

**2. Zoning By-Law Amendment – 294 and 300 Tremblay Road**

**Modification du Règlement de zonage – 294 et 300, chemin Tremblay**

**Committee recommendation**

**That Council approve an amendment to Zoning By-law 2008-250 for 294 and 300 Tremblay Road to permit a six-storey mixed-use building consisting of ground floor retail-commercial uses and 72 residential units, as detailed in Document 2.**

**Recommandation du Comité**

**Que le Conseil approuve une modification au Règlement de zonage 2008-250 visant les 294 et 300, chemin Tremblay, afin de permettre la construction d'un immeuble polyvalent de six étages abritant des utilisations de vente au détail au rez-de-chaussée et 72 logements, comme l'expose en détail le document 2.**

**Documentation/Documentation**

1. Report from the Director, Planning Services, Planning, Infrastructure and Economic Development Department, dated April 7, 2021 (ACS2021-PIE-PS-0049)

Rapport de la Directrice, Services de la planification, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 7 avril 2021 (ACS2021-PIE-PS-0049)

2. Extract of draft Minutes, Planning Committee, April 22, 2021

Extrait de l'ébauche du procès-verbal du Comité de l'urbanisme, le 22 avril 2021

**Report to  
Rapport au:**

**Planning Committee  
Comité de l'urbanisme  
22 April 2021 / 22 avril 2021**

**and Council  
et au Conseil  
28 April 2021 / 28 avril 2021**

**Submitted on 7 April 2021  
Soumis le 7 avril 2021**

**Submitted by  
Soumis par:**

**Lee Ann Snedden,  
Director / Directrice**

**Planning Services / Services de la planification**

**Planning, Infrastructure and Economic Development Department / Direction  
générale de la planification, de l'infrastructure et du développement économique**

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**Ward: ALTA VISTA (18)**

**File Number: ACS2021-PIE-PS-0049**

**SUBJECT: Zoning By-law Amendment – 294 and 300 Tremblay Road**

**OBJET: Modification du Règlement de zonage – 294 et 300, chemin  
Tremblay**

## **REPORT RECOMMENDATIONS**

- 1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 294 and 300 Tremblay Road to permit a six-storey mixed-use building consisting of ground floor retail-commercial uses and 72 residential units, as detailed in Document 2.**

2. That Planning 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 April 28, 2021" 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 l'urbanisme recommande au Conseil d'approuver une modification au Règlement de zonage 2008-250 visant les 294 et 300, chemin Tremblay, afin de permettre la construction d'un immeuble polyvalent de six étages abritant des utilisations de vente au détail au rez-de-chaussée et 72 logements, comme l'expose en détail le document 2.
2. Que le comité de l'urbanisme donne son approbation à ce 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 greffier 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 28 avril 2021 », à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.

## EXECUTIVE SUMMARY

### Staff Recommendation

Planning staff recommend approval of the Zoning By-law Amendment for 294 and 300 Tremblay Road to permit the development of a six-storey mixed-use building containing 72 residential units and one ground floor commercial-retail unit.

The proposal aligns with applicable Official Plan policies for this area, including 2.2.2 (Managing Intensification Within the Urban Area), and 3.6.2 (Mixed-Use Centres and Town Centres). The proposal aligns with applicable Tremblay, St. Laurent and Cyrville

Secondary Plan policies, as well as with relevant policies within the Tremblay Transit-Oriented Development (TOD) Plan.

### **Applicable Policy**

The following policies support this application:

The Mixed-Use Centre (3.6.2.) designation states that lands within this designation have the ability to achieve high densities of jobs and housing through intensification and redevelopment of older sites. This designation permits a broad variety of land uses at transit-supportive land uses.

Section 2.2.2. of the Official Plan explains the City's strategy for managing intensification in the Urban Area. The policies in this section identifies the Tremblay station area as a target area for intensification through redevelopment, development of vacant lots, infill development, or conversion of existing uses.

Schedule A of the Tremblay, St. Laurent and Cyrville Secondary Plan designates the site as Area C, which permits a maximum building height of six storeys and requires a minimum density of 150 residential units per net hectare.

