

Subject: Zoning By-law Amendment – 453 and 455 Coventry Road

File Number: ACS2023-PRE-PS-0018

Report to Planning and Housing Committee on 27 February 2023

and Council 8 March 2023

**Submitted on February 16, 2023 by Derrick Moodie, Director, Planning Services,
Planning, Real Estate and Economic Development**

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Ward: Rideau-Rockcliffe (13)

Objet : Modification du Règlement de zonage – 453 et 455, chemin Coventry

Dossier : ACS2023-PRE-PS-0018

Rapport au Comité de la planification et du logement

le 27 février 2023

et au Conseil le 8 mars 2023

**Soumis le 16 février 2023 par Derrick Moodie, Directeur, Services de la
planification, Direction générale de la planification, des biens immobiliers et du
développement économique**

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Quartier : Rideau-Rockcliffe (13)

REPORT RECOMMENDATIONS

1. That Planning and Housing Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 453 and 455 Coventry Road, as shown in Document 1, to change the zoning from Light Industrial Zone to Transit Oriented Development Zone – Subzone 2, as detailed in Document 2.
2. That Planning and Housing Committee approve the Consultation Details Section of this report be included as part of the ‘brief explanation’ in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, “Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* ‘Explanation Requirements’ at the City Council Meeting of March 8, 2023,” subject to submissions received between the publication of this report and the time of Council’s decision.

RECOMMANDATIONS DU RAPPORT

1. Que le Comité de la planification et du logement recommande au Conseil municipal d’approuver la modification à apporter au *Règlement de zonage* n° 2008-250 pour le 453 et le 455, chemin Coventry, selon les modalités de la pièce 1, afin de remplacer, dans le zonage, la zone d’industrie légère par la zone des aménagements axés sur le transport en commun, selon les modalités précisées dans la pièce 2.
2. Que le Comité de la planification et du logement approuve l’intégration de la section Détails de la consultation du rapport dans la « brève explication » du Résumé des mémoires déposés par écrit et de vive voix, à rédiger par le Bureau du greffier municipal et à soumettre au Conseil municipal dans le rapport intitulé « Résumé des mémoires déposés par écrit et de vive voix par le public sur les questions assujetties aux "explications obligatoires" de la *Loi sur l’aménagement du territoire* à la réunion tenue par le Conseil municipal le 8 mars 2023 », sous réserve des mémoires qui seront déposés entre la publication de ce rapport et la date à laquelle le Conseil municipal rendra sa décision.

BACKGROUND

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

Site location

453 and 455 Coventry Road

Owner

Belfast Holdings Ltd c/o Prism Construction Ltd.

Applicant

Jeffrey Kelly (Novatech Engineers, Planners & Landscape Architects)

Architect

Figurr Architects Collective

Description of site and surroundings

The subject site is located on the north side of Coventry Road, east of the Coventry Road and Belfast Road intersection. The irregular shaped lot has an area of 12,123 square metres with 135.48 metres frontage along Coventry Road and a lot depth of 110.11 metres. The site is currently zoned Light Industrial Zone, Maximum Height of 11 metres (IL H(11)) and is occupied by two commercial/industrial buildings and associated surface parking.

Within the site vicinity, the surrounding area is generally characterized by a wide variety of uses including light industrial, office, hotels, recreational facilities, and commercial and retail plazas. To the immediate north and west of the property is a Hydro One transformer station and transformer corridor. Further north are several parks and schools, and low-rise residential uses. Further west are low-rise light industrial and commercial buildings along Coventry Road. To the south of the property, across Coventry Road, are offices of the Royal Canadian Mounted Police, and further south across Hwy 417 is the Ottawa VIA rail station and Tremblay O-Train station. To the east are low-rise light industrial and commercial buildings along Coventry Road, with the St. Laurent Shopping Centre located further east.

The site is located approximately 550 metres from the St-Laurent O-Train station and approximately 680 metres to the Tremblay O-Train station.

Summary of requested Zoning By-law amendment proposal

The applicant seeks to rezone the site from Light Industrial Zone, Maximum Height of 11 metres (IL H(11)) to Transit Oriented Development Zone, Subzone 2 (TD2). The purpose of the proposed Zoning By-law Application is to accommodate redevelopment

of the site to construct three mixed-use high-rise buildings and one mixed-use mid-rise building at a later date.

A Site Plan Control application has not yet been received. Although conceptual in nature at this time, the plans and renderings provided include four buildings, ranging in height from six storeys to 20 storeys. An estimated total of 648 residential units could be developed on the property, with an anticipated 574 parking spaces.

Brief history of proposal

In anticipation of land development pressure in proximity to the LRT stations, City Council had established priority areas for the creation of transit-oriented development (TOD) plans. The TOD plans set the stage for future transit-supportive, or "intensified", land development by adding in appropriate locations opportunities for additional land use types and densities. The first three TOD studies for land surrounding the Train (now Tremblay), St. Laurent and Cyrville LRT stations were approved by City Council on November 14, 2012. These TOD studies helped inform the Inner East Lines 1 and 3 Stations Secondary Plan.

