



## **500 Coventry Road, Ottawa**

Planning Rationale  
Site Plan Control  
November 19, 2024



Prepared for Morguard Corporation

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# 1.0 Introduction

On behalf of Morguard Corporation, Fotenn Planning + Design (“Fotenn”) has prepared the following Planning Rationale in support of an application for Site Plan Control to facilitate the establishment of a high-rise residential apartment building at 500 Coventry Road in the City of Ottawa.

The subject site, municipally known as 500 Coventry Road in the City of Ottawa, is proposed to be redeveloped with a 28-storey, high-rise residential apartment building with 309 residential units, offering a mix of 1- to 3-bedroom apartments. The development is proposed to have 319 vehicle parking spaces with 207 spaces located below grade, 112 spaces at-grade within the existing surface parking lot on site and 309 bicycle parking spaces located interior to the building. The proposed development is the first in what is intended to be the long-term redevelopment of the larger parcel at 500 Coventry Road.



Figure 1: Subject site and surrounding context

## 1.1 Required Applications

To facilitate the proposed development, a Site Plan Control application is being submitted. The Site Plan Control review process will address the detailed design of the subject site and building, including such aspects as site servicing, vehicle circulation, landscaping and building design.

To ensure a detailed understanding of the development proposal and the supporting justification for planning approval, this Planning Rationale and Design Brief is intended to be read in conjunction with the complete submission package, including plans and studies prepared by the applicable licensed professionals as required by the City of Ottawa planning approval process.

## 1.2 Application History

Previous applications for expansion of the existing 116,000 square metre Shopping Centre to the west which included the construction of a new, larger, two-storey Sears department store, additional retail unit space, and additional office space. As part of the proposal, a portion of the centre would have been demolished and rebuilt and would have brought the total leasable floor area to 127,994 square metres.

In order to facilitate the proposed expansion, Morguard submitted development applications to the City which included:

- / A Zoning By-law Amendment application approved by Ottawa City Council on November 19, 2013, which rezoned the Subject Properties and the Shopping Centre property to a General Mixed-Use zone. This amendment also permitted expansion, either of the existing shopping centre building or through new buildings of the uses existing on the property to a maximum gross floor area of 170,000 square metres. Any development greater than this floor area would be required to include the redevelopment of the lands abutting the St. Laurent Boulevard Arterial Mainstreet.
- / A street closing/opening application to re-align Coventry Road to the north and west sides of the Subject Properties. A Class Environmental Assessment for this realignment was completed by the City and Morguard as co-proponents.

Given the proximity of the lands to the St. Laurent Transit Station, the lands were examined as part of the City's 2012 Transit Oriented Development (TOD) review which focused on the Train, St. Laurent and Cyrville stations. The TOD plans set the stage for future transit-supportive or "intensified" land development in priority areas located near future light-rail transit stations.

As a result of these studies, the zoning was subsequently changed in 2012 to rezone the properties to a Transit Oriented Development (TD) zone which permitted additional height on the subject site. Exceptions were maintained which permitted retail uses to continue on the lands.

### 1.2.1 Schedule B Class Environmental Assessment

In November 2009, the City of Ottawa confirmed that a Class Environmental Assessment (EA) would be required for the proposed re-alignment of Coventry Road. A Schedule B Class Environmental Assessment was prepared in December 2010 (updated 2011), to support the re-alignment of Coventry Road to consolidate Morguard's properties. Morguard had acquired three (3) additional parcels of land located on the west side of Coventry Road in order to create a consolidated site which would facilitate an expansion of the St. Laurent Shopping Centre. These parcels included the subject site at 500 Coventry Road and the properties at 525 and 535 Coventry.

# 2.0 Subject Site and Surrounding Context

## 2.1 Subject Site

The subject site is part of a parcel municipally known as 500 Coventry Road in the City of Ottawa. The subject site represents the first phase in the redevelopment of this vacant block as a mixed-use, high-rise community. The overall parcel at 500 Coventry Road 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 vacant and paved.

The subject site is located in the southeast corner of 500 Coventry Road (Figure 2) and has a total area of 5,857.5 square metres. The balance of the overall parcel will be unchanged by the proposed development though access to the Phase 1 building and the existing surface parking areas will be utilized. The subject site is located approximately 400 metres walking distance from the St. Laurent LRT station, and 700 metres west of St. Laurent Boulevard, an Arterial Road and Transit Priority Corridor, providing access to other communities in the City of Ottawa.



Figure 2: Subject site and Surrounding Context

## 2.2 Surrounding Context

Historically, the general character of Coventry Road has been industrial consisting mostly of industrial-warehouse buildings located on large lots with ample surface parking and loading spaces in the front and rear of the properties. Over time, Coventry Road has redeveloped and diversified, and the character of the road is now evolving towards a more mixed-use community consisting of commercial, institutional, office and leisure uses.

An Environmental Assessment (EA) to realign the portion of Coventry Road immediately abutting the subject property was completed by Morguard in 2011. The intent of the realignment was to consolidate the Morguard lands (which includes the St. Laurent Shopping Centre site at 1200 St. Laurent Boulevard and the lands at 525 and 535 Coventry Road) into one parcel. The realigned Coventry Road would shift west and meet the current alignment at a “T-intersection”.



Figure 3: Location of Proposed Development, 500 Coventry Road, Ottawa

**North:** The overall site abuts Coventry Road to the north. Across Coventry Road are 525 and 535 Coventry Road which are owned by Morguard. The property at 525 Coventry is a single-storey office building with surface parking while the property at 535 Coventry is currently vacant. Further west is a single-storey office building occupied by Bell with large surface parking at the rear of the site. Northwest of 500 Coventry Road is 455 Coventry Road, re-zoned in March 2023 to permit a multi-building high-rise redevelopment. Further north is the low-rise Overbrook-MacArthur neighbourhood, consisting generally of detached, semi-detached, and townhouse dwellings and characterized by a suburban grid pattern of streets.

**East:** Immediately east of the subject site is 1400 St. Laurent Business Centre, a mid-rise office building. Further east, the 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, a north-south Arterial Road and Transit Priority Corridor.

**South:** Immediately south of the subject site is Highway 417 (the “Queensway”), an east-west limited access freeway designed to carry large volumes of traffic at high speeds. 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 a low-rise residential neighbourhood comprised of mostly detached and semi-detached dwellings and industrial development along Belfast Road and the Via Rail corridor.

**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 and includes 400 Coventry Road, currently proposed to be redeveloped with seven (7) high-rise buildings in a mixed-use development. Further west is the Ottawa Stadium (baseball), hotels and a conference centre.



Figure 4: Surrounding context (from clockwise) looking North, East, South and West, subject site outlined in blue, with development parcel shown in orange.

### 2.3 Road Network

The subject site is located along Coventry Road which is designated as an Arterial Road on Schedule C4 (Urban Road Network) of the City's Official Plan (Figure 5). Arterial Roads are major roads of the City that carry large volumes of traffic over long distances and that function as major public and infrastructure corridors in urban communities. An Environmental Assessment was completed in 2011 to support the future realignment of the portion of Coventry Road immediately abutting the subject site. The proposed realignment would shift Coventry Road west to meet the current alignment at a "T-intersection".

Other roads to note in close proximity to the subject site include St. Laurent Boulevard, a north-south Arterial Road is located east of the site. To the west of the subject site is Belfast Road, designated a Major Collector Road. Major collector roads connect communities and distribute traffic between the arterial and local road system. These roads tend to be shorter and carry lower volumes of traffic than Arterials.

The subject site abuts Highway 417 to the south, which is accessed through ramps at St. Laurent Boulevard to the east and Vanier Parkway to the west. Highway 417 is a provincial limited access freeway that carries large volumes of traffic at high speed through the region and connects to Highway 174, designated a City Freeway, further east of the site.

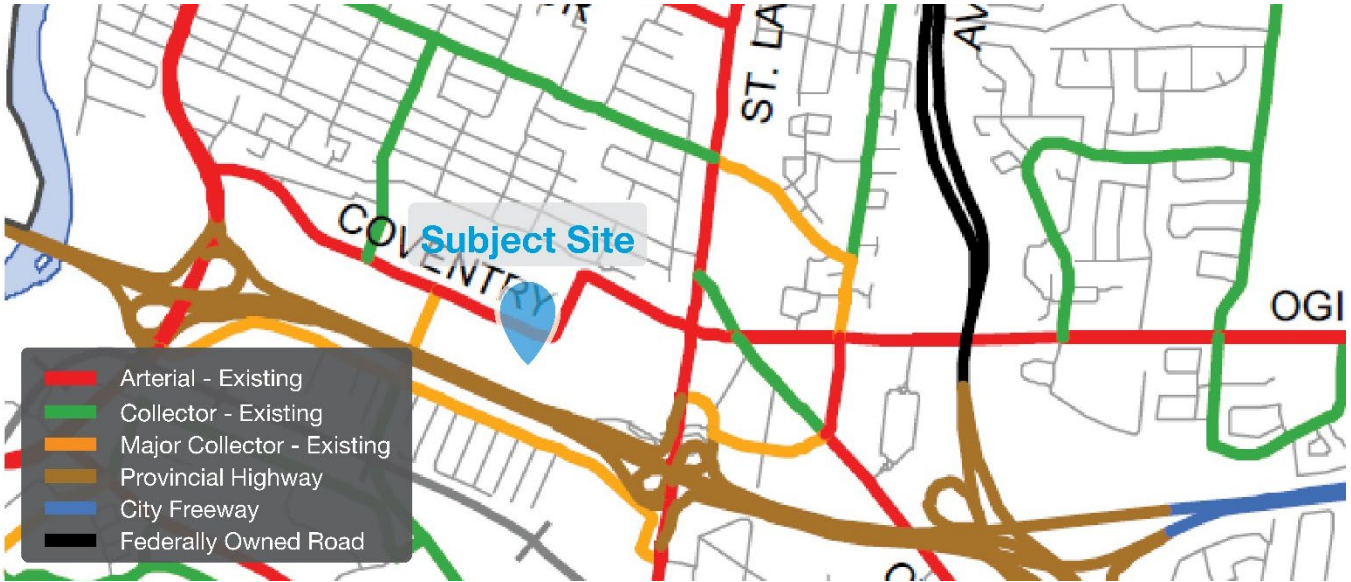


Figure 5: Schedule C4, Urban Road Network, City of Ottawa Official Plan, subject site indicated.

