

**Subject: Official Plan Amendment and Zoning By-law Amendment – 400
Coventry Road**

File Number: ACS2025-PDB-PS-0050

**Report to Planning and Housing Committee on 20 August 2025
and Council 27 August 2025**

**Submitted on August 11, 2025 by Derrick Moodie, Director, Planning Services,
Planning, Development and Building Services**

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Ward: Rideau-Rockcliffe (13)

**Objet : Modification du Plan officiel et du Règlement de zonage – 400,
chemin Coventry**

Dossier : ACS2025-PDB-PS-0050

Rapport au Comité de la planification et du logement

le 20 août 2025

et au Conseil le 27 août 2025

**Soumis le 11 août 2025 par Derrick Moodie, Directeur, Services de la planification,
Direction générale des services de la planification, de l'aménagement et du
bâtiment**

**Personne ressource : Jean-Charles Renaud, Urbaniste, Examen des demandes
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Quartier : Rideau-Rockcliffe (13)

REPORT RECOMMENDATIONS

1. That Planning and Housing Committee recommend Council:
 - a. Approve an amendment to the Official Plan, Volume 2A, Inner East Lines 1 and 3 Stations Secondary Plan, for 400 Coventry Road, with regards to Schedule A, area A and B, to permit increased maximum building heights for the construction of six new high-rise mixed-use buildings, as detailed in Document 2.
 - b. Approve an amendment to Zoning By-law 2008-250 for 400 Coventry Road to permit site specific zoning provisions for the construction of six new high-rise mixed-use buildings, a new public park and a new public street, and holding symbol provisions for portions of the property, as detailed in Document 3.
2. That the 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 August 27, 2025" 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 ce qui suit au Conseil :
 - a. Approuver une modification au volume 2A, Plan secondaire des Lignes 1 et 3 des stations du secteur urbain intérieur est, du Plan officiel, visant le 400, chemin Coventry, applicable à l'annexe A, secteur A et B, afin de permettre une augmentation des hauteurs de bâtiment maximales, en prévision de la construction de six tours polyvalentes, comme l'expose en détail le document 2.
 - b. Approuver une modification au *Règlement de zonage 2008-250* visant le 400, chemin Coventry, afin d'ajouter des dispositions de zonage propres à l'emplacement permettant la construction de six tours polyvalentes, l'aménagement d'un parc public et la création

d'une rue publique, et afin d'ajouter un symbole d'aménagement différé visant des parties du bien-fonds en question, comme l'expose en détail le document 3.

2. Que le Comité de la planification et du logement donne son approbation afin que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffe municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux "exigences d'explication" aux termes de la *Loi sur l'aménagement du territoire*, à la réunion du Conseil municipal prévue le 27 août 2025 », sous réserve des observations reçues entre le moment de la publication du présent rapport et la date à laquelle le Conseil rendra sa décision.

EXECUTIVE SUMMARY

Staff Recommendation

Planning staff recommend approval of the Official Plan Amendment and Zoning By-law Amendment at 400 Coventry Road to facilitate the construction of a six-tower development.

The applicant has requested an increase in height, a reduction in front, corner side, interior side, and rear yards, a reduction in tower setbacks, a reduction in building setbacks, relief from private way setbacks for Planned Unit Developments, a reduction in minimum tower separations, and holding symbols to ensure development accommodates vehicle turnaround movements and manages site servicing constraints.

The requested Official Plan Amendment for additional height supports the Official Plan and Secondary Plan goals, and the proposal otherwise aligns with applicable Official Plan and Secondary Plan policies for this area.

Applicable Policy

The following policies support this application:

- The proposed height increase to 35 storeys in this context is appropriate for a Hub and Protected Major Transit Station Area. The development supports the Official Plan goals by allowing higher densities in areas closer to transit stations,

Corridors, and major neighbourhood amenities, and in an area contributing to a 15-minute neighbourhood.

- The proposed podium and tower characteristics respond well to the policy direction given under Section 4.6 Urban Design and the Urban Design Guidelines for High-rise Buildings. The proposal incorporates successful setback/stepback transitions to the surrounding area, from Coventry Road and Belfast Road, and the new public road and park block. The design is also consistent with the policies set out in Schedule C13 – Scenic Routes along the 417 corridors.
- The proposal incorporates pedestrian movement through the site, as well as establishing and enhancing connections to existing and planned networks in the area.

Public Consultation/Input

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for Development Applications.

Correspondences were received from one individual and the Overbrook Community Association. Comments related to scale, density, urban design, traffic, site layout and pedestrian connections within the neighbourhood were raised.

An open house event was hosted by Councillor King on December 20, 2022.

For this proposal's consultation details, see Document 6 of this report.

RÉSUMÉ

Recommandation du personnel

Le personnel des Services de planification recommande d'approuver la modification du Plan officiel et la modification du Règlement de zonage visant le 400, chemin Coventry, afin de permettre la construction de six tours polyvalentes.

Le requérant a demandé une augmentation de la hauteur de bâtiment, une réduction des retraits de cour avant, latérale d'angle, latérale intérieure et arrière, une réduction du retrait des tours, une réduction des marges de recul des tours, une dispense relative au retrait par rapport aux voies privées d'un complexe immobilier, une réduction des distances de séparation entre les tours et l'application de symboles d'aménagement différé permettant la prise en compte de mouvements de manœuvre des véhicules et des contraintes de viabilisation.

La modification que l'on demande d'apporter au Plan officiel pour augmenter la hauteur permet d'atteindre les objectifs du Plan officiel et du plan secondaire; par ailleurs, la proposition cadre avec les politiques applicables du Plan officiel et du plan secondaire pour ce secteur.

Politiques applicables

Les politiques suivantes appuient cette demande :

- L'augmentation proposée de la hauteur à 35 étages, dans ce contexte, est appropriée pour un secteur de Carrefour et une zone protégée de grande station de transport en commun. L'aménagement proposé appuie les objectifs du Plan officiel en permettant des densités plus élevées dans les secteurs plus rapprochés des stations de transport en commun, des couloirs et des grandes infrastructures locales, et dans un secteur contribuant à un quartier du quart d'heure.
- Les caractéristiques du socle et de la tour sont conformes à l'orientation exprimée à la section 4.6 – Lignes directrices d'esthétique urbaine pour les habitations de grande hauteur. Le projet intègre des transitions de retraits et de marges de recul réussies vers le secteur environnant, entre les chemins Coventry et Belfast, et vers la nouvelle rue publique et le parc. La conception du projet est par ailleurs conforme aux politiques figurant à l'annexe C13 –Routes panoramiques le long des couloirs de l'autoroute 417.
- Le projet tient compte des déplacements à pied sur l'emplacement et comprend la création et l'amélioration des liens avec les réseaux existants et prévus dans le secteur.

Consultation et commentaires du public

La publication de l'avis et la consultation publique se sont déroulées conformément à la Politique d'avis et de consultation publique approuvée par le Conseil pour les demandes d'aménagement.

Une personne et l'Association communautaire d'Overbrook ont donné suite à cet avis. Les commentaires émis avaient trait à l'échelle, à la densité, au design urbain, à la circulation, à la configuration de l'emplacement et aux liens piétonniers menant au secteur environnant.

Une réunion portes ouvertes a été organisée par le conseiller King le 20 décembre 2022.

Pour connaître les détails de la consultation qui a porté sur cette proposition, veuillez consulter la pièce 6 du présent rapport.

BACKGROUND

Site location

400 Coventry Road

Owner

Groupe Oradev

Applicant

Fotenn Consultants Inc.

Description of site and surroundings

The subject property is located at the southwest corner of the intersection of Coventry Road and Belfast Road, north of the Queensway (Highway 417) and west of the St. Laurent Shopping Centre.

The subject property is a rectangular shaped lot with an area of approximately 20,000 square metres; a lot frontage of approximately 90.0 metres along Coventry Road; and a lot frontage of approximately 177.0 metres along Belfast Road. The subject property is currently occupied by an existing light industrial use (Enbridge Gas), with a surface parking lot and storage area.

The surrounding area is generally characterized by low-rise non-residential uses, such as light industrial, commercial, office and warehouse uses. **Summary of proposed development**

The proposed development consists of two high-rise blocks (North and South Blocks), one new public park, and one new public road providing an east-west connection through the site, and site access via Belfast Road. There are a total of six high-rise towers proposed, ranging from 21 to 35 storeys in height, atop six-storey podiums, and consisting of approximately 1,768 residential units, including studio, one, two and three bedroom and townhouse-style units. The north block, closest to Coventry Road, consists of a new public park as well as two towers at 25 and 28 storeys connected by a

podium ranging from one to six storeys. This block contains a mix of uses, including 1,208.0 square metres of at-grade commercial space fronting along Coventry Road, and outdoor amenity space adjacent to the park block. The South Block, closest to the Queensway, consists of four towers at 21, 31, 33, and 35 storeys, connected by a podium ranging from three to six storeys.

The new public park is approximately 1,800.0 square metres in total area and is centrally located on-site, situated to the north of the new public road, which provides access to the park. The park has been strategically located in order to facilitate future expansions should the lands to the west come up for redevelopment. Nine hundred bicycle parking spaces and 1,090 vehicle parking spaces are provided within three levels of underground parking, as well as within a surface parking lot accessible via the new public road.

The proposal is also subject to Site Plan Control (application D07-12-23-0079) and is being reviewed concurrently.