DISCUSSION

Public consultation

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. Comments were received from two individuals, in addition to comments received from the Overbrook Community Association. Topics raised centered around the elements of the future Site Plan Control application (height, massing, transportation, trees, etc.)

For this proposal's consultation details, see Document 3 of this report.

Official Plan designation(s)

The property is located within the Inner Urban Transect policy area on Schedule A of the Official Plan, which is an area that anticipates the enhancement or establishment of urban patterns of built forms, site design and mix of uses, while prioritizing walking, cycling and transit.

The property is located within an area designated as a Hub and as an Evolving Neighbourhood on Schedule B2 of the Official Plan. Hubs are areas which are centred around planned or existing rapid transit stations and intend on concentrating a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity. Neighbourhoods are considered to be the

heart of communities, where a mix of building forms and densities are permitted. The Evolving Overlay signals a gradual evolution over time that will see a change in character to support intensification.

Other applicable policies and guidelines

The property is located within the St-Laurent Transit Oriented Development Plan Area within the Transit-Oriented Development (TOD) Plans document.

The property is located within Area B on Schedule A of the Inner East Lines 1 and 3 Stations Secondary Plan. The Area B designation allows for heights up to 20 storeys and a minimum density of 250 units per net hectare.

Heritage

N/A

Urban Design Review Panel

The property is within a Design Priority Area and the Zoning By-law Amendment application was subject to the Urban Design Review Panel (UDRP) process. The applicant presented their proposal to the UDRP at a formal review meeting, which was held on May 6, 2022 and was open to the public.

The panel's recommendations from the formal review of the Zoning By-law Amendment application are included under Document 5. The Panel was successful in providing design direction on elements such as context, massing and scale, as well as site layout. This design direction will help inform the forthcoming Site Plan Control application.

Planning rationale

Official Plan

The site in question is located within the Inner Urban Transect Policy Area on Schedule A of the Official Plan. The Policy Area anticipates the enhancement or establishment of urban patterns of built forms, site design and mix of uses, while prioritizing walking, cycling and transit. The Inner Urban Transect is generally planned for mid- to high-density development, particularly in areas in proximity to rapid transit, as well as for mixed-use developments where it can provide a full range of services within walking distance from home, in support of the growth of the 15-minute neighbourhood. The Inner Urban Transect Policy Area anticipates heights in excess of 41 storeys in some locations within Hubs.

The property is designated as a Hub on Schedule B1 of the Official Plan. Hubs are areas which are centred around planned or existing rapid transit stations and intend on concentrating a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity. These areas seek to focus major residential and non-residential origins and destinations including employment within easy walking access of rapid transit stations and seek to establish higher densities than surrounding areas conditional on an environment that prioritizes transit users, cyclists and pedestrians, as well as excellent urban design. Hubs are also identified as Protected Major Transit Station Areas (PMTSAs), and the property is located within the St-Laurent PMTSA on Schedule C1 of the Official Plan. PMTSA locations set out minimum densities of jobs and people in an effort to increase the future density of development around transit.

The property is designated as an Evolving Neighbourhood on Schedule B1 of the Official Plan. Neighbourhoods represent areas that are intended to accommodate residential growth to meet the Growth Management Framework outlined in Section 3 of the Official Plan. The intent of these policies is to ensure that an appropriate range and mix of housing types are provided in areas where existing services are located with access to the City's transportation network. Neighbourhoods are considered to be the heart of communities, where a mix of building forms and densities are permitted.

Section 5.6.1 describes the Evolving overlay as a means to provide built-form direction in cases where a change in character is anticipated. The Evolving overlay signals a gradual evolution over time that will see a change in character to support intensification through the allowance of new built forms and typologies as well as through direction to built form and site design that would help support an evolution towards more urban built form.

The proposal seeks to rezone the property from a Light Industrial zone to a Transit Oriented Development zone. The higher densities and mix of uses permitted within the zone will help support the Official Plan's policies described above.

Transit-Oriented Development (TOD) Plans

The property is located within the St-Laurent Transit Oriented Development Plan Area within the Transit-Oriented Development (TOD) Plans document. This document was approved by City Council on November 14, 2012 in order to set the stage for future transit-supportive, or "intensified", land development by adding, in appropriate locations, opportunities for additional land use types and densities. The TOD Plans are similar in nature to a Community Design Plan (CDP) and helped inform the Inner East Lines 1 and 3 Stations Secondary Plan.

