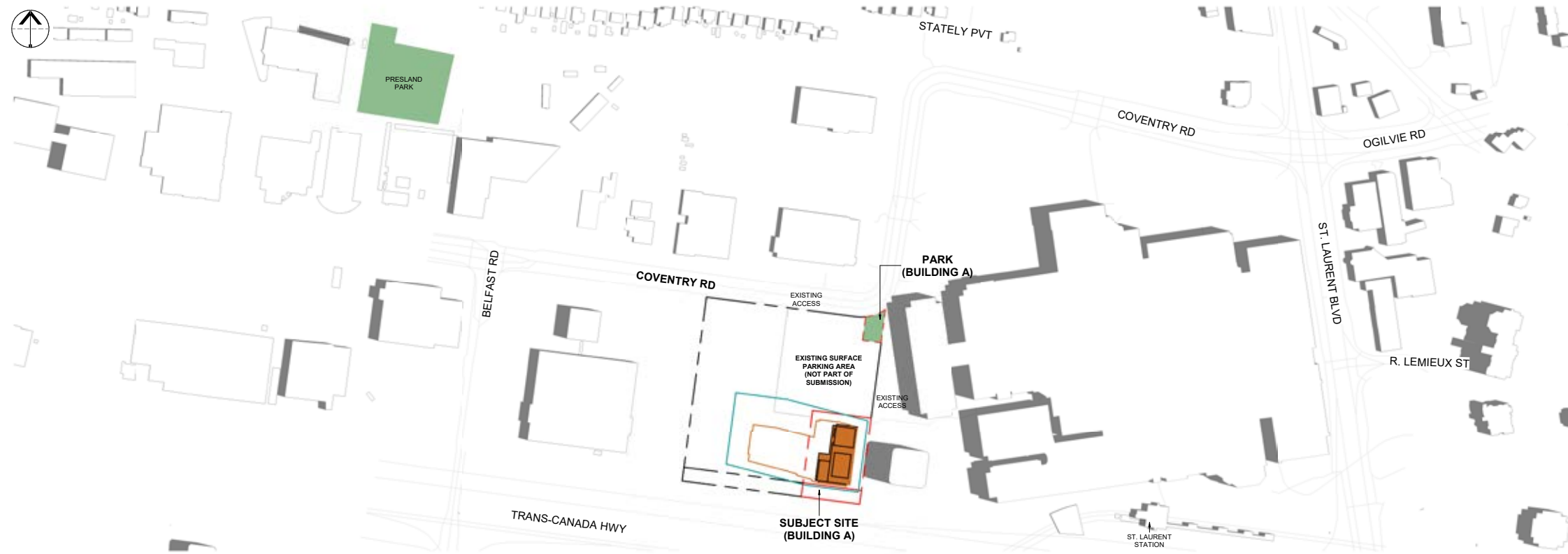
1 JUNE 21 SHADOW STUDIES 08:00AM
SPAB17 1:2000



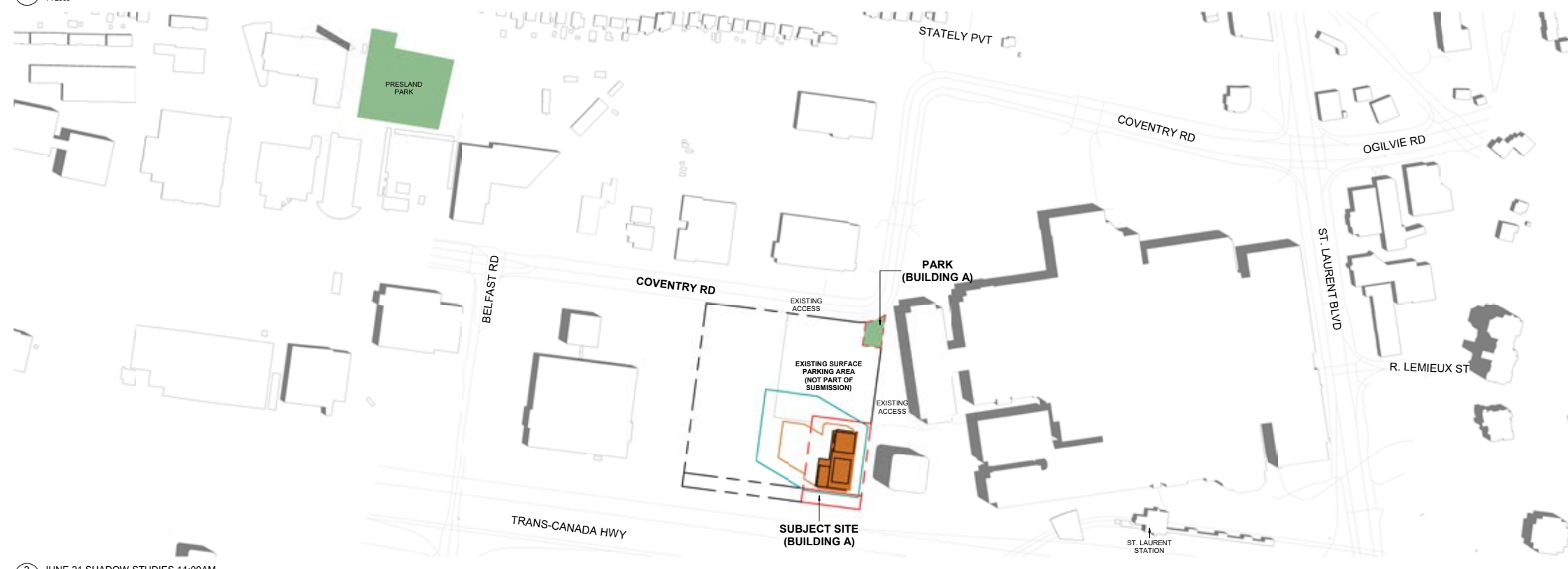
2 JUNE 21 SHADOW STUDIES 09:00AM
SPAB17 1:2000

Shadow Studies - JUNE

- SHADOW STUDY LEGEND**
- EXISTING SHADOWS
 - PROPOSED BUILDING 28 STOREYS
 - PUBLIC SPACES
 - NET NEW SHADOWS BY PROPOSED DEVELOPMENT
 - PROPOSED SHADOW OUTLINE
 - AS-OF-RIGHT SHADOW OUTLINE
- Assuming Site is Flat



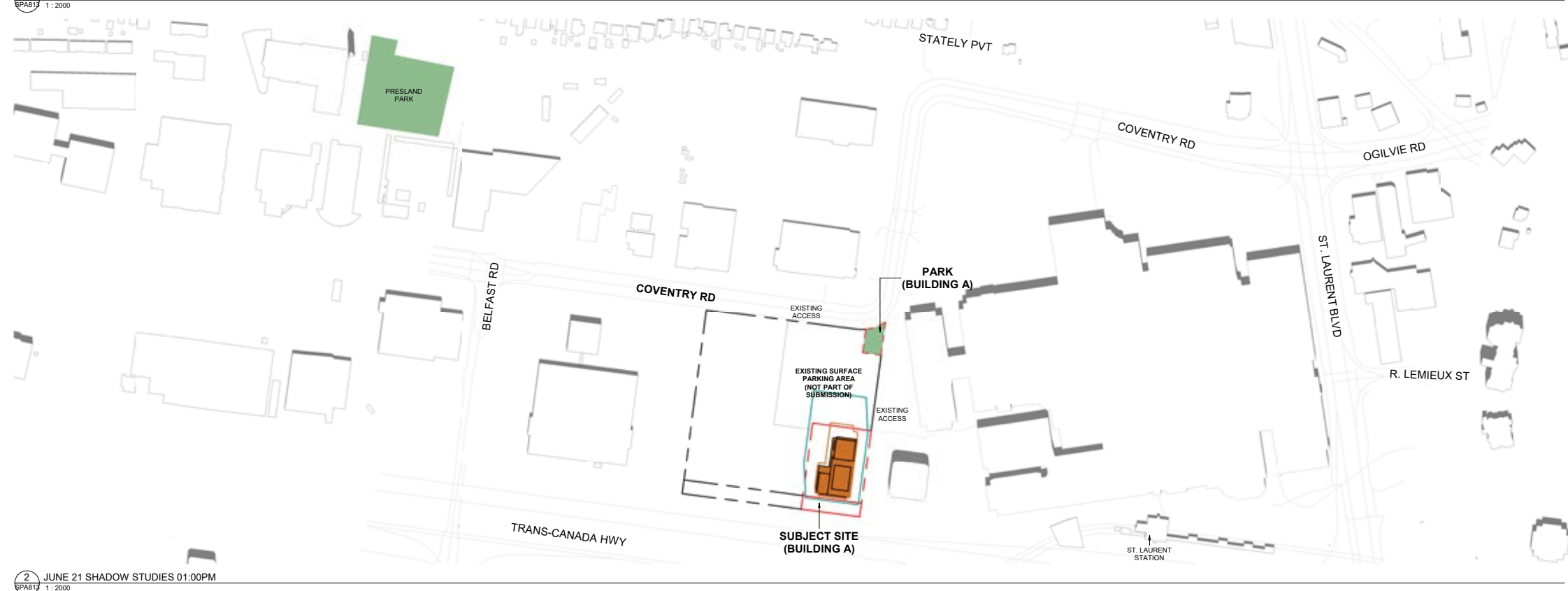
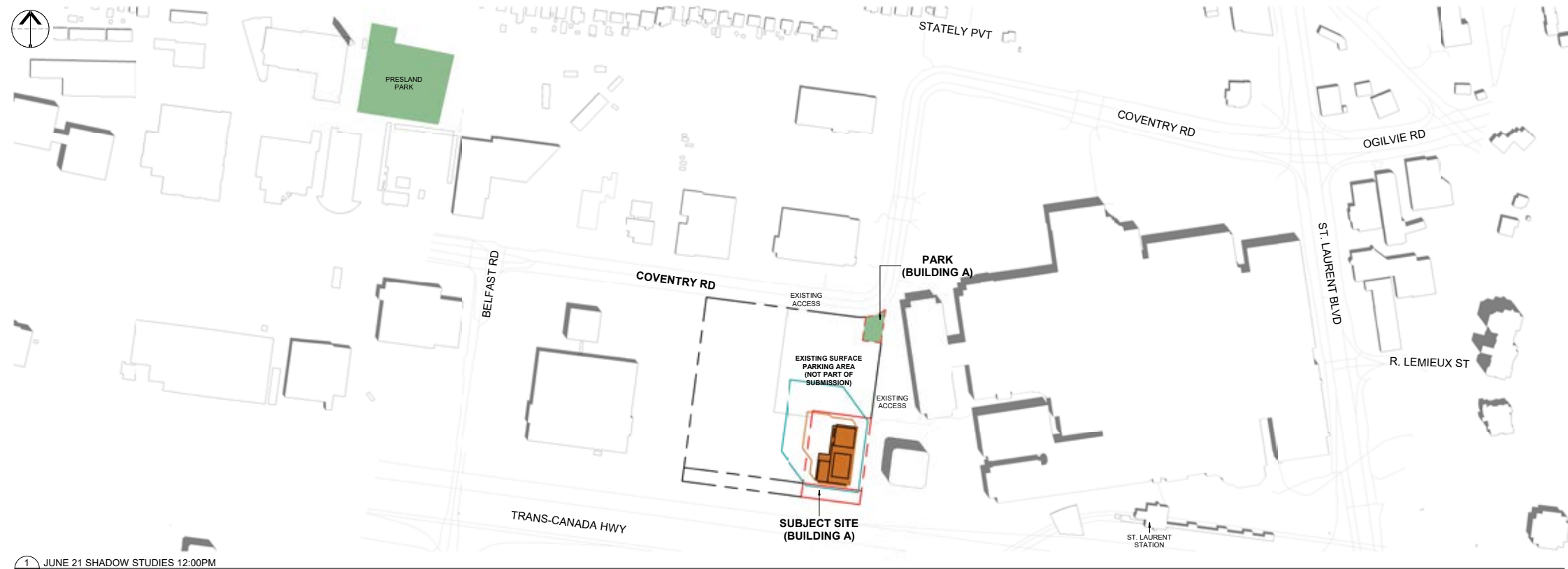
1 JUNE 21 SHADOW STUDIES 10:00AM
EPAB17 1:2000