Summary of requested Official Plan Amendment

The proposed Official Plan Amendment seeks to amend Schedule A – Maximum Building Heights in the Inner East Lines 1 and 3 Stations Secondary Plan by amending the designation of the subject site as follows:

From

- Area A: Maximum Height 30 storeys and Minimum density 350 units per net hectare (residential) and/or 1.5 floor space index (non-residential) (south block)
- Area B: Maximum Height 20 storeys and Minimum density 250 units per net hectare (residential) and/or 1.0 floor space index (non-residential) (north block)

To

- Area X: Maximum Height 35 storeys and Minimum density 350 units per net hectare (residential) and/or 1.5 floor space index (non-residential) (south block)
- Area A: Maximum Height 30 storeys and Minimum density 350 units per net hectare (residential) and/or 1.5 floor space index (non-residential) (north block)

Summary of requested Zoning By-law Amendment

The subject property is currently zoned GM6 H(34) (General Mixed-Use Zone, Subzone 6, Maximum Height 34.0 metres) and GM6 H(90) (General Mixed-Use Zone, Subzone 6, Maximum Height 90.0 metres). The General Mixed-Use Zone allows residential, commercial, and institutional uses, or mixed-use development in the General Urban Area.

The site is proposed to be rezoned to:

- TD3[XXX1] SY1 (Transit Oriented Development Zone, Subzone 3, Exception xxx1, Schedule yy1)
- TD3[XXX2] SY2-h1 (Transit Oriented Development Zone, Subzone 3, Exception xxx2, Schedule yy2, Holding Zone 1)
- TD3[XXX2] SY2-h2 (Transit Oriented Development Zone, Subzone 3, Exception xxx2, Schedule yy2, Holding Zone 2)
- O1 (Parks and Open Space Zone)

The proposed zoning will allow for an increase in building heights, confirm the right-of-way widths for the new public road (20.0 metre cross section), confirm building setbacks, confirm minimum tower separation, and establish podium standards and establish holding symbols to ensure adequate potable water servicing and establish a temporary turnaround for road clearing and operation. Zoning details are shown in Document 3.

The following site-specific provisions are proposed:

- The lands shall be treated as one lot for zoning purposes, respectfully for the north and south blocks.
- Maximum building heights are as per the zoning schedules.
- Permitted projections listed in Sections 64 and 65 are not subject to the height limits identified on the zoning schedule.
- Minimum front yard setbacks and corner side yard setbacks: 2.0 metres
- Minimum interior side yard and rear yard setbacks above that part of a building more than six storeys in height: 10.7 metres.

- Minimum setback for a tower from a park: 10.7 metres.
- Maximum tower floorplate, excluding permitted projections listed in Section 65: 750.0 square metres.
- Despite Clause 195(6) where the wall of the first storey of a building is within 10.0 metres of a lot line abutting Coventry Road and Belfast Road and where the building is more than six storeys in height, the building wall facing Coventry Road and Belfast Road the street must be stepped back at either the second, third, fourth, fifth, sixth or seventh storey at least a further 1.5 metres from the wall of the storey below. In all other cases that setback is 2.5 metres.
- Despite Clause 195(7), where two buildings on the same lot are both more than six storeys in height that part of the buildings greater than six storeys tall must be a minimum of 23.0 metres away from each other.
- Minimum setback for any wall of a residential use building in a Planned Unit Development to a private way is 0 metres above the first floor.

Holding Symbol 1

- The holding symbol (-h1) may not be removed until the following items have been confirmed to the satisfaction of the General Manager, Planning, Development and Building Code Services:
 - An approved Site Plan Control application confirming an east-west public road, between the property line abutting Belfast Road and the western property line, with a minimum 20-metre right-of-way, to the satisfaction of the General Manager, Planning, Development and Building Code Services or their designate; and
 - The east-west public road shall be conveyed to the City and dedicated as a public highway; and
 - An approved Site Plan Control application confirming that potable water servicing will be provided to the buildings, to the satisfaction of the General Manager, Planning, Development and Building Code Services or their designate; and
 - A temporary turnaround for road clearing and operations along the western lot line, in the area immediately south of the public road, is no

longer deemed necessary, as determined by the General Manager, Planning, Development and Building Code Services or their designate.

- Partial removal of the holding symbol may be considered to provide for phased development. The submission and approval of an application to lift the holding provisions on a phased basis may be considered provided the requirements for that development phase satisfy the requirements for the lifting of the holding zone specified above.

Holding Symbol 2

- The holding symbol (-h2) may not be removed until the following items have been confirmed to the satisfaction of the General Manager, Planning, Development and Building Code Services:
 - An approved Site Plan Control application confirming an east-west public road, between the property line abutting Belfast Road and the western property line, with a minimum 20-metre right-of-way, to the satisfaction of the General Manager, Planning, Development and Building Code Services or their designate; and
 - The east-west public road shall be conveyed to the City and dedicated as a public highway; and
 - An approved Site Plan Control application confirming that potable water servicing will be provided to the buildings, to the satisfaction of the General Manager, Planning, Development and Building Code Services or their designate; and
 - Partial removal of the holding symbol may be considered to provide for phased development. The submission and approval of an application to lift the holding provisions on a phased basis may be considered provided the requirements for that development phase satisfy the requirements for the lifting of the holding zone specified above.

DISCUSSION

Public Consultation

For this proposal's consultation details, see Document 6 of this report.

Official Plan designation(s) and policies

According to Schedule A of the Official Plan, this property is located within the Inner Urban Transect policy area. This transect is generally planned for mid- to high-density development, subject to proximity and access to transit as outlined in Policy 5.2.1.3 of the Official Plan.

Schedule B2 of the Official Plan further identifies the property as being within a Hub designation, with an Evolving Neighbourhood Overlay. The Hub designation, in the Inner Urban Transect, supports the growth of 15-minute neighbourhoods as outlined in Policy 5.2.1.4.

According to Schedule C1 – Protected Major Transit Station Areas (PMTSA) of the Official Plan the subject property is within a PMTSA and is therefore required to meet the minimum density targets of Hubs as set out by the Official Plan as outlined in Section 3.2 Table 3a, and permits uses that include a range of mid- and high-density housing types as well as a range of non-residential functions as outlined in Policy 6.1.2.3.

Annex 6 of the Official Plan identifies the property as being within the Inner East Lines 1 and 3 Stations Secondary Plan which established policy on maximum building heights and minimum densities with the planning area.

The Inner East Lines 1 and 3 Stations Secondary Plan was informed by the Transit-Oriented Development (TOD) Plans, where the property falls within the Tremblay TOD Plan Area. This area outlines pedestrian and road networks, park and green space features, and height and density targets.

According to Schedule C7A – Design Priority Areas – Urban, and Schedule C13 – Scenic Routes of the Official Plan the property is located within each designated area, ensuring the design was reviewed by the Urban Design Review Panel (UDRP).

Heritage

Not applicable.

Urban Design Review Panel

The property is within a Design Priority Area and the Official Plan and Zoning By-law Amendment applications were subject to the Urban Design Review Panel (UDRP) process. The applicant presented their proposal to the UDRP at a formal review meeting, which was open to the public.

The formal review meeting for the Official Plan and Zoning By-Law Amendment application was held on October 6, 2023. The [panel's recommendations](#) were addressed through the development review process and were successful in aiding in the implementation of design changes, including the elimination of one tower, the redistribution of tower heights, the relocation of towers, increased tower setbacks, improved movement paths into the site, and an increased public road right-of-way.

Planning rationale

Official Plan

The property is located within the Inner Urban Transect Policy Area, as shown on Schedule A in the Official Plan. The Inner Urban Transect characterized by both urban and suburban elements as it includes the pre- and post-World War II neighbourhoods that immediately surround the Downtown Core. The Official Plan identifies the development pattern within the Inner Urban Transect as urban where Hubs, Main streets and Minor Corridors provide residents with a full range of services to support the growth of 15-minute neighbourhoods.

The property is located within a Hub designation as shown in Schedule B2 of the Official Plan. Hubs are areas focused on planned or existing rapid transit stations or major frequent street transit stops. Their intended purpose is to focus mixed-use development in a density higher than the areas surrounding the Hub to enhance public transit, pedestrian and cycling connectivity.

The Hub designation is further characterized by the Evolving overlay, which is meant to provide built form direction in cases where a change in character is anticipated. The overlay is intended to provide opportunities that allow the City to reach its intensification goals by providing guidance for a gradual change in character based on proximity to Hubs and Corridors, by allowing new building forms and typologies, and by providing direction to built form and site design that support an evolution towards more urban built form patterns.

Certain Hubs are identified as Protected Major Transit Station Areas (PMTSA). PMTSAs are required to meet the minimum density targets of Hubs as set out by the Official Plan in Section 6.1.2. The minimum area-wide density requirement for the PMTSA is 200 people and jobs per hectare, and a minimum five per cent with a target of 10 per cent portion of large household dwellings.

Inner East Lines 1 and 3 Stations Secondary Plan

The new public road, public park, and building heights conform to the intent and direction of the Inner East Lines 1 and 3 Stations Secondary Plan and the Transit-Oriented Development (TOD) Plans for the Tremblay TOD Plan Area. The TOD Plan calls for a street grid through the subject site which is reflected in the development of the new public road. Furthermore, the development meets the Secondary Plan's intent of stepping down building heights further to the north, with the tallest building heights proposed to be on the subject property's southern block, closest to the Tremblay O-Train Station. The Secondary Plan calls for a public park, which is reflected in the proposal.

The Secondary Plan, originally implemented in 2013 and 2015, informed by the TOD Plans was under the City's previous Official Plan. The previous Official Plan defined high-rise built heights as being between 10 and 30 storeys whereas the new Official Plan now considers high-rise as being between 10 and 40 storeys. As the new Official Plan considers building heights up to and including 40 storeys as "high-rise", the proposed amendment to increase permitted building heights on the subject property is appropriate.

The proposed development conforms to the intent and direction of the Official Plan and Secondary Plan. Section 3 of the Official Plan supports intensification, directed towards Hubs and Corridors. Section 3 also sets minimum density targets which this development exceeds. The proposed development provides a high-density built form located within 600.0 metres of rapid transit while contributing to the creation of a new mixed-use environment on an underutilized site that is well served by area amenities, transit and transportation infrastructure. The development proposes high-rise building heights of up to 35 storeys on the subject property, which aligns with the policy direction which permits building heights of three storeys up to high-rise (40 storeys) on lands located within 800.0 metres walking distance from transit and of a large enough size to achieve appropriate transition to abutting lands. Heights up to 35 storeys, located midway between two transit stations, represent an appropriate and context-sensitive height, allowing for a logical transition in built form while preserving the opportunity to achieve wayfinding benefits through taller, more prominent buildings (up to 40 storeys) directly adjacent to the stations themselves.

