



5000 Robert Grant Avenue, Ottawa

Design Brief
Site Plan Control
November 20, 2023



Prepared for Fernbank Apartments Inc.

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1.0 Introduction

Fotenn Consultants Inc. (“Fotenn”) has been retained by Fernbank Apartments Inc. to prepare an Urban Design Brief in support of a Site Plan Control application on lands municipally addressed as 5000 Robert Grant Avenue in the City of Ottawa (the “subject site”).

The proposed development seeks to develop the lands with two mid-rise building (five and nine storeys) and one high-rise building (18 storeys) surrounding an internal courtyard. The development will be predominantly residential in nature with 224 square metres of ground floor commercial space within the tallest building, facing the internal access and Robert Grant Avenue. Once completed, the development will have a gross floor area (GFA) of 57,484 square metres and 504 residential units. The development will be served by 656 vehicular parking spaces and in three levels of underground parking.

1.1 Development Application

1.1.1 Subject Property Planning History and Purpose of Current Site Plan Control Application

The subject property was subject to a Zoning By-law Amendment application, which was approved in May 2021. This application amended the by-law to permit increased height of up to 18 storeys for one building, subject to a site-specific height schedule. The zoning for the subject property is Arterial Mainstreet, with a Floor Space Index cap of 3.5, Site Specific exception 2152, and a site-specific schedule (**AM [2152] F(3.5) S437**).

A Site Plan Control application is now being submitted to permit development of the subject lands, as generally envisioned in the plans submitted in support of the approved Zoning By-law Amendment. The proposed development has been designed to comply with all provisions of the Zoning By-law.

The Site Plan Control application process will review the proposal to ensure that it is a safe, functional, and orderly way to develop the subject property. This Urban Design Brief has been prepared as a requirement of the Site Plan Application to illustrate how the development proposal is aligned with municipal policy and meets Council-approved urban design guidelines.

2.0 Site and Surrounding Context

2.1 Subject Property

The subject property, municipally known as 5000 Robert Grant Avenue, is located in the Stittsville neighbourhood (Ward 6) of the City of Ottawa, as indicated in Figure 1. The lands are legally described as Block 203 on Plan 4M-1503, City of Ottawa.

The subject site is a rectangular-shaped parcel, with an area of 20,174 square metres. The property has a frontage of approximately 125 metres along Robert Grant Avenue and 134 metres along Livery Street. The subject property has an area of approximately 607 square metres and is currently vacant.

The subject property is located in the Fernbank neighbourhood of Stittsville, within a 300-metre radius from a major hydro corridor. A multipurpose recreational trail in the hydro corridor is connected to a paved multi-use pathway (MUP) which runs along Robert Grant Avenue across the western frontage of the subject lands. An informal pathway also runs across the northern portion of the site connecting Robert Grant Avenue with Livery Street, as shown in the map below.

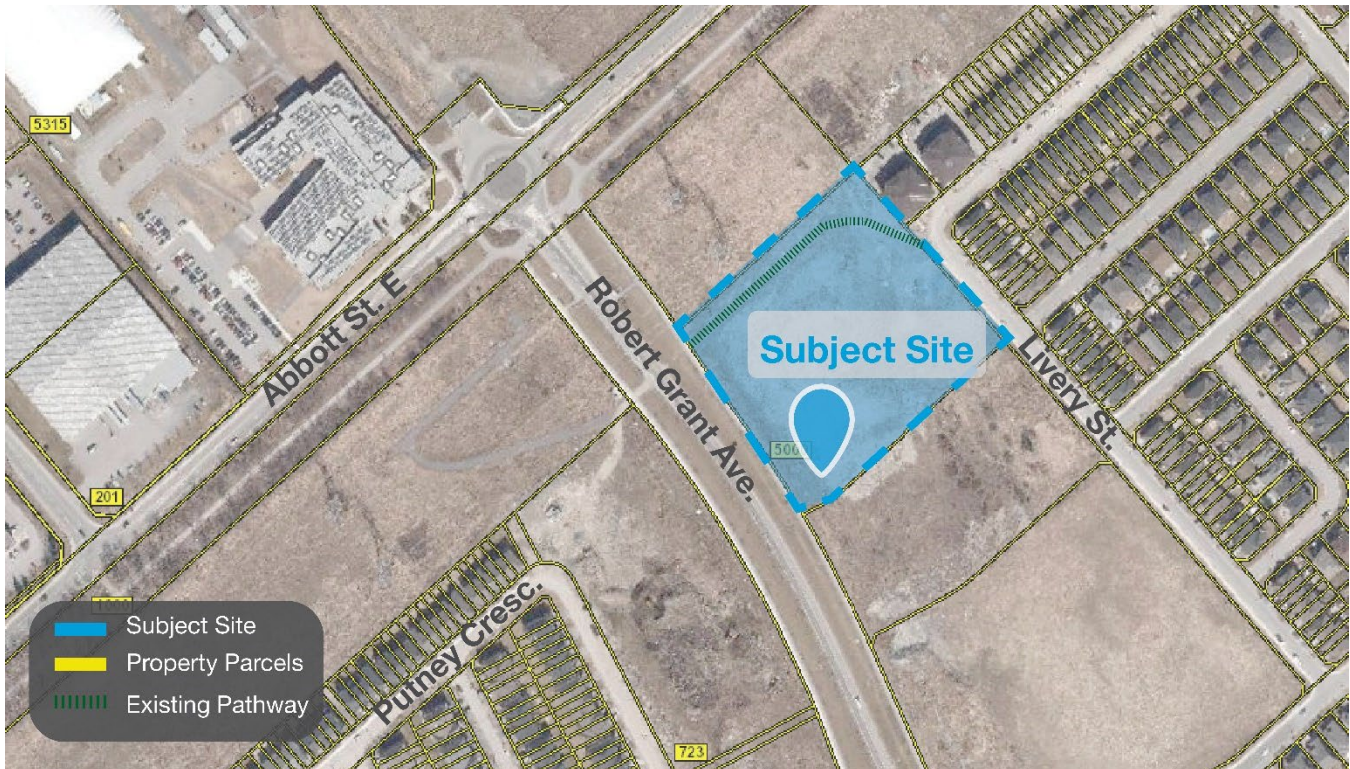


Figure 1: Site context

2.2 Surrounding Area

The following land uses are located in proximity to the subject property:

North: A utility corridor running east-west is located to the north of the subject lands. The Trans Canada railway is located north of the hydro corridor and the Abbot Street East right-of-way located immediately north of the corridor.

West: The subject property is bound by the Robert Grant Avenue right-of-way to the immediate west. A MUP runs on both sides of the street. This road is a designated spine route in Ottawa's cycling network. Further west is a recently-developed existing low-rise residential neighbourhood.

South: The site abuts a vacant parcel to the immediate south. Further south, construction has begun on an approved site plan for a mixed-use development at 360 Bobolink Ridge.

East: The subject property is bound by Livery Street to the north, and a recently-constructed low-rise residential community further east.