The Tremblay TOD Plan designates the site as Mixed Use, and as within the density code TD1. The TD1 density code corresponds to a TD1 zoning and permits a general density range of 250-500 people per net hectare and a maximum building height of six storeys.

All applicable policies are supportive of this application.

### **Public Consultation/Input**

Councillor Cloutier hosted a virtual public meeting on February 3, 2021, to discuss the proposed development with the community. Approximately 40 individuals attended the public meeting. Outside of the meeting, staff received four additional written comments and one phone call.

## **RÉSUMÉ**

### **Recommandation du personnel**

Le personnel chargé d'urbanisme recommande l'approbation de la modification au Règlement de zonage proposée pour les 294 et 300, chemin Tremblay, afin de permettre la construction d'un immeuble polyvalent de six étages abritant 72 logements

ainsi qu'un commerce de vente au détail au rez-de-chaussée.

Cette proposition respecte les politiques du Plan officiel applicables à ce secteur, notamment les sections 2.2.2 (Gestion de la densification dans le secteur urbain) et 3.6.2 (Centre d'utilisations polyvalentes et centres d'activité). Elle respecte également les politiques pertinentes du Plan secondaire Tremblay, St-Laurent et Cyrville, ainsi que les politiques pertinentes du Plan d'aménagement axé sur le transport en commun Tremblay.

### **Politique applicable**

Les politiques suivantes sont favorables à cette demande :

La désignation de Centre d'utilisations polyvalentes (3.6.2.) prévoit que les terrains concernés peuvent accueillir de fortes densités d'emplois et de logements par le biais de projets de densification et de réaménagement d'anciens emplacements. Cette désignation permet toute une gamme d'utilisations du sol favorables au transport en commun.

La section 2.2.2. du Plan officiel décrit la stratégie de la Ville en matière de gestion de la densification dans le secteur urbain. Les politiques figurant dans cette section désignent le secteur de la station Tremblay comme étant un secteur cible de densification par le biais de projets de réaménagement ou d'aménagement de lots vacants, d'aménagement intercalaire ou de transformation d'utilisations existantes.

L'annexe A du Plan secondaire Tremblay, St-Laurent et Cyrville désigne l'emplacement comme appartenant au secteur C, une désignation qui autorise une hauteur de bâtiment maximale de six étages et qui exige une densité d'au moins 150 logements par hectare net.

Le Plan d'aménagement axé sur le transport en commun Tremblay désigne l'emplacement comme étant polyvalent et l'associe au code de densité TD1. Ce code de densité TD1 correspond à une désignation de zonage TD1 et autorise une fourchette générale de densité variant de 250 à 500 personnes par hectare net et une hauteur de bâtiment maximale de six étages.

Toutes les politiques applicables sont favorables à cette demande.

## Consultation publique et commentaires

Le conseiller Cloutier a organisé une réunion publique virtuelle le 3 février 2021, afin de discuter de ce projet d'aménagement avec les membres de la collectivité. Une quarantaine de personnes ont participé à cette réunion publique. Parallèlement à cette réunion, le personnel a reçu quatre commentaires écrits et un appel téléphonique.

## 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

294 and 300 Tremblay Road

### Owner

TCU Development Corporation (Attn. Billy Triantafilos)

### Applicant

Fotenn Consultants (Attn. Nico Church)

### Architect

Project1 Studio Incorporated

### Description of site and surroundings

The subject lands consist of two parcels, 294 and 300 Tremblay Road. The parcels are located on the south side of Tremblay Road in between its intersections with Avenue L to the west and Belfast Road to the east. The property has an approximate area of 1,047 square metres and has 38.1 metres of frontage onto Tremblay Road as well as 27.4 metres of frontage onto both Avenue L and Belfast Road. The site is currently developed with two, two-storey commercial buildings, one containing the White Horse Restaurant and the other containing a personal service business use.