Staff are of the opinion that the proposed high-rise buildings and the accompanying height increase are consistent with Official Plan and Secondary Plan policies.

Zoning By-law

The property is currently zoned GM6 H(34) (General Mixed-Use Zone, Subzone 6, Maximum Height 34.0 metres) and GM6 H(90) (General Mixed-Use Zone, Subzone 6, Maximum Height 90.0 metres). As detailed in Document 3, the proposed Zoning By-law Amendment has the effect of rezoning the site to TD3[XXX1] SYY1 (Transit Oriented Development Zone, Subzone 3, Exception xxx1, Schedule yy1), TD3[XXX2] SYY2-h1 (Transit Oriented Development Zone, Subzone 3, Exception xxx2, Schedule yy2, Holding Zone 1), TD3[XXX2] SYY2-h2 (Transit Oriented Development Zone, Subzone 3, Exception xxx2, Schedule yy2, Holding Zone 2), and O1 (Parks and Open Space Zone). The following summarizes the additional site-specific zoning provisions and planning rationale:

TD3[XXX1] SYY1

- Schedule YY1 will include the various heights, setbacks, and stepbacks of all floors of the buildings north of the new public road. The proposed increased building heights up to twenty-eight storeys, as reflected on Schedule YY1, is suitable for the area as it represents an appropriate fit for the site context, located within a Protected Major Transit Station Area.
- The reduced front, corner side, interior, and rear yard setbacks, as reflected on Schedule YY1, are appropriate for the area as they will facilitate the construction of buildings that frame the streets they front on, while maintaining planting space for trees, and will ensure tower setbacks appropriate for this site. The step backs above the podiums are 1.5 metres along Coventry Road and Belfast Road as they have generous rights-of-ways while the step backs are 2.5 metres along the new public road in order to mitigate a canyon effect.

TD3[XXX2] SYY2-h1

- Schedule YY2 will include the various heights, setbacks, and stepbacks of all floors of the buildings south of the new public road. The proposed increased building heights up to thirty-five storeys, as reflected on Schedule YY2, is suitable for the area as it represents an appropriate fit for the site context, located within a Protected Major Transit Station Area.
- The reduced front, corner side, interior, and rear yard setbacks, as reflected on Schedule YY2, are appropriate for the area as they will facilitate the construction of buildings that frame the streets they front on, while maintaining planting space

for trees, and will ensure tower setbacks appropriate for this site. The step backs above the podiums are 1.5 metres along Coventry Road and Belfast Road as they have generous rights-of-ways while the step backs are 2.5 metres along the new public road in order to mitigate a canyon effect.

- Holding symbol 1 pertains to a small portion of the site where the final building will be constructed. The holding symbol is appropriate for the area as it will allow for a phased construction of the project, while facilitating adequate vehicle movement through the site until such time as the road connection can continue due west and ensuring adequate potable water servicing is provided to the buildings.

TD3[XXX2] SY2-h2

- Schedule YY2 will include the various heights, setbacks, and stepbacks of all floors of the buildings south of the new public road. The proposed increased building heights up to thirty-five storeys, as reflected on Schedule YY2, is suitable for the area as it represents an appropriate fit for the site context, located within a Protected Major Transit Station Area.
- The reduced front, corner side, interior, and rear yard setbacks, as reflected on Schedule YY2, are appropriate for the area as they will facilitate the construction of buildings that frame the streets they front on, while maintaining planting space for trees, and will ensure tower setbacks appropriate for this site. The step backs above the podiums are 1.5 metres along Coventry Road and Belfast Road as they have generous rights-of-ways while the step backs are 2.5 metres along the new public road in order to mitigate a canyon effect.
- Holding symbol 2 pertains to the southern portion of the site and will remain in place until adequate potable water servicing is provided to the buildings.

O1

- The Parks and Open Space Zone will be applicable to the area to be transferred to the City as a public park. Should the final park configuration slightly exceed the boundaries of the O1 zone to the north or east, the neighbouring TD3 zone would allow a park use and therefore would not present a concern. The conveyance of land will be a condition in the corresponding Site Plan application.

Provincial Planning Statement

Staff have reviewed this proposal and have determined that it is consistent with the 2024 Provincial Planning Statement.

RURAL IMPLICATIONS

There are no Rural implications associated with this report.

CONSULTATION

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for Development Applications. Correspondences were received from one individual and the community association. Concerns Comments related to scale, density, urban design, traffic, site layout and pedestrian connections within the neighbourhood were raised. An open house event was hosted by Councillor King on December 20, 2022.

For this proposal's consultation details, see Document 6 of this report.

COMMENTS BY THE WARD COUNCILLOR(S)

Councillor Rawlson King provided the following comment:

I am pleased to offer my support for the proposed development at 400 Coventry Road, which represents a thoughtful approach to transit-oriented intensification that aligns with our City's strategic growth objectives.

This development exemplifies the type of smart growth we need in Ottawa – strategically located adjacent to major transit infrastructure, with excellent connectivity to our broader transportation network, including active transportation. The proximity to light rail makes this an ideal location for the kind of density that supports sustainable urban development while reducing car dependency for future residents.

Since the original 2022 submission, the applicant has demonstrated genuine responsiveness to community feedback and planning best practices. The reduction from seven to six towers shows a commitment to finding the right balance between appropriate intensification and neighbourhood compatibility.

The design improvements are particularly noteworthy. The reduction in podium heights creates a more human-scaled streetscape that will enhance the pedestrian experience. The enhanced community access through the podium areas and improved connections to the integrated park space demonstrate how density can coexist with quality public

realm. The added "breathing room" around the park ensures this green space will truly serve as a community amenity rather than feeling constrained by surrounding development.

The widening of the proposed new street right-of-way from 18.0 to 20.0 metres reflects forward-thinking infrastructure planning that will accommodate future growth while ensuring adequate space for pedestrians, cyclists, and vehicles. This attention to complete streets design aligns with the Official Plan's vision for livable, walkable communities.

The substantial green space provisions throughout the site – including multiple landscaped areas totaling significant square footage – demonstrate that density and environmental sustainability can work hand in hand. The integration of bicycle infrastructure, electric vehicle charging zones, and car-sharing facilities further supports our climate action goals.

This development will contribute meaningfully to Ottawa's housing supply at a time when we face significant demand pressures.

The applicant has shown genuine commitment to addressing planning concerns while maintaining a viable project that will contribute to our City's growth in an appropriate location. I recommend approval of this application as it represents responsible intensification that supports our transit-oriented development objectives while respecting community interests.

LEGAL IMPLICATIONS

With the passage of Bill 185, as amended, an official plan amendment or zoning by-law amendment is only subject to appeal by "specified persons", essentially utility providers and government entities, and the registered owner of a parcel of land subject to the amendment. If Council determines to refuse the amendments, reasons must be provided. It is anticipated that a hearing of three to five days would be required. At a minimum, an external planner would need to be retained.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

ASSET MANAGEMENT IMPLICATIONS

Watermain

Providing a potable water service to the southern portion (Towers A, B, C1 and C2) of the proposed site is still being finalized. The existing feeder mains within the Coventry Road right of way are expected to provide adequate domestic water demands and fire flow requirements for the entirety of the proposed site. Ongoing neighbouring property acquisitions will determine the final location of the watermain connection. In the interim, a holding symbol has been applied on the southern portion of the site until a suitable servicing solution is determined.

Contamination

A Phase Two Environmental Site Assessment has confirmed contamination is present within the proposed site. As such, remediation efforts will be required to maintain City of Ottawa and Provincial standards for a residential site. A phased Remediation Action Plan has been provided for 400 Coventry Road. Contaminated groundwater will be strictly prohibited from discharging into the municipal sanitary and storm sewer systems. Best efforts will be undertaken to ensure that all buildings on the subject lands can be designed and constructed completely water-tight below grade, in a manner that will resist hydrostatic pressure without the necessity for a private subsurface drainage system.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

Accessibility impacts are currently being considered through the ongoing Site Plan Control process and at the time of the writing of this report there no concerns have been identified. Accessibility requirements will be confirmed through the Building Permit review stage of development.

ENVIRONMENTAL IMPLICATIONS

The proposed development constitutes the redevelopment of an underutilized brownfield site that will be decontaminated, as demonstrated in the Remedial Action Plan based on findings from the Phase Two Environmental Impact Assessment report. Staff have reviewed the above-noted reports and will be requiring the submission of a

Record of Site Condition (RSC) with the approval of the ongoing Site Plan Control process.

TERM OF COUNCIL PRIORITIES

The proposal addresses the following Term of Council Priorities:

- A city that has affordable housing and is more livable for all
- A city that is more connected with reliable, safe and accessible mobility options
- A city that is green and resilient

The proposed development helps the City of Ottawa achieve these priorities by increasing housing supply, creating a mixed-use area with a variety of mobility options, and promoting the use of public transit.

APPLICATION PROCESS TIMELINE STATUS

The Council approved timeline has not been met. This application (Development Application Number: D01-01-22-0010 and D02-02-22-0097) was not processed by the "On Time Decision Date" established for the processing of Official Plan amendments due to long delays between submissions. The application was submitted prior to the adoption of Bill 109.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Details of Recommended Official Plan Amendment

Document 3 Details of Recommended Zoning By-law Amendment

Document 4 Proposed Height Schedule – SYY1

Document 5 Proposed Height Schedule – SYY2

Document 6 Consultation Details

Document 7 Development Images

CONCLUSION

The Planning, Development and Building Department supports the proposed Official Plan Amendment and Zoning By-law Amendment. The proposal is consistent with the

Official Plan policies in the Inner Urban Transect Policy Area, the Inner East Lines 1 and 3 Stations Secondary Plan policies in the Tremblay TOD Plan Area, as well as those related to the Hub Designation and PMTSA. The proposed Zoning By-law amendment is appropriate for the site and maintains policy objectives related to the Official Plan and Secondary Plan. The amendment represents good planning and, for the reasons stated above, staff recommends approval of the Official Plan Amendment and 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 and Corporate Services Department (Mail Code: 26-76) of City Council's decision.