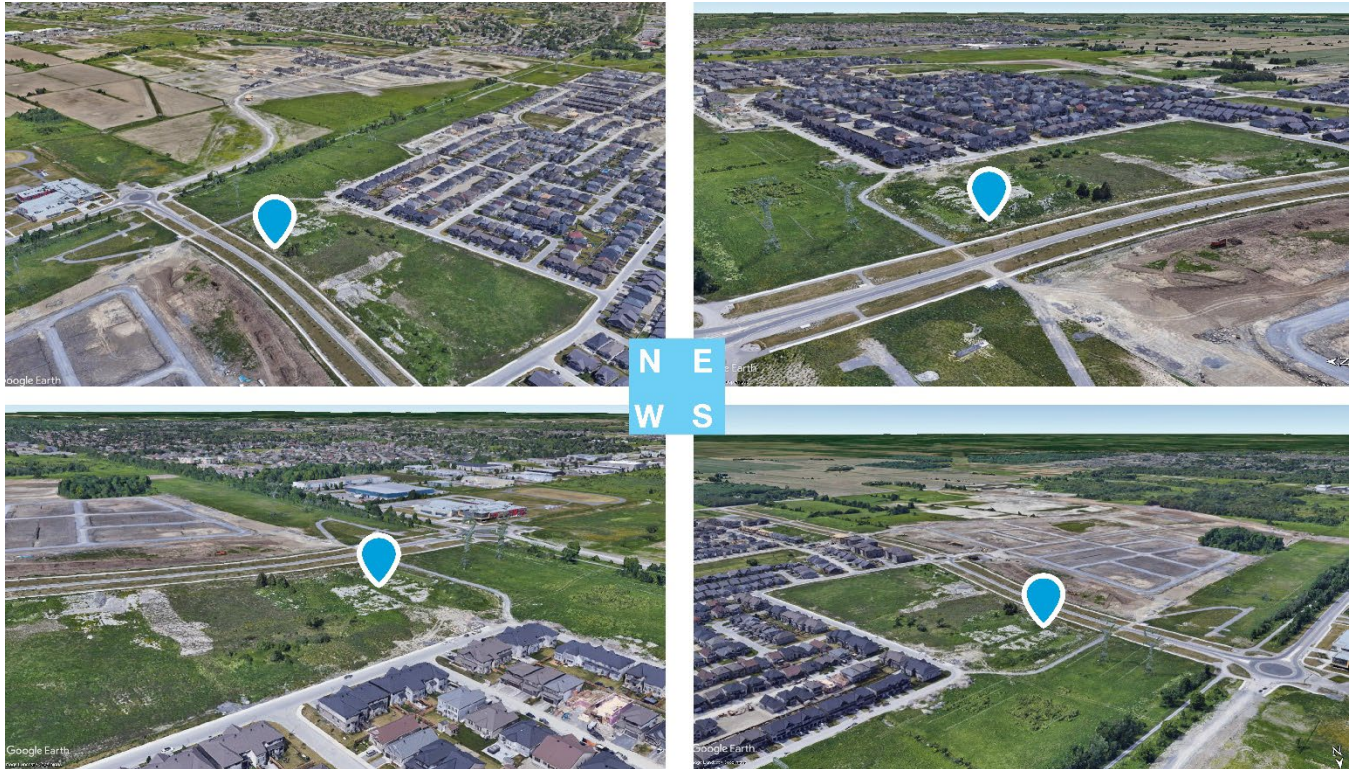


Figure 2: Site context, looking north, east, south and west

2.3 Road Network

The subject site is well served by the existing and proposed local and regional road network. The subject site is accessed from Robert Grant Avenue, an existing two-lane Arterial per Schedule C4 – Urban Road Network of the Official Plan. Robert Grant Avenue, which was recently extended south, is intended to provide a bus rapid transit (BRT) route with a station and parking area located just north of the site at Abbott Street. The ultimate configuration of Robert Grant Avenue is a four-lane arterial road with two segregated lanes in the middle to accommodate a BRT system.

Abbott Street is an east-west Collector Road. Collector Roads are intended to connect residential and employment areas to arterial roadways and are designed to accommodate safe and efficient movement of transportation operations.

Additional Arterial Roads in close proximity to the site include Hazeldean, Fernbank, Stittsville Main, and Terry Fox, which provide access to the key destinations and the broader regional transportation network.



Figure 3: Schedule C4 - Urban Road Network, City of Ottawa Official Plan, subject site indicated.

2.4 Active Transit and Transportation Network

The subject lands are located along a planned at-grade transitway at Robert Grant Avenue on Schedule C2 Transit Network (Ultimate), which is intended to provide a BRT route as per the City's Transportation Master Plan. This corridor will serve as an important link between Fernbank Road and Hazeldean Road. The site is located south of a protected transportation corridor along the Trans Canada Trail, a multi-use recreational trail. The site is also next to a proposed parking area for transit users and nearby a future transitway station at Abbott Street.

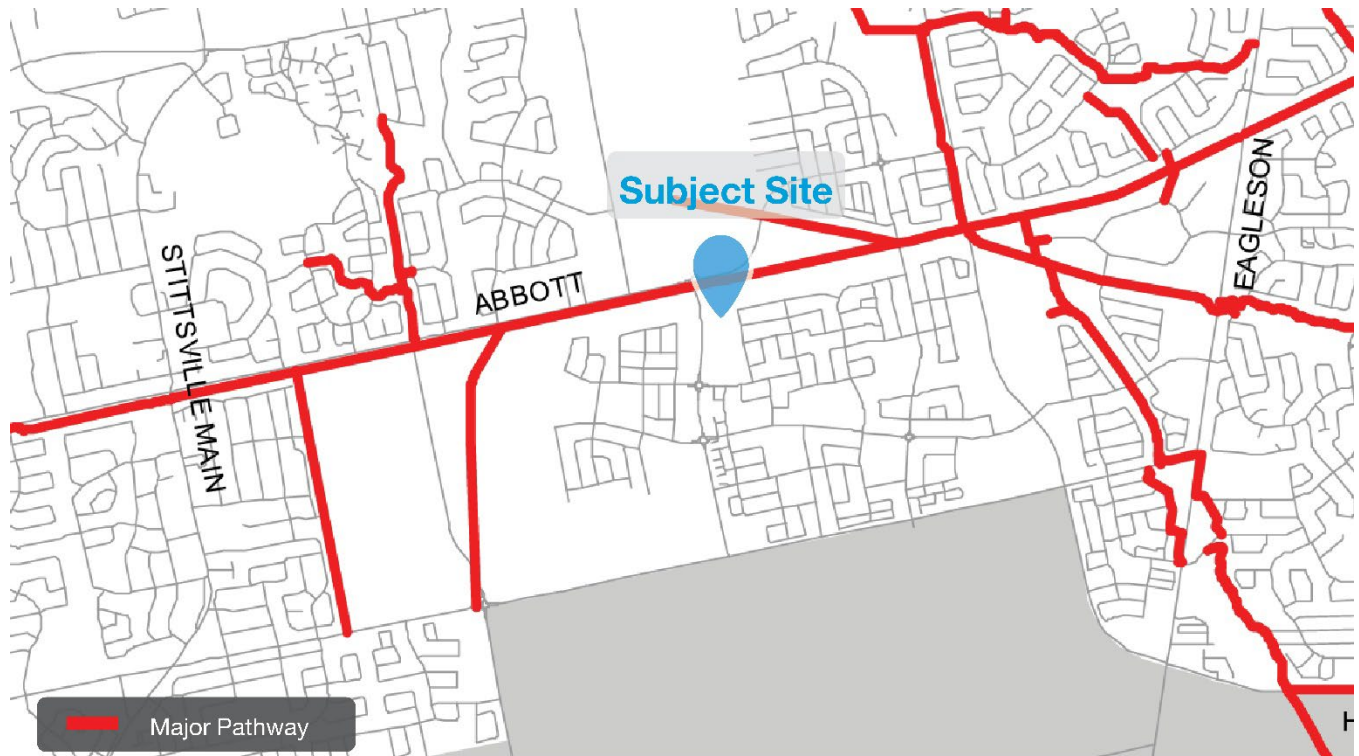


Figure 4: Schedule C3 Active Transportation Network (Urban - Major Pathways), subject site indicated

The subject lands are located south of an identified Major Pathway which is the existing multi-use trail along the decommissioned Trans Canada railway corridor as per Schedule C3.

3.0 Policy Framework

3.1 Official Plan

The Official Plan for the City of Ottawa was approved by the Ministry of Municipal Affairs and Housing (MMAH) on November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City’s population will surpass 1.4 million people. The Official Plan directs the manner that the City will accommodate this growth over time and set out the policies to guide the development and growth of the City.

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

3.1.1 Suburban Transect

The subject site is located in the Suburban (West) Transect in the City of Ottawa Official Plan (Figure 5). The Suburban Transect comprises neighbourhoods within the urban boundary located outside the Greenbelt. Neighbourhoods in the Suburban Transect generally reflect the conventional suburban model characterized by the separation of land uses, stand-alone buildings, generous setbacks and low-rise building forms.