2 JUNE 21 SHADOW STUDIES 11:00AM
EPAB17 1:2000

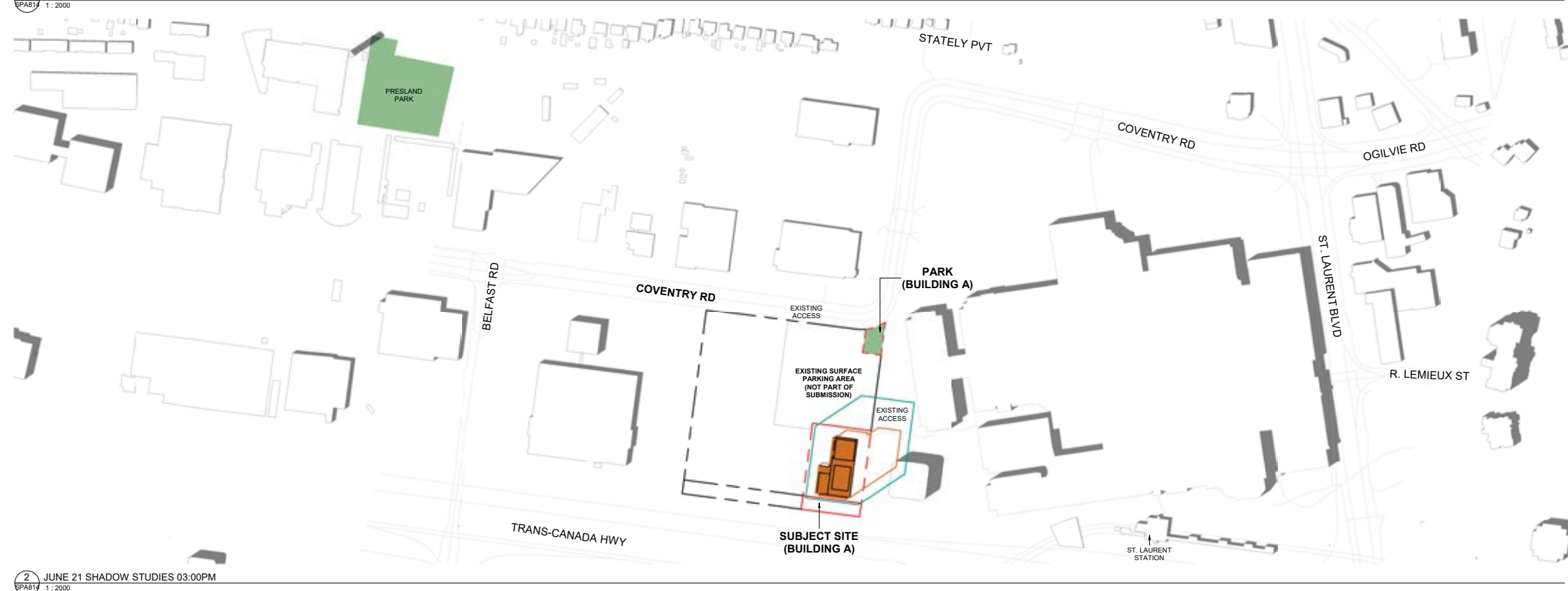
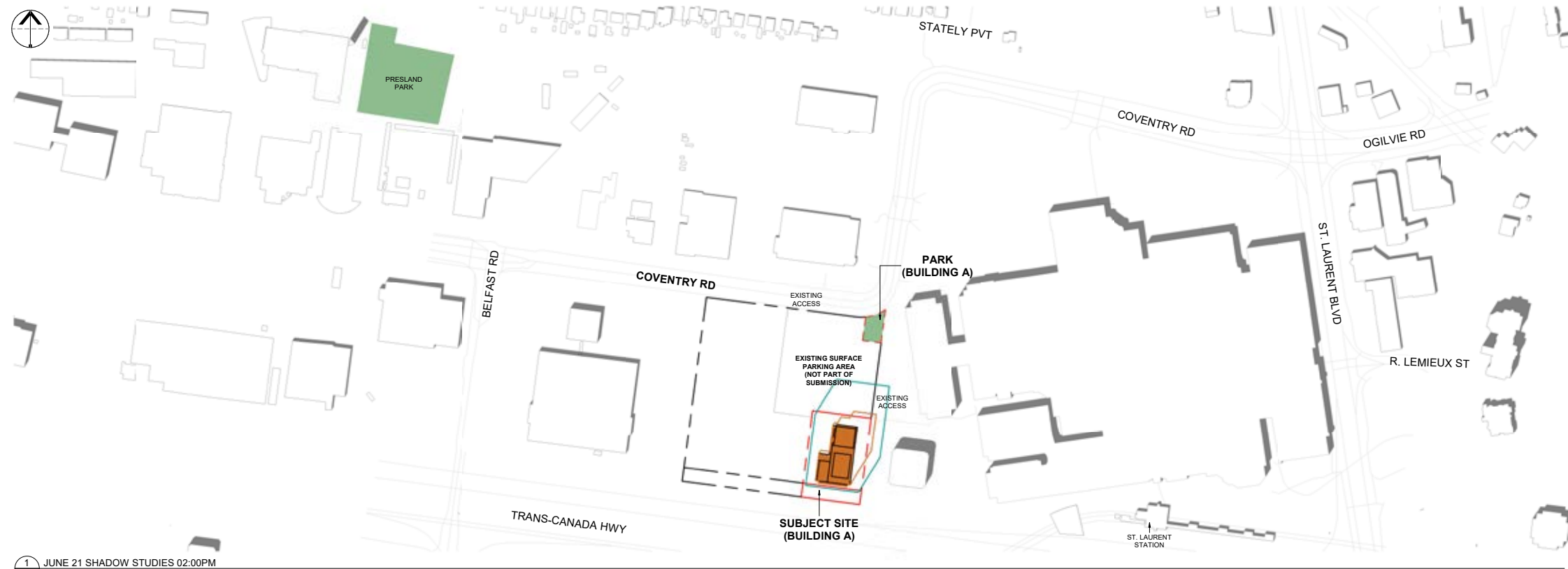
Shadow Studies - JUNE

- SHADOW STUDY LEGEND**
- EXISTING SHADOWS
 - PROPOSED BUILDING 28 STOREYS
 - PUBLIC SPACES
 - NET NEW SHADOWS BY PROPOSED DEVELOPMENT
 - PROPOSED SHADOW OUTLINE
 - AS-OF-RIGHT SHADOW OUTLINE
- Assuming Site is Flat



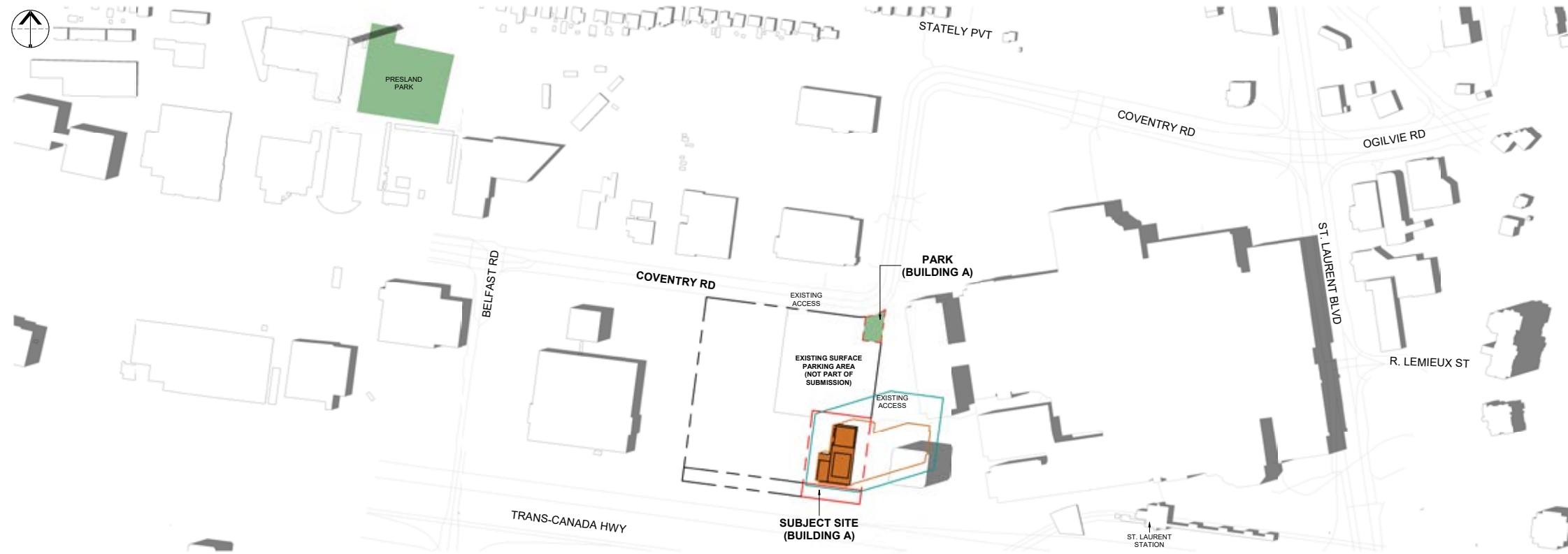
Shadow Studies - JUNE

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 - PROPOSED SHADOW OUTLINE
 - AS-OF-RIGHT SHADOW OUTLINE
- Assuming Site is Flat

