








3996 INNES ROAD

Application for Site Plan Control Approval – Cover Letter -Response to Initial Urban Design Review (UDRP) Comments, file No: D07-12-21-0209.

January, 09, 2023

Prepared by

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Introduction:

Design consulting team would like to provide the following explanation and response to the specific recommendations of UDRP outlined in the UDRP comments following the meeting on 4 February 2022, and the Planning staff response to Initial Submission on 5 August 2022.

The essence of the comments below is that consulting team is providing the necessary explanations outlined in detail below to support the proposed site development proposal subject to responses to the comments provided by UDRP; see Annex ''A''.

UDRP Comments:

Site Plan

- *''The overall look and feel of the building are appreciated, but the building's proximity to the lot line is a concern, given that it will affect the development potential of the adjacent site. Should the massing remain the same, the Panel recommends shifting the building to maintain a minimum of 5.5-metre separation distance to the lot line.''*

The zoning mechanisms permit no minimum setback to the East property line. The Proposed design allows a 2m wide landscaped separation area between the property line and the proposed building face. Increasing the setback to 5.5m is not a vital option for the development of this tight site. Several reasons are prevent the increase of distance setback to the East side as below: (See Figure: 1)

- Increasing the side yard setback distance to 5.5m will affect the parking area to the west side. One raw of parking spots consist of 10 parking spaces;
- Increased building cost significantly due to underground parking increased area to compensate the lost of barking spots above grade.
- If underground car parking spots proposed are more than 20 stalls (30 stalls required in this scenario), the access ramp should be 6.7m wide and there is no space to have such wide ramp. Commercial are should in this case revised to allow such space for the ramp. The commercial are will be affected negatively to accommodate the required area for the pharmacy and the clinic.