To the north of the site past Tremblay Road are rail lines for the O-Train Confederation Line as well as Highway 417. To the south of the site is a surface parking lot, industrial land uses, as well as the Via Rail corridor. The community of Eastway Gardens, a low-

rise residential neighbourhood is to the east of the subject site, and the area to the site's west is currently developed with a mix of surface parking lots as well as industrial and office buildings. The Ottawa Train Station and the Tremblay LRT station are located to the west of the site, within a 600-metre radius.

### **Summary of requested Zoning By-law Amendment proposal**

The subject property is currently zones IG3 [263] (General Industrial Subzone 3, Exception 263). The requested zoning is TD1 [XXXX] (Transit Oriented Development Subzone 1, Exception XXXX). The amendment is requested to allow for a six-storey mixed-use building with one ground-floor commercial use and 72 residential units, and site-specific zoning provisions as detailed in Document 2.

## **DISCUSSION**

### **Public consultation**

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

A virtual Community Information Session was held through an online video conferencing tool, ZOOM, on February 4, 2021. Councillor Cloutier organized the event, and City staff and the applicant attended. Members of the City's Planning, Infrastructure, and Economic Development Department's Business and Technology Support Services facilitated the meeting. During this meeting, both staff and the consultant team provided presentations on process and the proposal, respectively, and answered questions provided by the public. The session ended with a question and answer period. Approximately 40 individuals attended.

Comments and responses are summarized in Document 3 below.

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

### **Official Plan designations**

This site is located within the Mixed Used Centre designation as shown on Schedule B of the City of Ottawa's Official Plan. Tremblay Road to the north of the site and Belfast Road to the east of the site are designated as a Multi-Use Pathways. Tremblay Road is designated as a Major Collector Road and Belfast Road is designated as a Collector Road.

Section 3.6.2 identifies Mixed-Use Centres as an important component of the City's

growth management strategy by offering ideal locations to achieve high densities of jobs and housing. The Mixed-Use Centre policies envision this occurring through the intensification and redevelopment of older sites and redevelopment of vacant land. This section recognizes that such areas provide ideal locations for compact mixed-use development that enhances opportunities for walking, cycling and transit.

### **Other applicable policies and guidelines**

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

On November 14, 2012, City Council approved a Transit-Oriented Development (TOD) Plan for the land surrounding the Tremblay LRT station, which includes the property at 294 and 300 Tremblay Road. The TOD Plan implemented through the Tremblay Secondary Plan, identifies and recommends opportunities for intensification within the Tremblay Station area, including identifying appropriate areas for increased height and density.

From these recommendations, a TOD zone was implemented on many properties within the TOD Plan area, with the highest redevelopment potential identified nearest to Tremblay Station. The subject property is designated as a density code TD1 by the Tremblay TOD Plan, which corresponds with the Transit Oriented Development Subzone 1 zone of The City of Ottawa's Zoning By-law 2008-250. The TOD Plan policies identify that if property within the TOD Plan areas are not within the designated TD zone at the time of a rezoning application is made to the City, the effective zoning must be to the appropriate TD zone in accordance with the TOD Plan.

Schedule A of the Tremblay TOD plan designates this site as within Area C, which has a maximum building height of six storeys and a minimum density target of 250 units per net hectare. The subject site is also designated as Mixed Use on Figure 41 of the Tremblay TOD Plan, which the plan envisions as providing an opportunity to develop many different transit-supportive land uses.

### **Transit-Oriented Development Guidelines**

City Council approved the Transit-Oriented Development Guidelines in 2007 to provide guidance to assess, promote, and achieve TOD within Ottawa. Components of development that the guidelines address include land use, site layout, built form, parking, and streetscape.



## **Urban Design Review Panel**

The property is within a Design Priority Area and the Zoning By-law amendment application and Site Plan Control application was subject to the Urban Design Review Panel (UDRP) process. The applicant presented their proposal to the UDRP at an informal review meeting on September 3, 2020 during the pre-application consultation stage. The informal review meeting was closed to the public. The formal review meeting for the Site Plan Control application is scheduled for April 9, 2021.