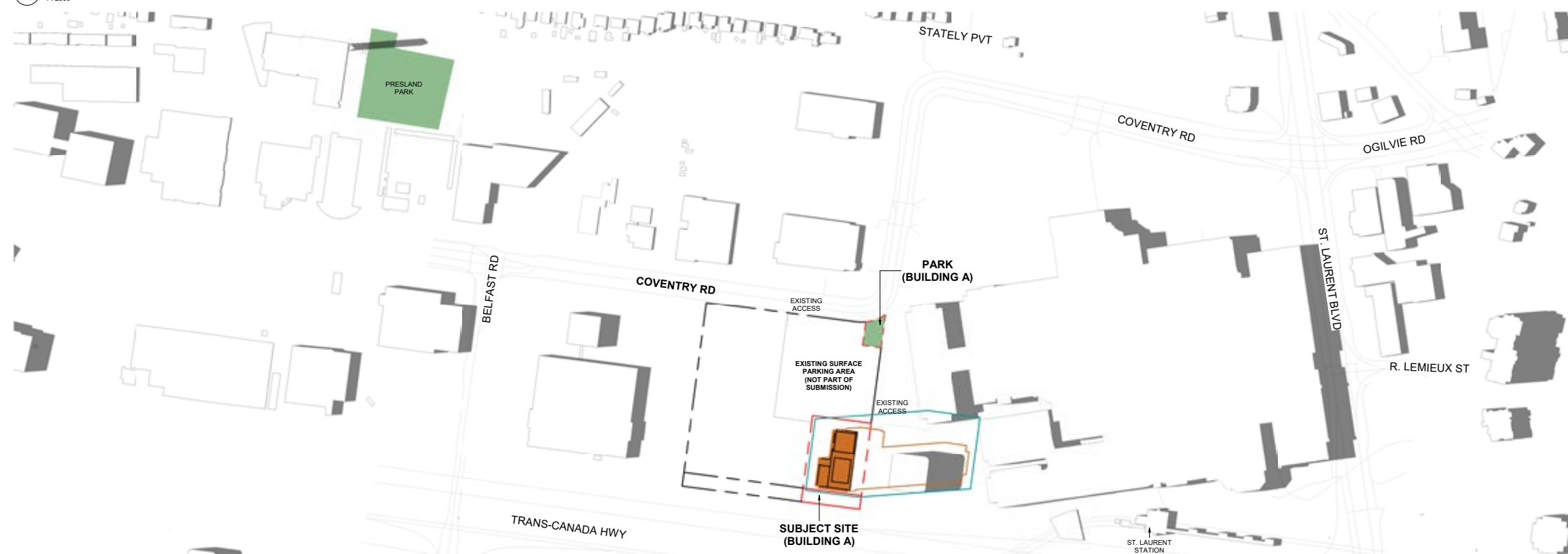


Shadow Studies - JUNE

- SHADOW STUDY LEGEND**
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 - PROPOSED SHADOW OUTLINE
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- Assuming Site is Flat



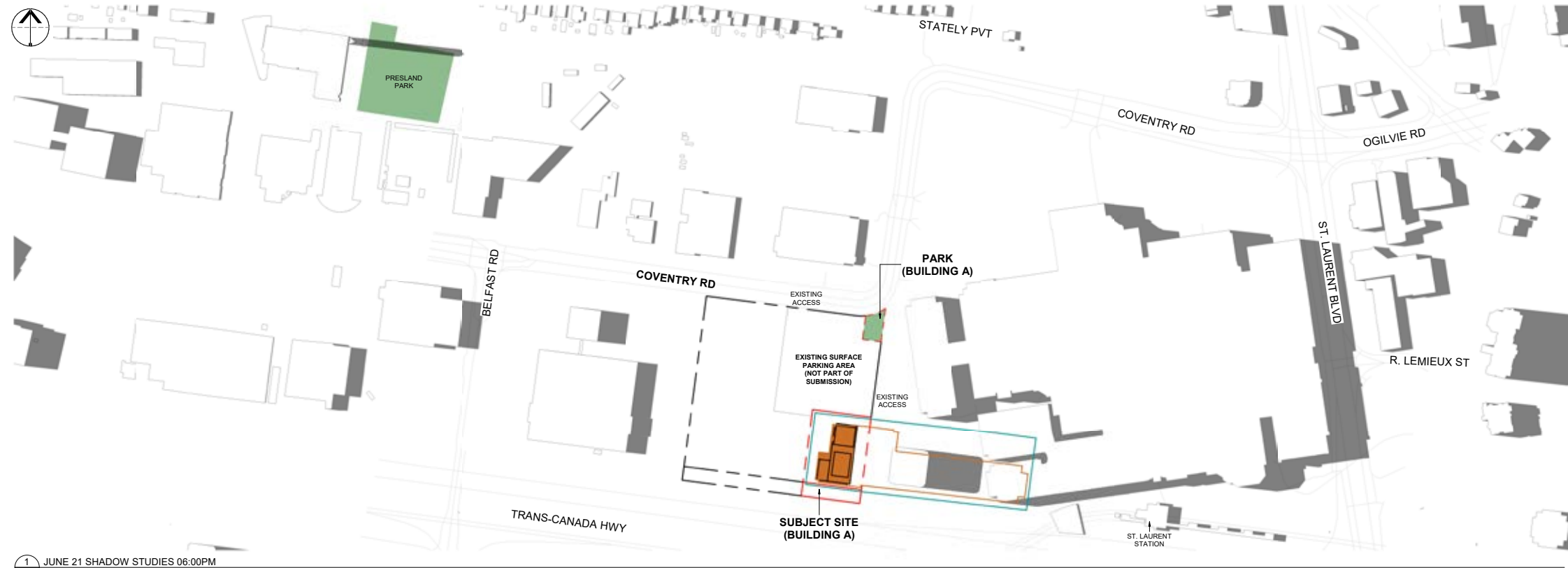
1 JUNE 21 SHADOW STUDIES 04:00PM
EPAB13 1:2000



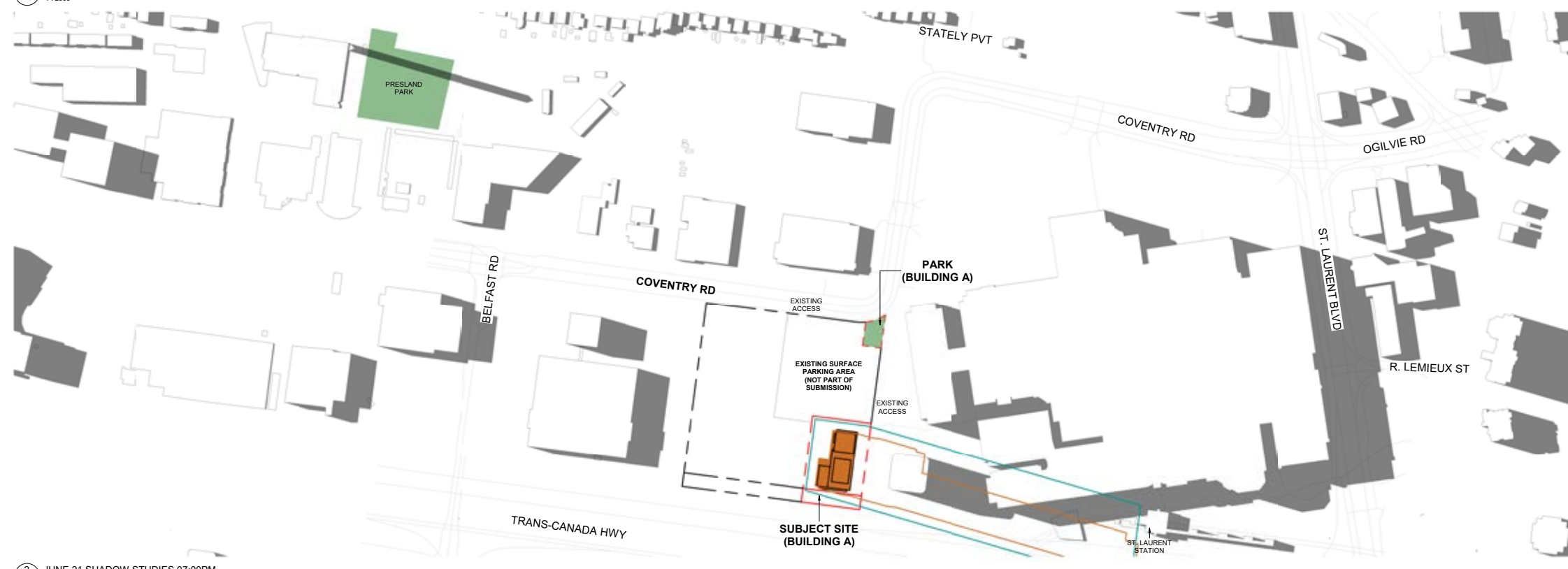
2 JUNE 21 SHADOW STUDIES 05:00PM
EPAB13 1:2000

Shadow Studies - JUNE

- SHADOW STUDY LEGEND**
- EXISTING SHADOWS
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 - PROPOSED SHADOW OUTLINE
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- Assuming Site is Flat