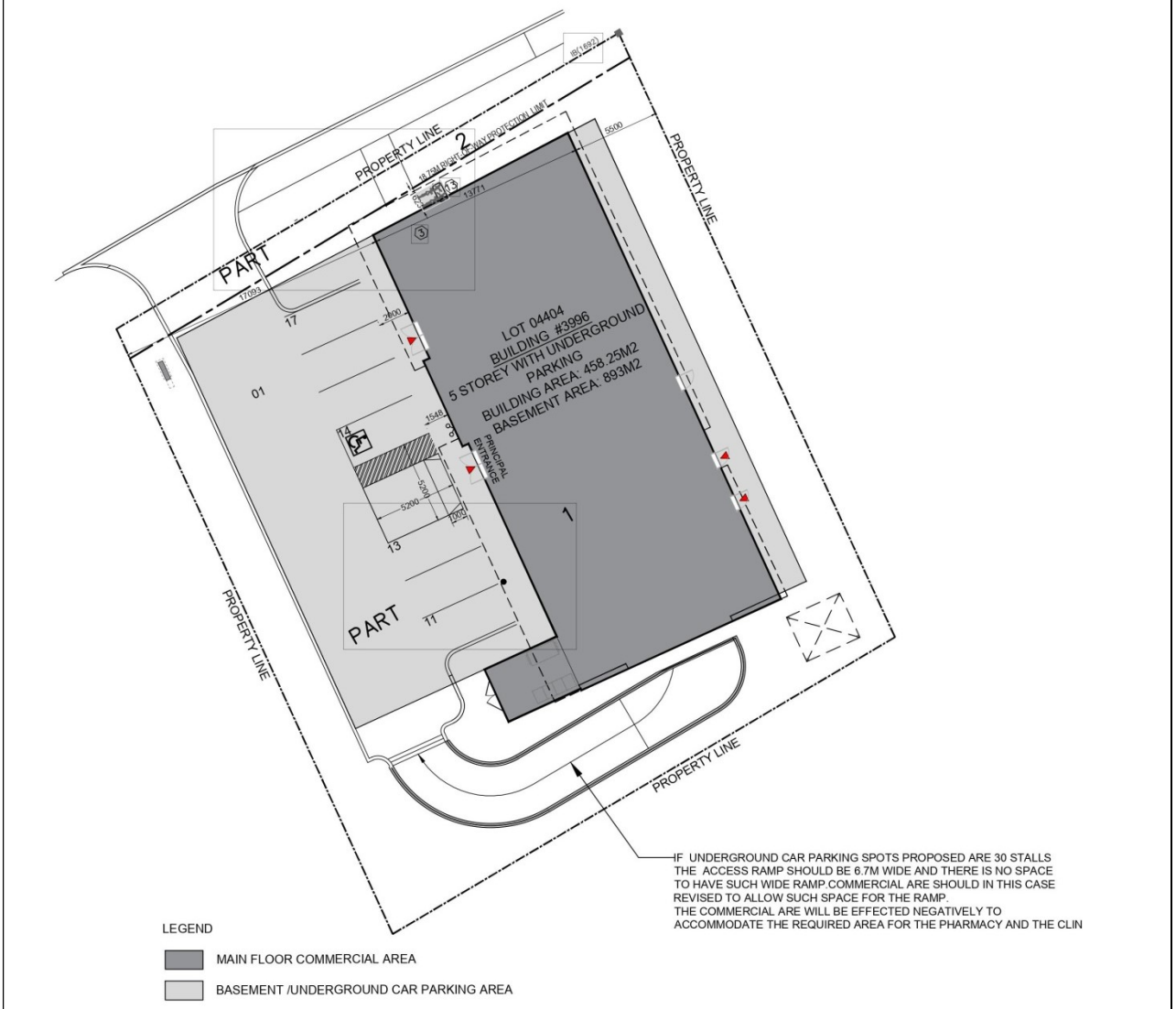


Figure: 1. Site Plan - Alternative Building Location as per UDRP suggestion

Landscape

- *"The Panel has strong concerns with the location of the amenity areas as they are very constrained and difficult to access. The efforts to maintain trees are appreciated, but the proposed ramp and basement construction will impact the survival of those trees. The Panel recommends greening the site as much as possible, introducing permeable paving to improve site drainage, and identifying snow storage areas.*"

The proposed design allow more green area than the required by building zoning by-law. Effort was made also to landscape the basement roof in the East side with partial permeable paving access to the exit doors. Green roof will also be proposed above the garbage building attached to the building and it

location will be far from the proposed amenity area. Trees close to the access ramp will be removed and compensated in the front yard.

- *"There is an opportunity to widen the sidewalk on Innes Road and provide a more comfortable pedestrian environment. The proponent should also consider the landscape treatment typical of a broader street cross section, with more significant setbacks, and introduce more planting and landscaping."*

Although city has not yet design the proposed widening, the design team and the landscape architect work together to provide significant landscaping in the front of the building. Refer to the revised landscape plan. The maximum setback that will not affect the underground parking and the commercial area was provided beside the required setback for the future widening road. 4.1m for the north-east side and 3.4m for the north-west side corner was provided as a landscaped area in front of the building. (See Figure: 2)