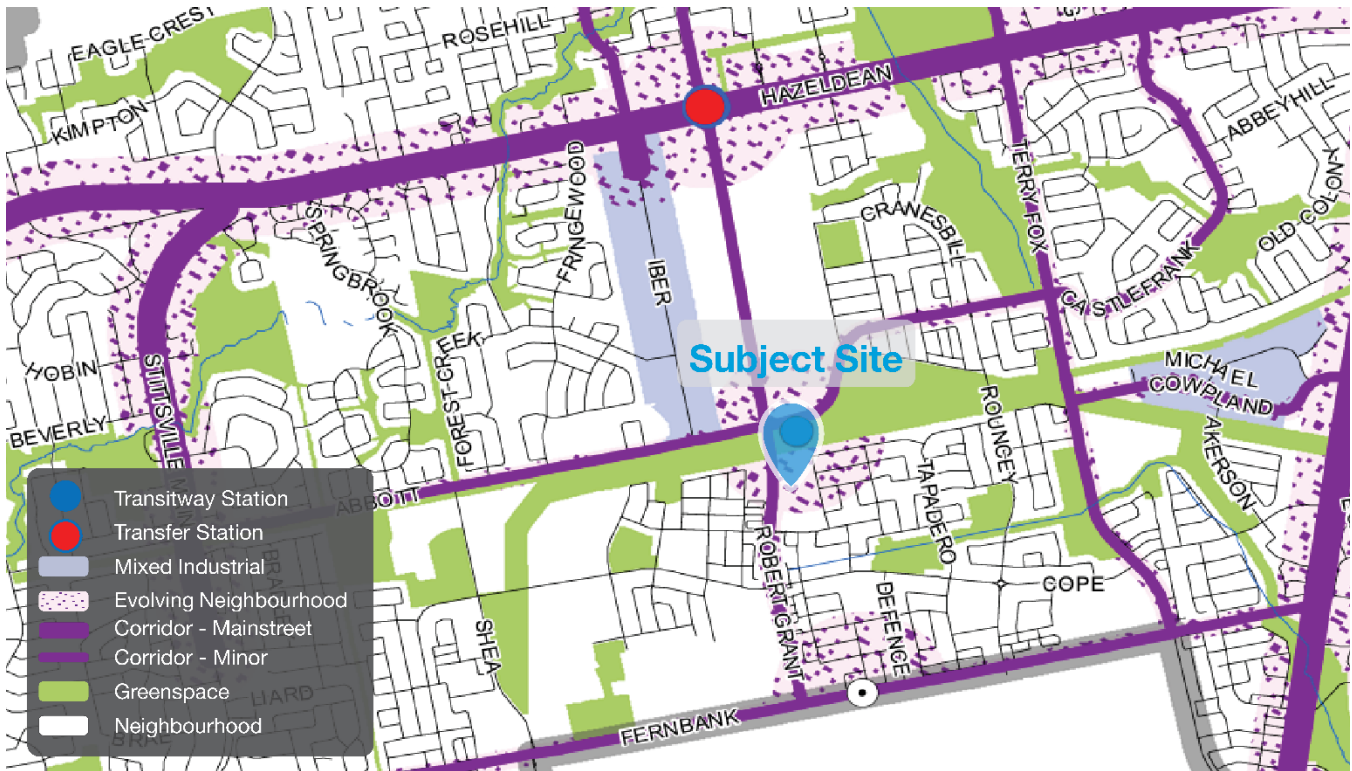


Figure 5: Subject site on Schedule B3 – Suburban (West) Transect of the City of Ottawa Official Plan.

3.1.2 Neighbourhood Designation

Within each Transect, Designations further articulate maximum building heights and minimum densities. The four designations are Hubs, Mainstreet Corridors, Minor Corridors, and Neighbourhoods. Each designation represents a different progression in the type and evolution of built environment and development heights and densities, from taller and denser (Hubs) to lower and less dense (Neighborhoods).

The subject site is designated “Neighbourhood”

- / Policy 2 of Section 6.3.1 notes permitted building heights in Neighbourhoods shall be Low-rise, except:
 - a) Where existing zoning or secondary plans allow for greater building heights; or
 - b) In areas already characterized by taller buildings.

- / Policy 4 permits a range of residential and non-residential built forms within the Neighbourhood designation, including:
 - a) Generally, a full range of Low-rise housing options sufficient to meet the City’s residential intensification density goals and large dwelling targets;
 - b) Housing options with the predominant new building form being missing middle housing;
 - c) In appropriate locations including near rapid-transit stations, zoning may prohibit lower-density housing forms;
 - d) Compatible and complementary small-scale non-residential uses and services (including retail, service, cultural, leisure and entertainment uses) that primarily serve residents within walking distance and that:
 - i. Are compatible with, and do not reasonably pose a risk of nuisance to, nearby residential uses;
 - ii. Are contained within building forms and site design compatible with low-rise, predominantly residential neighbours;
 - iii. Are appropriately integrated with the neighbourhood street network, pedestrian network and public realm;
 - iv. May establish building and site design standards specific to such uses, in order to ensure functional requirements and context sensitive building form are met;
 - v. May restrict or prohibit motor vehicle parking in association with such uses; and
 - vi. Limits such uses to prevent undue diversion of housing stock to non-residential use.
 - e) [...]Parks, open spaces and linkage areas meant to serve as public space.

- / Policy 5 allows higher densities and permitted heights, including predominantly apartment and shared accommodation forms, in areas closer to, but not limited to, rapid-transit stations, Corridors and major neighbourhood amenities.

Given proximity to a planned rapid transit station, an Evolving Overlay is applied to the subject site and surrounding area, indicating that the area is intended to evolve to create the opportunity to achieve an urban form in terms of use, density, built form and site design. The Zoning By-law shall provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area, which may differ from the existing characteristics of the area to which the overlay applies.

The proposed development conforms to the Official Plan policies for developments with an Evolving Overlay located within a Neighbourhood Designation within the Suburban Transect. The development proposes a predominantly residential development comprised of three buildings of varying heights and densities that is designed to be complementary to the existing low-rise residential neighbourhoods. Ground-oriented commercial uses that are compatible with and intended to serve the surrounding neighbourhood are proposed at the Robert Grant Avenue frontage, promoting vibrancy at street level. Open spaces and linkages have been provided for connection to surrounding open spaces and recreational trail systems for public enjoyment. The proposed height is appropriate for the subject site as it is located along an arterial road with future BRT connections.

3.2 Fernbank Community Design Plan (2006)

The Fernbank Community Design Plan (CDP) was adopted by the Ottawa Council in 2009 and covers a large tract of land north of Fernbank Road between the existing urban areas of Kanata and Stittsville. Although CDPs are not statutory planning documents, they form part of the planning policy context and help to guide the development of communities.

The intent of the Fernbank CDP was to create a complete residential community with a full range of housing choices to satisfy a range of demographics. The subject property is designated as 'Mixed Use' and is located in the 'Community Core' within the Fernbank Community Land Use Plan (see Figure 6 below). It is adjacent to the 'Village Green' and also a 'Potential Transit Station Park and Ride'.



Figure 6: Fernbank Community CDP Land Use Plan. Subject site is annotated.

3.2.1 Community Core

A 'center' or 'heart' was considered an important community-defining element of the CDP and accordingly, the intersection of the Robert Grant (the 'Proposed Arterial Road' in Figure 6) and Abbott Street/TransCanada Trail was identified as a central area. In this location, a variety of land uses (such as mixed use areas, secondary school, and higher density residential uses) in close proximity to the transit station, are permitted to foster the creation of an active, interesting and diverse 'Community Core'.

3.2.2 Mixed Use Designation

The Mixed Use designation is intended to accommodate a mix of residential and non-residential land uses to serve the personal and commercial needs of the Fernbank's residents. The design and built-form of this area will advance a human-scale pedestrian friendly environment.

Uses permitted with the Mixed Use designation along the 'Proposed Arterial Road' may focus primarily on residential uses either in freestanding buildings or in mixed-use buildings. Permitted uses shall include:

- / Retail and convenience stores
- / Banks or other financial services
- / Service and repair uses
- / Personal service uses
- / Business, medical and professional offices
- / Private parks and open spaces
- / Restaurants
- / Institutional uses such as hospitals, retirement homes, residential care facilities or medical facilities.
- / Low-rise Apartments
- / Mid-rise Apartments
- / Multiple-attached dwellings
- / Stacked dwellings
- / Live-work units

Non-residential uses will be encouraged within areas abutting the 'Village Green' either as free-standing buildings or located at-grade within mixed use buildings.

3.2.3 Village Green

The subject lands are adjacent to an area identified as a Village Green. The Village Green is strategically located at the centre of the Community Core within the Fernbank Community, with proximity to a major transit way stop, the Trans Canada Trail, a secondary school, and a large community population within walking distance. The Village Green is intended to be a civic gathering place and passive public open space for residents. Non-residential uses surrounding the Village Green is encouraged in the CDP.

The proposed development conforms to policies of the Fernbank CDP for developments located within the Community Core and Mixed Use Designation. The proposal appropriately integrates significant open space areas and pedestrian networks within the site through multiple trail connections to help define this area as an active transportation corridor. Additionally, the proposed ground-oriented commercial uses support the future mixed-use character of Robert Grant Avenue.

3.3 City of Ottawa Zoning By-law (2008-250)

The subject property is split-zoned Arterial Main Street Zone, Exception 2152, FSI 3.5, Schedule 437, and Arterial Main Street Zone, Exception 2152, FSI 3.5, Schedule 437 with holding provision, as shown in Figure 7 below. The purpose of the Arterial Main Street zone is to:

- / Accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings or side by side in separate buildings in areas designated Arterial Mainstreet in the Official Plan;
- / Impose development standards that will promote intensification while ensuring that they are compatible with the surrounding uses.



Figure 7: Aerial zoning map of subject site and surrounding area.

The proposed development complies with all provisions of the Zoning By-law, as demonstrated in the Zoning Confirmation Report enclosed with this application.

4.0 Urban Design Brief

4.1 Proposed Development - Overview

The development proposal envisions a vibrant new residential community centred on a large internal courtyard space with high permeability to its surroundings. As part of the future community core within the Fernbank area, the proposal features ample open space and connectivity with existing surrounding active transportation networks to draw residents and visitors into a well-landscaped communal amenity area. The proposed development integrates and suburban design. By providing high residential densities, neighbourhood-serving commercial amenities and a building massing that frames the street, as well as by emphasizing pedestrian access to the site, the proposed development draws on the strengths of an *urban* pattern of development. The larger, well-landscaped setbacks, curving pathway connections, and interior landscaped space draw on the strengths of good suburban design, and help the development relate to its residential neighbours to the east as well as the naturalized landscape of the hydro corridor.