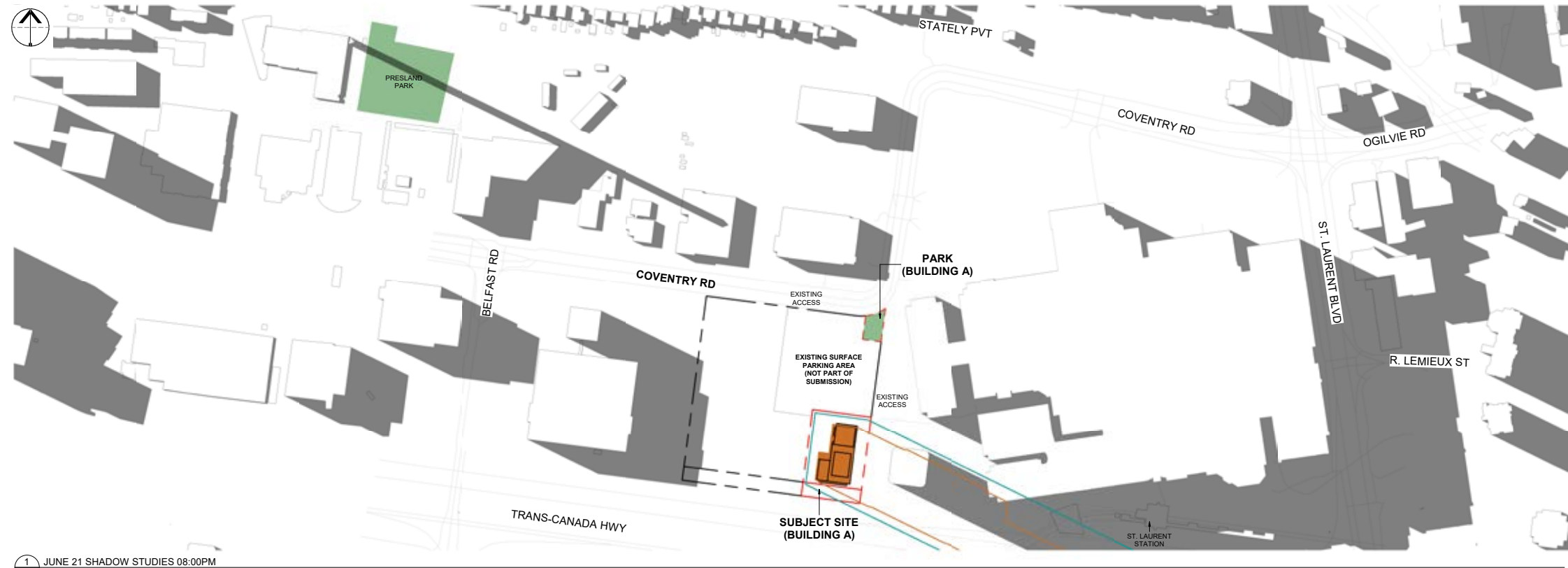
1 JUNE 21 SHADOW STUDIES 06:00PM
EPAB19 1:2000



2 JUNE 21 SHADOW STUDIES 07:00PM
EPAB19 1:2000

Shadow Studies - JUNE

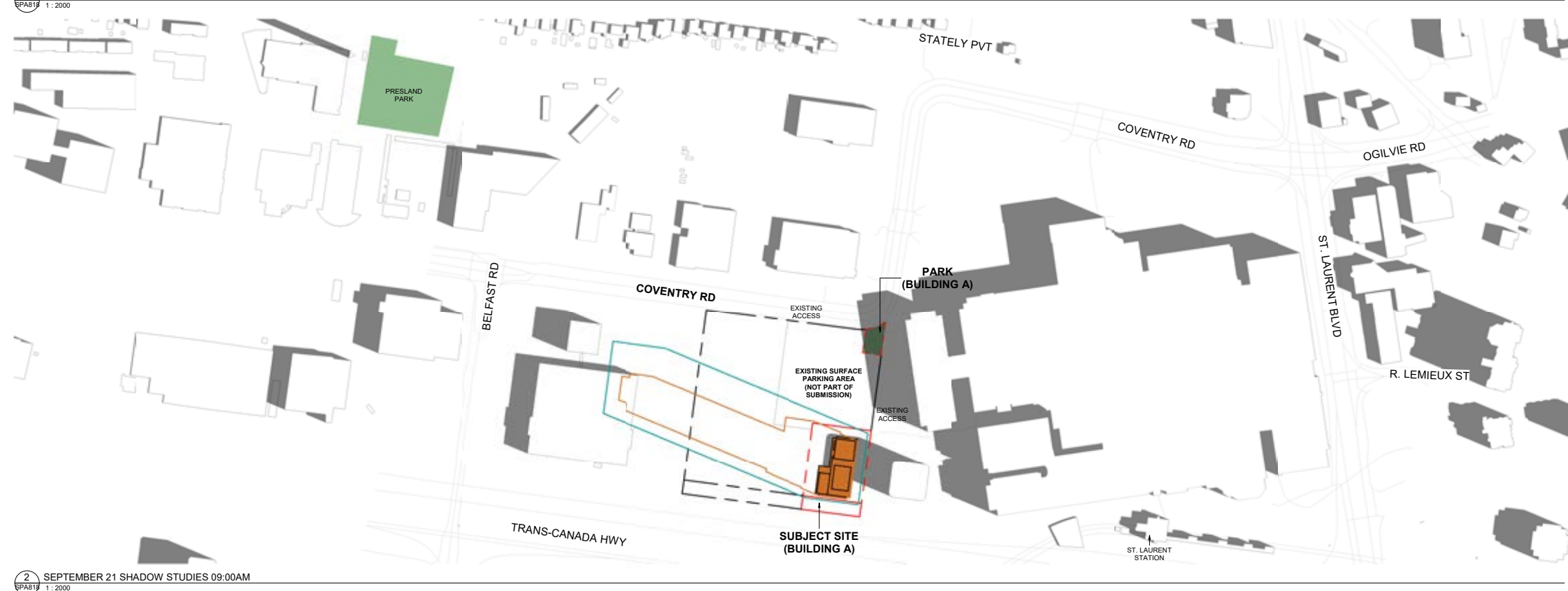
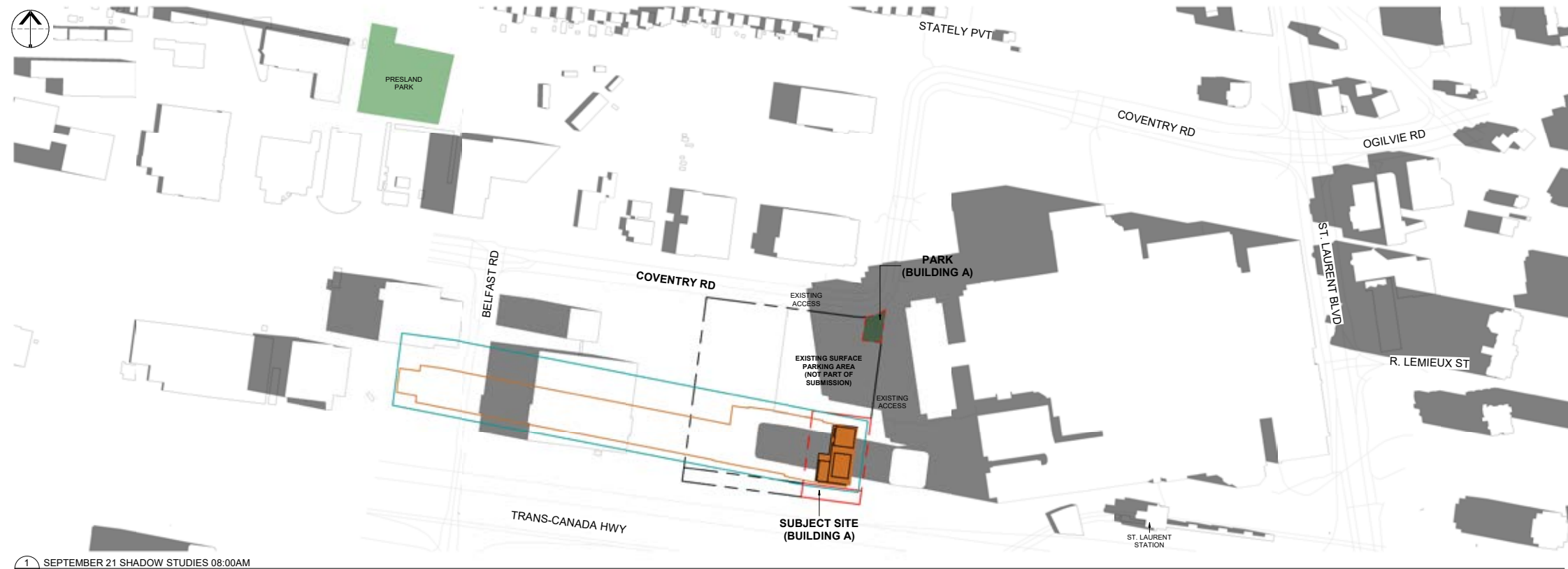
- SHADOW STUDY LEGEND**
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 - NET NEW SHADOWS BY PROPOSED DEVELOPMENT
 - PROPOSED SHADOW OUTLINE
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- Assuming Site is Flat