The St-Laurent TOD Plan provides direction for the area in terms of land use, pedestrian/cycling network, street network, streetscapes, parks and open spaces, as well as heights and densities. The TOD Plan identifies this property as being within a mixed-use area and having a TD2 density code, which would allow heights up to 20 storeys (60 metres) and a general range of people per net hectare of 400 to 1000. The TOD Plan identifies certain locations within the district where parks could be accommodated. Although no park is identified for this property, the applicant will be subject to the Parkland Dedication By-law during subsequent applications (Site Plan or building permit). Furthermore, the Inner East Lines 1 and 3 Stations Secondary Plan also identifies this property as being within a district requiring a park and states that “where a district contains more than one property owner, a cost-sharing agreement may be required between all property owners within that district. Landowners may be required to submit the landowners park cost-sharing agreement to the City as a condition of draft plan approval of plans of subdivision and plans of condominium and as a condition of approval for severance applications and site plan control.” The requirement for parkland dedication has already been communicated to the applicant by the City’s Recreation, Cultural & Facility Services Department, as well as the potential requirement of a cost-sharing agreement between all property owners within that district.

Inner East Lines 1 and 3 Stations Secondary Plan

The property is located within Area B on Schedule A of the Inner East Lines 1 and 3 Stations Secondary Plan. The Area B designation allows for heights up to 20 storeys and a minimum density of 250 units per net hectare. The Secondary Plan is informed by the TOD Plans described above and requires minimum densities that will result in the achievement of transit-supportive development densities over the long term. The Secondary Plan states that lands within the TOD Plans are permitted to remain in the existing zoning until such time as the owner requests a rezoning. At that time, the property is to be rezoned to the appropriate Transit Oriented Development zone (TD Zone).

The proposal seeks to rezone the property from a Light Industrial Zone to a Transit Oriented Development Zone, Subzone 2 (TD2), which is consistent with both the TOD Plan and the Secondary Plan.

Design Guidelines

The Transit-Oriented Development Guidelines apply to this development. The purpose of these guidelines is to provide guidance to assess, promote and achieve appropriate Transit-Oriented Development throughout the City, and apply to properties located

within 600 metres walking distance to a transit station. These guidelines support the proposed intensification at this location. The implementation of these guidelines will be evaluated at the time of Site Plan Control.

The Urban Design Guidelines for High-Rise Buildings apply to this development. These urban design guidelines are to be used during the review of development proposals to promote and achieve appropriate high-rise development. The implementation of these guidelines will be evaluated at the time of Site Plan Control.

Recommended Zoning Details

As detailed in Document 2, the proposed Zoning By-law Amendment has the effect of rezoning the property from IL H(11) (Light Industrial Zone, Maximum Height 11m) to TD2 (Transit Oriented Development Zone, Subzone 2). The purpose of the TD zone is to establish minimum density targets needed to support transit use for lands within Council approved Transit Oriented Development Plan areas, while accommodating for 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. The TD2 Subzone permits a mix of uses including residential, office and commercial uses with a maximum building height of 60 metres.

A conceptual development proposal was prepared to demonstrate full conformity with all zoning provisions of Section 195, Table 195 including lot width, lot area, front yard setback, rear yard setback, interior side yard set back, maximum building height, landscaped area, required building setbacks and minimum tower separation distances. This concept plan was also presented to the Urban Design Review Panel, as discussed above.

Although not accompanied by a Site Plan Control application, staff are of the opinion that the proposed rezoning is appropriate for the site as it aligns with policies from the Official Plan, Secondary Plan and TOD Plan. Although the design submitted is conceptual in nature, it demonstrates that a TD2 zoning compliant development on this property is possible. A Site Plan Control application will be required in order to proceed with development, which will address details related to civil engineering, urban design, site design, landscaping, connectivity, parkland dedication, community benefits charges, etc.

Provincial Policy Statement

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

RURAL IMPLICATIONS

There are no Rural implications associated with this report.

COMMENTS BY THE WARD COUNCILLOR(S)

Councillor King is generally supportive of this application that seeks to rezone 453-455 Coventry Road from light industrial use to transit oriented development. It is important that development evolves along Coventry Road as it is a corridor located in a Protected Major Transit Station Area. The application proposes to amend the zoning provisions on the subject property to implement policies of the approved Tremblay, St-Laurent and Cyrville Secondary Plan to establish transit-supportive densities and building heights in proximity to the rapid transit network. Protected Major Transit Station Areas (PMTSAs) under the City of Ottawa's Official Plan are the areas surrounding and including an existing and planned higher order transit station or stop, generally within a 500 to 800 metre radius (a 10-minute walk) of such transit stations. PMTSAs are designed to accommodate increased density with highly urban, mixed-use, transit-supportive forms of development. The applicant's proposed conceptual development consists of a 20-storey tower along the southeast side of the subject site, fronting onto Coventry Road, a 16-storey tower to the southwest, an 18-storey tower to the northwest, and a six-storey building to the northeast. This increased density along Coventry Road, a major corridor, will accommodate additional residential density in one of the most logical locations in Rideau-Rockcliffe Ward, providing ample active and public transportation connectivity, potentially encouraging the development of new mixed-use commercial amenities that would support the goal of creating a truly livable 15-minute neighbourhood.