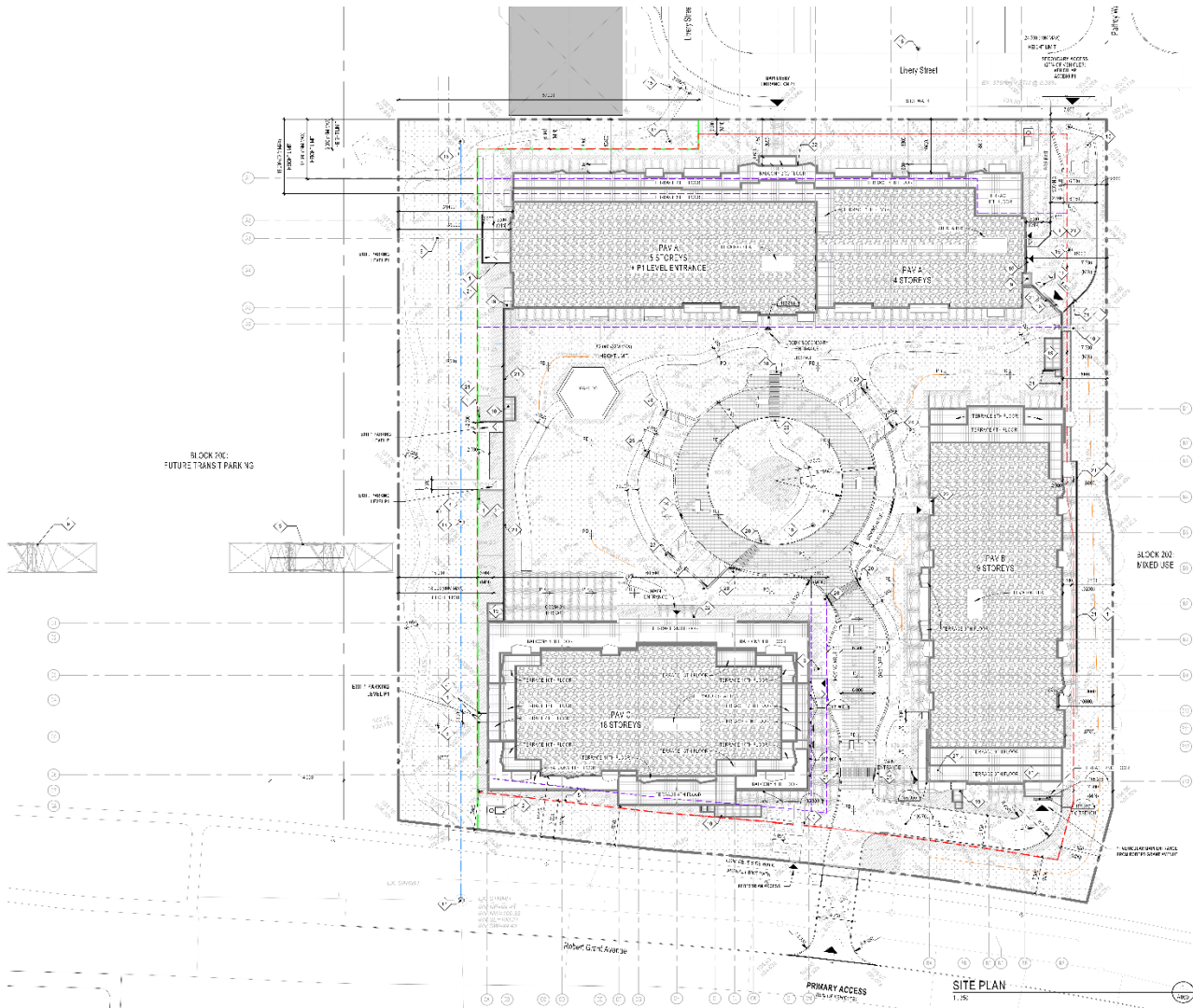


Figure 8: Proposed Development Site Plan.

The Owner is proposing to develop the lands with a total of three (3) buildings surrounding an internal private roundabout road which will take a woonerf-style design. The three proposed buildings are thoughtfully arranged in “Pavilions” to enclose the internal courtyard space, consisting of a five-storey mid-rise building (5 storeys + 1 level of parking) (Pavilion A), nine-storey mid-rise building (Pavilion B) and 18-storey high-rise building (Pavilion C). The human-scaled experience has been prioritized through limiting vehicular parking to three levels of underground parking and some surface parking at the internal roundabout. The development plan will be predominantly residential in nature with some ground floor commercial uses and will contribute to the build-out of the Fernbank neighbourhood at Robert Grant Avenue.

| Site Statistics | |
|---|---|
| Gross Floor Area (GFA) *As per City calculation | 45,230 m ² |
| Tower Heights | Pavilion A: 5-storeys (5 storeys + 1 level of parking) Pavilion B: 9-storeys Pavilion C: 18-storeys |
| Uses | Residential and at-grade commercial (Pavilion C) |
| Commercial Floor Area *As per City calculation | 203 m ² |
| Residential Units | 504 units |
| Parking Stalls | 651 stalls (541 residential, 9 commercial, 101 visitors) |
| Bicycle Parking | 252 bicycles |
| Amenity Area | 4,848 m ² private 1,625 m ² communal |

4.2 Public Realm

The development has prioritized pedestrian comfort and human scale in its design of high-quality communal public and private areas. Through the provision of active frontages, pedestrian connections and building articulation, the development contributes to the establishment of a unified space throughout the development site.

Internal Courtyard

The creation of a large shared amenity space in the form of an internal courtyard area will support a vibrant public realm experience by drawing residents and visitors to this space. Within this courtyard which surrounds the private roundabout road, curved pedestrian pathways and a gazebo offer informal gathering areas for use by visitors and residents. Common spaces on the ground floor of each building will have direct access to this internal forecourt, providing a sense of continuity between interior and exterior spaces.

Buildings within the development site appropriately frame the public realm through appropriate setbacks and cohesive materiality at all public-facing elevations. These articulation strategies help to animate this internal area and provide pedestrians with visual interest without feeling overwhelmed.

Relationship to Streets

The proposed development will establish a new street condition and contribute to the framing of a high-quality public realm. Commercial and residential entrance lobbies are appropriately located with access from either the Robert Grant Avenue, via a direct pedestrian pathway, and Livery Street right-of-way, or the internal forecourt area.

Robert Grant Avenue is envisioned to be a BRT corridor with segregated vehicular and multi-purpose pathways which are anticipated to experience a high volume of vehicular and pedestrian traffic. The podium of Pavilion C is anticipated to contribute to the framing of a high-quality public realm. To facilitate comfortable connections between the public right-of-way into the development site, pedestrian access will be well-defined with a separate paved sidewalk offered from Robert Grant Avenue leading to the ground-floor commercial uses at Pavilion C. The location of the commercial space is intended to help draw people into the site. In the existing condition, the multi-purpose pathway is lined with a buffer of tree plantings alongside the right-of-way. This is proposed to be enhanced with an additional layer of tree plantings at the street frontage. A planting bed is proposed to provide screening of vehicles entering the underground parking area at Pavilion B.

Livery Street is envisioned to develop as a local road with lower volumes of traffic circulation. The connection between the hydro corridor pathway to Livery Street is anticipated to generate higher levels of circulation by active transportation users, and as such, the landscaping plan proposes tree planting to support screening and privacy between the pathway connection and ground-oriented units. A similar use of landscaping is proposed at the southern frontage beside Pavilion B, where a wide landscaped buffer is proposed with tree plantings to facilitate a sympathetic public realm transition and support connectivity to the identified Village Green area immediately south of the subject lands.

Existing Hydro Pathway

The pedestrian trail along the existing hydro corridor to the north will be protected by an easement and will continue to serve as an important recreational amenity. This pathway provides a valuable connection to the existing multi-use pathway on Robert Grant Avenue and will be enhanced with additional landscaping treatments. The development proposal helps to animate this corridor through residential overlook from the buildings' north elevation. As discussed in the "Phasing" section below, this pathway will be opened as part of the final phase of development.



Figure 9: West (above) and east (below) elevations of the proposed development.

4.3 Site Connectivity

The site is ideally located with proximity to the existing Trans Canada recreational trail system to the north. Continued site permeability and connectivity has been an important principle in the design of the development proposal. Pedestrian and active transportation connections to the hydro corridor, the adjacent public streets, and a potential future connection to the “Village Green” on the adjacent property to the south are proposed so that future residents and visitors can move through the community to take advantage of public recreational amenities. The figure below illustrates the internal circulation patterns throughout the development site.