Planning staff will continue to work with the applicant on addressing the Panel's recommendations throughout the Site Plan Control process.

## **Planning rationale**

### **Official Plan Policies**

This application has been reviewed under the consolidated Official Plan (2003) and amendments in effect from Official Plan Amendment 150 (OPA 150).

Section 2.2.2. of the Official Plan explains the City's strategy for managing intensification in the Urban Area. The policies in this section identify the Tremblay station area as a target area for intensification which can be achieved through redevelopment, development of vacant lots, infill development, or conversion of existing uses. The proposed development complies with this direction.

The proposed Zoning By-law Amendment also meets the Official Plan policies within section 3.6.2 of the Mixed-Use Centre designation by achieving a compact, mixed-use development. The proposed development represents an intensification of a site in proximity to rapid transit and contributes to the provision of a range of housing options. The proposal will contribute to the required density around transit nodes and promote walkable communities where urban residential uses can be well-located near offices and retail. The proposed development is in keeping with the policy direction of Official Plan Amendment 150, which supports intensification through the development of older sites.

### **Lees, Hurdman, Tremblay, St. Laurent, Cyrville and Blair TOD Plans**

The rezoning supports the long-term plan for the entire Tremblay station area by conforming to the Tremblay, St. Laurent and Cyrville Secondary Plan's Building Heights and Density Targets policies.

The proposed six-storey height is in conformity with the maximum designated building height of six storeys for the subject property and offers an appropriate transition to the surrounding land uses. The proposed density is approximately 697 dwelling units per hectare, in part due to the subject property's small area, which meets the minimum density target established by the Secondary Plan. The proposed development will provide a mix of permitted residential and commercial uses in an area well-located to transit and the downtown core.

#### Transit Oriented Development Design Guidelines

The detailed design review of the development included a review of the design against the City's Transit-Oriented Development Guidelines. The proposal meets several of the guidelines, including the creation of mixed-use multi-purpose destinations, the placing of buildings close to the front of the street to encourage ease of walking between public transit destinations, and providing convenient bicycle parking.

While the proposal meets many of the guidelines, it meets Guideline 32 of the TOD Design Guidelines in particular. This Guideline directs developments within the TOD area to provide no more than the required number of vehicle parking spaces as per the Zoning By-law. As the site is within Area Z of Schedule 1A, there is no parking required for the 72 residential units and visitor parking is required at a rate of 0.1 spaces/unit beyond 12 units. The proposal meets the parking requirements established by zoning and is well-located to provide multi-modal transit opportunities for future residents.

#### Proposed Zoning

As detailed in Document 2, the proposed Zoning By-law Amendment will rezone the site from IG3 zone to Transit Development Subzone 1 (TD1) with a site-specific exception. The following summarizes the planning rationale for the amendments.

The proposed TD1 zone meets the intent and planned function of the site as per the policies in the Tremblay TOD Plan. The proposal meets the provisions of the requested zone by permitting a mixed-use building with transit-supportive densities and an urban form.

A proposed exemption from the Zoning By-law is requested to permit a concrete ramp in part of the rear and interior side yard that is used to provide access to sheltered bicycle parking, where the by-law would require this area to be landscaped. Due to the small size of the site, the ramps are needed in the required yards in order to provide safe access to the bicycle parking.

A proposed exemption from the Zoning By-law is requested to permit a landscape buffer around the parking area of 1.9 metres, which is 1.1 metres less than required by the By-law. As the parking lot is partially covered and reads as a parking garage at its entrance, the visual impact of the reduced buffer is relatively minor.

A proposed exemption from the Zoning By-law is requested to reduce the setback required for canopy projections from the lot line, from no greater than 0.6 metre as per the by-law requirement to 0 metres from the front and rear lot lines and 0.4 metres from the corner side lot line. The canopies do not project into any of the required corner site triangles but will provide weather protection for the building's residents and the commercial unit customers, and contribute to the architectural interest of the building.

### **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**

Councillor Cloutier provided the following comment:

“Overall, I am in support of the application for 294/300 Tremblay Rd.