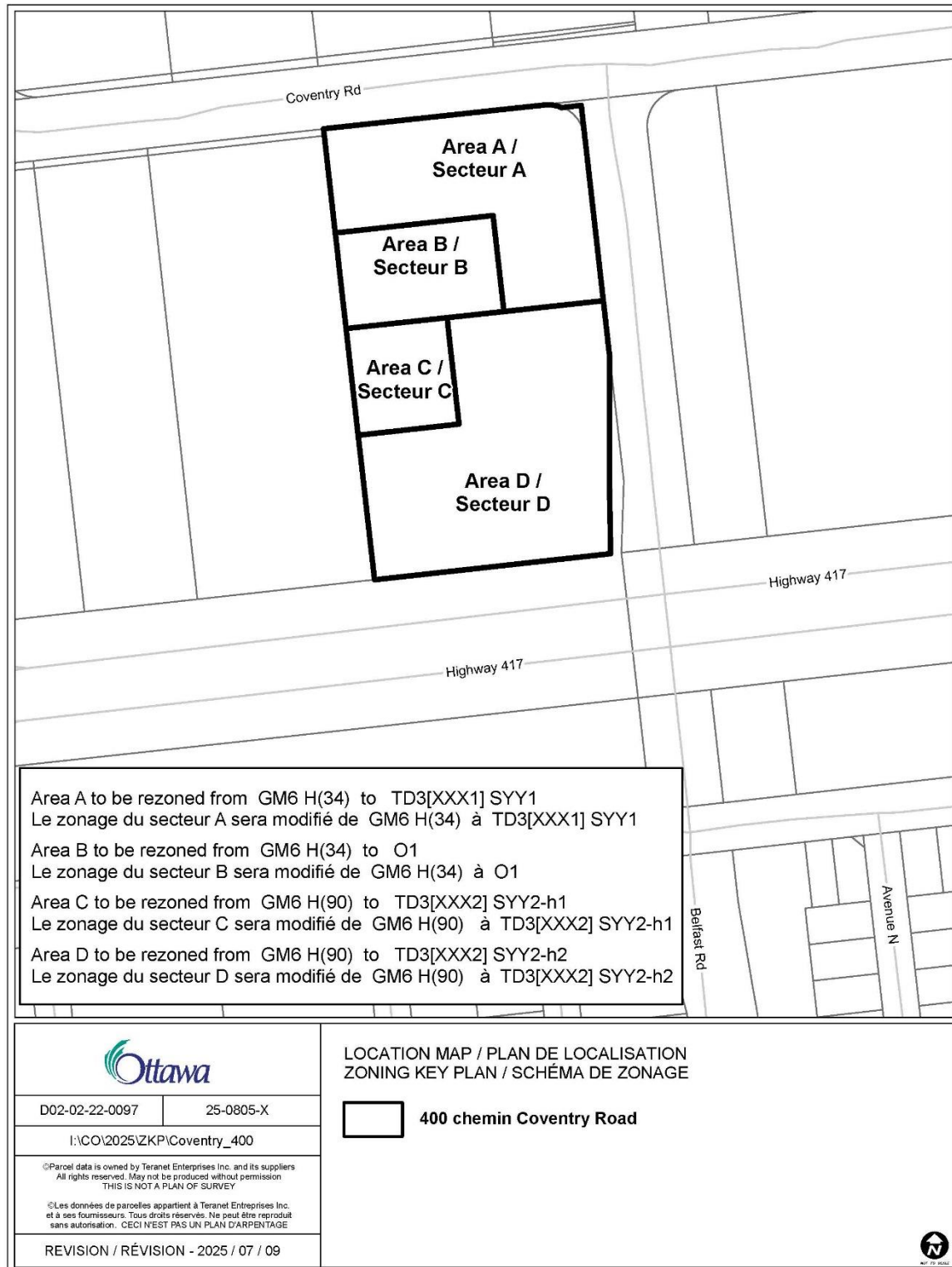
Planning, Development and Building Services Department will prepare a implementing by-law and forward it to Legal Services.

Legal Services, City Manager's Office to forward the implementing By-law to City Council.

Planning Operations, Planning Services to undertake the statutory notification.

Note: A Minor correction was made to this report further to the City Clerk's Delegated Authority, as set out in Schedule C, Section 8 of Delegation of Authority By-Law 2024-265 to correct Document 3, 3(c), third bullet point, from YYY2 to SY2 as well as correct the Disposition section of this report.

Document 1 – Location Map



Document 2 – Details of Recommended Official Plan Amendment

Official Plan Amendment XX to the Official Plan for the City of Ottawa

INDEX

THE STATEMENT OF COMPONENTS

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

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

PART A – THE PREAMBLE

PURPOSE

LOCATION

BASIS

PART B – THE AMENDMENT

INTRODUCTION

DETAILS OF THE AMENDMENT

IMPLEMENTATION AND INTERPRETATION

SCHEDULE A OF AMENDMENT XX – OFFICIAL PLAN FOR THE CITY OF OTTAWA

PART A – THE PREAMBLE

1. Purpose

Amend the Inner East Lines 1 and 3 Stations Secondary Plan, specific to 400 Coventry Road, by redesignating the lands on Schedule A to increase the maximum building height and minimum densities from 30 storeys (350 unit per net hectare and/or 1.5 FSI) and 20 storeys (250 unit per net hectare and/or 1.0 FSI) to 35 storeys (350 unit per net hectare and/or 1.5 FSI) and 30 storeys (350 unit per net hectare and/or 1.5 FSI)

2. Location

400 Coventry Road is located south-west of the intersection of Coventry Road and Belfast Road, within the Overbrook community.

3. Basis

Background

The proposed Official Plan Amendment seeks to facilitate the development of six high-rise mixed-use buildings, ranging in height from 21 to 35 storeys.

Rationale

The proposed development will be located in close proximity to two O-Train Stations (Tremblay and St-Laurent) and is consistent with the Official Plan and the Inner East Lines 1 and 3 Stations Secondary Plan, which both promote for denser development to be located in areas that support the Rapid Transit and Transit Priority networks.

The proposed development provides a high-density built form located within 600.0 metres of rapid transit while contributing to the creation of a new mixed-use environment on an underutilized site that is well served by area amenities, transit and transportation infrastructure.

The development proposes High-Rise building heights of up to 35 storeys on the subject property, which aligns with the policy direction which permits building heights of three storeys up to high-rise (40 storeys) on lands located within 800.0 metres walking distance from transit and of a large enough size to achieve appropriate transition to abutting lands.

PART B – THE AMENDMENT

1. Introduction

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

2. Details

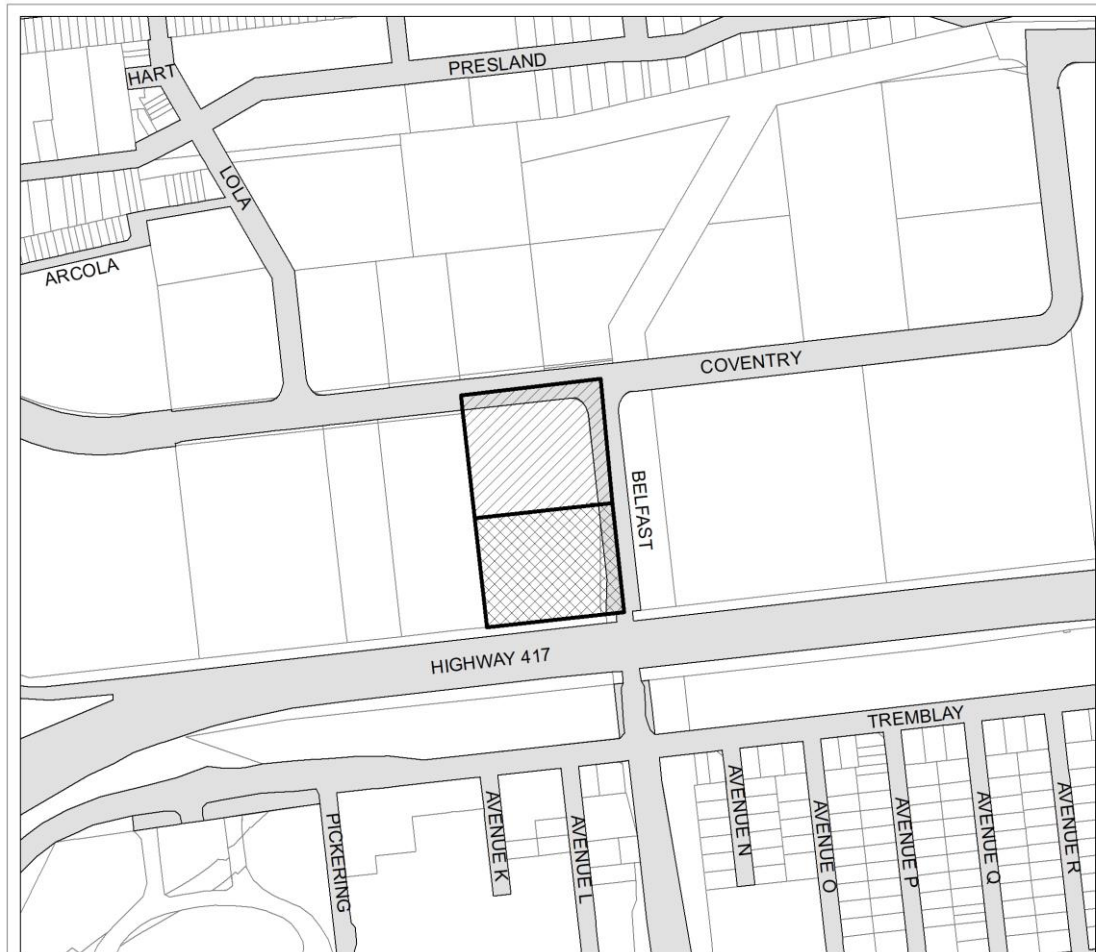
The following changes are hereby made to the Official Plan for the City of Ottawa:

- 2.1 Amend Schedule A – Maximum Height of the Inner East Lines 1 and 3 Stations Secondary Plan by amending the designation from “Area A: Maximum Height 30 storeys and Minimum density 350 units per net hectare (residential) and/or 1.5 floor space index (non-residential)” to “Area X: Maximum Height 35 storeys and Minimum density 350 units per net hectare (residential) and/or 1.5 floor space index (non-residential)” as shown on Schedule A
- 2.2 Amend Schedule A – Maximum Height of the Inner East Lines 1 and 3 Stations Secondary Plan by amending the designation from “Area B: Maximum Height 20 storeys and Minimum density 250 units per net hectare (residential) and/or 1.0 floor space index (non-residential)” to “Area A: Maximum Height 30 storeys and Minimum density 350 units per net hectare (residential) and/or 1.5 floor space index (non-residential)” as shown on Schedule A

3. Implementation and Interpretation

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

SCHEDULE A



Prepared by: Planning, Infrastructure and Economic Development Department,
Services de la planification, de Géospatial Analytics, Technology and Solutions



D01-01-22-0010 2025-XXXX-A

M Master_Plans\2022 ORPlan\CPAs\Coventry\EastLinesSP

Revision:

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Scale - N.T.S. / Echelle N.A.E.

SCHEDULE A to AMENDMENT NO.50 to the OFFICIAL PLAN for the CITY OF OTTAWA

Amending Volume 2 -
Inner East Lines 1 and 3 Stations
Schedule A - Maximum Building Heights
and Minimum Densities



LANDS REDESIGNATED FROM "MAXIMUM HEIGHT 20 STOREYS AND MINIMUM DENSITY 250 UNITS PER NET HECTARE (RESIDENTIAL) AND/OR 1.0 FLOOR SPACE INDEX (NON-RESIDENTIAL)" TO "MAXIMUM HEIGHT 30 STOREYS AND MINIMUM DENSITY 350 UNITS PER NET HECTARE (RESIDENTIAL) AND/OR 1.5 FLOOR SPACE INDEX (NON-RESIDENTIAL)"
TERRAINS DONT LA DÉSIGNATION EST PASSÉE DE << HAUTEUR MAXIMALE 20 ÉTAGES ET DENSITÉ MINIMALE 250 UNITÉS PAR HECTARE NET (RÉSIDENTIEL) ET/OU RAPPORT PLANCHER-SOL DE 1,0 (NON RÉSIDENTIEL)>> À << HAUTEUR MAXIMALE 30 ÉTAGES ET DENSITÉ MINIMALE 350 UNITÉS PAR HECTARE NET (RÉSIDENTIEL) ET/OU RAPPORT PLANCHER-SOL DE 1,5 (NON RÉSIDENTIEL)>>



LANDS REDESIGNATED FROM "MAXIMUM HEIGHT 30 STOREYS AND MINIMUM DENSITY 350 UNITS PER NET HECTARE (RESIDENTIAL) AND/OR 1.5 FLOOR SPACE INDEX (NON-RESIDENTIAL)" TO "MAXIMUM HEIGHT 35 STOREYS AND MINIMUM DENSITY 350 UNITS PER NET HECTARE (RESIDENTIAL) AND/OR 1.5 FLOOR SPACE INDEX (NON-RESIDENTIAL)"
TERRAINS DONT LA DÉSIGNATION EST PASSÉE DE << HAUTEUR MAXIMALE 30 ÉTAGES ET DENSITÉ MINIMALE 350 UNITÉS PAR HECTARE NET (RÉSIDENTIEL) ET/OU RAPPORT PLANCHER-SOL DE 1,5 (NON RÉSIDENTIEL)>> À << HAUTEUR MAXIMALE 35 ÉTAGES ET DENSITÉ MINIMALE 350 UNITÉS PAR HECTARE NET (RÉSIDENTIEL) ET/OU RAPPORT PLANCHER-SOL DE 1,5 (NON RÉSIDENTIEL)>>

ANNEXE A de L' AMENDMENT No.50 au PLAN OFFICIEL de la VILLE D'OTTAWA

Modification du volume 2 -
Stations des Lignes 1 et 3 du secteur intérieur est
Annexe A - Hauteurs maximales des immeubles
et densité minimale

Document 3 – Details of Recommended Zoning By-law Amendment (Revised)

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 400 Coventry Road:

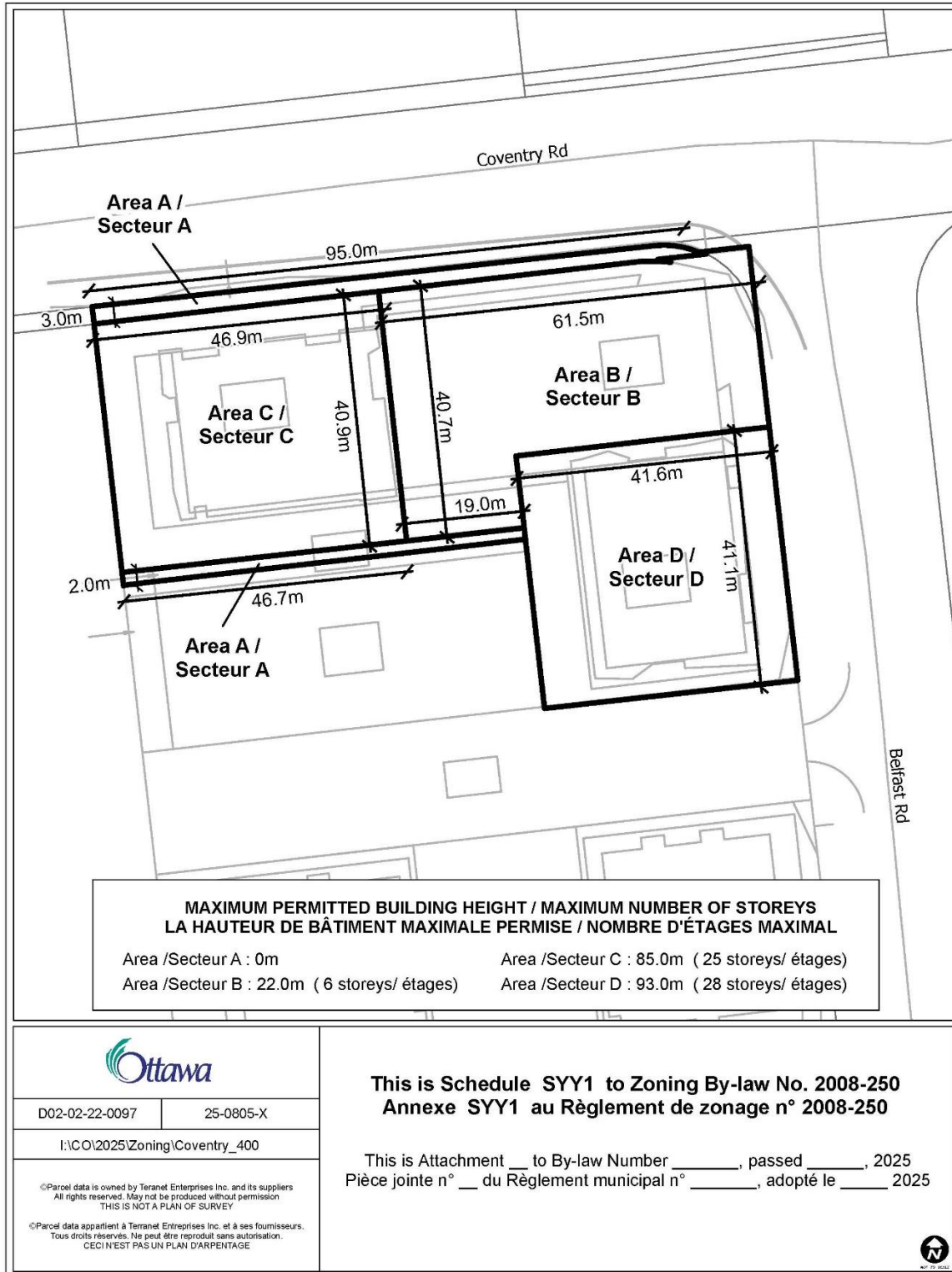
1. Rezone the lands as shown in Document 1;
2. Add a new exception xxx1 to Section 239 – Urban Exceptions with provisions similar in effect to the following:
 - a. In Column I, Exception Number, add the text “xxx1”
 - b. In Column II, Applicable Zones, add the text, “TD3[XXX1] SYY1”
 - c. In Column V, Provisions, add the text:
 - The lands zoned TD3[XXX1] SYY1 shall be treated as one lot for zoning purposes.
 - Maximum building heights are as per Schedule SYY1.
 - Permitted projections listed in Sections 64 and 65 are not subject to the height limits identified on Schedule SYY2.
 - Minimum front yard setbacks and minimum corner side yard setbacks: 2.0 metres
 - Minimum interior side yard and rear yard setbacks above that part of a building more than six storeys in height: 10.7 metres.
 - Minimum setback for a tower from a park: 10.7 metres.
 - Maximum tower floorplate, excluding permitted projections listed in Section 65: 750.0 square metres.
 - Despite Clause 195(6) where the wall of the first storey of a building is within 10.0 metres of a lot line abutting Coventry Road and Belfast Road and where the building is more than six storeys in height, the building wall facing Coventry Road and Belfast Road must be stepped back at either the second, third, fourth, fifth, sixth or seventh storey at least a further 1.5 metres from the wall of the storey below.