1 JUNE 21 SHADOW STUDIES 08:00PM
EPAB17 1:2000

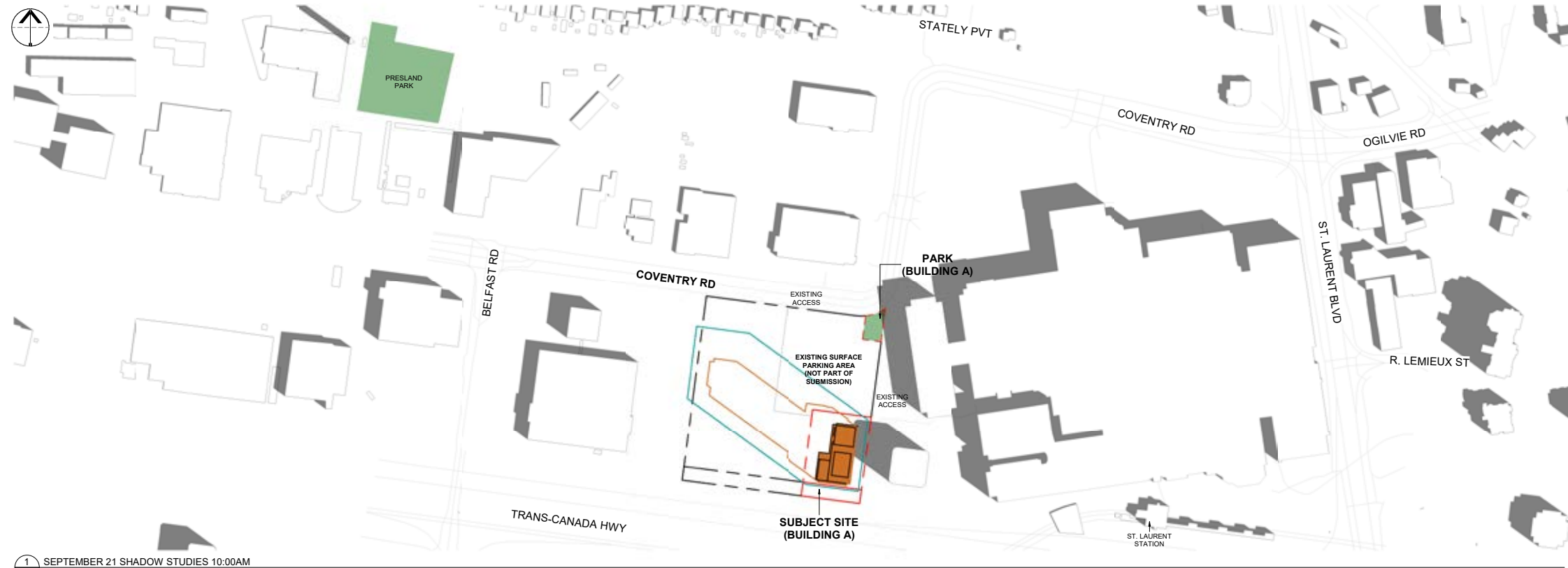
Shadow Studies - SEPTEMBER

- SHADOW STUDY LEGEND**
- EXISTING SHADOWS
 - PROPOSED BUILDING 28 STOREYS
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 - PROPOSED SHADOW OUTLINE
 - AS-OF-RIGHT SHADOW OUTLINE
- Assuming Site is Flat

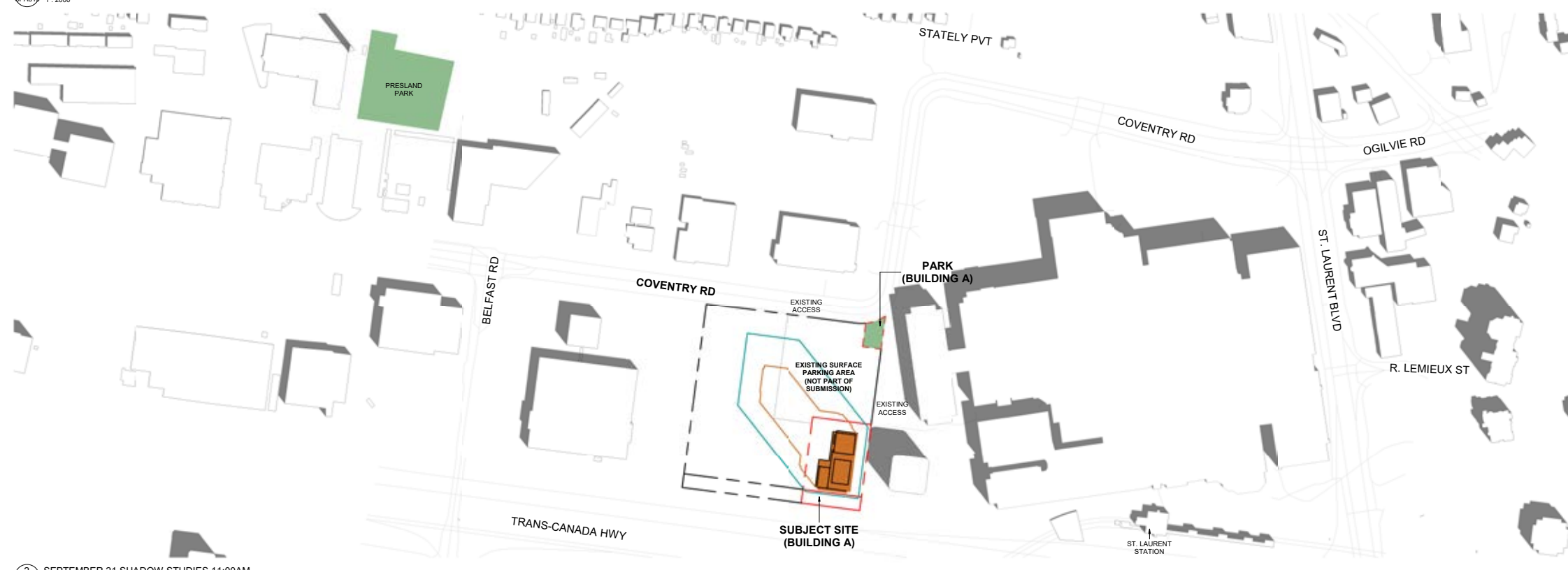


Shadow Studies - SEPTEMBER

- SHADOW STUDY LEGEND**
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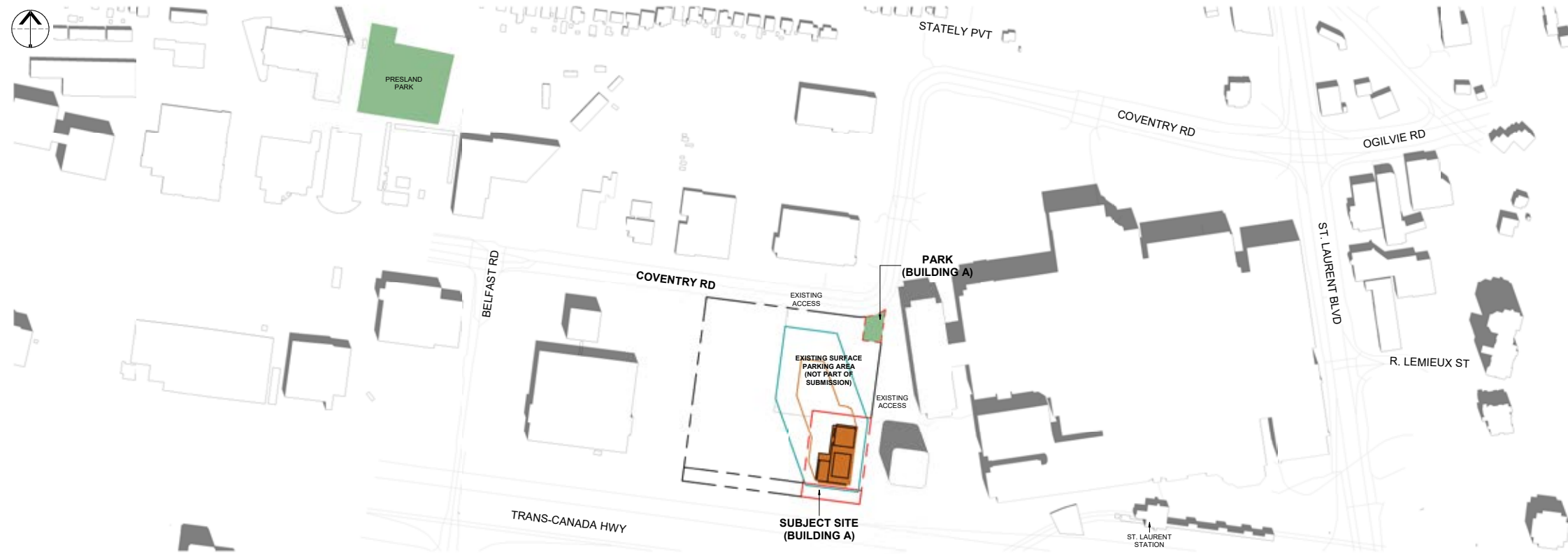
1 SEPTEMBER 21 SHADOW STUDIES 10:00AM
EPAB17 1: 2000



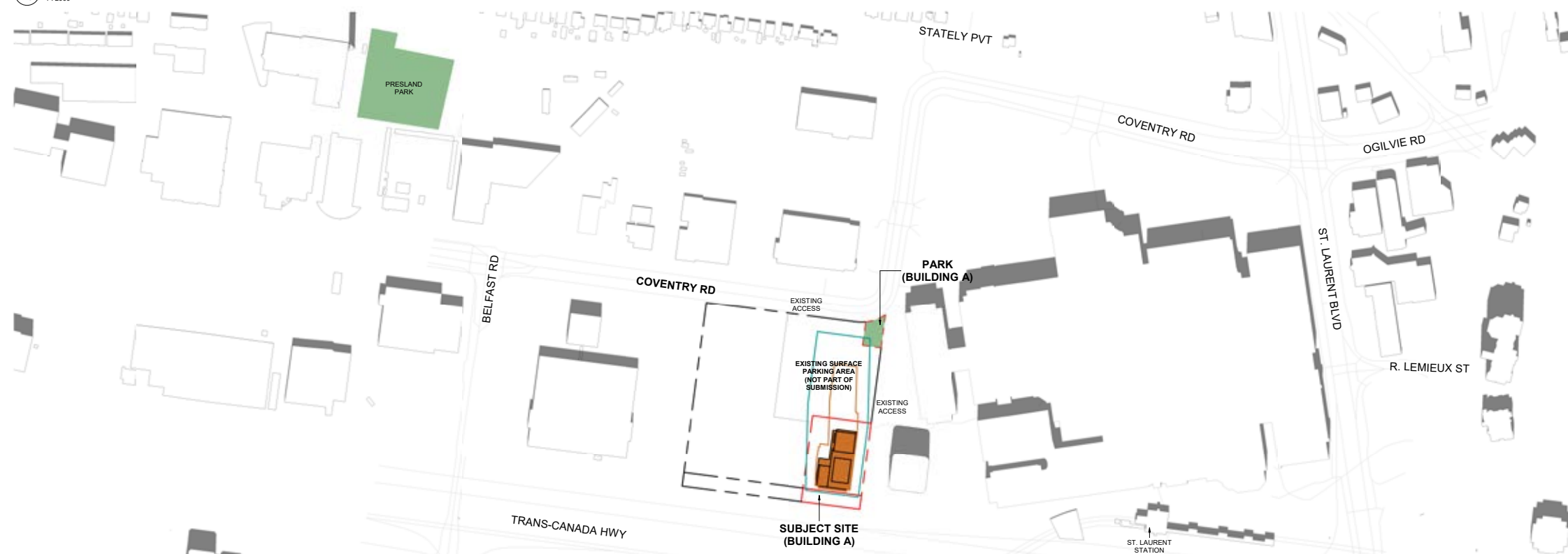
2 SEPTEMBER 21 SHADOW STUDIES 11:00AM
EPAB17 1: 2000