I am happy with the parking limitations in the application as it will encourage tenants to utilize the public transit easily accessible from the adjacent Tremblay and St-Laurent LRT stations. That said, it would be helpful for the property owner to consider exploring a car sharing space on-site for residents or ensuring that the site can accommodate car-sharing later on.

To offer residents more options for transit including alternative methods to public transit, it would be helpful for them to consider additional bicycle parking on-site to offer an option other than walking and transit. There is a very convenient pathway right to downtown along the LRT route.

While I'm pleased to know that these units will be marketed with clear indication that parking is not available, tenants' lives do change, and some will want to buy cars before they move. Allowing for car-sharing and bicycle spaces will help alleviate the concerns of, and the potential need for, overflow parking in Eastway Gardens located East of

Belfast Rd.”

## **ADVISORY COMMITTEE COMMENTS**

The Accessibility Advisory Committee provided the following comment:

The developer assumes that due to limited availability of parking spaces the offering of the retail space of 1,580 ft<sup>2</sup> of ground floor retail would primarily provide service to the local residents and have little impact on the site's generated trips.

The previous statement as well as the lack of clearly assigning an accessible parking space are clear challenges to customers with accessibility needs that could be renter/potential owners if apartment units are for sale or just regular citizens seeking services within the commercial units that may locate their activities in the retail space on the ground floor or visitors to family or friends residents of this 6 storey building with 73 residential units.

Although the policy of the city is “Background Growth The emphasis in the City's Official Plan and Transportation Master Plan is to place priority on transit, encourage intensification around transit stations, encourage mixed-use developments and provide “complete streets” that better accommodate the active transportation needs of its residents and reduce the use of the private auto,” one cannot dismiss the fact that 22 per cent (222,000) residents of Ottawa have diverse accessible needs and for many private vehicular transportation is essential and will continue to be essential therefore providing accessible parking will be an asset for the business that may choose to operate on this new project.

By the same token the community areas to be built on the premises should consider accommodating the needs of people with disabilities as they are productive individuals with desire to live engaged and fulfilling lives.

In response to the Accessibility Advisory Committee's comment, the proposal was revised to include one Type B Accessible Parking Space.

## **LEGAL IMPLICATIONS**

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

## **RISK MANAGEMENT IMPLICATIONS**

There are no asset management implications associated with the recommendations in this report.

## **ASSET MANAGEMENT IMPLICATIONS**

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

## **FINANCIAL IMPLICATIONS**

There are no direct financial implications.

## **ACCESSIBILITY IMPACTS**

The accessibility of the proposed development will be reviewed with the Site Plan application.

## **ENVIRONMENTAL IMPLICATIONS**

The development as proposed requires the removal of three existing Freeman's Maple Trees on the property. The existing trees cannot be protected during development. The applicant will replace the trees at a rate of 2:1 throughout the site, including three new trees along the frontage of Tremblay Road and three new trees along the frontage of Belfast Road. By increasing the number of trees on site, the proposal is in keeping with the City's policies for the protection of the urban tree canopy.

## **TERM OF COUNCIL PRIORITIES**

This project addresses the following 2019-2022 Term of Council Priorities:

- Economic Growth and Diversification;
- Thriving Communities;
- Environmental Stewardship; and,
- Sustainable Infrastructure.

## **APPLICATION PROCESS TIMELINE STATUS**

This application (Development Application Number: D02-02-20-0116) was processed by the "On Time Decision Date" established for the processing of Zoning By-law

amendment applications.

## **SUPPORTING DOCUMENTATION**

Document 1 Location Map and Zoning Key Plan

Document 2 Details of Recommended Zoning

Document 3 Consultation Details

## **CONCLUSION**

The Planning, Infrastructure and Economic Development Department supports the application and proposed Zoning By-law Amendments. The proposed development is an appropriate example of infill and intensification to a transit-supportive density within the Mixed-Use Centre Area. The new six-storey mixed use building will contribute to the mix of housing types and land uses in the Tremblay TOD area with a built form that complements its surroundings and respects the relationships of adjacent properties. The development is appropriate in this context and the requested amendments conform with the Official Plan and are consistent with the Provincial Policy Statement.