- Despite Clause 195(7), where two or more buildings on the same lot are more than six storeys in height that part of the buildings greater than six storeys in height must be a minimum of 23.0 metres away from each other.
 - Despite Subsection 77(1), for the purposes of the provisions above, a tower is that portion of a building over six storeys.
3. Add a new exception xxx2 to Section 239 – Urban Exceptions with provisions similar in effect to the following:
- a. In Column I, Exception Number, add the text “xxx2”
 - b. In Column II, Applicable Zones, add the text “TD3[XXX2] SYY2-h1, TD3[XXX2] SYY2-h2”
 - c. In Column V, Provisions, add the text:
 - The lands zoned TD3[XXX2] SYY2 shall be treated as one lot for zoning purposes.
 - Maximum building heights are as per Schedule SYY2.
 - Permitted projections listed in Sections 64 and 65 are not subject to the height limits identified on Schedule YYY1.
 - Minimum front yard setbacks and minimum corner side yard setbacks: 2.0 metres
 - Minimum interior side yard setback within Areas B, D and F on Schedule SYY2: 2.0 metres.
 - Minimum interior side yard and rear yard setbacks above that part of a building more than six storeys in height: 10.7 metres.
 - Minimum interior side yard setback setbacks above that part of a building more than six storeys in height within Areas D and F on Schedule SYY2: 3.0 metres
 - Maximum tower floorplate, excluding permitted projections listed in Section 65: 750.0 square metres

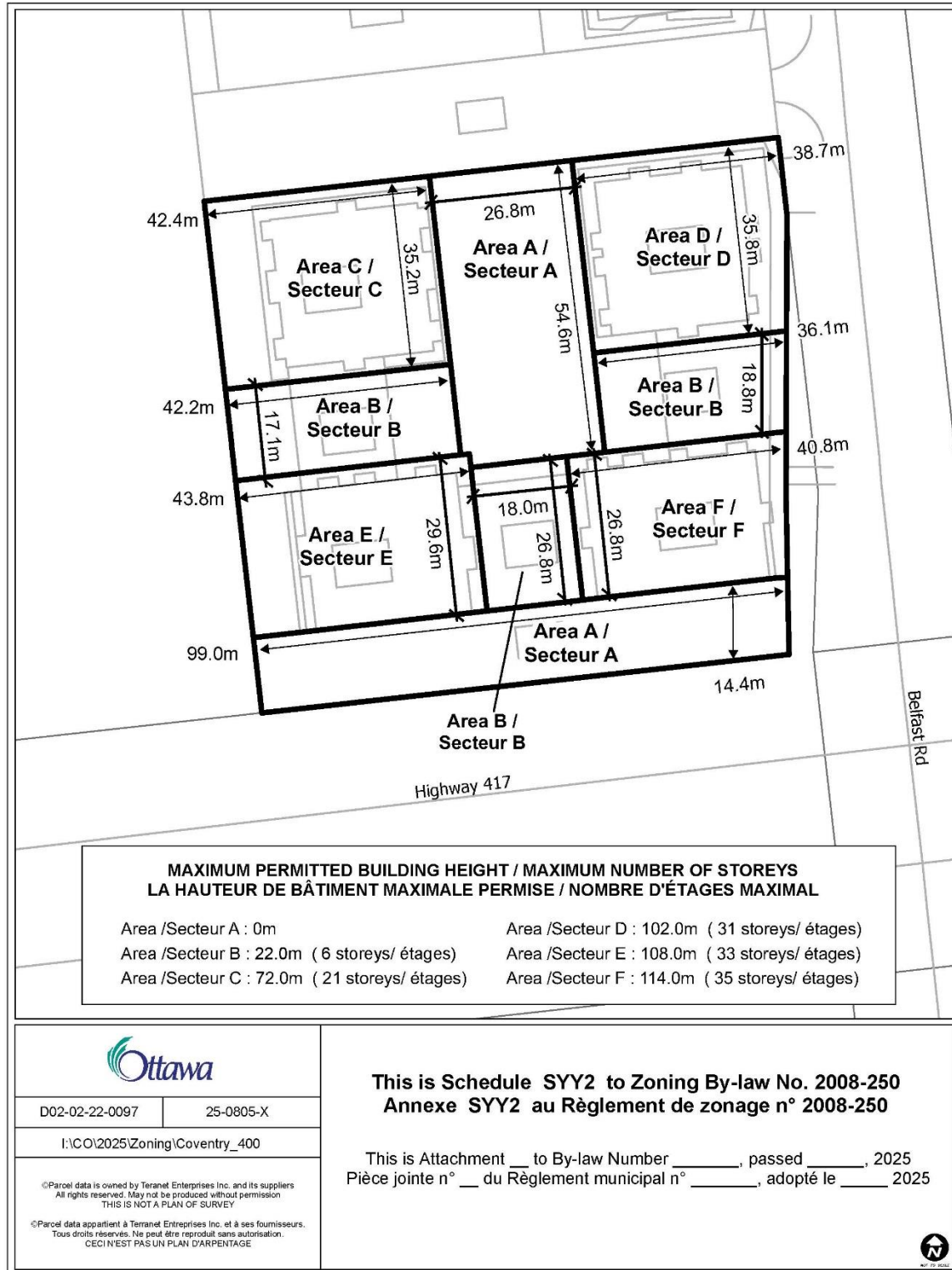
- Despite Clause 195(6), where the wall of the first storey of a building is within 10.0 metres of a lot line abutting Belfast Road and where the building is more than six storeys in height, the wall facing Coventry Road and Belfast Road must be stepped back at either the second, third, fourth, fifth, sixth, or seventh storey at least a further 1.5 metres from the wall of the storey below.
- Despite Clause 195(7), where two buildings on the same lot are both more than six storeys in height that part of the buildings greater than six storeys tall must be a minimum of 23.0 metres away from each other.
- Minimum setback for any wall of a residential use building in a Planned Unit Development to a private way is 0.0 metres above the first floor.
- Despite Subsection 77(1), for the purposes of the provisions above, a tower is that portion of a building over six storeys.
- The holding symbol (-h1) may not be removed until the following items have been confirmed to the satisfaction of the General Manager, Planning, Development and Building Code Services:
 1. An approved Site Plan Control application confirming an east-west public road, between the property line abutting Belfast Road and the western property line, with a minimum 20-metre right-of-way, to the satisfaction of the General Manager, Planning, Development and Building Code Services or their designate; and
 2. The east-west public road shall be conveyed to the City and dedicated as a public highway; and
 3. An approved Site Plan Control application confirming that potable water servicing will be provided to the buildings, to the satisfaction of the General Manager, Planning, Development and Building Code Services or their designate; and

4. A temporary turnaround for road clearing and operations along the western lot line, in the area immediately south of the public road, is no longer deemed necessary, as determined by the General Manager, Planning, Development and Building Code Services or their designate.
 5. Partial removal of the holding symbol may be considered to provide for phased development. The submission and approval of an application to lift the holding provisions on a phased basis may be considered provided the requirements for that development phase satisfy the requirements for the lifting of the holding zone specified above.
- The holding symbol (-h2) may not be removed until the following items have been confirmed to the satisfaction of the General Manager, Planning, Development and Building Code Services:
 1. An approved Site Plan Control application confirming an east-west public road, between the property line abutting Belfast Road and the western property line, with a minimum 20-metre right-of-way, to the satisfaction of the General Manager, Planning, Development and Building Code Services or their designate; and
 2. The east-west public road shall be conveyed to the City and dedicated as a public highway; and
 3. An approved Site Plan Control application confirming that potable water servicing will be provided to the buildings, to the satisfaction of the General Manager, Planning, Development and Building Code Services or their designate; and
 4. Partial removal of the holding symbol may be considered to provide for phased development. The submission and approval of an application to lift the holding provisions on a phased basis may be considered provided the requirements for that development phase satisfy the requirements for the lifting of the holding zone specified above.

Document 4 – Proposed Height Schedule – SYY1



Document 5 – Proposed Height Schedule – SYY2



Document 6 – Consultation Details

Notification and Consultation Process

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for Development Applications. Correspondences were received from one individual and the community association. Concerns related to scale, density, urban design, traffic, site layout and pedestrian connections within the neighbourhood were raised. An open house event was hosted by Councillor King on December 20, 2022. Many of the issues raised by the community association are to be addressed through the Site Plan Control process as noted below.

Public Comments and Responses

Comment:

Do you know approximately when the builder will begin this work and tear down the existing Enbridge building that's there now?

Response

Those precise details have not been shared with staff.

Nora Benamra – Overbrook Community Association – Coordinator, OCA's Community Planning Committee

400 Coventry Road – Site plan application Comments from the Overbrook Community Association – July 27, 2023

The Overbrook Community Association's Community Planning Committee submits the following comments based on our review of the site plan application submitted to the City for the redevelopment of this approximately 2.0 hectare site located at 400 Coventry Road.

Introduction

This proposed development of seven high-rise residential buildings, some with ground floor commercial or office uses, of 18 to 30 storeys in height will be the largest recent development in our community of Overbrook. It is the first of what are expected to be more similar developments along Coventry Road, on the lands designated in the Official

Plan as Hub, between the St. Laurent and Tremblay Road LRT stations. Being the first it is essential that a high standard of development be set and in particular the provision at an early date of a new centrally located public park.

The development is expected to conform with the provisions of the Official Plan's Inner East Lines 1 and 3 Stations Secondary Plan and follow guidance for the development of this area as found in the Council approved "Transit-Oriented Development (TOD) Plans: Lees, Hurdman, Tremblay, St. Laurent, Cyrville and Blair".

The OCA had in January of this year submitted comments with regard to the rezoning and Official Plan amendments then proposed. As noted at that time many of the comments provided were of a site plan nature, even though those were not directly OP or zoning related, so that they might be considered and addressed at an early date for the later site plan application submission. In the sections below we are repeating or expanding upon those comments and are also providing new ones.

Unit count and types of residential units

The site plan application summary indicates about 1,700 residential units are proposed. What is the tenure type? Is it 100 per cent rental, 100 per cent condo or will some buildings only be rentals and some condos? We seek in our community to have the maximum of housing options (tenure types, number of bedrooms, pricing, etc.) to allow the development of a diverse, as opposed to homogenous, mix of who lives and is welcomed here.