### 2.4 Transit and Active Transportation Network

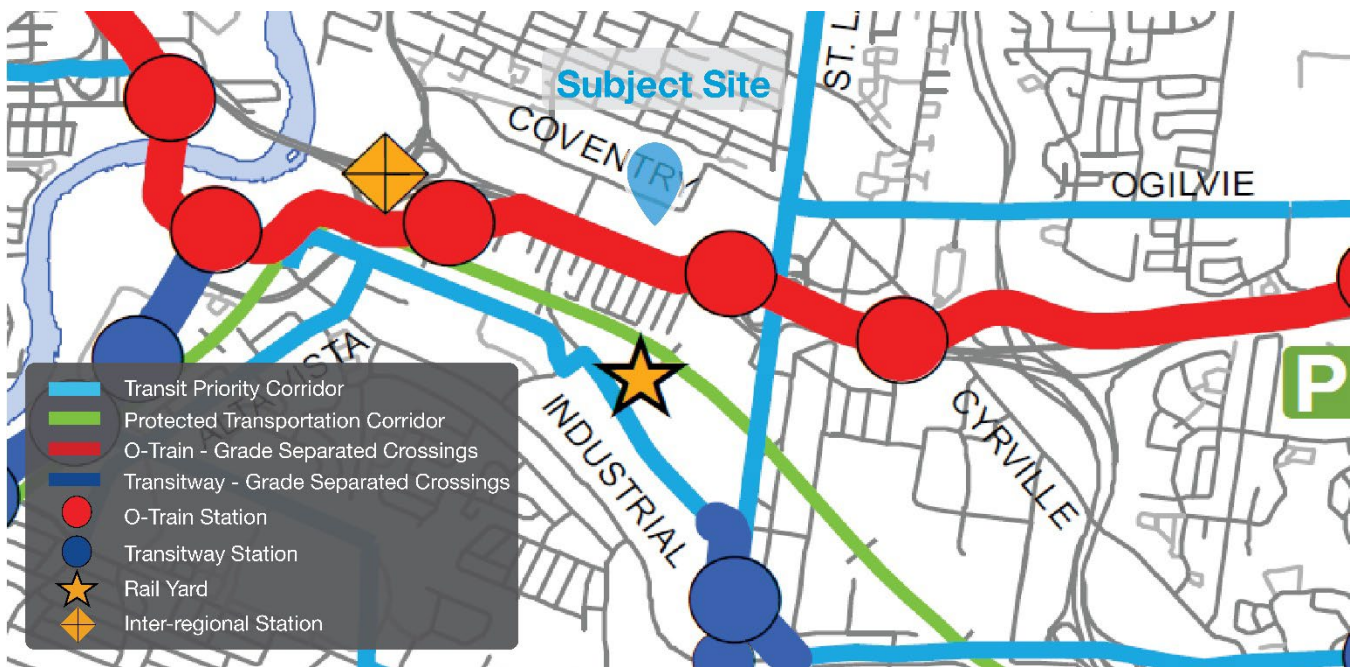


Figure 6: Schedule C2, Transit Network, City of Ottawa Official Plan, subject site indicated.

The subject site is located within 400-metres walking distance from St. Laurent LRT Station, located east of the site, and Tremblay LRT station, located south-west of the site and separated by Highway 417. Both St. Laurent and Tremblay stations are part of the Confederation Line of City of Ottawa’s LRT infrastructure, providing connection to the downtown core and beyond.

Local bus service is available along Coventry and Belfast Road with bus stops located 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 Road, providing direct connection to the downtown core and to Tremblay Road.



Figure 7: Schedule C3, Active Transportation Network, City of Ottawa Official Plan, subject site indicated.

The subject site is well served by the greater cycling network and city- wide and community-level multi-use pathways (Figure 7). Coventry and Belfast Roads are serviced with dedicated bike-lanes on both sides of the road. A fragmented multi-use pathway is located along Coventry Road, extending along Belfast Road. These routes provide connection to the broader network including routes along St. Laurent, Ogilvie, Cyrville Roads to the east, and to the Vanier Parkway to the west.

## 2.5 Scenic Entry Route

The subject site is located adjacent to Highway 417, one of the principal roadways used by visitors and business travelers arriving to the City and is identified as a Scenic Capital Entry Route in the City of Ottawa's Official Plan. Development abutting Scenic Routes should contribute to conserving or creating a desirable context through protecting views to natural and cultural heritage features.

# 3.0 Proposed Development

## 3.1 Conceptual Master Plan

Given the size of the overall site at 500 Coventry Road, a master planning exercise was undertaken to understand the long-term build-out of the lands and how the first phase, the subject site for this application, fit within that larger, long-term redevelopment.

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 at 500, 525 and 535 Coventry Road.



Figure 8: Concept Master Plan, 500 Coventry Road

This exercise resulted in two (2) conceptual studies, 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 Secondary Plan for the area.

As identified in Figure 8, Concept 2 provides an alternative layout, with an orthogonal street and block fabric. This concept creates an organizational hierarchy for vehicular and pedestrian circulation. The north-south green corridor proposed leads pedestrians from the surrounding community towards two (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 viewpoint. The parkland distribution and dedication strategy envisions the creation of a park in Phase 1 in the northeast corner of the site. The proposed park at 3,047 square metres will over-dedicated lands in Phase 1 while a future expansion of the park to the west will provide an additional 439 square metres to complete the dedication.

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

Concept 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.

## 3.2 Proposed Development

Phase 1 of the redevelopment of 500 Coventry Road includes a 28-storey residential building with a total of 309 residential units. The proposed development has a six (6) storey podium before stepping back to the tower, which has a floorplate of 725 square metres. The site layout accommodates a 14-metre setback from Highway 417 and appropriate setbacks to the east and west so as to allow for the future development and redevelopment of those blocks with high-rise buildings. The tower element will be separated from the north side lot line by 10.55 metres, from the east side lot line by 12.5 metres, from the west side lot line by 12 metres, and from the south side lot line by 18.1 metres.

An existing internal driveway will connect Coventry Road and the proposed development, with a 6.7-metre internal driveway loop proposed in front of the residential main entrance for pick-ups and drop-offs. A 6.7-metre internal driveway is proposed to the east of the building for trucks to access the loading space and vehicular access to the underground parking garage.

The main residential entrance is located on the west side of the building, with the ground floor including amenity areas for residents, a mail room, a rental office, loading and service areas and a bicycle storage room. The ground floor features ample fenestration and landscaping to improve the at-grade experience.

Vehicle parking for Phase 1 is provided within a new underground parking garage and within the existing surface parking area on the larger parcel. In total, there will be 319 vehicle parking spaces for Phase 1 - 207 below grade and 112 as existing surface parking). The intention is that over time, as the site develops, the surface parking will all be removed and shifted into underground garages, and the parking ratios will be significantly reduced. The underground parking garage is accessed from a drive-aisle on the east side of the proposed building. The intention is that the garage can be expanded north and west to accommodate future phases of development.



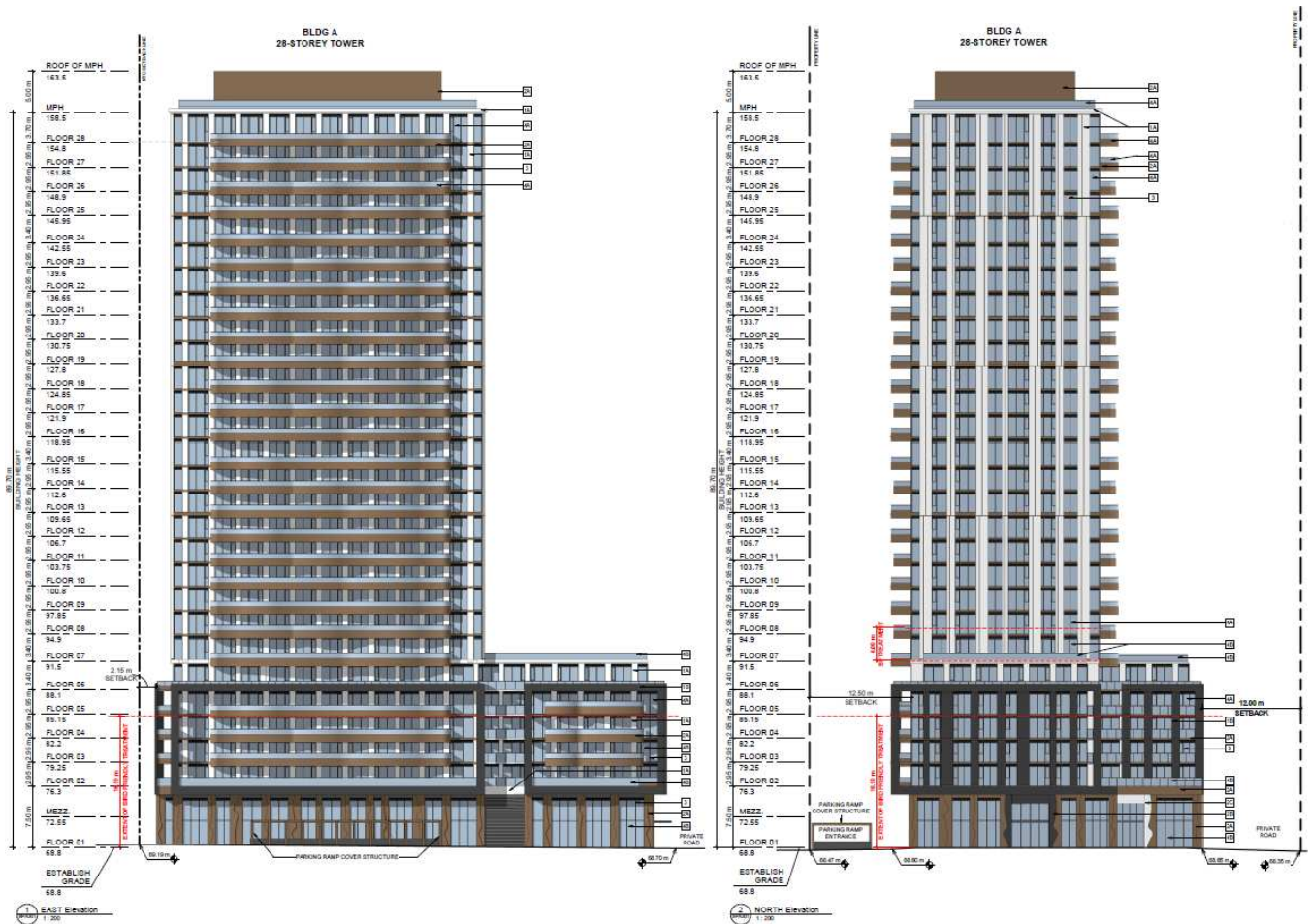


Figure 10: East and North elevations of proposed development

The proposed built form, being the first high-rise in the area, establishes the desired mid-rise podium (6 storeys) along the public realm and sets up the future public realm interface for the master planned community. A streetscape treatment along the new private internal road to the north is established with street tree planting and a corner amenity space at the driveway. Internal to the site, landscaping would include a mix of hardscape and softscape elements to create a series of spaces and set up the future community. Significant planting is proposed within the MTO setback at the south edge of the site to provide a visual screen between the highway and the proposed building.