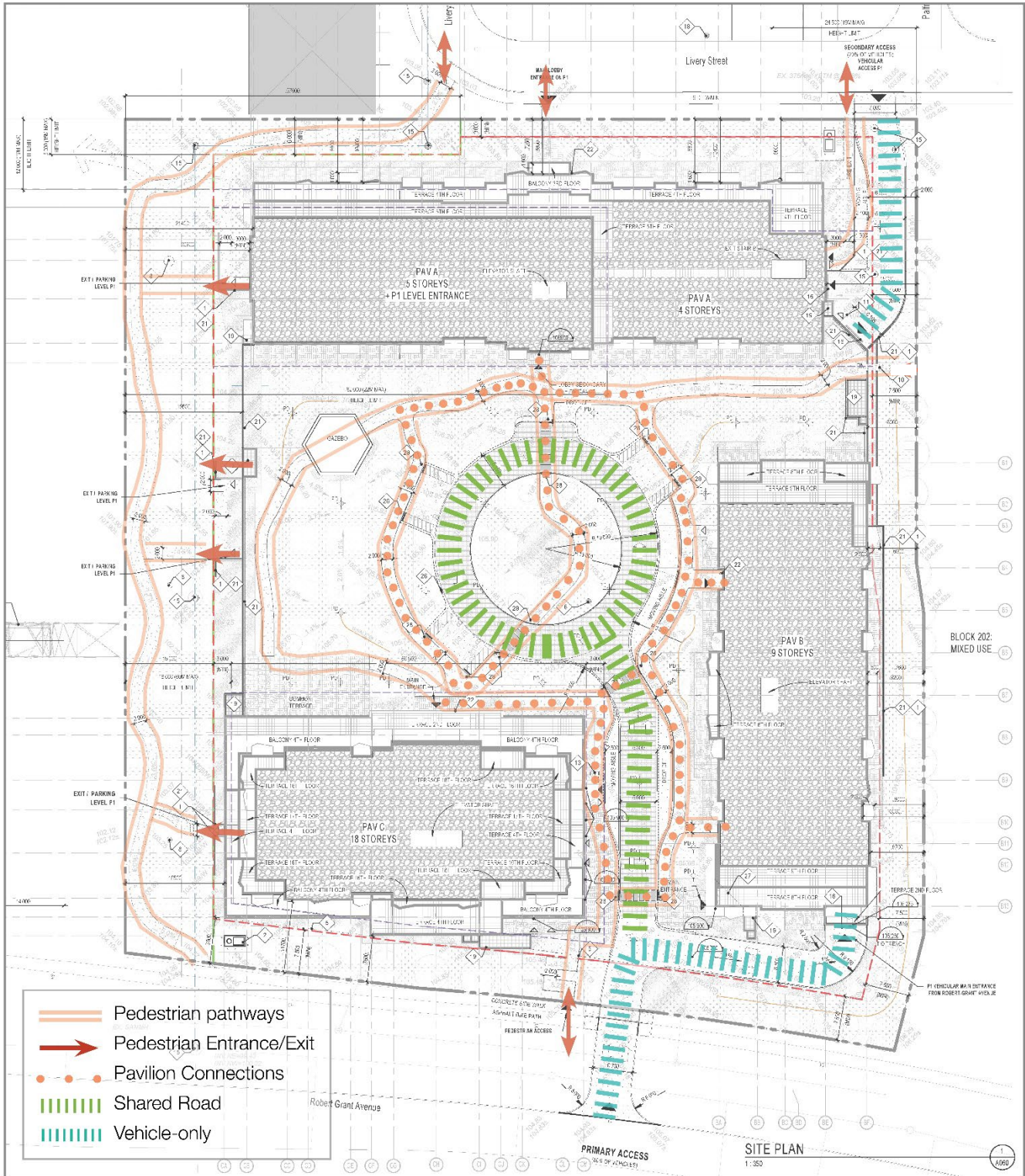


Figure 10: Site plan of the proposed development with internal circulation patterns annotated.

Internal to the site, each of the Pavilion buildings are connected with each other through an internal pathway system. The pathway system anticipates connection to the future Village Green located south of the subject lands through a stairway access point at the southern frontage. Due to the difference in grading throughout the site, a guard rail is proposed to line the perimeter for safety purposes. Residential lobby entrances for each of the three pavilions face and help to animate the internal courtyard. Residents will be able to move through these pavilions to access the streets.

With regards to vehicular travel, the site provides automobile connection to the public right-of-way through two, two-way driveway access points at Robert Grant Avenue (west entrance) and Livery Street (east entrance). While the Livery Street driveway access only provides access to the underground parking area through Pavilion A, the Robert Grant Avenue driveway leads to an internal, woonerf-style shared street, and a vehicle-only access to the underground parking (through Pavilion B). The internal woonerf-style shared road will allow for very short-term parking, pick-up and drop-off, and move-in/out. The intent is to allow for these important functions, while minimizing the impact of vehicular parking on the pedestrian-focused internal courtyard.

Past the turn-off for the underground parking access, the access will be treated with pavers rather than asphalt to emphasize the shared pedestrian/vehicular space. Dense plantings between Robert Grant and the underground parking access will direct pedestrians towards the main pedestrian entrance of the site.

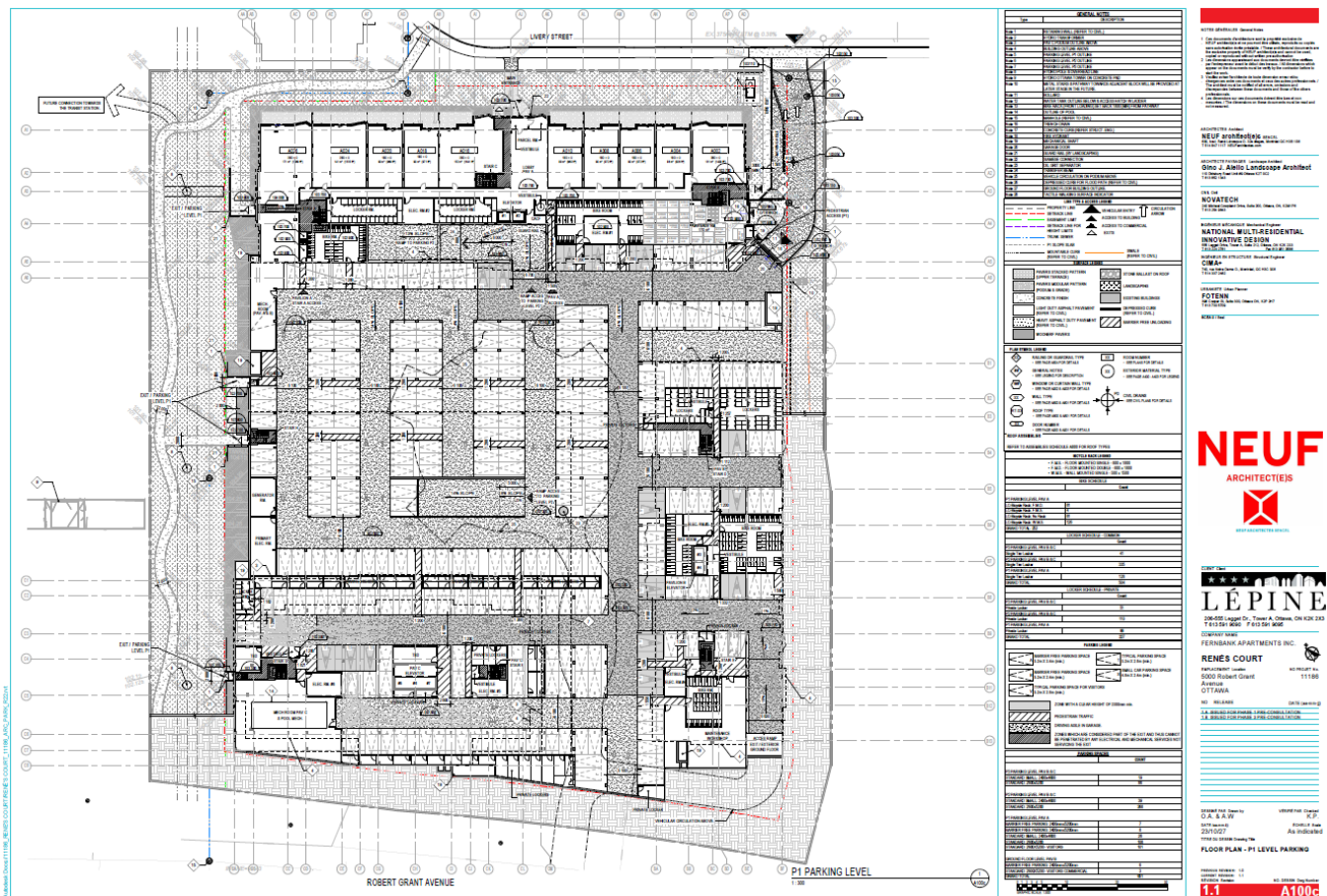


Figure 11: Site plan for underground parking level P1.