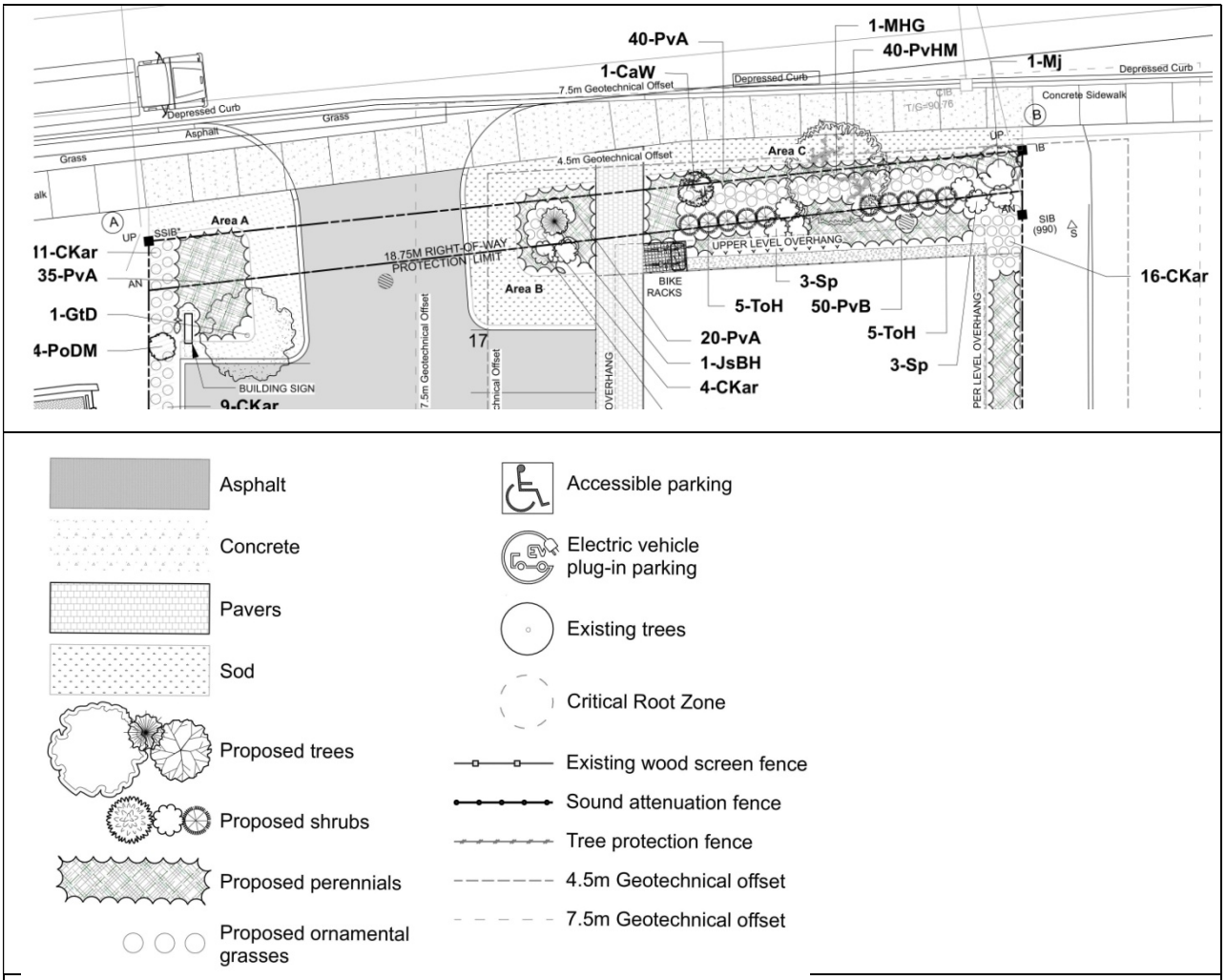


Figure 2: Site Plan - Proposed landscaping

Materiality

- *"The Panel believes the dark base treatment feels unwelcome and gives the impression of a squat ground floor. The proponent should consider introducing different materials to break up the glass façade. "*

The building base consists of the commercial facades and the residential main entrance /hallway. The dark effect is related to the 3d rendering issue and 3d view was revised to reflect the real effect of the transparent curtain wall. The 2 feet dark fibrocement panels above the curtain wall are intentional to give the sense of floating to the above residential white mass. (See Figure: 3) and (Annex A)

- *"The Panel suggests, if permissible, increasing the building height to allow for an increased ground floor height. "*

The proposed height is 11 feet which is very convenient to such use and building size, any increase in ground floor height will affect the stairs shaft size and reduce the rental area for all floors above.

- *"The Panel considers the building to be nicely articulated, with a three-storey light volume and dark material at the top. There is an opportunity to emphasize the residential character of the building by introducing trellises and a rooftop treatment that supports the projects sustainability measures. "*

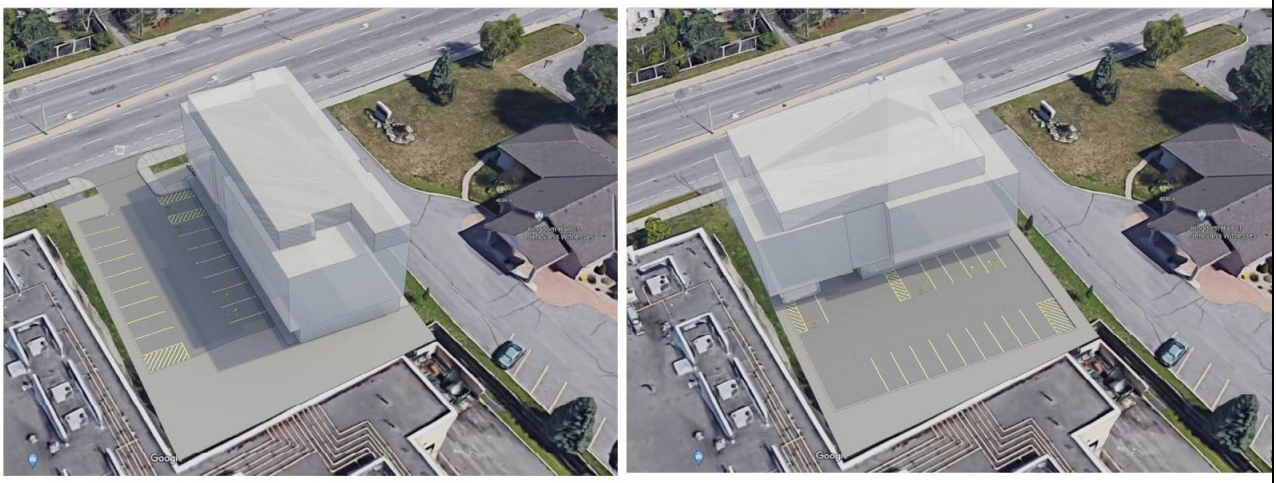
The 5th floor area is reduced to allow terraces at the front, rear and west side. Both front and rear ones are provided with trellises / canopy style where 5th floor residents can enjoy the indirect sunlight and grow some plants in planter type option.