The building design creates a modern feel while also designed to minimize its presence on the public realm through choices in materiality. Bronze metal paneling is proposed at the base of the podium, transitioning to precast black concrete for the mid-rise portion of the podium, and white precast concrete for the upper levels of the podium and tower, with light grey metal accents throughout and clear glazing both at-grade and along the balconies and terraces.



Figure 11: Street view towards main entrance and drop-off area

The base of the building has an active frontage in the form of a large central lobby accessible from the north and west sides, and significant amenity areas along the north, west and south facades. All loading and servicing has been internalized into the building and located on the east facade, away from the public realm.

A public park with an area of 3,047 square metres is proposed in Phase 1. The proposed park is located in the northeast corner of the subject site and represents an over-dedication for the Phase 1 lands. A future expansion of the park to the west will be provided as part of a future development phase to bring the total park size to 3,486 square metres, representing 10% of the total area of 500 Coventry Road. The phased approach is proposed to allow existing stormwater infrastructure within the ultimate park block to remain in place until it is required to be relocated in a future development phase.

Through parkland dedication, Phase 1 will reduce the existing surface parking area that exists on the 500 Coventry parcel. The existing site access from Coventry Road will provide access into the site for cars. New pedestrian connections are envisioned north, along the east side of the surface parking area to connect the proposed building to the park and to the east, onto the shopping centre property to provide a pathway to the shopping centre and to the LRT station, where most pedestrian traffic is anticipated to be going/coming from.

Amenity space is dispersed throughout the building. Approximately 173 square metres is provided as exterior space, at-grade while 1,095 square metres is provided on the ground floor and at level 7 as indoor communal space. An additional 202 square metres of outdoor amenity area is also provided atop the podium at level 7 on the north side of the site. Private amenity is provided in the form of balconies and terraces up the building, totalling 3,506 square metres. In total, 4,976 square metres of amenity space is proposed, with 1,470 square metres being communal space.

## 4.0 Policy and Regulatory Review

### 4.1 Provincial Planning Statement (October 2024)

Adopted on October 20, 2024, the Provincial Planning Statement (PPS) is a policy document issued under the Planning Act which provides direction on matters of provincial interest related to land use planning and development. All decisions on planning matters “shall be consistent with” the PPS. Generally, the PPS recognizes that “land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns”.

Policy 4 of Section 2.1 (Planning for People and Homes) requires planning authorities to support the achievement of complete communities by, among others, accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, and parks and open spaces. Section 2.2 (Housing) expands on this direction, requiring planning authorities to provide for a range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by, among others:

- / Permitting and facilitating all housing options required to meet the social, health, economic and well-being requirements of current and future residents;
- / Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation;
- / Requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors.

Section 2.3 continues the previous PPS policy that settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in “strategic growth areas,” which include lands along transit corridors. Within settlement areas generally, land use patterns should be based on densities and a mix of land uses which:

- / Efficiently use land and resources;
- / Optimize existing and planned infrastructure and public service facilities;
- / Support active transportation; and
- / Are transit-supportive.

Policies in Section 3.2 state that transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs. Policy 1 of Section 3.3 states that planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation corridors.

Policy 2 of Section 3.6 states that municipal water and sanitary servicing are the preferred form of servicing for settlement areas, continuing the policy direction from the current PPS. Policy 8 states that stormwater management shall be integrated with planning for sewage and water services and ensure that systems are optimized.

Section 3.9 contains policies for public spaces, recreation, parks, trails and open space. Healthy, active, and inclusive communities should be promoted by, among others:

- / Planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;
- / Planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources; and
- / Providing opportunities for public access to shorelines.

**The proposed development is consistent with the above noted policies of the PPS (2024). More specifically, the proposal seeks to develop an area that is located within the City of Ottawa’s Urban Area, immediately adjacent to an existing built-up area and future rapid and active transportation infrastructure, which allows for the logical and efficient extension of existing services and roads. The proposal provides for a range of housing options which are compatible with the surrounding established community.**

## 4.2 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa 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 the manner that the City will accommodate this growth over time and set out the policies to guide the development and growth of the City.

The Official Plan provides guidance for development across the Ottawa region, highlighting specific desired features, such as 15-minute neighbourhoods, and other intensification targets aimed at improving the walkability and sustainability of existing built-up areas. The Official Plan encourages infill and intensification through the development of various housing types, such as missing middle housing, within existing neighbourhoods in the City’s urban areas.

### 4.2.1 Growth Management, Supporting Intensification

The Official Plan contains policies related to Growth Management, with specific policies providing guidance to support intensification. The urban area and villages shall be the focus of growth and development (Policy 3.1.3). New development within the built-up portion of the urban area represents 51% of urban area growth through to 2046. Intensification may occur in a variety of built forms and height categories, including low-rise (up to four-storeys), high-rise (10-storeys to 40-storeys), to high-rise 41+ buildings (Policy 3.2.2).

Intensification will support 15-minute neighbourhoods by directing new development to Hubs and Corridors. The Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services, as well as accommodating significant residential opportunities (Policy 3.2.3). Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services, and is specifically encouraged on former industrial, commercial and brownfield sites (Policy 3.2.4, 3.2.5).

Intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices, including small-household dwellings (units up to two-bedrooms, typically within apartment built forms) and large-household dwellings (units with three or more bedrooms, typically within ground-oriented built forms) (Policy 3.2.8).

The Official Plan provides a minimum density requirement for intensification in Hubs of 200 people and jobs per gross hectare, while residential density targets are outlined in the Secondary Plan. Intensification is to be achieved through a minimum of 5% (target of 10%) proportion of large-household dwellings (Policy 3.2.10).

**The proposed development is supported by Official Plan policies related to growth management and intensification by providing a compact built form in line with the minimum residential density targets for Hubs. The redevelopment of a brownfield site introduces high-density housing choices along an Arterial Road to an area that is near the Downtown Core, multi-modal transit infrastructure, and commercial and community services.**

### 4.2.2 Inner Urban Transect

The subject site is located within the Inner Urban Transect and designated a “Hub”, with an “Evolving Overlay” as shown on Schedule B2 (Figure 12). The Inner Urban Transect includes the pre-World War II neighbourhoods that immediately surround the Downtown Core, and the earliest Post-World War II areas directly adjacent to them and is therefore characterized by both urban and suburban elements. The Official Plan identifies the intended pattern of development within the Inner Urban Transect as urban and for it to continue to develop as mixed-use environments, where a full range of services are located within a walking distance from home to support the growth of 15-minute neighbourhoods.

- / Per Policy 2 of Section 5.2.1, the planned context for the Inner Urban Transect is to support the development of large parcels and superblocks into fully urban districts and integrated neighbourhood centres.
- / Policy 3 identifies the Inner Urban Transect as planned for mid- to high-density development, subject to proximity and access to frequent street transit or rapid transit.
- / Policy 4 notes the Inner Urban Transect is envisioned to evolve towards a 15-minute neighbourhood where increases in existing residential densities are supported.
- / Per Policy 3 of Section 5.2.2, motor vehicle parking in the Inner Urban Transect may only be required for large-scale developments.
- / Per Policy 1 of Section 5.2.3, within Hubs, permitted building heights are 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 (40 storeys).

**The proposed residential high-rise development provides a dense, urban built form through intensification of an area within the Inner Urban Transect as directed by the above-noted policies. The proposed development will provide an increase of residential units in an area slated for intensification.**



Figure 12: Schedule B2, Inner Urban Transect, City of Ottawa Official Plan, subject site indicated.

### 4.2.3 Hub Designation

Within each Transect, urban designations further articulate maximum building heights and minimum densities. Each designation represents a different progression in the type and evolution of built environment and development heights and densities, from taller and denser (Hubs) to lower and less dense (Neighbourhoods). The subject site is designated "Hub" on Schedule B2 of the Official Plan (Figure 12).

- / Per Section 6.1 of the Official Plan, Hubs are envisioned as areas of higher density of development, mixed land-use and higher level of public transit connectivity.

- / Per Policy 1 of Section 6.1.1, Hubs are defined areas that may include lands adjacent to, or within a short walking distance of an identified rapid transit station or major frequent street transit stop, and generally include lands up to 600 metre radius or 800 metres walking distance, whichever is greatest, from an existing or planned rapid transit station or major frequent street transit stop.
- / Policy 2 identifies the strategic purpose of Hubs which aims to establish higher densities than surrounding areas that prioritizes transit users, cyclists and pedestrians, excellent urban design and the reduction of greenhouse gas emissions to contribute to the goals of 15-minute neighbourhoods.
- / Policy 3 notes development within Hubs shall direct the highest density close to the transit station or stop. Buildings within Hubs shall be required to edge, define, address, and enhance the public realm through building placement, entrances, fenestration, signage, and facade design.

**The development proposes a high-rise residential use with heights and densities relating to the site's context within a Hub in the Inner Urban Transect. The proposed development provides a site configuration and building design suitable for the subject site and achieves the policy objectives of the Official Plan related to transition, urban design, and the pedestrian realm. The site, located in an area that is currently characterized by non-residential uses, is a lot of sufficient size to accommodate the proposed 28-storey building height.**

#### **4.2.4 Evolving Overlay**

In addition to its designation, the subject site has an Evolving Overlay applied. The Evolving Overlay is applied to areas near Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:

- / Guidance for a gradual change in character based on proximity to Hubs and Corridors;
- / Allowance for new building forms and typologies, such as missing middle housing;
- / Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and
- / Direction to govern the evaluation of development.