Limited surface parking spaces on the perimeter of the roundabout also serve as a traffic calming measure. These spaces are intended to be for accessible parking, accessible to the City of Ottawa’s Para Transpo services, and are located for easy access to the residential entrances.

4.4 Building Massing & Design

The proposed development efficiently utilizes the geometry of the site and proposes an intensified built form and mass that is appropriate for this area of the Fernbank neighbourhood. The immediate surroundings have been thoughtfully considered to develop a site design that responds to its existing and future context. While at present, the surrounding site context is generally vacant, the development recognizes the site’s location along an Arterial Main Street where built form is encouraged to create a coherent streetscape and ensure buildings occupy most of the frontage.

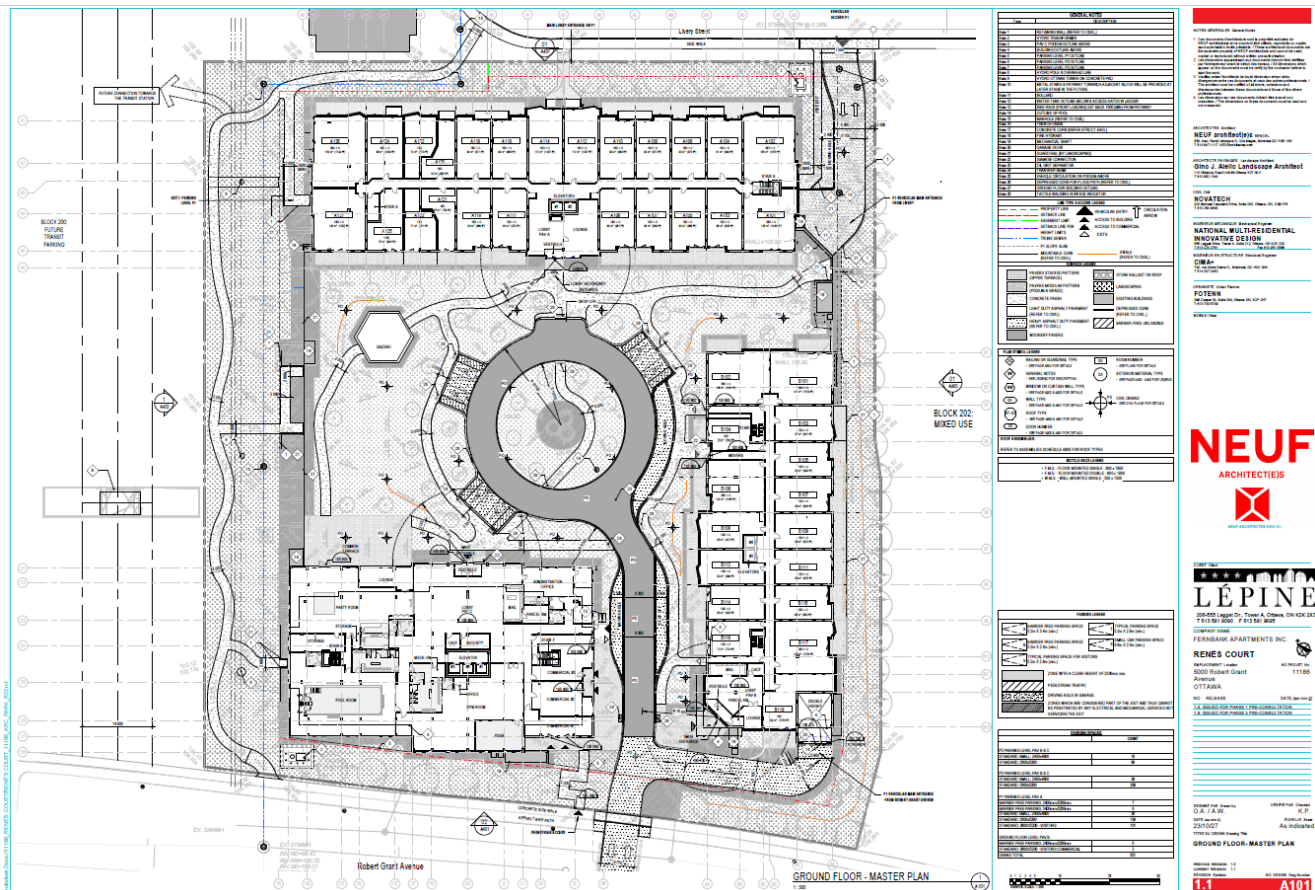


Figure 12: Ground floor site plan.

With regards to design, the development is designed in accordance with the policies of the Suburban Transect Area, and successfully responds to Official Plan policies for Urban Design, specifically the Community Core guidelines of the Fernbank CDP. The CDP provides built form guidance on creating an interesting and diverse neighbourhood centre, including establishing a continuous and consistent streetscape and providing for safe and well-defined vehicular and pedestrian circulation routes within sites. Each of the three proposed Pavilions offer a contemporary architectural style which resonates with the adjacent built form development and responds to the planned context on Robert Grant Avenue.

With regards to massing, the three pavilion buildings offer varied building heights throughout the site which appropriately respond to differing contexts at the neighbouring properties. As shown in the architectural drawings, the development

concentrates taller building heights away from the existing low-rise residential built form along Livery Street, thereby offering a gradual visual height transition from east to west. In this way, the buildings with lower heights are respected, while also providing a taller context where intensification is directed. The proposed mid-rise pavilions also incorporate upper level stepbacks which helps with establish a human scale and minimize shadowing impacts across the street.

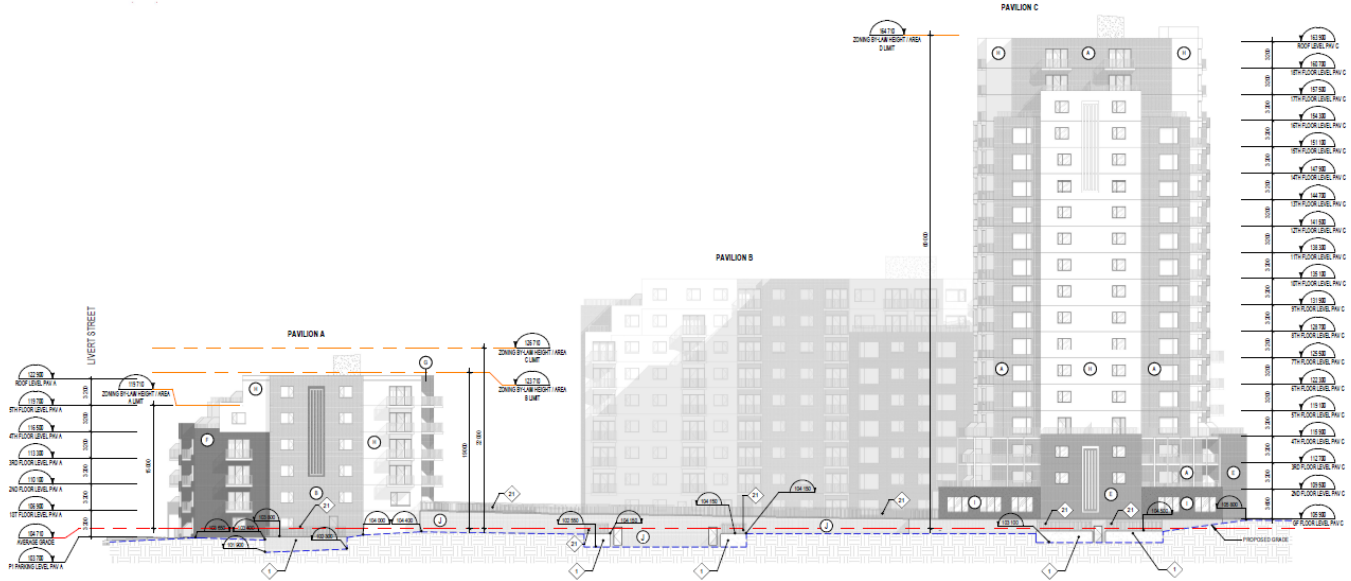


Figure 13: North elevation of Pavilion A and C.