Consequently, I would agree with community concerns that the application as currently proposed has 8.9 times the minimum amount of parking spaces required by the zoning by-law. If this development is to conform with the spirit of the City's transit-oriented development policies, then ideally the applicant should propose less vehicle parking spaces to encourage resident transit use and instead propose more bicycle parking space per resident in order to encourage more use of the crosstown active transportation infrastructure available on Coventry Road and the new multi-use pathway on Belfast Road. In addition, the community has indicated the need to address the deficit of parkland in Overbrook, and therefore has outlined the need for pathway connections to Presland Park and other westerly destinations. Further, since the proposed development at 453-455 Coventry Road is directly across from another proposed transit oriented development at 400 Coventry Road and its proposed public park, the proposed site at 453-455 Coventry Road would benefit from enhanced active

transportation connectivity, such as an enhanced pedestrian/cycling crossing, linking the two development sites at Coventry and Belfast roads.

LEGAL IMPLICATIONS

There are no legal implications associated with implementing the report recommendation.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with the recommendations of this report.

ASSET MANAGEMENT IMPLICATIONS

Due to capacity constraints in this area, the sanitary sewer system will have to be re-evaluated if the post-development sanitary sewage flows exceed 13.5 L/s. On-site stormwater management will be implemented to meet the requirements of the City of Ottawa and the Rideau Valley Conservation Authority (RVCA). These elements will be evaluated during Site Plan Control review.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

There are no accessibility impacts associated with this report.

ENVIRONMENTAL IMPLICATIONS

A Remedial Action Plan has been submitted to confirm that any contaminants onsite will be addressed in conjunction with site development, and within the context of a future Site Plan Control application.

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-21-0144) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to delays related to the transition to the New Official Plan as well as to delays related to the new term of Council.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2	Proposed Zoning By-law Amendment
Document 3	Consultation Details
Document 4	Comments from the Overbrook Community Association
Document 5	Urban Design Review Panel Recommendations
Document 6	Proposed Concept Plan

CONCLUSION

The Planning, Real Estate and Economic Development Department supports the application and proposed Zoning By-law Amendment. The proposal is consistent with the Official Plan policies in the Inner Urban Transect Policy Area, as well as those related to hubs and evolving neighbourhoods. The proposed Zoning By-law amendment is appropriate for the site and maintains policy objectives contained within the TOD Plans and the Secondary Plan. The amendment represents good planning and, for the reasons stated above, staff recommends approval of the Zoning By-law amendment.

DISPOSITION

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista O'Brien, Program Manager, Tax Billing & Control, Finance Services Department (Mail Code: 26-76) of City Council's decision.

Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services, Innovative Client Services Department to forward the implementing by-law to City Council.

Planning Operations, Planning Services to undertake the statutory notification.

Document 1 – Zoning Key Map

For an interactive Zoning map of Ottawa visit geoOttawa



Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 453 and 455 Coventry Road:

1. Rezone the lands from IL H(11) to TD2 as shown in Document 1.

Document 3 – Consultation Details

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments.

Comment: I am concerned with land use, servicing, building height, vehicular traffic, parkland and green space.

Staff Response: The proposed land uses contained in the TD2 zone are consistent with the planned context of the area, as per the TOD Plan and the Secondary Plan. Other details such as civil engineering, urban design, site design, transportation and landscaping will be further detailed and evaluated at the time of a Site Plan Control application.

Document 4 - Comments from the Overbrook Community Association

Proposed rezoning of 453 and 455 Coventry Road (file: D02-02-21-0144)

Comments from the Planning and Development Committee of the Overbrook Community Association

Although this planning application is for rezoning only, with no formal site plan application being submitted concurrently, the comments provided below include: i) those directly concerning the rezoning application, and, ii) also those related to other planning matters that would be useful to provide at this time prior to the ultimate submission of a site plan application.

Rezoning application comments

Official Plan conformity

The proposed rezoning from Light Industrial (IL H[11]) to Transit Oriented Development – subzone 2 (TD2) would appear to be in conformity with the Official Plan and its Volume 2A's "Inner East Lines 1 and 3 Stations Secondary Plan". The rezoning would respect the secondary plan's maximum building height permitted and minimum density requirement for the site (the latter based on 648 proposed residential units, plus commercial, on this 1.2 ha lot). The conceptual redevelopment of one mixed-use mid-highrise and three mixed-use high-rise buildings would also seem to be in accordance with the general policies and directions found in the "Transit-Oriented Development (TOD) Plans – Lees, Hurdman, Tremblay, St. Laurent, Cyrville and Blair."