Shadow Studies - SEPTEMBER

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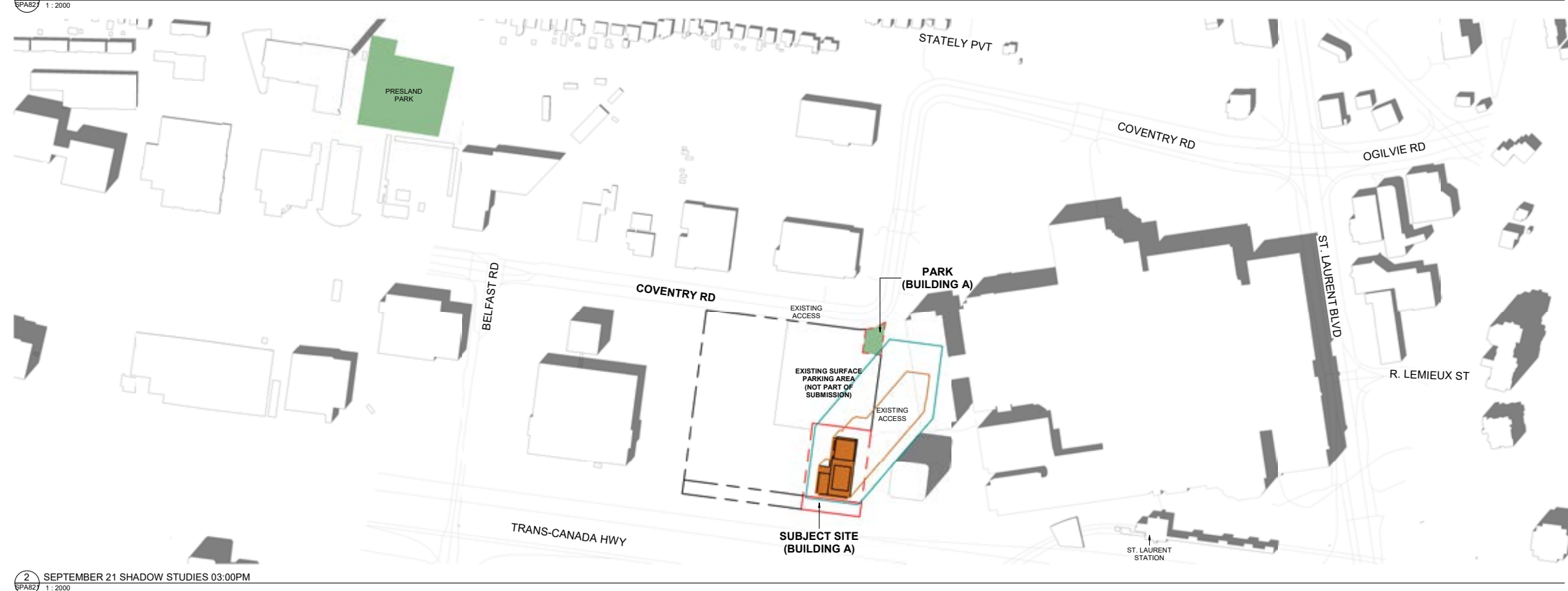
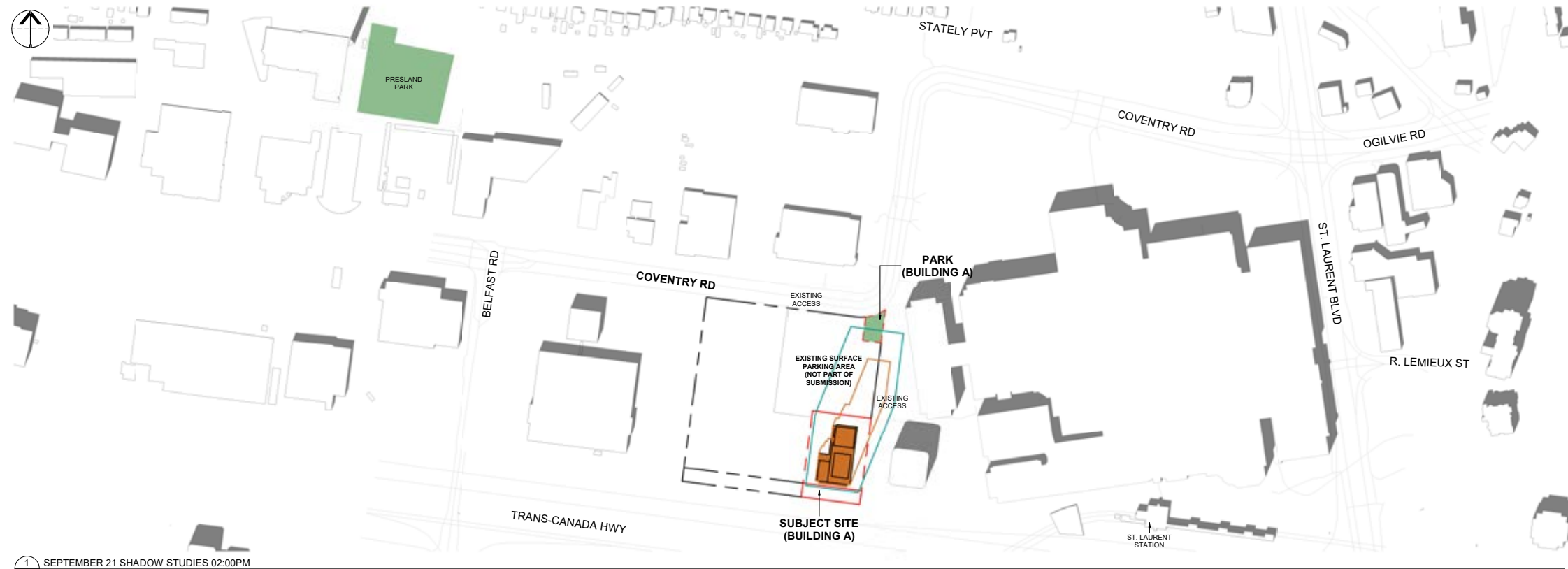
1 SEPTEMBER 21 SHADOW STUDIES 12:00PM
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2 SEPTEMBER 21 SHADOW STUDIES 01:00PM
1:2000