**The proposed residential density supports the Official Plan's directions relating to 15-minute neighbourhoods and intensification in proximity to transit.**

#### **4.2.5 Protected Major Transit Station Areas (PMTSAs)**

All Hubs are designated as Protected Major Transit Station Areas (PMTSAs) in the Official Plan. PMTSAs are defined in the Planning Act and generally provide additional policy considerations for sites in proximity to rapid transit.

- / Per Policy 3 of Section 6.1.2, permitted uses within PMTSAs shall include a range of mid- and high-density housing types as well as a full range of non-residential functions, excluding low-density employment uses and auto-oriented uses.
- / Policy 4 identifies the minimum building heights and lot coverage requirements within PMTSAs, which are not less than 4 storeys and a minimum lot coverage of 70%, except as otherwise specified in a Secondary Plan.
- / Further, Table 3a of Section 3.2 identifies the minimum area-wide density requirement for the St. Laurent PMTSA as 200 people and jobs per hectare, and a minimum 5% with a target of 10% portion of large household dwellings.

**The proposed development provides a high-density built form within 400 metres of the St. Laurent LRT station and contributes to the creation of new residential dwellings on an underutilized site well served by area amenities, transit and transportation infrastructure. The development of a 28-storey high-rise building aligns with the policy direction to permit building heights up to 40 storeys on lands located within 800 metres walking distance of transit. The development is located within a Secondary Plan area that contains minimum densities and therefore Policy 4 does not**

**apply to the subject site. The proposed development exceeds the minimum density requirements as set out within the PMTSA by providing a mix of unit types with approximately 25% planned as “large household dwellings”.**

#### **4.2.6 Urban Design**

Urban design plays an important role in supporting the City’s objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

The subject site is located within a Design Priority Area (DPA). Per Section 4.6.1 of the Official Plan, 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 the Official Plan.

The subject site is located adjacent to Highway 417, designated a Scenic Entry Route per Schedule C13 of the Official Plan. As one of the principal roadways used to arrive in Ottawa, adjacent development should contribute to conserving or creating a desirable context through protecting views to natural and cultural heritage features.

Section 4.6 of the Official Plan outlines the City’s urban design objectives, with the proposed development meeting the following Urban Design policies:

- 4.6.1.5 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.

**As the first high-rise in the area, the proposed development has been designed to create a modern feel to the neighbourhood through both materiality and massing. The proposed materiality includes bronze metal paneling at the base of the podium, transitioning to precast black concrete for the mid-rise portion and precast white concrete for upper levels of the podium and tower, with light grey metal accents throughout and clear glazing both at-grade and along the balconies and terraces. Micro-climate impacts have been mitigated through landscaping elements including dense raised plantings and high back seating at-grade, and through wind screens on the upper floor outdoor amenity areas.**

- 4.6.2.3 Development which includes a high-rise building or a High-rise 41+ shall consider the impacts of the development on the skyline, by demonstrating:
- a) That the proposed building contributes to a cohesive silhouette comprised a diversity of building heights and architectural expressions

**The proposed development is an appropriate height for the area's planned context, with a mid-rise podium of 6 storeys along the public realm and stepping back to the point tower massing with a 725 square metre floorplate. Architectural expressions include massing treatments and significant setbacks which contribute to a minimized presence on the public realm.**

- 4.6.2.4 Development abutting Scenic Routes, as identified on Schedule C13, shall contribute to conserving or creating a desirable context by such means as:
- a) Protecting the opportunity to view natural and cultural heritage features;

- b) Preserving and restoring landscaping, including but not limited to distinctive trees and vegetation along the right of way;
- c) Orienting buildings towards the Scenic Route and providing direct pedestrian access, where appropriate; and
- d) Providing screening by way of opaque fencing or landscape buffers to hide surface parking lots or outside storage; and
- e) Managing the intensity and spill-over of lighting on adjacent parcels.

**Streetscape treatment along the new private internal road with street tree planting and a corner amenity space at the driveway creates a desirable context for both residents and the travelling public. Internal to the site, landscaping would include a mix of hardscape and softscape elements to create a series of spaces and set up the future community. A vegetated buffer will be established within the MTO setback zone to the south of the property. A densely planted reforested area will mature to provide visual screening and some sound reduction for units in the podium.**

4.6.2.5 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.

**The building has been designed to enhance the arrival experience into the city through massing, materiality and location. The 28-storey residential high-rise is proposed in an existing low-rise neighbourhood and will be constructed of materials that minimize its presence on the public realm (i.e. through the use of grey metal, glazing and light-coloured pre-cast concrete). Architectural features include undulating balconies which refer to the Rideau River for design inspiration, contributing to an interesting and favorable first impression of the National Capital Region.**

4.6.5.1 Development throughout the City shall demonstrate that the intent of applicable Council approved plans and design guidelines are met.

**The proposed development is compatible with the intent of the Official Plan's Inner Urban Transect and Hub designation policies. The Secondary Plan for the subject site and the applicable design guidelines are discussed in greater detail below.**

4.6.5.2 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.

**The proposed development meets all relevant policies with regard to the Hub designation. The proposed development is the first phase of a redevelopment of the larger 500 Coventry Road parcel. The phase 1 building has been oriented towards the internal road network that is being established for the site, in accordance with the master plan for the lands. The building features main entrances on the street and direct connection to the sidewalk. All servicing and utilities have been integrated into the base of the building, away from the public realm.**

4.6.5.3 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.

**The proposed development frames the internal street network and anticipates ways, through the master plan, to minimize conflicts for pedestrians. The proposed development integrates all servicing and utilities into the building.**

4.6.6.1 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

**Located within a Hub, in proximity to a rapid transit station, the proposed development does not need to transition. The planned context for the area is as a dense, transit-oriented, mixed-use high-rise community and the proposed development will be surrounded by other buildings of similar heights. The proposed development integrates a mid-rise podium that establishes an appropriate scale for the public realm and will provide space to adjacent future towers.**

4.6.6.4 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.

**Amenity space exceeds the requirements set out in the Zoning By-law and is provided as private balconies and terraces and common areas. This includes both internal and external spaces that will support year-round utility for residents.**

4.6.6.8 High-rise buildings shall be designed to respond to context and transect area policies, and should be composed of a well-defined base, middle and top. Floorplate size should generally be limited to 750 square metres for residential buildings and 2000 square metres for commercial buildings with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.

**The proposed development is in a Hub, identified in the Inner Urban Transect policy as an appropriate location for high-rise development. The proposed floorplate of 725 square metres is less than the target of 750 square metres and provides appropriate separation to future planned or potential towers. Landscaping and trees are provided at-grade along the perimeter of the subject site, and the MTO setback along the highway is proposed to be heavily landscaped as part of the redevelopment.**

4.6.6.9 High-rise buildings shall require separation distances between towers to ensure privacy, light and sky views for residents and workers. Responsibilities for providing separation distances shall be shared equally between owners of all properties where High-rise buildings are permitted. Maximum separation distances shall be achieved through appropriate floorplate sizes and tower orientation, with a 23-metre separation distance desired, however less distance may be permitted in accordance with Council approved design guidelines.

**The first phase of development includes the construction of one (1) 28-storey high-rise residential tower, however, the conceptual master plan for the subject site includes best practices for tower separation including a minimum separation distance of 23 metres between high-rise towers, setbacks of 11.5 metres between high-rise towers and abutting lands, and maximum floorplates of 750 square metres for each proposed tower.**

#### 4.2.7 Right-of-Way Requirements

Per Schedule C16 of the Official Plan, Coventry Road has a right-of-way (ROW) protection of 30 metres between the Vanier Parkway and St. Laurent Boulevard.

The proposed development respects the ROW requirements of 30 metres for Coventry Road, as set out within the Official Plan.

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

The Inner East Line 1 and 3 Stations Secondary Plan establishes policy on maximum building heights and minimum densities within the planning area, identified in Schedule A - Maximum Building Heights and Minimum Densities (Figure 13). The Secondary Plan reaffirms the policies found in the previous Tremblay, St. Laurent and Cyrville Secondary Plan. Specifically, policies pertaining to building height and density.

This Secondary Plan outlines minimum densities to set the stage for intensification so that development with increased densities can occur in context-sensitive locations at the time market pressure for density exists. The implementing zoning provides flexibility by permitting existing constructed uses of land to be expanded and rebuilt at densities below the minimum densities in the Secondary Plan. Per Section 2.1, the maximum permitted height for the subject site is 30 storeys, and minimum density is 350 units per net hectare for residential, and/or 1.5 floor space index for non-residential.

Schedule A of the Secondary Plan also identifies districts requiring a future public park. 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 or as a condition of approval for severance applications and site plan control.