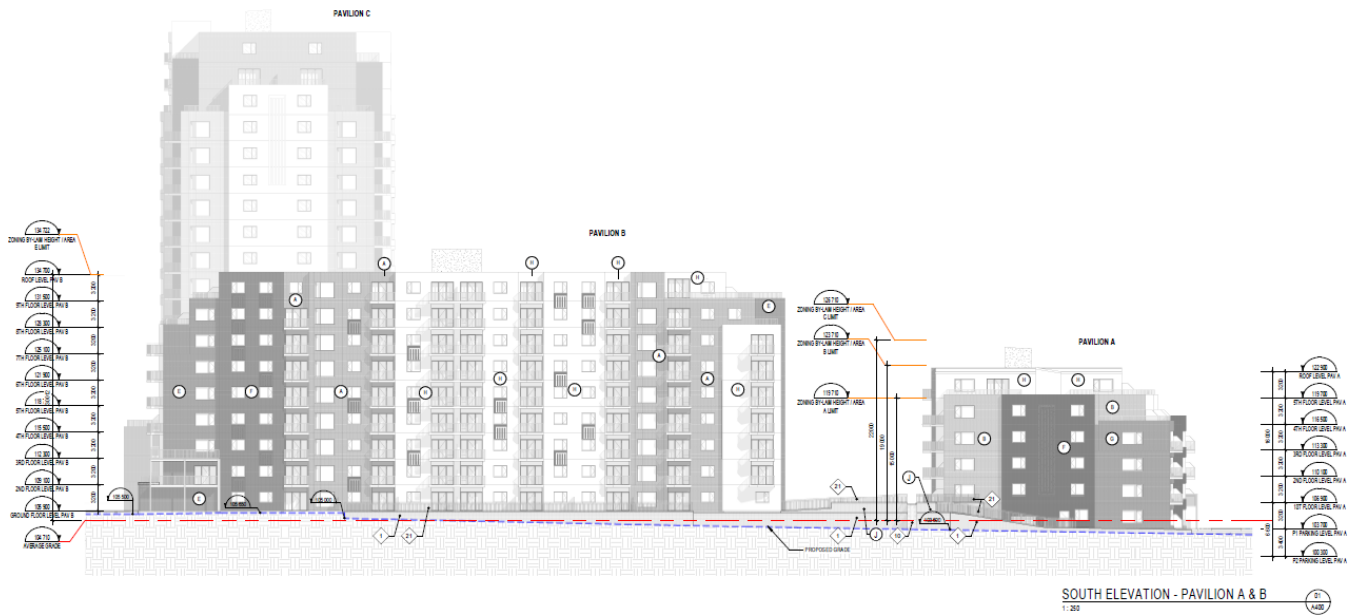


Figure 14: South elevation of Pavilion A and C.

Pavilion A is a mid-rise building which proposes stepbacks at the 4th and 5th storeys which generally aligns with the height of the roofline of the adjacent residential property to the west. By responding to the existing datum line, the massing of Pavilion A supports the continuation of a consistent streetscape on Livery Street and establishes a new streetwall condition

in this part of the neighbourhood. These stepbacks also help create a comfortable pedestrian environment by reducing the scale of massing as viewed from the public realm.

Pavilion B similarly utilizes stepback features at the east and west elevations, which creates terraced private amenity space on the upper levels.

Pavilion C is a high-rise building where the visual mass is fragmented through a three-storey podium design. This podium establishes a new street wall condition at Robert Grant Avenue that helps support a comfortable pedestrian experience. The generous stepback at the 4th storey from all elevations provides a wide terraced area which offers an area for residents' overlook below and help establish a built form that is not overwhelming on the pedestrian scale. The volume is further distinguished at the upper levels through minor stepbacks at the 16th, 17th and 18th storeys, adding visual interest in the skyline.

Building mass is further managed through sensible use of variable materiality and colour throughout the site. The three pavilions each make use of cladding to emphasize the vertical articulation of the façade and contribute to an interesting streetscape. The combined use of darker and lighter tones are intended give the appearance of depth in the façade reduce the appearance of a monolithic block. Balconies and a consistent rhythm of window openings with glazing are prominently featured on most elevations to promote lightness to the pavilions.

4.5 Landscape and Amenity

The pedestrian realm surrounding Pavilion A features varied use of hard and soft landscaping. Users of ground-oriented units at the east and west elevations will walk out onto hard landscaping in the form of precast paving that is then surrounded by soft landscaping in the form of planting beds. The main entrances to the lobby at the east and west elevations will feature appropriately paved walkways leading to the sidewalk or internal pathway, respectively. The remaining areas are proposed to be covered by turf with regular intervals of planting which add variation to the landscape. With regards to amenity space, terraces at the 4th and 5th storeys provide significant outdoor private amenity areas that overlook the public realm below. The ground floor offers a shared amenity area in the form of a lounge with easy access from the residential lobby.

The landscaping surrounding Pavilion B similarly proposes a combination of hard and soft landscaping, focusing on enhancing private amenity spaces for ground-oriented units. A wider landscaped area with planting beds and planting is proposed beside the main entrance to the pavilion to support screening from vehicular traffic on the driveway leading to the garage. The remainder of the area is proposed to be covered by turf with regular intervals of planting. With regards to amenity space, terraces at the 8th and 9th storeys provide an outdoor private amenity area for upper level units. The ground floor offers a shared amenity area in the form of a lounge with easy access from the residential lobby.

The landscaping approach at Pavilion C utilizes greater hard landscaping in anticipation of higher volumes of pedestrian activity at the ground-floor. In particular, Pavilion C features ground-oriented commercial spaces at the south frontage and a large patio area at the east frontage that faces the interior courtyard. Since both these areas will see greater foot traffic, it proposes hard paving surrounded by planting beds to create an inviting public realm. With regards to amenity space, Pavilion C offers significant shared amenity areas on the ground floor comprising of a party room which leads to the outdoor terrace, a common lounge area, a pool room, a gym, a yoga studio and two changeroom areas. All shared amenities are easily accessed from the large lobby area. Private amenity space is also offered through terracing at the 4th storey.

Within the internal courtyard space, the pedestrian pathway is proposed to use concrete to provide more ease for barrier-free accessibility, and to help visually distinguish these areas from the hardscaping at the entrances of the Pavilion buildings. The majority of the internal courtyard which isn't occupied by the hardscaping of the roundabout, pedestrian pathway and surface parking areas will be landscaped with turf, offering a green amenity for residents and visitors. The space between the surface parking areas off the roundabout can be utilized for snow storage during the winter months.

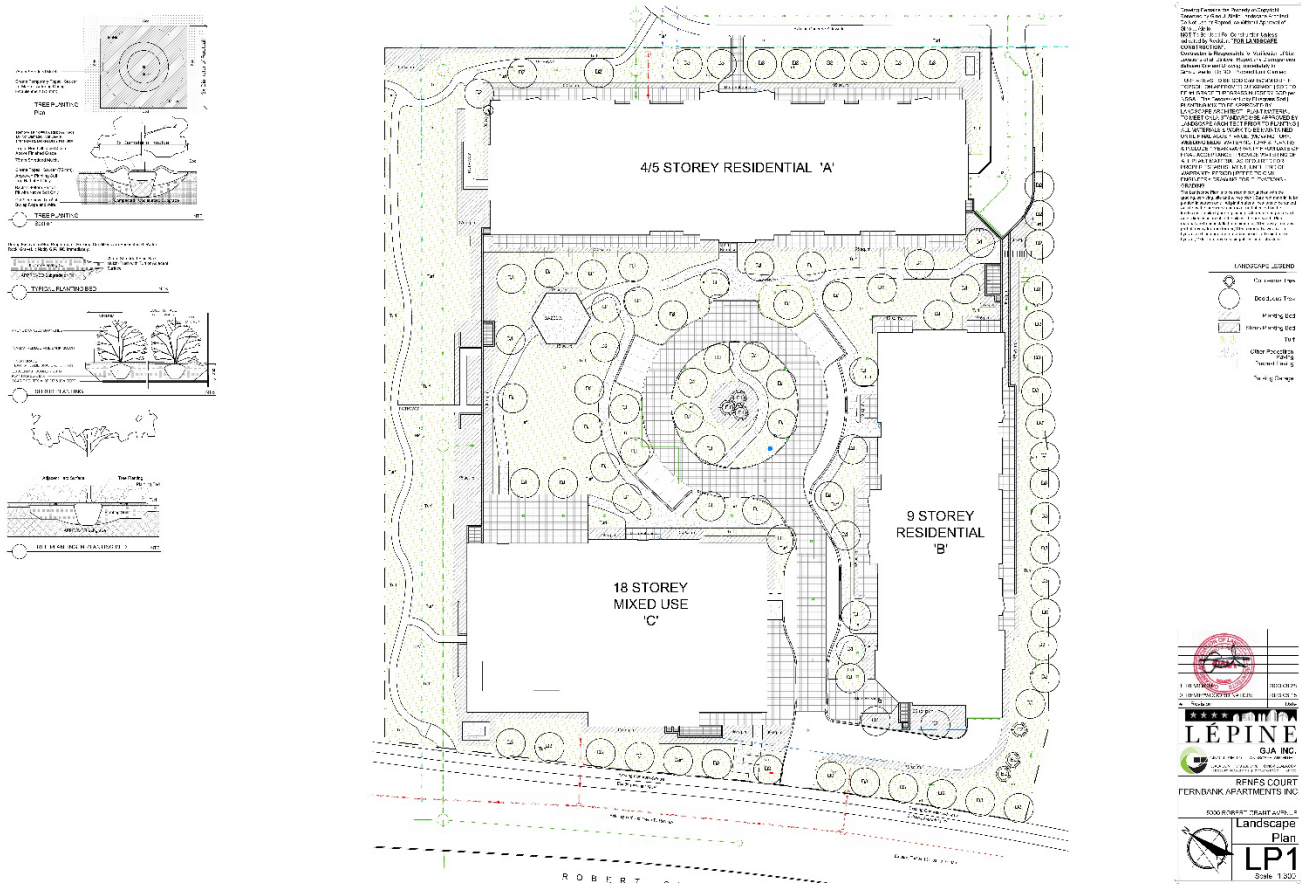


Figure 15: Proposed development landscape plan.