Requested TD2 zone

The rezoning application is to rezone to the TD2 zone and not to the TD2 and O1 (Parks and Open Space) zone. Both the TD2 and the O1 zone allow as a permitted use a public "park". In general the City should zone parks, existing or future sites (identified in a planning process), as O1 to clarify to all persons that those lands are for parks, this as opposed to leaving it as a less obviously apparent use covered under another zone category such as TD2. The issue of lack of land identified for park purposes and of the lack of zoning for that purpose are significant issues for the community. We discuss these further in these comments. The deficit of parkland in this community is a huge elephant in the room as we densify steadily, with significant implications for mental health and crime among other things. This should not be left solely to the site plan application stage.

Massing

Substantial redevelopment of this site is proposed with four buildings. The applicant's supporting document "Planning Rationale and Conceptual Design Brief" delves into a number of issues for the rezoning; with many likely to be expanded upon more when a site plan application is submitted. However the intent at this time would be to provide the City, Planning Committee and the public with the rationale as to how the proposed rezoning could adequately accommodate a redevelopment such as is proposed in the submitted concept plan. We note from the copied Figure 15 (next page) that the applicant suggests a reasonable massing of buildings to accomplish the follow:

- Create lower level podiums, then stepped up higher building portions, for the building facades along Coventry Road
- Have the tallest building at the closest (southeast corner) location to the LRT station (St. Laurent)
- Have the narrow end of Building D oriented to the north facing the very ugly hydro transformer site and “to thereby reduce potential visual impacts on residents”. Also Building C’s height of only six stories again lessens this view of the visually unattractive site next door.
- The height of Building C and the orientation of Building D, narrowest profile to the north, is a site concept design feature that “mitigates the visual impact to low-rise residential uses to the north [along Hardy Avenue] of the Subject Property”
- Per City guidelines there is a minimum 23m separation between buildings.

Figure 15. Conceptual Massing of Proposed Development



In general the concept plan and massing proposed show a workable ability to accommodate the redevelopment of this site in accordance with Official Plan and related policies and guidelines for urban design. However there remain two important concerns that must be acknowledged as follows:

1. Not an approved site plan – the Overbrook Community Association does not want the concept plan of proposed building masses to be incorrectly understood by the current or future owners of the property as being endorsed by the City or community. It is a concept only for rezoning and subject to a site plan application will have to be refined; and this would include consideration of matters such as those discussed in the section below on comments dealing with non-zoning matters.
2. Public parkland dedication – the current silence on this subject at this zoning stage is expected to lead to potential disagreement at the site plan stage. It must be discussed now to some extent, and not totally deferred to the site plan application stage.

It is noted that this property is located in a Design Priority Area and will be subject to the Urban Design Review Process.

Parkland dedication

In the fall of 2021 the City of Ottawa adopted a “Parks and Recreation Facility Master Plan”. The Plan provided data and mapping to show that Overbrook (similar to other inner city communities) does not currently meet the City’s targeted minimum number of hectares of parkland per 1,000 people. Efforts will have to be made to make up the current park deficit for the existing population. For new developments or redevelopments there is the expectation that parkland dedication (or cash-in-lieu or parkland) standards will be obtained. The Plan’s Section 7 – Future Parkland Needs and Parkland Provision Strategy, states that “additional parkland will be required to meet the needs and desires of a growing population in increasingly dense neighbourhoods” and “When redevelopment occurs, the City currently requests land for parks when the lot in questions is a minimum of 4,000m² in size.” The subject site has an area of approximately 12,100 m².

The new Official Plan gives direction in Section 4.4.1 – Identify Park Priorities within Ottawa’s Growth Areas, that all development shall:

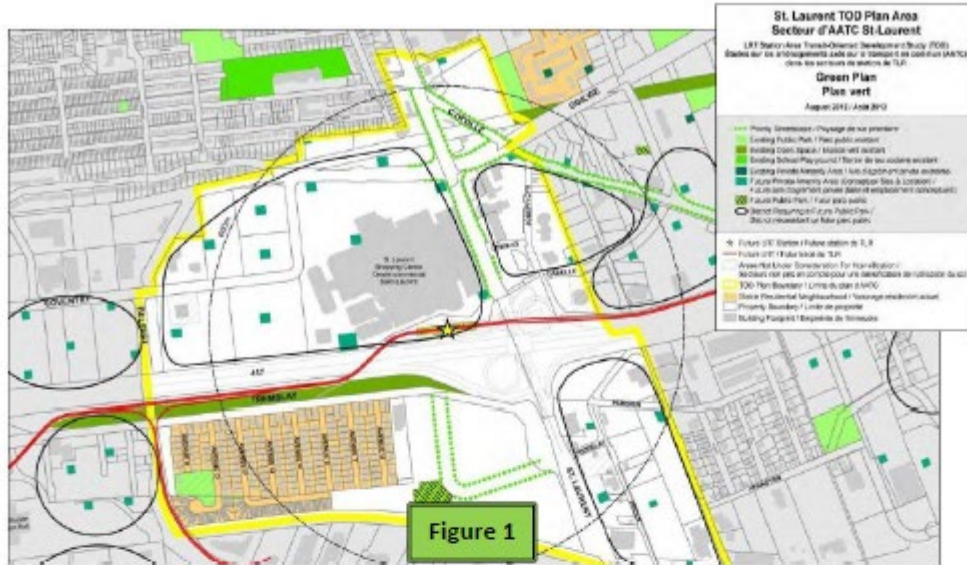
- 2b) Prioritize land for parks on-site over cash-in-lieu of parkland. Cash-in-lieu of parkland shall only be accepted when land or location is not suitable.
- 3) For Site Plan Control applications in the Downtown, Inner Urban, Outer Urban and Suburban Transects, where the development site is more than 4,000 square metres, the City shall place a priority on acquisition of land for park(s) as per the *Planning Act* and the Parkland Dedication By-law.