The transportation study provided indicates a total of 2,535 bedrooms (not units) spread across 1,141 bachelor or one-bedroom units, 463 two-bedroom units, 145 three-bedroom units and eight ground floor townhouses (base of towers). These figures are somewhat different from those in the site plan's Planning and Design Brief shown below.

The transportation study provided indicates a total of 2,535 bedrooms (not units) spread across 1,141 bachelor or one-bedroom units, 463 two-bedroom units, 145 three-bedroom units and eight ground floor townhouses (base of towers). These figures are somewhat different from those in the site plan's Planning and Design Brief shown below.

SUMMARY OF THE PROJECT - PRELIMINARY STATISTIC OF UNIT MIX								
UNIT TYPE	BACHELOR	1CH.	1CH. DEN	2CH.	2CH. DEN	3CH.	TOWN HOUSE	TOTAL
TOTAL	285	727	129	421	42	156	8	1 768
PERCENTAGE	16%	41%	7%	24%	2%	9%	0%	100%
NUMBER OF PEOPLE RES.	570	1454	258	1684	168	936	48	5070
NUMBER OF PEOPLE COM.				410				410

The above unit mix would be:

- 16% - bachelor units
- 48% - one-bedroom units
- 26% - two-bedroom units
- 9% three-bedroom units
- 0.3% ground floor townhouses

Although some of the two-bedrooms may accommodate small families it is primary the three-bedroom units and townhouses that may be attractive to families, students or other larger sized households and they total barely nine per cent of all units, so 90 per cent are generally not fully family-friendly sized units. These figures are little changed from those of our January comment submission where we sought more units with a larger number of bedrooms to better accommodate and create a diverse community.

And it is a community that is being built at 400 Coventry Road not just some buildings. Compare the dwelling unit total and population sizes with existing Overbrook (Figure 1), which we had presented in our January comments. The dwelling unit total at 400 Coventry Road would be equivalent to a large part of existing Overbrook. The above table indicates a new population increase of 5,070 persons.

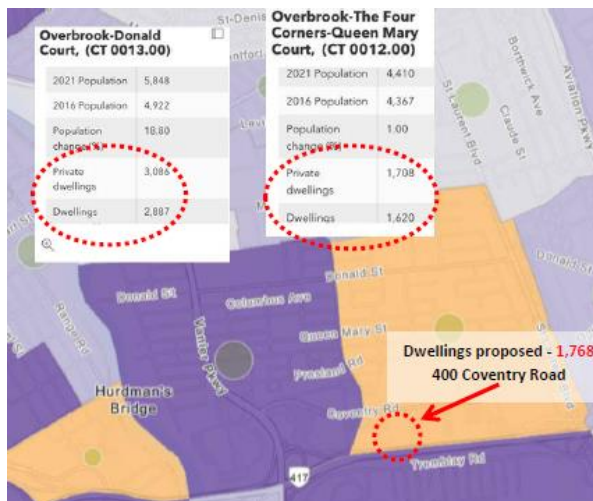


Figure 1 – existing dwelling unit totals compared to the 1,768 units proposed at 400 Coventry Road

The site plan's Planning and Design Brief illustrates plans for the ground floors, 4th floors and 12th floors of the seven buildings. In an effort to accommodate more family-oriented dwellings please consider a redesign to increase even more the number of units proposed as three-bedroom units and townhouses, particularly at the ground floors (some proposed there already) where children then could access the outdoors more easily.

Urban design and building placement

This redevelopment of 400 Coventry Road has been described as a mini-Manhattan – it is a dense development of high-rise buildings something new to our community. The site plan's Planning and Design Brief shows in Section 7.3 (pages 86 to 90) a number of illustrations, with grey coloured buildings on other lots in this Hub designation along Coventry Road, to show a conceptual build out potential of this area between the Tremblay and St-Laurent LRT stations. The ground level views (pages 100 to 105) show visualizations of development of the site (in full) without any neighbouring developments.

Filled to the maximum - the proposed layout of buildings may respect zoning by-law requirements for setbacks to lot lines, minimum building separation distances, maximum building heights and the MTO setback from Highway 417. However, the development is so tight there is little room for such important things, like more trees, on the site. Most trees are to be located off-site on City property: the Belfast Road ROW, the new 18.0 m public east-west road or the new public park. This item is discussed further in the next two sections as is the shade cast by the southern towers on the proposed public park.

Urban Design Review Panel - a very common complaint about new building development in Ottawa is that the design and colour choices are bland, conventional and avoid design excellence. One positive with the current design of this site is to see a height variation among the proposed seven buildings and not a uniformity of say only two heights among them. We very much look forward to learning of the comments from the City's Urban Design Review Panel on this site plan application and how those comments will be addressed by the developer, Groupe Oradev Inc. In particular we are interested in the UDRP's comments on the buildings' facades interacting with the streetscape at the lower levels, where people experience the buildings when passing by or entering/exiting them.

Winter city - Ottawa is a winter city, as this developer knows, and there is a big expectation that the entrances (main and secondary) to all these buildings will have design elements that have coverings, wind breaks or other features to lessen the harshness of winter winds, snow and rain. There are too many examples in Ottawa where this winter reality is ignored in the design of building entrances – do not repeat that mistake here to the future discomfort of residents and visitors. Falling ice due to freezing rain accretion on some of the design elements on the exterior of the building may present a real danger; this needs further investigation.

Climate change and heat islands – large areas of dark colours on buildings are to be avoided and green (vegetation) or white (reflective) roof surfaces/colours are encouraged to combat heat islands in the city. This site is near the St. Laurent Centre the largest heat island site in the City of Ottawa. Ensure that the design of 400 Coventry Road make significant efforts to combat climate change and heat island creation. The Planning and Design Brief's pages 36 and 37 sustainability comments are very appropriate, and we hoped will be implemented in full.

Motor vehicle access to building entrances – how do ParaTranspo, taxis, etc. drop people off in proximity to the entrances to Buildings E1 and E2 on the Coventry Road frontage? They seem almost “inaccessible” compared to the other five buildings on the site that have entrances located within short walking distances of drop offs for persons arriving by ParaTranspo, taxis, etc. Do address better this access deficiency issue not referenced in the Planning and Design Brief's page 101 (guidelines 3.15).

Adjacent property to the west – it is not at all clear what is happening in connection with parking, park tree planting, a new sidewalk and a loading area all proposed along a strip of land to the west (left of purple line in Figure 2) on the neighbouring property. For example, is there a sidewalk and green strip that will extend the full distance, here it seems only partial, to Coventry Road to give access to the park?



Figure 2 – use of neighbouring lands to west

Phasing of development

The site is referenced as being composed of a North Block (buildings D, E1 and E2) and a South Block (Buildings A, B, C1 and C2). What is the phasing plan for development? This is important to know for access to the new public park.

New public park

Central and key to this site's development is the provision of a new park of about 2,000 square metre in size. It is a feature that the Overbrook Community Association would like to see developed with the first phase of building construction on this site. Residents should not have to wait years for the park to be put in place at some future phase of development. It is a focal point for the community – a place to play, to gather and to relax at the heart of their new developing community.

Initial and ultimate park access – will there be some type of narrow temporary or permanent park access off of Coventry Road at the west side of the property, this prior to full park frontage on the future east-west road to be constructed in the middle of the property? Or is that new public road, providing park frontage, going to be constructed in the first phase of development?

Shade on the park – The evolution of this site plan has seen the height of Building A, directly to the south of the park, known as “the shadow maker”, decrease in proposed height from 30 storeys to 23 storeys to 18 storeys (Figure 3 below). This is appreciated and it will to a degree lessen the shadow impacts as seen in the four season scenarios of the sun study with the illustrations of impact of shadows at various times of the day.

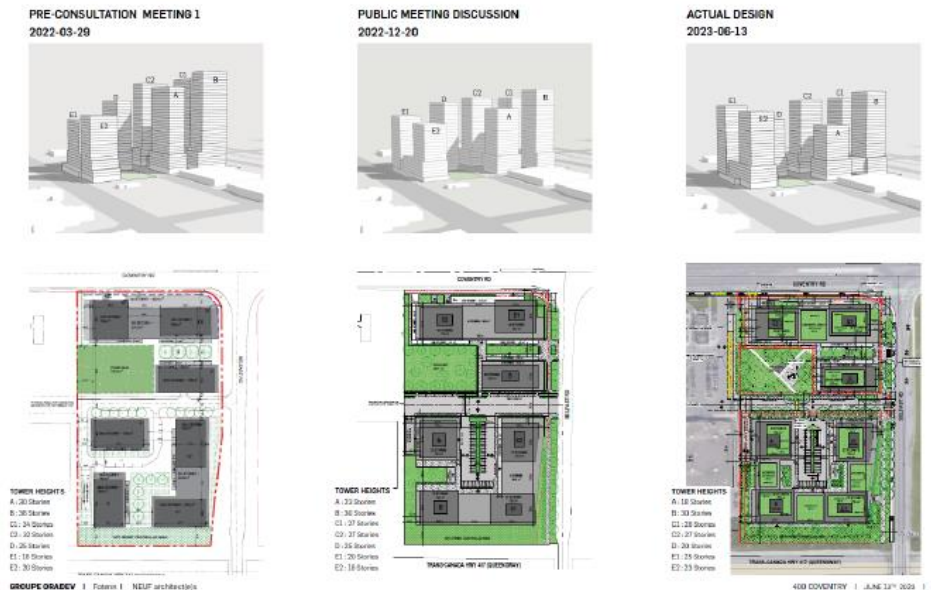


Figure 3 – project development evolution

Park amenities – the Facilities Fit Plan shows a proposed splash pad, playground equipment area, covered picnic table shelter and benches in this park, which is crossed by two diagonal walkways. The main part of the park is open space with trees along the border and small berms on the north and south. We leave refinement of details up to the appropriate City staff. This includes a final apportionment of areas for active and passive facilities. For the latter, please ensure sufficient benches and the shade sheltered picnic table (more than one please) for use of seniors and persons of all ages; parks are not just for children.