## **DISPOSITION**

Legislative Services; Office of the City Clerk, Council and Committee Services to notify the owner; applicant; individuals on the public notification list; Krista O'Brien, Program Manager, Tax Billing and 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.

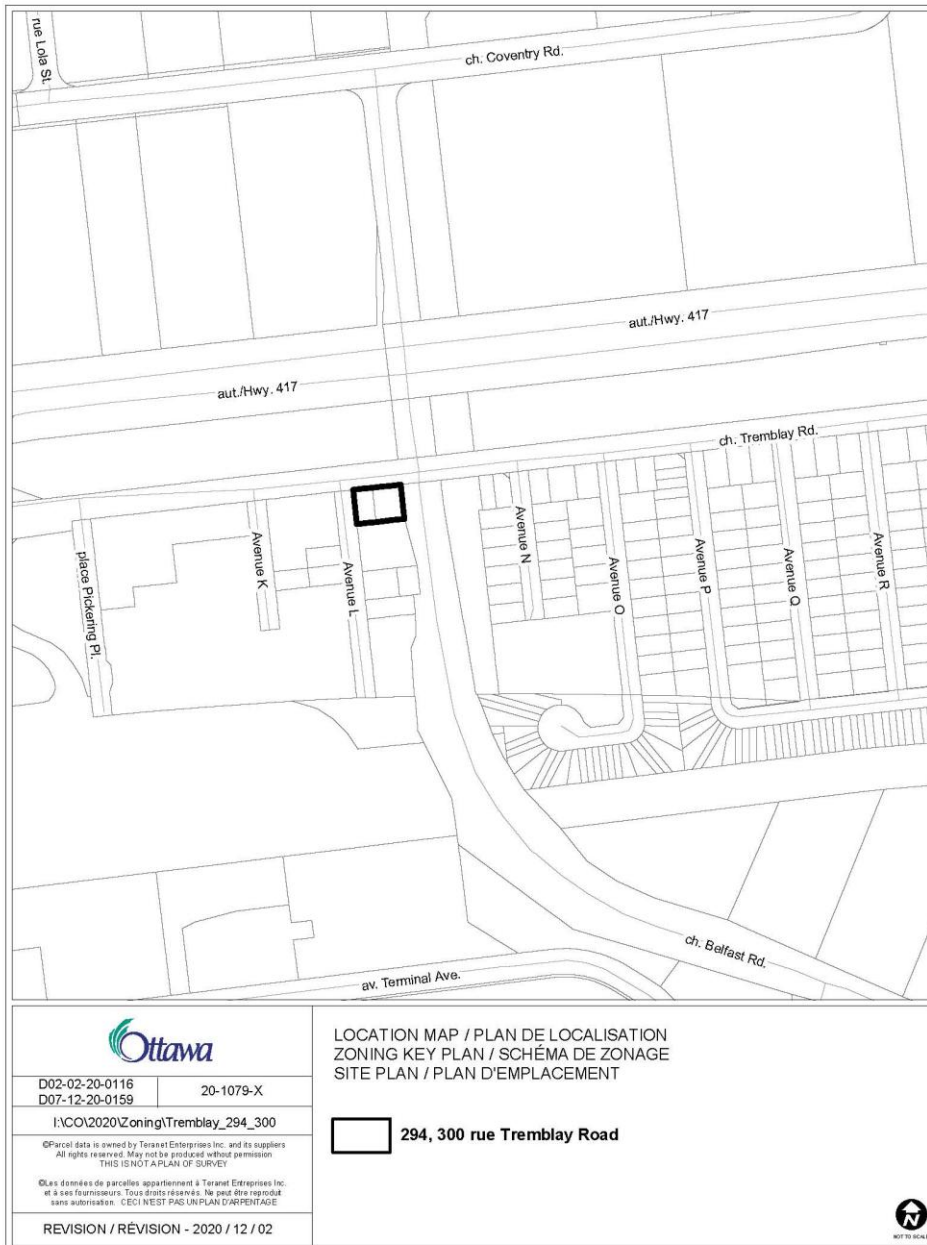
Legal Services, Innovative Client Services Department to forward the implementing by-law to City Council.