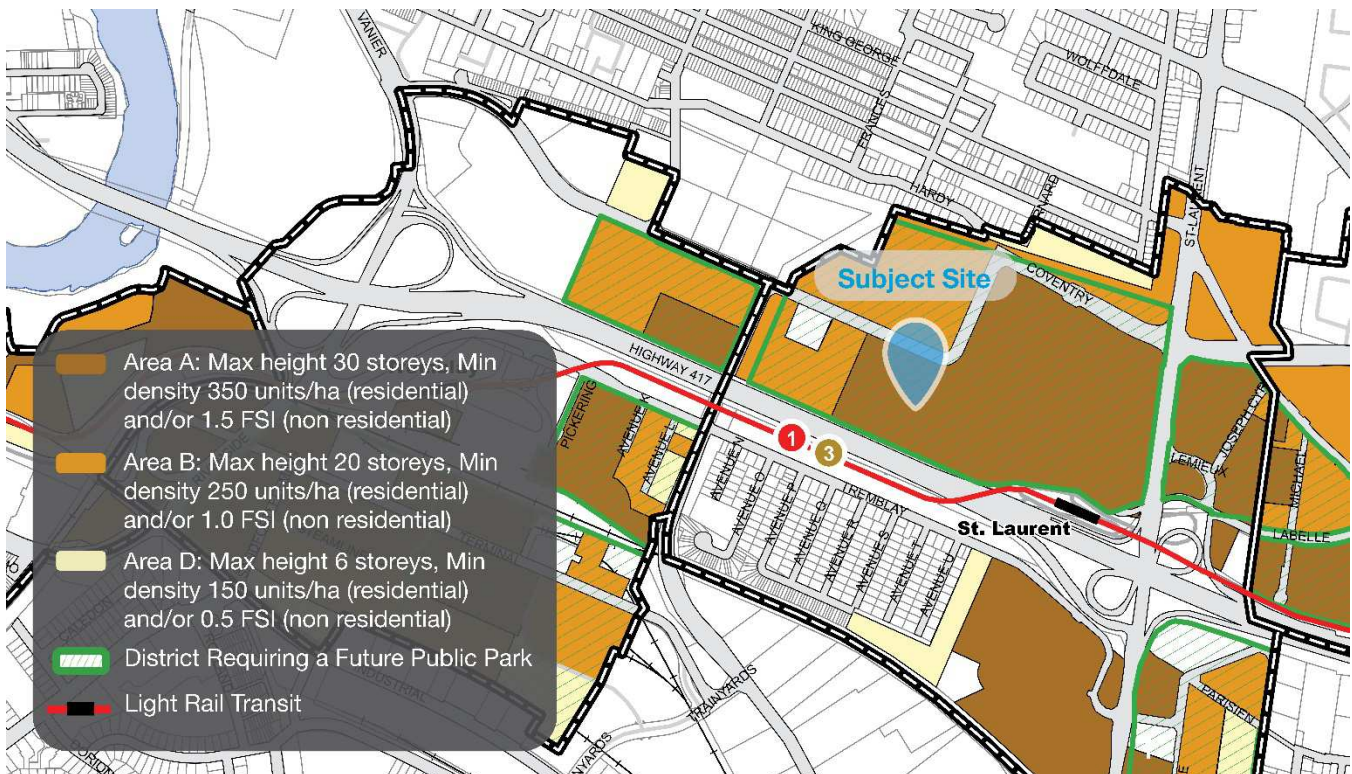


Figure 13: Schedule A (Maximum Building Heights and Minimum Densities), Inner East Lines 1 and 3 Stations Secondary Plan, subject site indicated.

**This is the first phase of redevelopment of the larger Coventry Road parcel, with the high-rise building proposed at 28 storeys, and includes with 309 residential dwellings within 0.58 hectares, or 527 units per hectare, which meets the intention of the Inner East Lines 1 and 3 Stations Secondary Plan.**

**As noted above, the proposed development would provide the first piece of a future public park central to the identified area where a park is to be provided. This park space is proposed to be expanded through future phases, consistent with the master plan for 500 Coventry. Future redevelopment of other parcels may result in additional parks and/or expansion of the park.**

#### 4.4 Lees, Hurdman, Tremblay, St. Laurent, Cyrville and Blair Transit-Oriented Development Plan

The Transit Oriented Development Plan provides the strategic planning direction to guide future development and redevelopment of lands that are in proximity to St. Laurent station. The plan aims to guide the evolution of the development of the lands based on the LRT service on the lands. This will ensure that intensification will be compatible and compliment existing development. More specifically, the plan looks to make sure that the tallest buildings are in proximity to transit. The TOD Plans have been prepared in anticipation of achieving light rail transit-supportive land use densities in communities surrounding new Confederation Line stations over the long-term. Light rail transit is successful in densely populated areas as it excels at moving large numbers of people efficiently. The target density range is approximately 200 to 400 people and jobs (combined jobs and residents) per gross hectare within each TOD Plan area.

The strategic priorities relating to the TOD Plan are as follows:

- / Maximize density in and around transit stations (Plan well-designed, compact neighbourhoods where residents can live, work, shop and play close by, complete daily activities easily, access viable transit, and support local businesses); and
- / Provide infrastructure to support mobility choices (Improve residents' mobility choices by supporting a variety of initiatives related to routes, rapid transit, walking, and cycling.)

##### 4.4.1 St. Laurent Transit-Oriented Development Plan Area

The subject site is located within the “St. Laurent Transit-Oriented Development Plan Area” (Figure 14), comprised of approximately 225 properties that range in size from large commercial and industrial sites to single residential lots. The study area is divided into quadrants by two large transportation facilities: St. Laurent Boulevard, which runs north-south and Highway 417 which runs east-west. The existing development pattern of the study area generally exhibits varied setbacks, lower densities, underdeveloped lots characterized by surface parking lots and an automobile-oriented environment. The land uses are primarily large-scale commercial, and employment uses, with one pocket of residential uses in the southwest quadrant.



Figure 14: St. Laurent TOD Plan Area, TOD Plans – Lees, Hurdman, Tremblay, St. Laurent, Cyrville and Blair, subject site indicated.

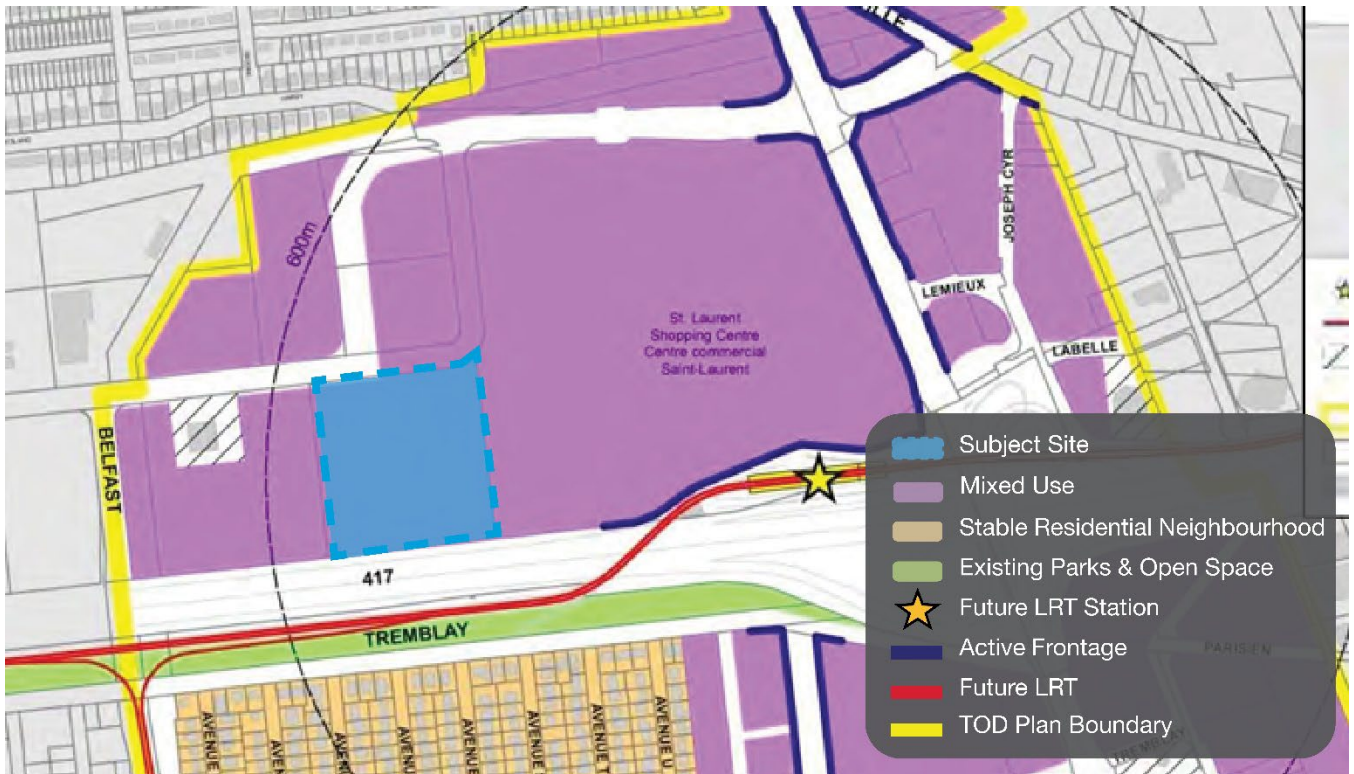


Figure 15: St. Laurent Land Use Framework, TOD Plans – Lees, Hurdman, Tremblay, St. Laurent, Cyrville and Blair, subject site indicated.

#### 4.4.2 St. Laurent Land Use Framework

The subject site is in the “Mixed Use” designation of the “St. Laurent Shopping Centre” district, where a mix of uses is anticipated in the longer term. The Plan calls for a multi-phased plan that shows new uses being introduced to the site, which may include the development of free-standing office buildings or towers.

#### 4.4.3 St. Laurent Building Heights and Density Targets

The St. Laurent TOD Plan area is approximately 120 hectares. The projected increase of 12,000 people living and/or working in the TOD Plan area over the next 20 years can be accommodated within the shorter-term land area. The balance of land (approximately 42 hectares) in the TOD area accommodates existing buildings at generally lower densities that would likely require demolition and reconstruction in order to accommodate uses at transit-supportive densities. These areas are considered to be longer-term redevelopment areas. The long-term minimum density under TOD zoning is estimated to be approximately 250 jobs and people per gross hectare.

The subject site is located within the High Density Zone (TD3) (Figure 16), where minimum densities of 350 units per net hectare for residential or a minimum FSI of 1.5 for non-residential land uses is established. Buildings in the TD3 area are capped at 30 storeys height and may include apartment dwellings, mixed-use and commercial buildings. The TD3 area is generally located nearest to future stations and maximizes efficiency of land and city infrastructure while bringing more people in closer proximity to the stations.