Figure 3: 3D Rendering – Street View

Planning Staff Comments:

Item number 5 from the list of comments state the following:
''Urban Design and Compatibility. Section 4.11 of the Official Plan addresses urban design and compatibility. It states in general terms that compatible development means development that, although not necessarily the same as or similar to existing buildings in the vicinity, can enhance an established community through good design and innovation and coexist with existing development without causing undue adverse impact on surrounding properties. It 'fits well' within its physical context and 'works well' with the existing and planned function. Accordingly, the following policy directions from Section 4.11 as well as relevant urban design guideline considerations are offered for your consideration.
a) Building and Site Design. Consideration should be given to reorienting the building's long axis along the public street. This matter was raised during both the pre-application consultation meeting and by the Urban Design Review Panel during the 4 February 2022 meeting. It is also expressed in Policy 6 of Section 4.11 of the City's Official Plan. Options were offered for consideration. Therefore, please provide a convincing rationale as to why this building and site design configuration is not viable in your opinion and not preferred. ''

Building orientation is the 1st decision and the most important factor to take in consideration when it comes to design suitability in site context. The proposed building orientation where building's short axis facing the public street is supported by the design team for several reasons related the site context analysis and feasibility of trucks movement on site, cost limitation beside the environmental reasons. (See Figure: 4)



Alternative Massing Option 1 | Alternative Massing Option 2

Figure 4: Alternative Massing Options

The Subject property located at 3996 Innes Road has a tight lot of approximately 1524m² lot sizes and a frontage onto Innes streets of approximately 36 metres. The lot fronts onto Innes Road, a major arterial road connecting neighborhoods like Orleans to Ottawa and functions as its main entrance point for vehicles. The existing urban context defined by the Smart Centres Orleans to the west, sitting along with the site like strip mall. The south of the site abuts to the back of the same mall building. The mall building abuts close to the west and south property line with approximate distance that varied from 2m to 4.6m. Another amenity is the religious establishment Kingdom Hall of Jehovah's Witnesses, which borders the side to the east with significant distance due to their main driveway entrance from Innes road with more 20 meters separation distance. In such urban context, we argue that reorienting the building's long axis along the public street will have its negatives impacts related to the followings matters:

- First, the proposed building will be different in orientation from the adjacent buildings on the laterals sides that are not facing Innes and have their front/side yards open to the road contributing through landscaping and open areas to define the public realm. Although the new building if oriented on Innes road will probably define better the street, it will create inconsistency in urban morphology.
- Secondly, the proposed building if oriented on Innes road will be close to the commercial building on the west side approximately 5m instead of 25m in the proposed building's orientation. Such distance will blind the commercial building on the west for the viewers coming from the east and such distance will increase risk for fire spread between the two buildings. The proposed building will be limited to provide balconies in the west and east sides for at least another 6 rental apartments due to the proximity from the property lines.
- The large scale commercial building on the west has it rooftop HVAC units identified as a significant source of noise in the site area according to SLR noise study submitted to the city. If the proposed building is to be close to the west side, the noise sources will have it environmental and psychological effects on the future residents. Rooftop terrace will not be an option for the west side 5th floor apartment and this change will affect negatively the building articulation in its urban context.
- Orientation is also the positioning of a building in relation to seasonal variations in the sun's path. Good orientation can increase the energy efficiency of any building, making it more comfortable to live in and cheaper to run. With rising energy costs, it's becoming increasingly important for builders to orient buildings to capitalize on the Sun's free energy. For developers and builders, orienting a new residential building to take advantage of the warmth of the Sun will increase the building's appeal and marketability. For residents, it will increase their indoor comfort and reduce their energy bills. The proposed orientation allows building to be exposed to sun on its longest facades beside the rear one. Different orientation will leave the building's main facade exposed to the north where 9 apartments will not have a direct sunlight.
- Feasibility of truck movement when it comes to deferent orientation will be hardly achieved. Part of the commercial main floor will be dedicated for driveway access. This will end by less densification and less commercial space where proposed pharmacy and clinic will be negatively affected. Moving Truck, Garbage truck and underground parking garage ramp will need more paved area dedicated to their circulation pattern. This will end by more paved areas and less landscaping and parking spaces. It will end by removing 1 floor from the proposed 5 floors building due to parking stalls limitation and less densification although the zoning by-law