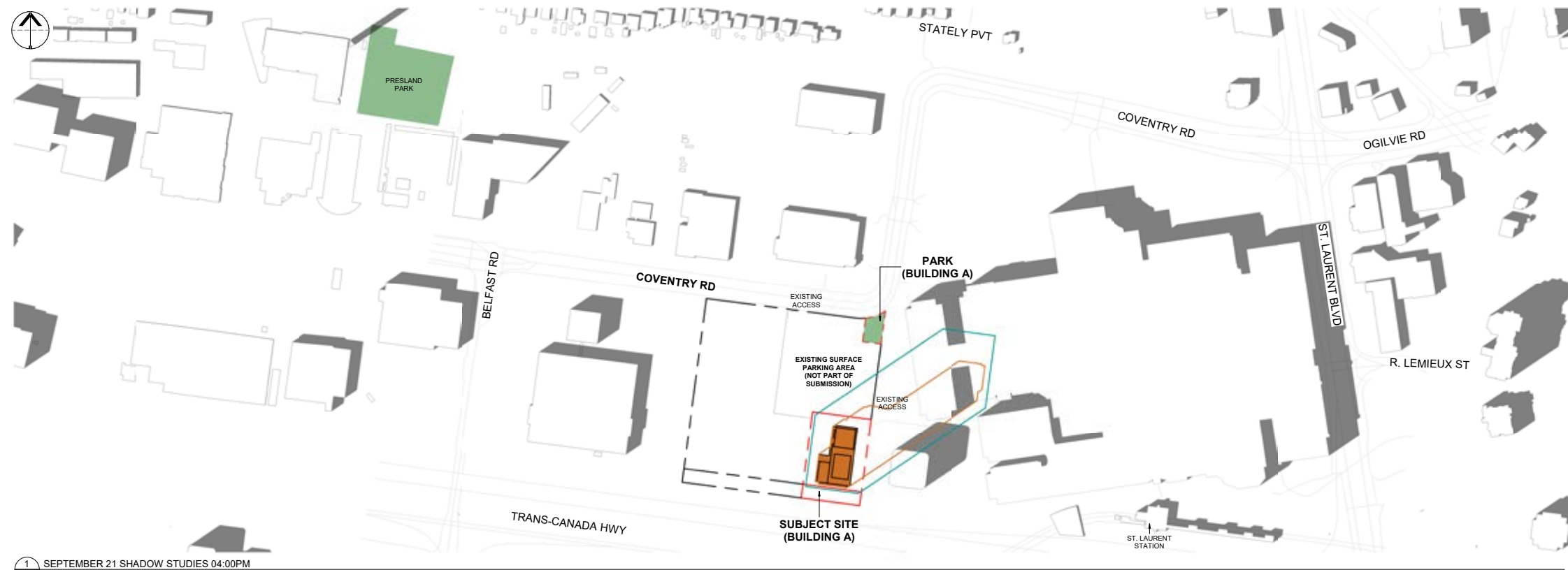
Shadow Studies - SEPTEMBER

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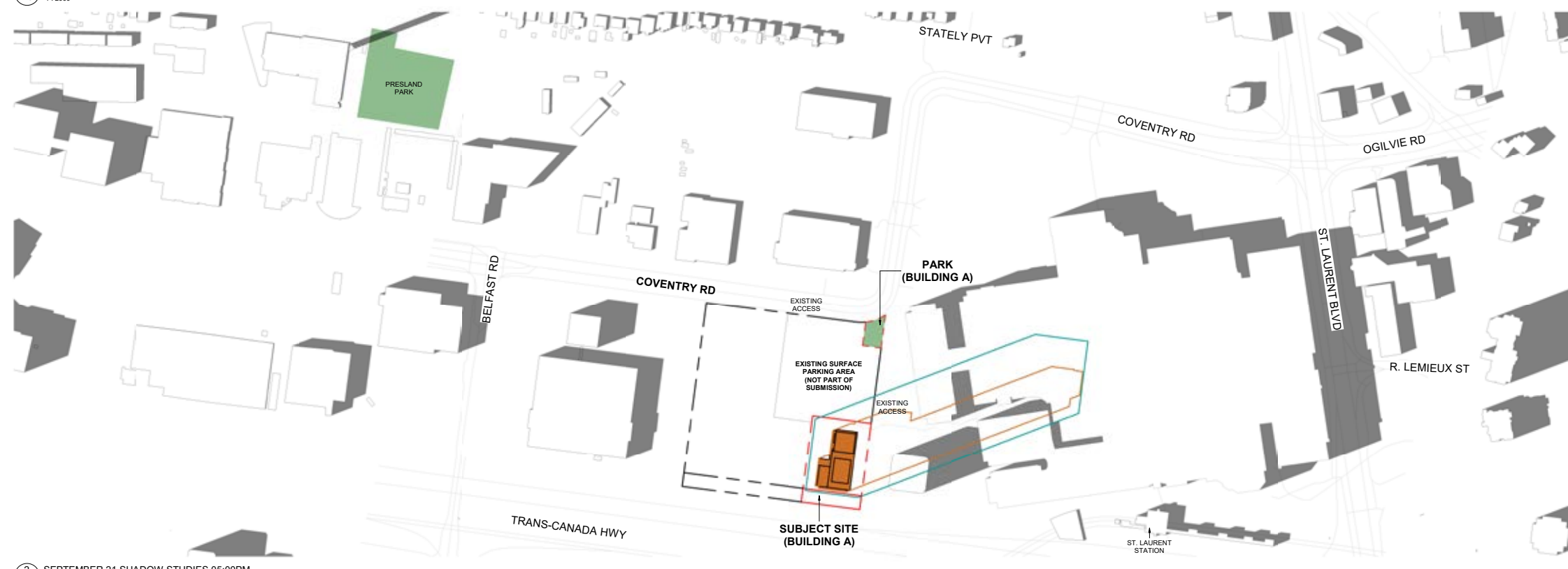


Shadow Studies - SEPTEMBER

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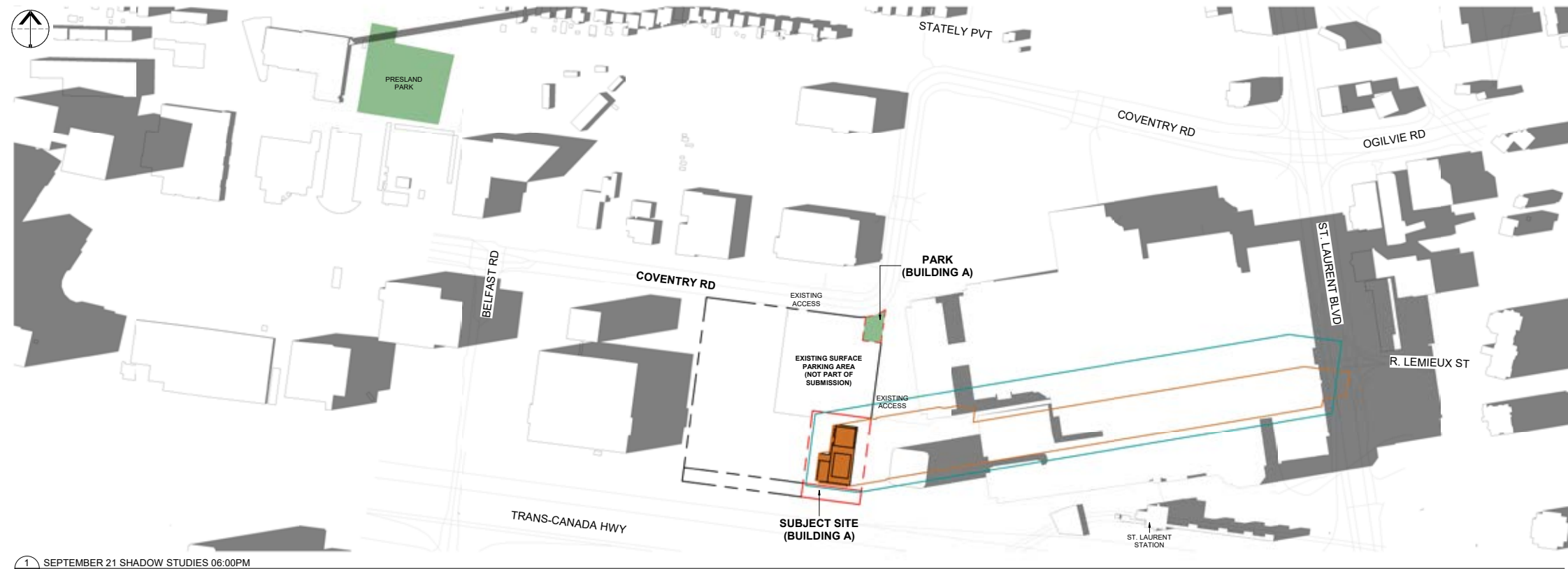
1 SEPTEMBER 21 SHADOW STUDIES 04:00PM
EPABZ 1:2000



2 SEPTEMBER 21 SHADOW STUDIES 05:00PM
EPABZ 1:2000

Shadow Studies - SEPTEMBER

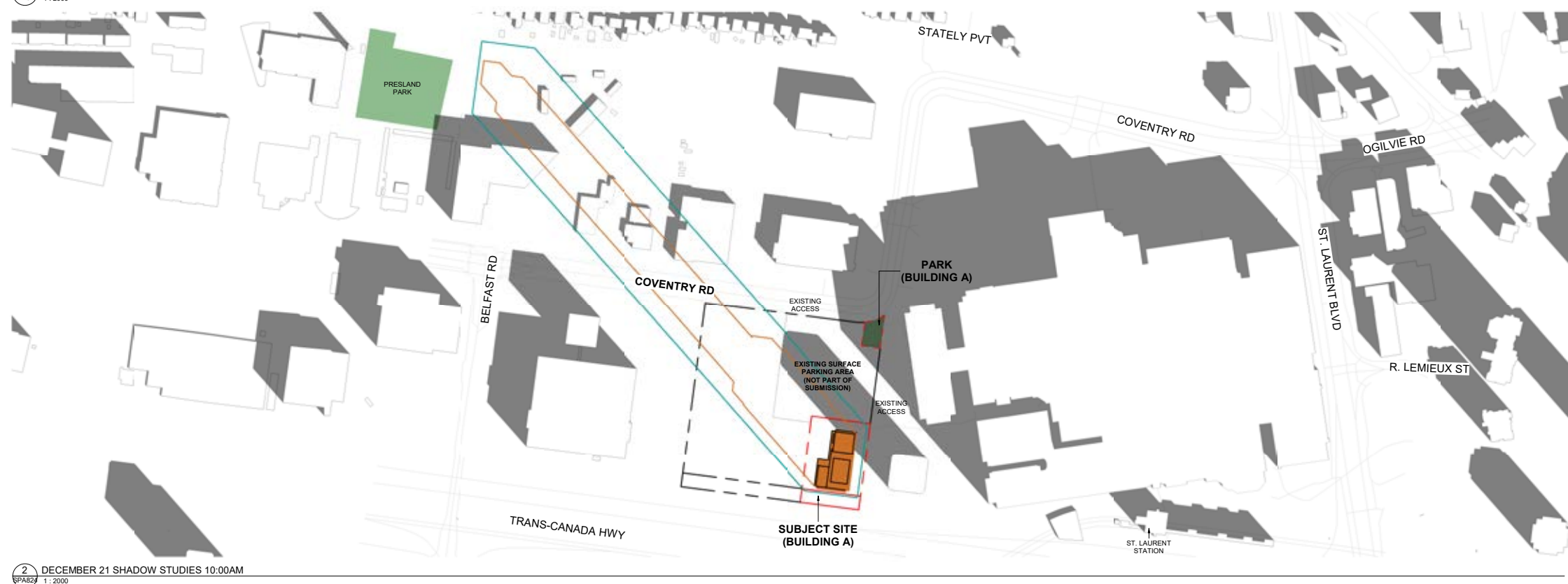
- SHADOW STUDY LEGEND**
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1 SEPTEMBER 21 SHADOW STUDIES 06:00PM
EPAB22 1 : 2000

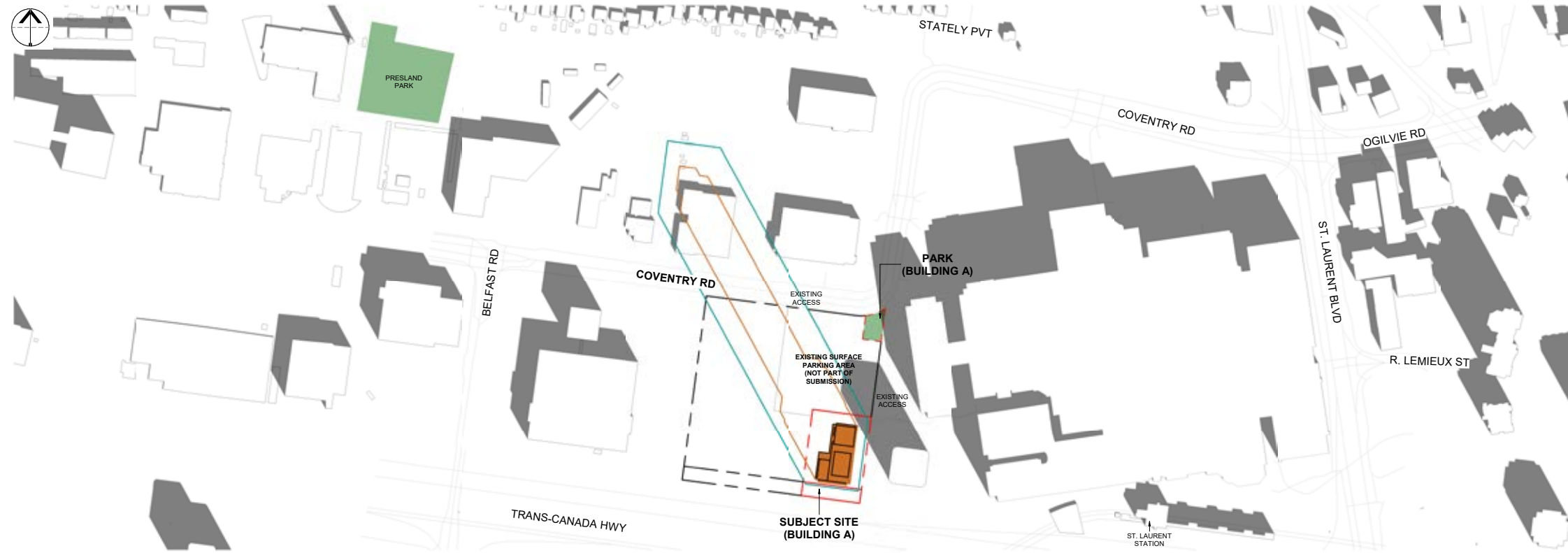
Shadow Studies - DECEMBER

- SHADOW STUDY LEGEND**
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- Assuming Site is Flat