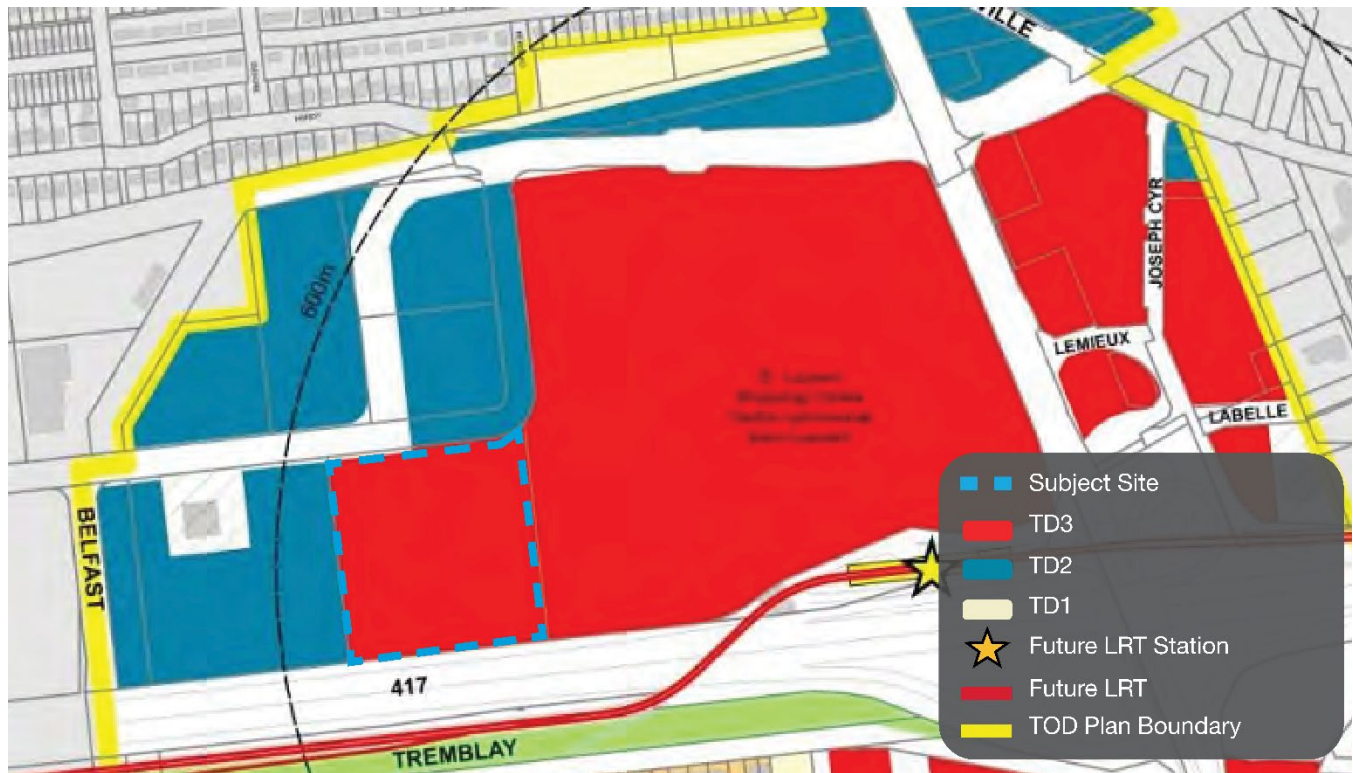


Figure 16: St. Laurent Density Range & Maximum Building Height, TOD Plans – Lees, Hurdman, Tremblay, St. Laurent, Cyrville and Blair, subject site indicated.

**The proposed development has appropriate regard for the TOD plan and the vision for the subject site. The proposed development has a height of 28 storeys and will have a density of 309 units for 0.58 hectare, or 527 units per hectare, as contemplated within the TOD plan. The high-rise building has a compact built form, making efficient use of the land. Through architectural design, site layout and landscaping treatment the development is well-designed and creates a highly attractive urban environment.**

## 4.5 Transit Oriented Development Guidelines

The Transit Oriented Development (TOD) guidelines provide guidance in achieving well-designed and successful Transit-Oriented Development. It contemplates Land Use, Layout, Built Form, Pedestrians & Cyclists, Vehicles & Parking, and Streetscape & Environment as they can be implemented to create transit-supportive development.

These guidelines are to be applied to all development throughout the City within a 600-metre walking distance of a rapid transit stop or station to provide guidance to the proper development of these strategically located properties. The proposed development has regard for the following design guidelines:

### Land Use

- / Provide transit supportive land uses within a 600-metre walking distance of a rapid transit stop or station (Guideline 1);
- / Discourage non transit-supportive land uses that are oriented primarily to the automobile and not the pedestrian, cyclist or transit user (Guideline 2).

### Layout

- / Create pedestrian and cycling “short cuts” that lead directly to transit. Pathways require a minimum 6-metre right-of-way. Ensure these “short cuts” are maintained and free of ice and snow in winter. Look for opportunities to link “short cuts” to the larger greenspace, pedestrian and cycling networks (Guideline 6);
- / Locate the highest density and mixed uses (apartments, offices, etc.) immediately adjacent and as close as possible to the transit station (Guideline 8);
- / Create transition in scale between higher intensity development around the transit station and adjacent lower intensity communities by stepping down building heights and densities from the transit station (Guideline 9).

### Built Form

- / Step back buildings higher than 4 to 5 storeys in order to maintain a more human scale along the sidewalk and to reduce shadow and wind impacts on the public street (Guideline 11);
- / Set large buildings back between 3.0 and 6.0 metres from the front property line, and from the side property line for corner sites, in order to define the street edge and to provide space for pedestrian activities and landscaping (Guideline 13);
- / Provide architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians (Guideline 14);
- / Use clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order provide ease of entrance, visual interest and increased security through informal viewing (Guideline 15).

### Pedestrians & Cyclists

- / Design pedestrian connections that are convenient, comfortable, safe, easily navigable, continuous and barrier-free and that lead directly to transit (Guideline 16);
- / Use different materials such as concrete for crosswalks or treatments such as painted patterns to provide visual identification of pedestrian routes for motorists (Guideline 17);
- / Ensure pedestrian walkways are an adequate width to accommodate anticipated pedestrian volumes, with a minimum width of 2.0 metres with accessible grade changes (Guideline 25);
- / Provide convenient and attractive bicycle parking that is close to building entrances, protected from the weather, visible from the interior of the building and that does not impede the movement of pedestrians (Guideline 29).

### Vehicles & Parking

- / Provide areas where motorists, including taxis, can drop off or wait for transit passengers. Passengers require a direct connection to the transit station (Guideline 37);

- / Design and locate parking lots and internal roads to minimize the number of vehicle crossings over primary pedestrian routes (Guideline 38);
- / Encourage underground parking or parking structures over surface parking lots. Locate parking structures so that they do not impede pedestrian flows and design them with active street-level facades, including commercial uses and/or building articulation, non-transparent windows or soft and hard landscaping (Guideline 39);
- / Design parking lots to include direct and safe pedestrian linkages while maintaining pedestrian comfort and access. This includes dividing large surface parking lots into smaller areas through landscaping and walkways (Guideline 41);
- / Include a boulevard or planting strip along internal roadways and parking areas to buffer pedestrians from vehicles and road spray (Guideline 42);
- / Locate loading areas off the street, behind or underneath buildings. Avoid routing deliveries through parking areas and across primary pedestrian, transit and cyclist routes (Guideline 43).

### **Streetscape & Environment**

- / Plant shade trees and shrubs and use permeable surfaces and light coloured hard surfaces where possible to help reduce urban heat and to create a more comfortable microclimate (Guideline 52);
- / Enclose air conditioner compressors, garbage and recycling containers and other similar equipment within buildings or screen them from public view (Guideline 54);
- / Consider opportunities to cluster and screen utilities together to minimize visual impact on the streetscape (Guideline 55).

**The proposed development has appropriate regard for the Transit Oriented Development Guidelines.**

## **4.6 Urban Design Guidelines for High-Rise Buildings**

The Guidelines for High-Rise Buildings were approved by City Council in 2018. They are general guidelines to be used during the preparation and review of development proposals including high-rise buildings. As the Guidelines note, the given context of a site will inform the development and that each site will have its own opportunities and challenges. The proposed development responds to the guidelines in the following ways:

- / The base of the building relates directly to the height and typology of the planned street wall context along Coventry Road (Guideline 1.12);
- / The site is of a sufficient size to accommodate a high-rise building, and provides sufficient separation to potential future high-rises in the area (Guideline 1.16);
- / The proposed development enhances the overall pedestrian experience in the immediate surrounding public realm through a well-designed podium with high-quality materiality and glazing and the design of the lower portion which animates the existing street edges along Coventry Road (Guideline 2.1);
- / The proposed high-rise building includes three distinctive and integrated parts – base, middle, and top (Guideline 2.3);
- / The podium height provides enclosure along the street at an appropriate scale (Guideline 2.15);
- / The base of the proposed building is two storeys (Guideline 2.17);
- / The podium and tower represent a beneficial contribution to the public realm along Coventry Road that improves the existing edge (Guideline 2.20);
- / The proposed design uses high-quality, durable, and environmentally sustainable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the facade (Guideline 2.21);
- / The ground floor of the base has been designed to be animated and transparent, with pedestrian access to the proposed development (Guideline 2.23);
- / The tower floor plate for the high-rise residential building is within the 750m<sup>2</sup> guideline (Guideline 2.24);

- / The proposed tower provides proper separation distance to adjacent property lines to minimize shadow and wind impacts, loss of sky views, and to allow for natural light into interior spaces (Guideline 2.25);
- / The location of tower and floorplate has been oriented and shaped to minimize shadow and wind impacts on the public and private spaces. The tower design and ample setbacks from abutting properties ensures any shadows move quickly across impacted areas (Guidelines 2.29, 2.31);
- / Parking is predominantly located underground and accessed away from the primary pedestrian realm. Loading, servicing, and utilities are screened from view and underground (Guidelines 3.14, 3.15, 3.16, 3.18, 3.19, 3.20, and 3.21);
- / The portion of Coventry Road consists of varying built form, vacant lots, and surface parking. The proposed development will improve on the existing condition and provide a building podium that improves the pedestrian experience through framing the ROW and provide glazing and landscaping for visual amenity (Guideline 3.23);
- / A pedestrian-level wind study has been undertaken and concluded that conditions around the site at-grade are acceptable for their intended uses through the year (Guideline 3.26); and,
- / A Shadow Study has been submitted as part of the application, indicating that shadows move quickly through the site (Guideline 3.27).