It is also stated in the OP’s “Inner East Lines 1 and 3 Stations Secondary Plan” that:

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

The subject site is shown on the secondary plan’s Schedule A (green hatch marked areas) as being in the “District requiring a future public park”.

Some guidance is provided in the “Transit-Oriented Development (TOD) Plans – Lees, Hurdman, Tremblay, St. Laurent, Cyrville and Blair” in the Figure 1 - Green Plan excerpt (next page). It shows the encircled black line area on the east end of Coventry Road as where there is need for a public park(s), at an undetermined location(s), and it also shows coloured small squares for potential future private amenity areas. We see in the vicinity of the subject property one is shown to the immediate east, on the neighbouring property, and the current concept plan for the subject site shows a private amenity area would be provided at the property line location. This is good to have them adjacent, allowing for the creation of an open space amenity areas on two adjacent parts of two properties.



The below Figure 2, which includes a possible future road pattern for the general area, has two green triangles added to indicate potential for a public park located on the north side of Coventry Road and another on the south side, each serving redevelopment in those areas.

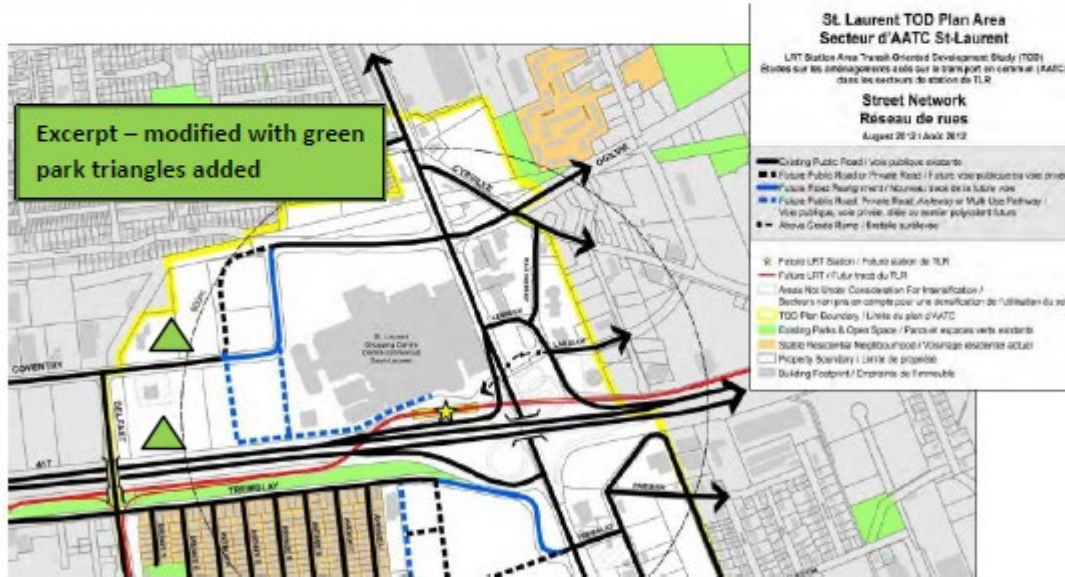


Figure 2 - Potential new park locations north and south of Coventry Road

In light of the above policies of the Parks and Recreation Facility Master Plan and the Official Plan, it is important to start early to plan for these future park locations. On the next page is Figure 3 being a map of four possible park locations (there may be others). The identified letters signify the following:

- Location A – is the existing Presland Park

- Locations B – urban forested sites, both city owned, located to the west (large one) and the east (little one) of the hydro transformer site
- Location C1 – a potential public park located along an existing public road. Advantage, it may be linked by a pathway connection to the Presland Park (see later section on “connections”), this could permit co-sharing of park facilities among the two park locations and it would allow a non-street access into the main Overbrook community to the north. Disadvantage, it is a busy road for a park to locate along.
- Location C2 – a potential public park located along an existing public road. Advantage, it may be linked or grow with more parkland added should the property to the immediate east also redevelop. Disadvantage, it is busy road for a park to locate along.
- Location C3 – similar to C2 this site might allow for doubling of the public parkland having part on this site and then adding to it when the site to the east redevelops. Big disadvantage, it would need access to a public road frontage such as might come if a cul-de-sac (east-west) public road is constructed mid-block on the lands to the east.
- Location C4 – a potential public park adjacent to a city small forest area. The disadvantage here is it is 100% on neighbouring land to the east and would require a parkland allocation agreement with that neighbour and additional it suffers from the same problem as C3 of lack of current access/frontage on a public roadway.

This current application is for a rezoning of the lands with a building mass concept and landscape plan to support the application. Despite this, the consideration of potential parkland sites is important as it will have real consequences on a future site plan application. The community needs a clear acknowledgement by all at this time that this is so. None of the support documents provided even mentions or addresses this.



Figure 3 - Potential new park locations

Parking and transportation studies

No transportation studies have been submitted for this rezoning application.

It is stated that the current zoning by-law requires 64 car parking spaces consisting of 64 spaces for visitor parking and zero spaces for unit owners or tenants. The proposed number of parking spaces to be provided would be 574 consisting of 44 above-ground parking spaces and 530 underground spaces. The amount of parking provided is 8.9 times the minimum required by the zoning by-law.

328 bicycle parking spaces is the minimum number required by the zoning by-law. It is stated that “A subsequent development application will be encouraged to provide greater than one bicycle parking space per resident to encourage active transportation and transit use over private automobile.” This is also the community’s expectation.

Any amelioration, if necessary, to sidewalk and cycling facilities along Coventry Road would be determined at the site plan application stage.

Planning Act, Section 37

It is not understood if and how the Section 37 provisions, to allow for Community Benefits Charges, will be applicable to this site. Please ensure that all City requirements in this regard are complied with.

Other non-zoning commentsConnections

The below two map excerpts (Figures 4 and 5) were part of the Overbrook Community Association’s submission of comments to the City of Ottawa in March 2021 on the first draft of the proposed new Official Plan. They illustrated how the existing secondary plan (to conform to OP Schedule B2 – Inner Urban Transect) needed to be amended to add in the area in the purple oval; it not being either part of the current secondary plan nor the TOD Plan. The City indicated it would not be updating the Volume 2 secondary plans at this time (too excessive a work load).

The second map (also next page) illustrated how there was a desire to see in the updated secondary plan an indication of the need to accommodate pathway connections to this relatively isolated Presland Park. Including is this possible connection to the east toward the land subject to this current rezoning application.