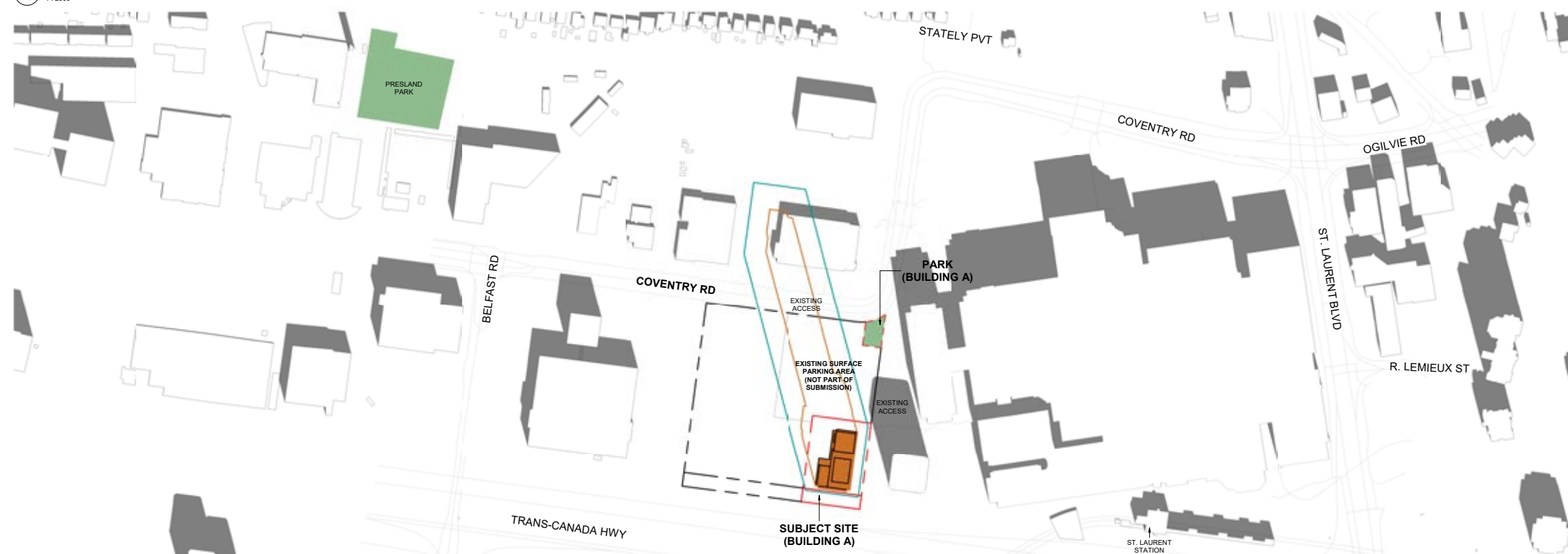


Shadow Studies - DECEMBER

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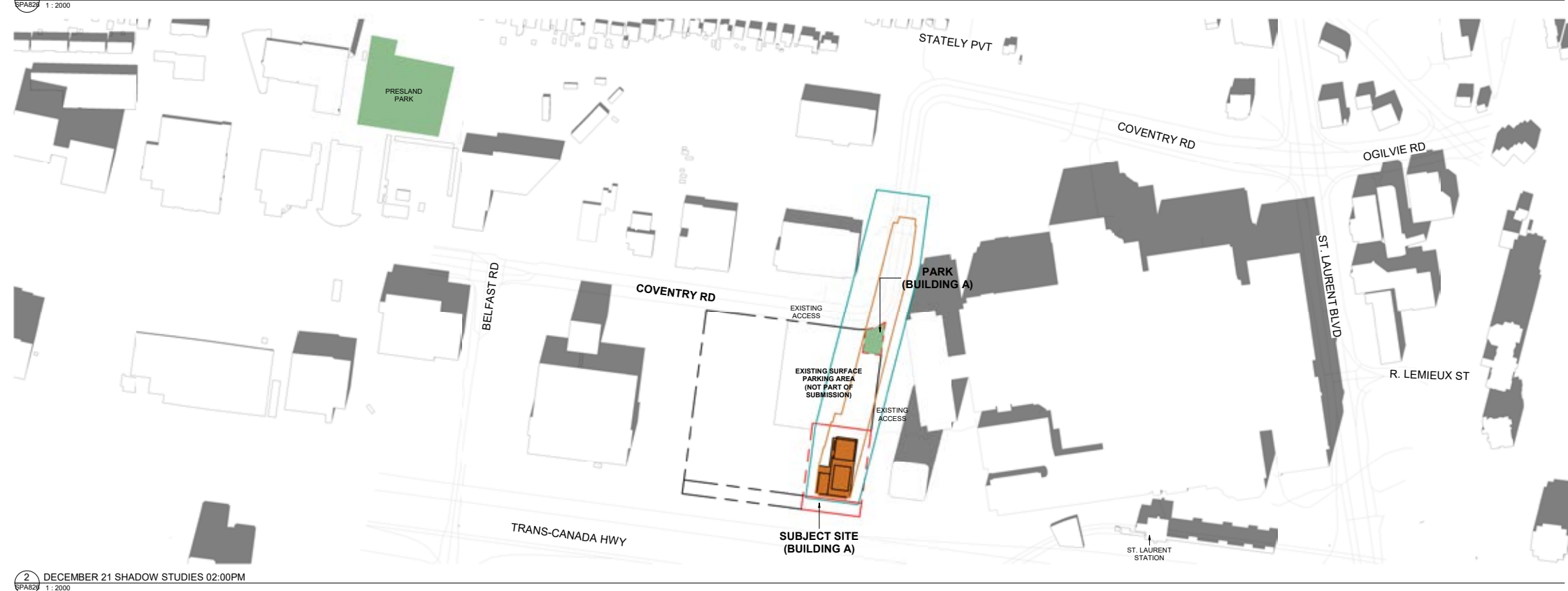
1 DECEMBER 21 SHADOW STUDIES 11:00AM
1:2000



2 DECEMBER 21 SHADOW STUDIES 12:00PM
1:2000

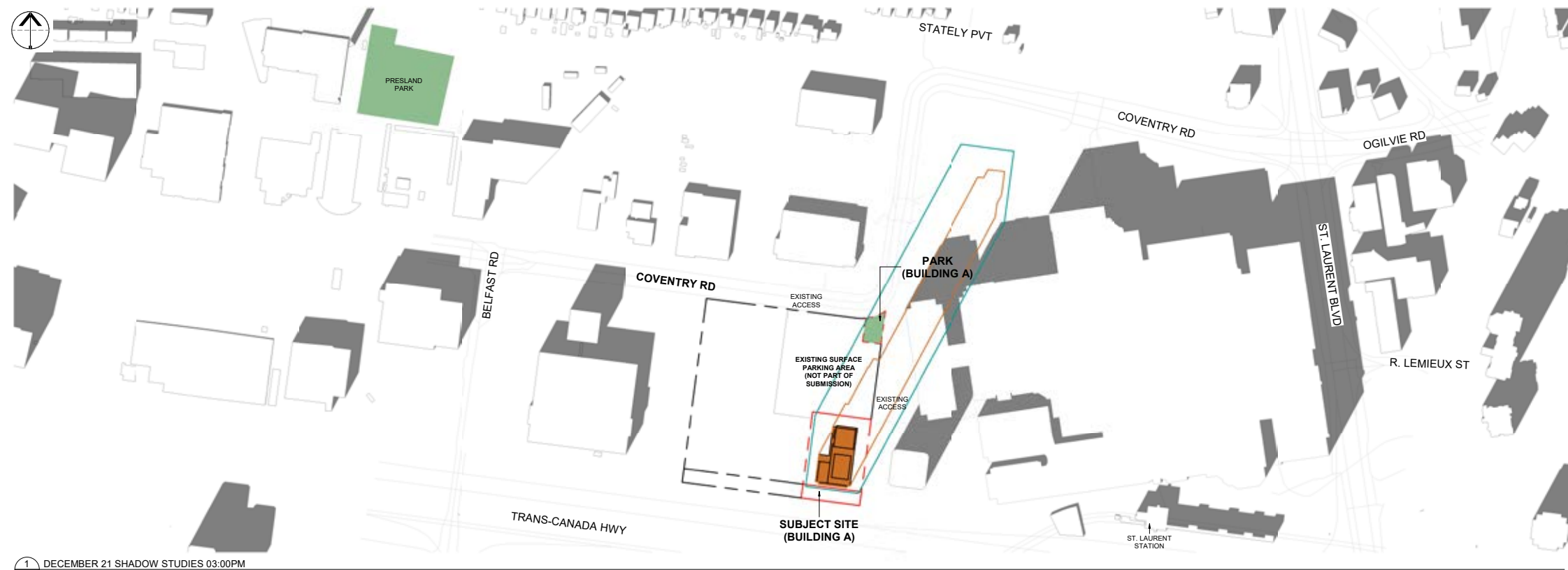
Shadow Studies - DECEMBER

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Shadow Studies - DECEMBER

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1 DECEMBER 21 SHADOW STUDIES 03:00PM
1:2000

**TURNER
FLEISCHER**

Norguard

FOTENN
Planning + Design