supports extensive densification in this area. The project will probably not cost effective to the developer that end-up with significant cost and less rental and commercial rental spaces.

En conclusion, the proposed development meets the objectives of the Guidelines, with its focus on fitting into the existing context and character of the street while adding new function for the community and increasing density to the west side of Innes Road, all while reinforcing the it streetscape. The design team conclude that the proposed orientation is the most suitable one for this particular site where several objectives are achieved:

- Provide a suitable direction to the building according to its surroundings;
- provide maximum natural light to the residents;
- save the majority of building residents from being exposed to road noise;
- save the residents from noise coming from the big scale commercial building on the west;
- provide privacy to the residents through it side and rear yard;
- provide less impact in term of water management plan and site drainage by minimizing the paved area;
- adding beauty to the building where main road is obliged and building will be exposed directly and indirectly to the viewing field from Innes road.

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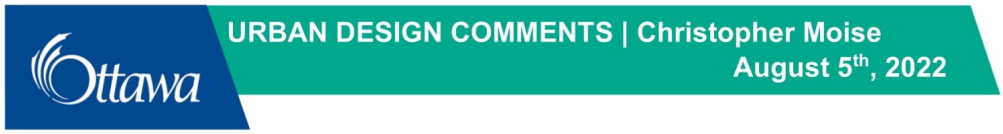
ANNEX "A"



3996 Innes Road | Technical Circulation | Site Plan Application D07-12-21-0209
City of Ottawa Planner - Michael Boughton

UD Comments

- Although our comments from March 2022 stated "***<u>you may consider</u> providing a response to the comments in your resubmission ensuring to detail how you have responded to each of the Panel's comments and recommendations***" we note the response given leaves much unclear.
    - The applicant's response to our request was " Please find the new 3d rendering addressing the related comments." We recommend a more detailed written explanation/response to the following **UDRP recommendations** be provided describing how the design responds to each or a rationale for why it was not:

Site Plan

- The overall look and feel of the building are appreciated, but the building's proximity to the lot line is a concern, given that it will affect the development potential of the adjacent site. Should the massing remain the same, the Panel recommends shifting the building to maintain a minimum of 5.5-metre separation distance to the lot line.
- The Panel believes the alternative massing fronting on the street is more appropriate from an urban design perspective as the building would conceal the parking from Innes Road. The building could be configured in an L or T shape to help alleviate proximity concerns.
- The ground floor height should be increased to alleviate the squat appearance.

Landscape

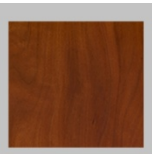
- The Panel has strong concerns with the location of the amenity areas as they are very constrained and difficult to access. The efforts to maintain trees are appreciated, but the proposed ramp and basement construction will impact the survival of those trees. The Panel recommends greening the site as much as possible, introducing permeable paving to improve site drainage, and identifying snow storage areas.
- There is an opportunity to widen the sidewalk on Innes Road and provide a more comfortable pedestrian environment. The proponent should also consider the landscape treatment typical of a broader street cross section, with more significant setbacks, and introduce more planting and landscaping.

Materiality

- The Panel believes the dark base treatment feels unwelcome and gives the impression of a squat ground floor. The proponent should consider introducing different materials to break up the glass façade.
- The Panel suggests, if permissible, increasing the building height to allow for an increased ground floor height.
- The Panel considers the building to be nicely articulated, with a three-storey light volume and dark material at the top. There is an opportunity to emphasize the residential character of the building by introducing trellises and a rooftop treatment that supports the projects sustainability measures.

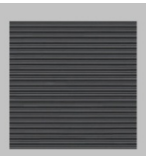
Figure 1: UDRP Comments

Fiber cement panels
Off-white color



Prodex wood cladding
panels rustik finish

Aluminum panels
charcoal color



Corrugated metal sheets
charcoal color

SOUTH WEST ELEVATION

NORTH WEST ELEVATION

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