Park trees – the Facilities Fit Plan for the park shows four trees on the southwest and three trees on the northeast portions of the site. However, the site plan shows in those two areas five and eleven (not four and three) trees respectively and of those 11 a total of four are shown on the neighbouring property to the west. What is the correct information?

Future park expansion to the west – is the design of the park consistent with how it might in the future link up with a park addition to the west, when those lands might redevelop? In other words might all the new trees, we hope not, have to be cut down to accommodate plans for a new play or sport field extending over the boundary between old and new park areas? We want to ensure that this park planning does plan ahead and think of such a future potential expansion.

Impact on park of a temporary cul de sac – will the park be impacted by a temporary road cul de sac as shown below (Figure 4) as presented in the January comment? Or is this no longer a concern because the latest site plan shows the ramp to Building A is now proposed further (over 10.0 m) in from the roadway edge so allowing a cul de sac to be on the south side instead? (However, the landscape plan still shows the ramp at the road ROW edge.)



Figure 4 – potential off-set cul de sac in park (or this occurs to the south not north)

Private amenity space - the provision of private amenity space, as required by the zoning by-law, is to occur mainly on upper podium locations subject to both wind and noise. Ensure that those areas are actually usable and not just locations overpowered most of the time by noise, excess wind or experiences of being too hot or too cold.

Landscape plan and loss of 100 per cent of existing trees

All the existing trees on the site will be removed. We have a tree deficit in Overbrook and we do not meet the Official Plan aimed for target of percentage of tree coverage in our residential and urban lands.

For this site new on-site deciduous tree coverage is proposed to be as follows:

- 1 new tree along Coventry Road
- 1 new tree at the corner of Coventry Road and Belfast Road
- 3 new trees along Belfast Road near the Highway 417 overpass
- 5 new trees on the south of the site on the 14.0 m MTO control corridor
- 4 new trees interior to site between Buildings D and E1
- 3 new trees between Buildings A and B

In addition to those 17 trees a further 22 evergreens (cedar, spruce, etc.) are proposed in the 14.0 m MTO control corridor.

Proposed new deciduous trees on the public ROW and Park would be:

- 13 new trees along Belfast Road
- 14 new trees along the new east-west 18.0 m road
- 7 or 16 (depend on which plan you look at) in the new public park

With the exception of that MTO control corridor most of the tree planting is on public lands not the private lands of this site. Can there not be more additional trees on the private lands?

The population of this site would be 5,070 people and 82 new trees on private and public lands is proposed. That works out to one tree per 62 persons.

Street tree survivability – The 14 new street trees along the new east-west road need to have proper soil volume (soil cells) and growth conditions so that the trees can survive. We do not want to see a bunch of dead stick trees in this section a few years after planting, e.g. bad experience of street trees at Lansdowne Park. We also look forward to seeing the functioning and survivability of the green gutter swale, between the private parking rows, in between Buildings A and C2.

Green roofs – the site plan shows the words “green space” to describe all the roof areas (with specific number of each in m² size) on the lower podiums and very top floors of the various buildings. Is this mainly hard surfaced amenity areas (patios) or is there actual

green vegetation proposed in those locations? We do see some green on connecting podiums shown in the bird's eye view of the development.

Traffic and parking (motor vehicles and bicycles)

The Transportation Impact Assessment (TIA) does not present any new surprises and repeats earlier study findings that existing and future road capacity exists in this immediate area to accommodate motor vehicle traffic from this site. The TIA also shows existing intersection operations, current and in the future, will fail to provide the Level of Service (LOS) targets for pedestrians and cyclists. This being the result of trade-offs for more efficient operation for other modes of travel on these arterial and major collector roadways.

Motor vehicle parking spaces for the residential uses is required at a rate of 0.5 spaces/unit. The below table (Figure 5 – next page) shows total parking, including visitor and commercial, that would be on site be it both underground and at surface. 1,204 spaces would be provided which is more than the minimum required of 1,080. So, an extra 124 parking spaces are provided or 11.5 per cent more than the zoning by-law minimum requirement. This “over provision” of motor vehicle parking is of note because it will be compared to bicycle parking to be provided.

PARKING		Required	Provided
Residential	NORTH	355	377
	SOUTH	529	550
Visitor	NORTH	71	71
	SOUTH	106	106
Retail	NORTH	19	100
	SOUTH	0	0
Total	NORTH	445	548
	SOUTH	635	656
			1204

Figure 5 – proposed motor vehicle parking

Bicycle parking is required to be provided at a rate of 0.5 space/unit but it has been common practice recently to (throughout the urban area) provide for one space/unit. An example of this is the two just approved 30 storeys towers at 1209 St. Laurent Boulevard (opposite the Bay store) where significant bicycle parking will be provided. Here at 400 Coventry Road for the 1,768 dwelling units a total of only 900 bicycle parking spaces would be provided underground and ten at surface of the commercial

uses. This space provision of now 0.51/unit (an increase from 0.50/unit in January!!) is nowhere near the sought one space /unit.

We repeat our January comment submission where we stated:

The Overbrook Community Association asks as a standard request, when a site plan application is made, that the bicycle parking rate not be the zoning by-law's minimum of 0.5 spaces/unit but rather one spaces/unit. We seek and see the need for more bicycle parking to provide for the active transportation needs of residents. If units will be occupied by one, two or more persons then surely more than the 0.5 bicycle parking space/unit should be provided. The site plan application should be very bicycle parking friendly.

This current site plan is not bicycle-friendly enough but it is certainly more than car friendly enough.

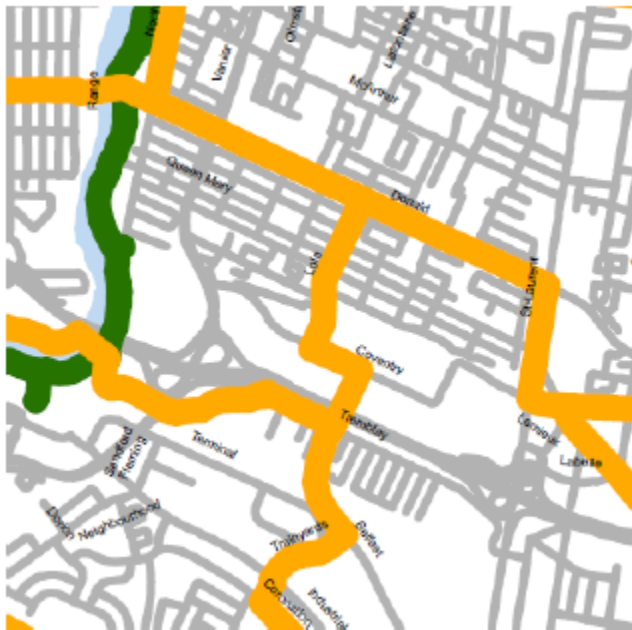


Figure 5 – Excerpt of the new Active Transport Network

The Planning and Design Brief (page 12) shows the old City cycling network with only Coventry Road as part of that network in front of this site. The new Transportation Master Plan and Active Transportation have both frontages of Coventry and Belfast Roads as being on the new cross town cycling network (Figure 5 – previous page). 400 Coventry Road is ideally located to take advantage of this route be it to go to transit

(LRT stations) short distances away, to bicycle downtown or elsewhere. This building needs to be more bicycling friendly by having more parking for residents.

Transportation demand management measures

The Transportation Impact Assessment has a section on transportation demand management. The OCA is supportive of a site plan condition requiring that such measures be required. For multi-unit rental apartment or condominium buildings it is encouraged that TDM measures be included as part of the proposed development. These measures for new residents and/or owners could consist of:

1. Displaying local area maps with walking and cycling routes, and transit route information and schedules at major entrances and the provision of multimodal travel option information package kits
2. Contracting providers to install on-site bikeshare and carshare spaces
3. Providing a one-year Presto card for first time apartment residents, with a set time frame for this offer (e.g. six-months) from the initial opening of the site
4. Unbundling parking cost from rental costs

On a last transportation matter we are glad to see the proposed covered bus shelter on Belfast Road frontage of this site.

Population growth impacts on community centre, daycares, schools, etc.

5,070 new people at 400 Coventry Road will create community demands. The City, school boards and other social and community service providers need to plan for this. We also repeat our January comment that “the applicant should make every possible effort to lessen the sense of isolation of this development from the rest of the Overbrook community to the north. This key effort should be made by informing and educating, e.g. bulletin distribution and web page link, all new tenants (or if ownership, the unit owners) as to their community of Overbrook. This community building effort is essential. We want to hear from the applicant (Groupe Oradev) how they will be part of the community of Overbrook and that they commit to such an exercise of community building.”

Future Community Benefit Charges

The OCA wants to have input into this process at the appropriate time.

Response to Community Association Comments:

Unit mix: Table 3a of Section 3 of the Official Plan sets out minimum proportion of -large household dwellings within intensification at five per cent. At this stage the development proposes roughly 15 per cent large-household dwellings, however this will be confirmed through the Site Plan Control process.

Dense site: Significant changes have been brought to the proposal since the original submission, including the elimination of one tower, with the intent of relieving some density concerns. Outstanding concerns over the density of the site regarding trees will be addressed through the Site Plan Control process.

Design elements (winter operations and drop off locations): all site design will be addressed through the Site Plan Control process.

New public park: The public park will be located on a public road, to the satisfaction of City Staff. Concerns over park access and design will be confirmed through the Site Plan Control process.

Transportation: Parking access is provided via the new public street. Parking will be reviewed through the Site Plan Control process.

Population growth impacts: Public and technical agencies were made aware of this report. School boards have no objections to the proposal at this time and will continue to be involved through the Site Plan Control process.

Community benefits charges: These charges are discussed through the Site Plan Control process.

Document 7 – Development Images