**The proposed development has appropriate regard for the Urban Design Guidelines for High-Rise Buildings.**

#### 4.7 Bird Safe Design Guidelines

Ottawa's Bird-Safe Design Guidelines are intended to be used during the planning stage of private or public development projects to minimize the potential risks to birds. The proposed development responds to the following guidelines:

##### **Guideline 1: Consider the environmental context**

Based on the project's environmental context:

- / An environmental impact study is not required; and,
- / The site does not fall adjacent to major waterways or migration corridors, reducing the risk of collision during spring and fall migration.

##### **Guideline 2: Minimize the transparency and reflectivity of glazing**

The building design has considered the reduction of transparent and reflective materials including:

- / Avoiding monolithic, undistinguished expanses of glazing;
- / Incorporating differentiation of material, texture, colour and opacity through precast and metal panels to fragment reflections;
- / Incorporating bird-safe glass or glass with integrated protection measures to a minimum of 90% of glass within 16 metres from the greater of finished grade or the height of mature tree canopies;
- / Incorporating bird-safe glass or glass with integrated protection measures at green roofs and rooftop terraces within 4 metres of the greater of the surface of the roof or terrace of the height of mature vegetation; and,
- / Bird-safe glass and glass with integrated protection measures shall follow the specifications laid out in the Ottawa Bird-Safe Design Guidelines.

##### **Guideline 3: Avoid or mitigate design traps**

The building has been designed in a way to minimize design traps as follows:

- / The design does not include courtyards or glass in parallel settings and minimizes glass in perpendicular settings;
- / Glass corners will be treated at least 5 metres in each direction; and,
- / Glass railings or similar clear barriers will use bird-safe glass.

##### **Guideline 4: Consider other structural features**

To minimize the risks of birds colliding with other building features or getting trapped in features such as vents:

- / Exterior antennas and tall structures will be minimized and grouped where possible;

- / Self-supporting lattice or monopole towers will be used;
- / Up-lighting rooftop equipment and features will be avoided; and,
- / Grates will have a maximum porosity of 20x20mm or 40x10mm, or screened and pipes, flues and vents will be capped.

Further work will be undertaken to create a safe bird-friendly environment including landscaping, designing exterior lighting to minimize light trespass at night, and avoiding nighttime light trespass from the building's interior as outlined in Guidelines 5, 6, and 7.

**The proposed development has appropriate regard for the Bird Safe Design Guidelines.**

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

The subject site is zoned "Transit Oriented Development Subzone 3, Schedule 263, Exception 1988 - TD3[1988] S263-h1" in the City of Ottawa Comprehensive Zoning By-law (2008-250) (Figure 17). The purpose of the TD zone is to:

- / Establish minimum density targets needed to support Light Rail Transit (LRT) use for lands within Council approved Transit Oriented Development Plan areas;
- / Accommodate a wide range of transit-supportive land uses such as residential, office, commercial, retail, arts and culture, entertainment, service and institutional uses in a compact pedestrian-oriented built form at medium to high densities;
- / Locate higher densities in proximity to LRT stations to create focal points of activity and promote the use of multiple modes of transportation; and,
- / Impose development standards that ensure the development of attractive urban environments that exhibit high-quality urban design and that establish priority streets for active use frontages and streetscaping investment.

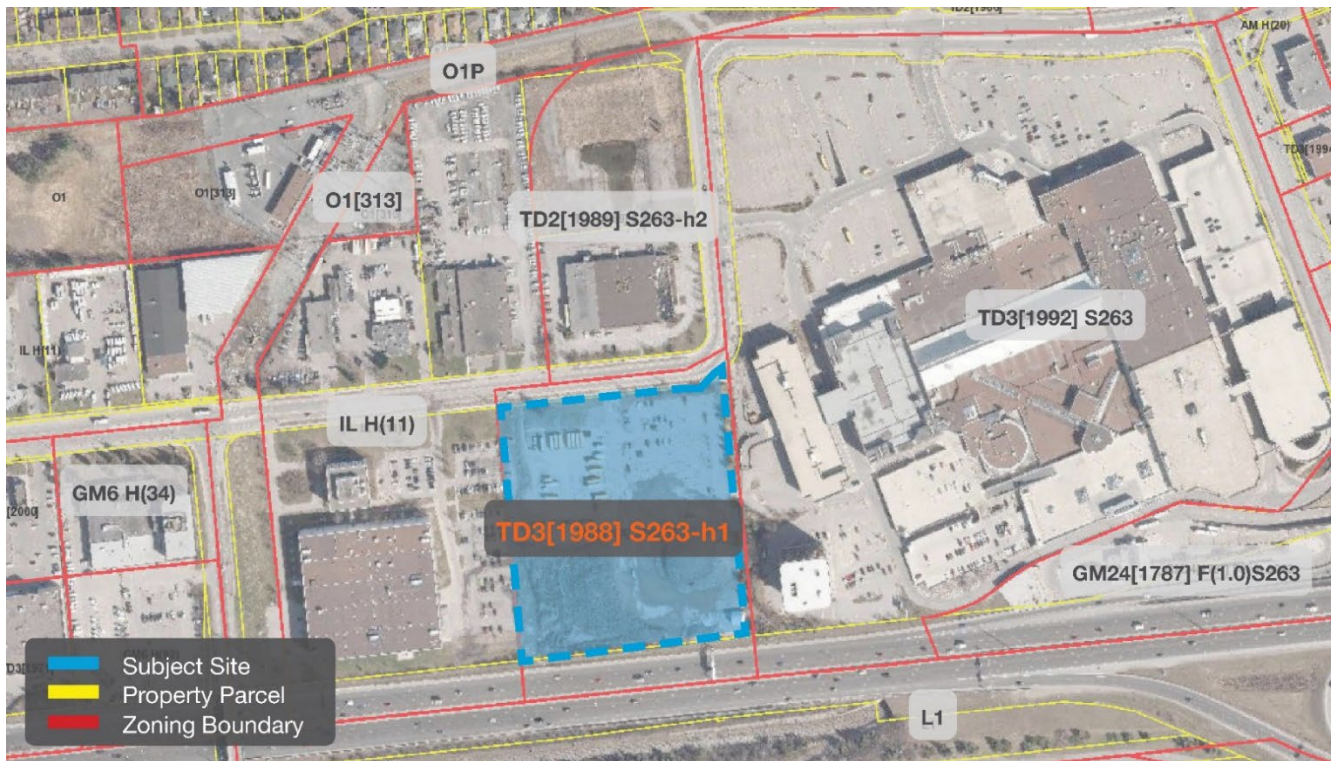


Figure 17: Zoning Map of the subject site and surrounding context

The TD zone permits a wide range of residential and non-residential uses, including high-rise apartment dwellings.

Exception 1988 is a site-specific exception aimed primarily at permitted any uses that legally exists on November 14, 2012 to continue with modest expansions and without triggering the TD zone provisions. The provisions of the exception apply to:

- / a use that legally existed as of November 14, 2012, or
- / any expansion of the building and any new building for that use in 1. above, or
- / any new use within a building existing as of November 14, 2012, or
- / any developments for which site plan approval has been granted prior to November 14, 2012,
- / development that does not exceed a maximum FSI of 1.0.

**The proposed development does not fall into one of these criteria and does therefore trigger the TD3 zoning requirements. As a result, the provisions of the zoning exception, including maximum heights prescribed in Schedule 263, do not apply to the proposed development.**

Exception 1988 also contains provisions of the holding symbol applicable to the lands. The exception states that “the ‘h1’ holding symbol will not be lifted until all agreements required outlining the details of the relocation of Coventry Road to the north and west sides of 525 and 535 Coventry Road have been executed”.

**The realignment of Coventry Road was previously designed and an Environmental Assessment for the relocation of the road was completed in 2012. Work has not been completed to relocate the road at this time and is not proposed as part of the current applications. An application to lift the hold on the subject site will be submitted to allow the first phase of development to proceed.**

The following table summarizes the proposed development’s compliance with the TD3 zone. Note that the subject site is not intended to be severed at this time and so the zoning is assessed based on the overall 500 Coventry Road parcel.

TD3[1988] S263-h1	Requirement	Provided	Compliance
<b>Minimum Lot Width</b>	No minimum	185.7m	Yes
<b>Minimum Lot Area</b>	No minimum	34,640 m <sup>2</sup> (3.46 hectares)	Yes
<b>Minimum Setbacks – Residential Building</b>	Front (Coventry): 3m	110.75m	Yes
	Interior Side: No minimum	134.85m (east) / 12.0m (west)	Yes
	Rear: No minimum	16.1m	Yes
	Tower Setback (interior and rear yard): 12m	Interior side: 12m Rear: 18.1m	Yes
<b>Minimum Building Height</b>	6.7 m and 2 storeys	28 storeys/89.7m	Yes
<b>Maximum Building Height</b>	30 storeys/90m	28 storeys/89.7m	Yes
<b>Minimum Number of Residential Units per Hectare</b>	350 units/hectare	527 units/hectare	Yes
<b>Minimum Width of Landscaped Area</b>	No minimum	Provided	Yes

TD3[1988] S263-h1	Requirement	Provided	Compliance
<b>Required Communal Amenity Area</b> 2% of the total lot area must be provided as outdoor communal space located at grade anywhere on the lot	117.5m <sup>2</sup>	172.6m <sup>2</sup>	Yes
<b>Amenity Space Requirements</b> 6m <sup>2</sup> per dwelling unit, and 10% of the gross floor area of each rooming unit, with a minimum of 50% of the required total amenity area as communal amenity space	Total: 1,854 m <sup>2</sup> Communal: 927 m <sup>2</sup>	Private: 3,506.2m <sup>2</sup> Communal: 1,470.1m <sup>2</sup> Total: 4,976.3m <sup>2</sup>	Yes
<b>Minimum Parking Requirements</b> Area Z on Schedule 1A Residential: None required Residential Visitor: 0.1 spaces/unit	Residential: 0 spaces Visitor: 30 spaces	New: 207 below-grade parking spaces (177 residential (0.57 spaces/unit), 30 visitor spaces) Existing: 112 spaces within existing surface parking lot* Total: 319 spaces *Not to remain for long-term redevelopment of subject site	Yes
<b>Maximum Parking</b> Residential + Visitor: 1.75 spaces/unit	Combined Resident and Visitor Parking: 541 spaces	319 spaces	Yes
<b>Parking Space Dimensions</b>	Must be 2.6m - 3.1m by 5.2m	Standard space: 2.6m by 5.2m	Yes
<b>Minimum Driveway Width</b> For apartment high-rise, the maximum permitted width for a double traffic lane that leads to 20 or more parking spaces: 6.7m	6m	6.7m	Yes
<b>Minimum Aisle Width</b> An aisle providing access to parking spaces in a parking lot or parking garage angled between 56 and 90 degrees	6m	6m	Yes
<b>Minimum Bicycle Parking</b> 0.5 spaces/unit	309 units * 0.5 = 155 spaces	309 spaces	Yes
<b>Bicycle Parking Space Dimensions</b>	Horizontal: 0.6m x 1.8m Horizontal stacked: 0.37m x 1.8m Vertical: 0.m x 1.5m (max 50% of required spaces)	Horizontal: 0.6m x 1.8m  Horizontal stacked: 0.43m x 1.84m	Yes