Planning Operations Branch, Planning Services to undertake the statutory notification.

### Document 1 – Location Map and Zoning Key Plan

For an interactive Zoning map of Ottawa visit [geoOttawa](http://geoOttawa).

Document 1 shows the location of the site and the surrounding parcel fabric.



## Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 294 and 300 Tremblay Road:

1. Rezone the lands as shown in Document 1 from IG3[263] to TD1[XXXX].
2. Amend Section 239 – Urban Exceptions, by adding a new exception [XXXX] with a provision similar in effect to the following:
  - a) In Column V, add provisions similar in effect to the following:
    - A Mid-Rise Building is subject to the following provisions:
      - i. Subsections 195(4)(h) do not apply to the rear yard and interior (south) side yard, except any area of the rear yard and interior (south) side yard not used as a ramp, stairs, and/or bicycle wheel track providing direct access to a building must be landscaped.
      - ii. Minimum required width of landscape buffer between the parking lot and the lot line abutting Avenue L is 1.9 metres.
      - iii. A canopy projecting from a building entrance may project to the lot lines of the front and rear yards; and may project up to 0.4 metres from the corner side lot line.
  - b) In Column II, add the text, “TD1[XXXX]”



### Document 3 – Consultation Details

#### Notification and Consultation Process

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. One virtual Community Information Session was also held using ZOOM to provide an opportunity for the community to provide feedback despite the restrictions on public gatherings implemented by the Province of Ontario in response to the on-going COVID-19 Pandemic. The virtual session was held on February 4, 2021. Outside of the Community Information Session, five additional comments were received from residents, four via email and one via phone call.

During the Community Information Session, several attendees had questions about parking, and whether new residents would be eligible for on-street parking permits in surrounding neighbourhoods. Many questions were asked about the anticipated construction timeline, and how the timing would relate to the construction timelines of proposed developments at surrounding sites. Additional topics raised by residents are provided below.

The following summarizes, in no particular order, a list of comment topics/items raised by various members of the public in response to the application.

#### Public Comments and Responses:

**Comment:** The development proposal does not include enough parking to accommodate the needs of the future residents.

**Response:** The amount of parking proposed meets the parking requirements established by the Zoning By-law. The number of parking spaces proposed is appropriate given the site is located within 600 metres of the Tremblay transit station and at the intersection of two multi-use pathways. The proposal contributes to providing a variety of different housing options in an area that is well located to multiple forms of multi-modal transportation networks.

**Comment:** A concern is that the development will create on-street parking spillovers for the surrounding local roads.

**Response:** This development is intended to offer a housing option for residents who are looking for an urban lifestyle in a pedestrian-oriented location that is proximate to transit, cycle tracks, community amenities, and services. It is not anticipated that all

residents will have cars, but if they do and wish to park on the surrounding roads, they will have to meet all eligibility requirements and obtain a parking permit. To further address the concern of spillover on street parking to the surrounding local streets, the Site Plan Agreement will include a notice on title requirement advising residents that there is not a parking space provided for every unit. Should cars be parked illegally without a permit on local roads, residents can call 311 and the City will be diligent about enforcing parking by-laws.

**Comment:** A concern is that the development will decrease the traffic safety of the surrounding streets by leading to increased traffic volume and speed.

**Response:** As the proposed development is on a dead-end street and the vehicular access is located close to the intersection, increased traffic speeds and decreased safety are not anticipated. Residents can request information for initiating a neighbourhood traffic calming study or having stop signs or other signage installed on their street, by contacting the City at 3-1-1.

**Comment:** The proposal should provide parking for the commercial-retail use.

**Response:** The commercial-retail unit is intended to be designed and function as a community-oriented use that attracts residents and pedestrian traffic. Parking is not required by the Zoning By-law for the commercial-retail unit, and the area is well supported by transit.