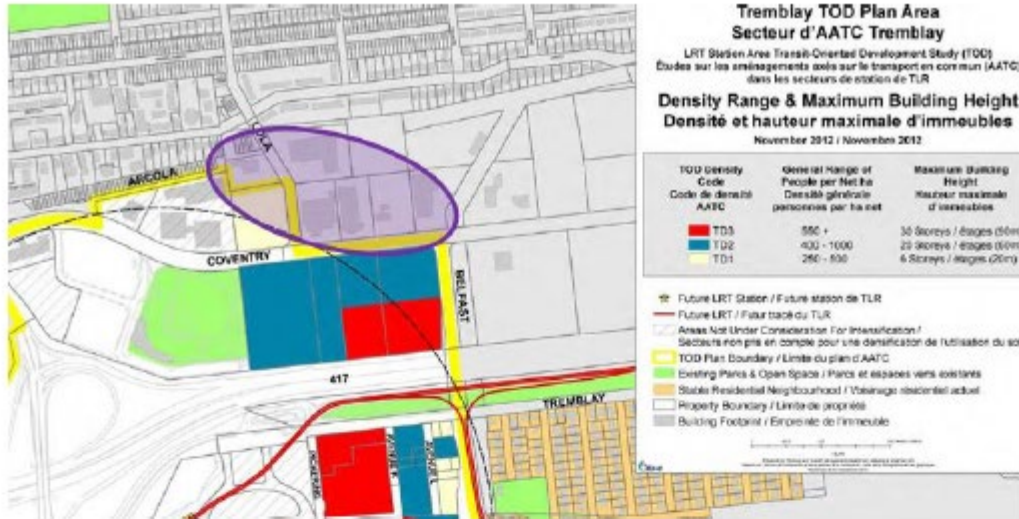


Figure 4 – lands to be added to secondary plan

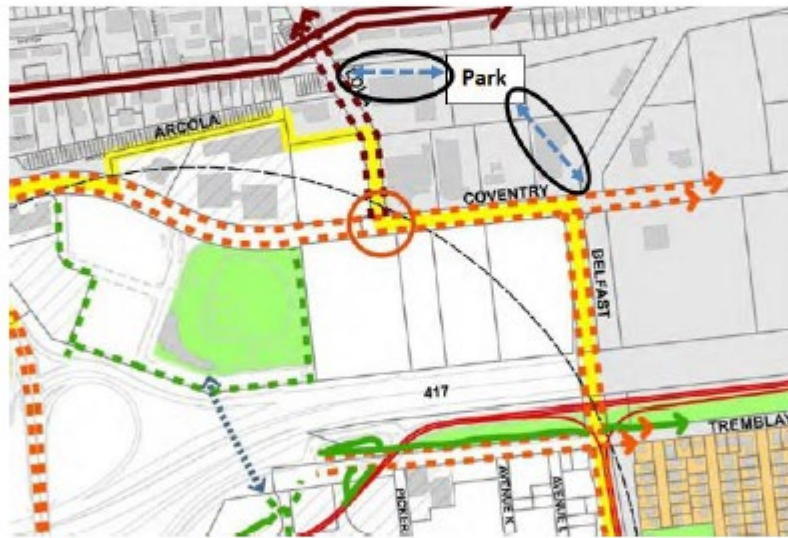


Figure 5 – pathway connection needed

The “Planning Rationale and Conceptual Design Brief” (on page 19) makes the below reference to connections from the site to the east. Here there needs also be consideration of connections also to the west; (see the previous parkland discussion of potential park site C1).

<p>To define quality public and private spaces through development.</p>	<p>The development permitted by the proposed zoning will establish a vision for appropriate built form, landscaping and amenity treatments to create high-quality public and private spaces that fit well within the surrounding community, anticipate future opportunities to establish connections to the east of the Subject Property and provide a thoughtful transition to the existing scale of development surrounding the Subject Property.</p>
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Pedestrian crossing of Coventry

The "Planning Rationale and Conceptual Design Brief" on page 8, the east "800m walk", shows an informal roadway crossing at the east jog of Coventry Road rather than a pedestrian route taking a longer distance to go north to the safe signalized shopping centre intersection and then back south to head towards the LRT St. Laurent station. There may be planning needs to consider a mid-block (half way there) new signalized pedestrian crossing of Coventry Road for this subject site and all those other redeveloping sites on the north side. The site plan application should discuss this off site concern.

Concluding comments

In general this rezoning application appears to conform to the Official Plan and its secondary plan for the area.

Although this is a rezoning application only and not a concurrently site plan application, the community expects that at this stage there would be some acknowledgement and discussion (there is none so far) of future public parkland dedications requirements and how they impact a current conceptual plan and a future site plan application. Such an acknowledgment is expected from the proponent of this rezoning and from City staff in any future report to Planning Committee on this planning application.

Document 5 – Urban Design Review Panel Recommendations

Summary

- The Panel is concerned with the replicability of the proposal. Given the lack of context and the preliminary nature of the proposal, the Panel struggled to provide detailed comments and visualize how the public realm would evolve.
- The Panel recommends developing a master plan or design guidelines to ensure the site integrates well with the surrounding context and creates a liveable open space. More studies are needed to understand the future context of the neighbourhood, and further thought should be given to the building's relationship to the pedestrian realm.

Context

- The proponent should calculate the FSI on site and apply the same density on adjacent sites to understand the appropriateness of four towers, the proposal's viability, and address the question of replicability as the current modelling does not show the true potential of the surrounding parcels.
- A more detailed design is needed to determine phasing, timing, and the site's appropriate density. The proponent should study how the site connects to the neighbourhood and how the proposal would impact the adjacent site.

Massing and Scale

- The Panel notes that more studies are required as there are questions regarding the overall massing for buildings D and B. A three-tower site is more appropriate than a four-tower site, given that a four-building site will appear to be overbuilt.
- The Panel recommends the proponent study the sky views and further analyze how the towers would be experienced at the pedestrian level as a long façade on Coventry Road might not be appropriate.
- The Panel believes the lack of a landscape plan and the amount of parking at grade makes it difficult to assess the scale of the site. Allocating 10 percent of the land for parkland would aid in visualizing the scale of the site.

Site Layout

- The Panel recommends the proponent study the context and how the site's connectivity to the park and the neighbourhood will evolve. At this stage of the development process, the Panel recommends a simple building typology to determine the best location for an open space based on shadow studies.
- Should the proposed density be permitted, more consideration to the open space should be given. The proponent should study the public realm to understand the benefits of setting back the building to create a relationship with the street and potentially transforming the access road into a mainstreet.
- Further consideration should be given to the at-grade parking layout as parking for the retail component is yet to be determined.
- The proponent should consider providing an access road to the piazza to open up the views and allow the sun to seep through.

Document 6 – Proposed Concept Plan