**The proposed development complies with the applicable zoning requirements.**

## 5.0 Supporting Studies

The following reports and studies have been prepared in support of the Site Plan Control application:

### 5.1 Servicing and Stormwater Management Report

A Servicing and Stormwater Management Report has been prepared by McIntosh Perry Consulting Engineers Ltd., dated October 28, 2024, and confirms that the proposed development can be adequately serviced using the existing municipal infrastructure (water, sanitary, and storm) surrounding the site. The recommendations of this report can be summarized as follows:

- / A new 200 mm diameter PVC watermain is proposed to service the development with a connection to the 300 mm diameter watermain within Coventry Road. Fire protection for the development will be provided by a private hydrant proposed within the existing parking lot north of the residential building.
- / Sanitary servicing for the development will be provided via a proposed 250mm PVC sanitary sewer extending from the existing maintenance structure within the site.
- / A new 250mm diameter storm service for rooftop, surface and foundation drainage is proposed to service the building and surrounding drive aisle area.
- / A rear-yard catchbasin system is proposed to collect runoff from the landscaped area east and south of the building.
- / Storage for the 5- through 100-year storm events will be provided through internal cistern attenuation.
- / Quality controls are not anticipated to be required due to the distance to the outlet.

### 5.2 Transportation Impact Assessment

A Step 2 Transportation Impact Assessment was prepared by CGH Transportation, dated September 2024. This TIA was prepared with respect to the City's Transportation Impact Assessment Guidelines, with the following findings:

- / The proposed development is forecasted to produce 135 two-way people trips during the AM peak hour and 132 two-way people trips during the PM peak hour.
- / Of the forecasted people trips, 19 two-way trips will be vehicle trips during the AM peak hour and 23 two-way trips will be vehicle trips during the PM peak hour based on a 58% (48%) modal share targets.
- / The proposed development is anticipated to generate an additional 79 AM and 63 PM peak hour two-way transit trip, and that the existing service can accommodate site-generated transit trips based on transit ridership in the area, and no service changes are required.
- / It is recommended that, from a transportation perspective, the proposed development applications proceed.

### 5.3 Transportation Noise Assessment

A Transportation Noise Assessment was prepared by Gradient Wind, dated January 18, 2024. The purpose of this report is to investigate the potential impact of environmental noise and vibration on the proposed development, including a review of existing and future noise and vibration sources as they relate to provincial guidelines and municipal standards.

The results of the analysis indicate that noise levels will range between 57 and 79 dBA during the daytime period (07:00-23:00) and between 49 and 72 dBA during the nighttime period (23:00-07:00). The highest noise level (79 dBA) occurs at the south façade, which is nearest and most exposed to the Trans-Canada Highway 417. Upgraded building components with a higher Sound Transmission Class will be required where exterior noise exceeds 65 dBA.

The results of the analysis also indicate that the building will require central air conditioning or a similar ventilation system, allowing occupants to keep windows closed and maintain a comfortable living environment. Warning Clause Type D will be required on all Lease, Purchase and Sale Agreements for all buildings. Further, if the ground level and level 7 outdoor amenity spaces are to be used as outdoor living areas, noise control measures (barriers) are required to

reduce noise levels to below 60 dBA. A Type B Warning Clause will be required on all Lease, Purchase and Sale Agreements for all dwelling units sharing these spaces.

#### 5.4 Pedestrian Level Wind Study

A Pedestrian Level Wind Study was prepared by Gradient Wind, dated January 23, 2024. The study determined that most grade-level areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for the intended pedestrian uses throughout the year. Specifically, conditions over surrounding sidewalks, existing surface parking lots and drive aisles, the proposed drive aisles, walkways, and park, and in the vicinity of building access points, are considered acceptable.

The windy conditions within the amenity terraces on Level 7 during the typical use period (that is, May to October, inclusive) are predicted to be suitable for mostly standing, with conditions suitable for sitting to the south, and are primarily attributable to the exposure of the terraces to prevailing winds from several directions, and the currently mostly low-rise suburban massing surrounding the development. A coordinated wind mitigation strategy and terrace programming and landscaping design is required. Elements of the wind mitigation strategy may include 2 metre tall wind screens (as measured from the local walking surface), typically glazed, along select terrace perimeters, in combination with mitigation inboard of the terrace perimeters, which may take the form of wind screens or other common landscape elements.

#### 5.5 Tree Conservation Report

A Tree Conservation Report was prepared by IFS Associates, dated December 22, 2023. The report identifies that most of the trees identified are fully on the subject site, and several trees are shared with and fully on other properties to the east – one of which is owned by Morguard Corporation. The majority of existing trees can be retained during redevelopment. However, several trees shared or fully on lands owned by Morguard to the east will be removed. It is proposed that out of a total of 42 trees identified, 37 trees are to be retained and five (5) are to be partially or fully removed due to poor condition. No trees were found on adjacent City of Ottawa lands.

#### 5.6 Environmental Site Assessment

A Phase One Environmental Site Assessment (ESA) Report was prepared by Pinchin Ltd., dated February 13, 2023. The purpose of the Phase One ESA was to assess the potential presence of environmental impacts on site due to activities at and near the Phase One Property (the subject site) in support of filing an RSC in accordance with O. Reg. 153/04. The study identified 13 PCAs on-site and 14 off-site PCAs on properties within the Phase One Study Area. None of the identified off-site PCAs were considered to represent APECs on the property, based on their separation distances and/or downgradient or transgradient orientation relative to the subject site. These 13 on-site PCAs may have impacted soil and groundwater quality on and/or beneath the site. As such, these PCAs are considered to result in APECs on site. As one or more contaminants originating from PCAs located on the subject site may have affected land or water on, in, or under the subject site, Pinchin recommends that a Phase Two ESA be conducted prior to filing an RSC for the Phase One Property.

Pinchin completed a Phase Two ESA dated November 15, 2024. The Phase Two ESA was conducted at the request of the Client in relation to the future redevelopment of the Phase Two Property from commercial to residential land use. A Record of Site Condition (RSC) submittal to the Ontario Ministry of Environment, Conservation and Parks (MECP) is a mandatory requirement when a land use changes to a more sensitive land use and as such, to support the RSC submission, the Phase Two ESA was conducted in accordance with the Province of Ontario's *Ontario Regulation 153/04: Records of Site Condition – Part XV.1 of the Act*, which was last amended by Ontario Regulation 362/23 on January 1, 2024 (O. Reg. 153/04).

The initial APECs investigation included the advancement of 24 boreholes at the Phase Two Property, 18 of which were completed as groundwater monitoring wells to facilitate the sampling of groundwater and the assessment of groundwater

flow. With respect to the identified soil and groundwater parameter exceedances noted within the report, the completion of soil and groundwater remediation and/or a Risk Assessment in accordance with O. Reg. 153/04 will be required to develop Property Specific Standards (PSS) for the parameters exceeding the *Table 3 Standards* before an RSC can be filed by the Qualified Person (QP) for the Phase Two Property.

## 5.7 Geotechnical Investigation

A Geotechnical Investigation was prepared by Pinchin Ltd., dated November 1, 2024. The purpose of the Geotechnical Investigation was to delineate the subsurface conditions and soil engineering characteristics by advancing a total of five (5) sampled boreholes (Boreholes BH101 to BH105), at the Site. The information gathered from the Geotechnical Investigation determined that in general, the soil stratigraphy at the Site comprises surficial granular fill overlying silt fill, and/or silty, clayey sand till and bedrock to the maximum borehole termination depth of approximately 8.1 mbgs.

The following geotechnical data and engineering design recommendations are provided and include, among others:

- / A detailed description of the soil and groundwater conditions;
- / Site preparation recommendations;
- / Open cut excavations;
- / Anticipated groundwater management;
- / Site service trench design;
- / Foundation design recommendations;
- / Foundation frost protection and engineered fill specifications and installation;
- / Concrete floor slab-on-grade support recommendations;
- / Underground parking garage design; and,
- / Potential construction concerns.

## 6.0 Conclusion

It is our professional opinion that the proposed Site Plan Control application for the redevelopment of the subject site with the proposed high-rise residential building constitutes good planning and is in the public interest. As outlined in the preceding sections:

- / The proposed development is consistent with the 2024 Provincial Planning Statement by proposing intensification in proximity to transit and existing services and amenities and contributing to the range of housing options available within the community.
- / The proposed development conforms to the policies within the City of Ottawa Official Plan by providing an urban residential built form within the Inner Urban Transect, Hub, and PMTSA designation. The proposed development is supported by its proximity to multi-modal transit options and the planned intent to expand the role of Coventry Road with mixed-use typology. The proposed development provides a built form consistent with the planned context of the site and provides a variety of necessary housing options for the surrounding area.
- / The proposed development conforms with the urban design policies of the City of Ottawa's Official Plan, Inner East Lines 1 and 3 Stations Secondary Plan, and Lees, Hurdman, Tremblay, St. Laurent, Cyrville and Blair Transit-Oriented Development Plan by continuing the existing and planned uses and built form of the surrounding area.
- / The proposed development is in keeping with the vision of the City's Transit Oriented Development Guidelines, Bird Safe Design Guidelines, and Urban Design Guidelines for High-Rise Buildings.
- / The proposed Site Plan Control Application proposes uses that are consistent with the existing land uses in the surrounding area and the existing zoning.
- / The proposed Site Plan Control Application is supported by technical plans and studies submitted as part of this application.

Sincerely,



Jillian Simpson, MCIP RPP  
Planner



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