**Comment:** The redevelopment will result in the loss of a community gathering spot, the Whitehorse Restaurant. Is there a possibility that this can remain on the site in the new commercial-retail unit?

**Response:** The Zoning By-law permits several commercial and retail uses in this zone, with a restaurant use being one of the permitted uses. The proponent has indicated that the unit will be able to accommodate a restaurant, however, has not yet been leased. Interested businesses will have the opportunity to contact the owners and discuss future opportunities.

**Comment:** There is a concern that this redevelopment has not been reviewed in conjunction with the surrounding developments underway in the area, and that the scale of the redevelopments in the area are too much.

**Response:** As part of the preparation of the Tremblay, St. Laurent and Cyrville TOD Plan that was approved by Council on November 12, 2014, extensive work was put into

examining each planning area to ensure that the scale and capacity of each and every site was appropriate as planned. As this proposal and the surrounding redevelopment proposals conform to the policies established by the TOD Plan, they have already been reviewed in conjunction with each other to ensure that they are compatible for the planning area. The review of each individual development application includes a review of the technical engineering and transportation components of each development to ensure there is sufficient infrastructure in place.

**Comment:** The rental units should be made into freehold condominiums, and more information should be provided on the intended audience that will be marketed to.

**Response:** Under the *Planning Act*, municipalities do not have the ability to determine housing tenure. The applicant has indicated that the units are planned to be rental, and rental units are an important component of the housing stock.

**Comment:** There is a concern that the construction timing of the proposal is too close to the timelines of other projects in the area, and the construction will cause too much strain on the area at once.

**Response:** The City has processes in place to ensure the timing of construction does not preclude the priority of ensuring safe transportation and access for emergency vehicles. Construction will have to conform to the City's Noise by-laws.

**Comment:** The development should include affordable housing.

**Response:** The proponent has advised that the developer is still in the process of determining rental prices, so whether any affordable units are to be provided has yet to be determined.

**Comment:** There is concern that the rooftop amenity area is incompatible and will be too noisy for the nearby residential neighbourhood.

**Response:** The Noise Study submitted with the application has reviewed the noise that is anticipated to be generated by the rooftop patio and determined that the traffic noise of the surrounding streets is louder than the noise of gatherings on the patio. The patio will not lead to any increased noise levels for the surrounding communities.

**Comment:** With this project and the road resurfacing project occurring in the avenues of Eastway Gardens, the community is always going to be feeling the negative impacts of construction and are concerned they won't be able to leave the neighbourhood.

**Response:** There are no changes proposed to be made to Tremblay Road, and the site development will not block off any roads. Roads will be able to be accessed as they are now.

**Comment:** There is a concern that this development will increase pressures on the utilization of the surrounding greenspaces without creating additional opportunities for greenspace.

**Response:** This development is subject to the City of Ottawa's Parkland Dedication By-law, and there will be a requirement for cash-in-lieu to be provided to the City as a condition of development. Of the collected cash-in-lieu, 60 per cent of the funds will be allocated to use within the Alta Vista ward and 40 per cent of the funds paid will be allocated for citywide purposes. The City can acquire parkland and park amenities within the area with these funds.

**Comment:** The streetscape along Tremblay Avenue should be planned to function and feel more like a mainstreet, with public amenities and high-quality furnishings.

**Response:** The proposal adheres to many of the streetscape policies provided by the City's Transit Oriented Development Guidelines. Staff will continue to review the landscape and streetscape elements of the proposal through the Site Plan Review process.

**Comment:** There are large vehicles turning from Belfast Road and Avenue L onto Tremblay Road, and there is a concern that the proposed canopies will cause pedestrian, cyclist, and traffic collisions.

**Response:** In response to safety concerns, the proposal was revised to remove a proposed Zoning By-law Amendment to allow a proposed canopy to project into the required corner site triangle. As the canopies are not located within the required corner site triangles and are located approximately 4.5 metres off the ground, they are not expected to interfere with sightlines or traffic safety.