4.6 Phasing and Implementation

The development of the subject lands is anticipated to proceed in 2 phases. Phase 1 comprises the majority of the site, including all infrastructure and the podium portion of Pavilion C. Parking levels and the podium portion of Pavilion C are to be constructed in Phase 1 and the Tower portion to be constructed in Phase 2. A temporary wall will be constructed to separate the Pavilion C portion of the underground parking.

The pedestrian pathways and the inner courtyard will be constructed at the same time as each Pavilion is constructed. For Pavilion C, as much landscaping as possible will be complete. The podium portion will be separated from the public realm by secure temporary fencing. The pedestrian pathway in the internal courtyard is anticipated to be completed in the final phase, as it will be used as a construction zone during the earlier phases.

4.7 Response to Urban Design Guidelines

4.7.1 Official Plan Design Directions

Section 4.1.4 of the Official Plan contains urban design policies that have guided the development of site circulation and transportation features. Policy 10 of Section 4.1.4 states parking garages and their access points are to be designed to maintain continuity of the street edge, pedestrian environment and function of the street, as identified in transect and designation policies, through strategies such as:

- / Minimizing the number and width of vehicle entrances that interrupt pedestrian movement;
- / Including other uses along the street, at grade, to support pedestrian movement;
- / Providing landscaping, art, murals or decorative street treatments;
- / Minimizing the frontage and visibility of the parking garage from the street, where appropriate; and
- / Ensuring that the primacy of pedestrians along the sidewalk is maintained at all times through the use of traffic control and other measures that regulate the crossing of vehicles at all access points.

Section 4.6 of the Official Plan sets out a framework for built form and the public realm. Urban design plays an important role in supporting the City's objectives including building 15-minute neighbourhoods, growing the urban tree canopy, and developing resilience to climate change. New developments should be designed to make healthier and more environmentally sustainable living accessible for people of all ages, genders and social statuses.

4.7.1 Urban Design Guidelines for Development along Arterial Mainstreets

Approved by Council in May 2006, the Urban Design Guidelines for Development along Arterial Mainstreets provide urban design guidance at the planning application stage in order to assess, promote and achieve appropriate development along Arterial Mainstreets.

The proposed development responds to the guidelines in the following ways:

- / The proposed Pavilion buildings are located and frame the public street edges (Guideline 1);
- / The new buildings are connected to the existing sidewalk system at Livery Street and Robert Grant Avenue (Guideline 2);
- / The orientation of the Pavilion buildings establishes a new streetscape condition at Robert Grant Avenue and responds to the existing built form at Livery Street. The proposed landscaping is sympathetic to the existing context. (Guideline 4);
- / Tree planting within the wide setback at the Livery Street and Robert Grant Avenue frontages between the curb and the building wall contributes to a pleasant streetscape condition (Guideline 5);
- / Wide setbacks provide ample room for landscaping opportunities (Guideline 6);
- / The new development introduces an internal circulation pattern in the form of a shared circulation surface and a separate paved pedestrian pathway system that promotes the safe and logical movement through the site (Guideline 10);
- / Pavilion C offers an intensified mixed-use building with ground-oriented commercial uses that are easily accessed from the right-of-way. Height is concentrated to the western portion of the site away from existing low-rise uses (Guideline 11);
- / The built form is designed with a visual height transition which responds to adjacent properties to create a coherent streetscape at Livery Street and Robert Grant Avenue (Guideline 12);
- / Buildings are oriented to ensure that they occupy most of the frontage. Residential and commercial entrances are appropriately sited where logical. (Guideline 13);
- / The front façade of Pavilion A and C are oriented to face the public streets at Livery Street and Robert Grant Avenue respectively. Front doors to residential and commercial entrances face the public street in highly visible locations. (Guideline 17);
- / The ground floor of each of the pavilion buildings have been articulated with windows and door openings to avoid blank walls and a comfortable pedestrian condition. Active uses such as ground-floor residential units, shared amenity spaces and commercial uses are located at grade (Guideline 18);

- / The internal pedestrian pathway provides connection between the three pavilions to facilitate comfortable circulation between the three buildings (Guideline 19);
- / Multiple pedestrian access points at the north, east, west and south elevations are provided for direct, safe, continuous and clearly defined routes from the public to building entrances (Guideline 20);
- / Soft landscaping such as planting beds are located at building entrances and amenity areas to create a pleasant environment for residents and visitors (Guideline 24);
- / A limited number of surface parking spaces are provided around the proposed private roundabout, interior to the site which supports traffic calming (Guideline 27);
- / The three levels of underground parking serves residents of all three pavilion buildings. Vehicular access to the garage minimally impacts the public realm (Guideline 28);
- / The limited surface parking spaces located around the private roundabout road are grouped into three clusters of four vehicles each, thereby reducing impacts to pedestrian circulation at the ground level (Guideline 29);
- / Turf is widely used throughout the site to provide a unified soft landscaping approach. Differentiated pedestrian paving reinforces the pedestrian walkway in the interior courtyard area (Guideline 31);
- / Tree planting has been coordinated with below-grade utilities (Guideline 34);
- / Tree planting has been thoughtfully considered to positively contribute to the landscape in the area between buildings and the sidewalk (Guideline 40);
- / A wide landscaped area has been provided at the north and south frontages (side lot) to provide screening from the hydro corridor pathway (north) and Village Green area (south) (Guideline 41);
- / Space efficiencies have been considered in the provision of service and utility areas (Guideline 49);
- / Utility equipment such as hydro transformers are located away from main building entrances and areas of anticipated high traffic volume (Guideline 50);
- / Proposed lighting is not anticipated to glare or spill onto surrounding uses (Guideline 51); and
- / Proposed lighting is anticipated to be appropriate to the street character and mainstreet ground floor use with a focus on pedestrian areas (Guideline 52).

4.7.2 Urban Design Guidelines for Transit Oriented Development

In September 2007, City Council approved design guidelines to address Transit-Oriented Development. The guidelines apply to all development throughout the City that is within 600 metres walking distance of a rapid transit stop or station and provide guidance for the proper development of these strategically located properties. The Official Plan indicates that the site is located nearby a future transit station/parking facility for transit.

The guidelines address six elements of urban design including land use, layout, built form, pedestrians and cyclists, vehicles and parking, and streetscape and environment.

The proposed development considers the guidelines in the following ways:

- / Provides transit supportive land uses and mixed use development including high-density residential uses, within a 600-metre walking distance of a rapid transit stop or station (Guideline 1);
- / Discourages non transit-supportive land uses that are oriented primarily to the automobile and not the pedestrian, cyclist or transit user (Guideline 2);
- / Creates a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community, including a publicly-accessible amenity space at the ground floor of the west tower (Guideline 3);
- / Lays out new pedestrian connections, permitting pedestrian movement throughout the site (Guideline 4);
- / Locates buildings close to each other and along the front of the street to encourage ease of walking between buildings and to public transit (Guideline 7);
- / Locates the highest density and mixed uses immediately adjacent and as close as possible to the proposed transit stop, with the density concentrated adjacent both corridors (Guideline 8);

- / Orients buildings towards transit stations and provides direct pedestrian access that minimizes conflict with vehicles, with buildings oriented toward Robert Grant Avenue, and pedestrian connections to the pathway system that will provide access to the future transit system (Guideline 10);
- / Designs the ground floors facing Robert Grant Avenue to be appealing to pedestrians, with large windows associated with the residential units, and a small-scale service/amenity commercial use proposed to draw pedestrians into the site and the communal amenity area (Guideline 28);
- / Provides underground parking rather than surface parking (Guideline 39);
- / Locates loading areas off the street and behind the buildings (Guideline 43); and,
- / Locates garbage and recycling containers in the interior of the east tower to screen it from view (Guideline 54).

4.7.3 Urban Design Guidelines for High-rise Buildings

The Urban Design Guidelines for High-Rise Buildings were approved by Ottawa City Council in May 2018. These guidelines seek to highlight ways to:

- / Promote high-rise buildings that contribute to views and vistas and enhance the character and the image of the city;
- / Address compatibility and the relationship between high-rise buildings and their existing and planned context;
- / Create human-scaled, pedestrian-friendly streets, and attractive public spaces that contribute to liveable, safe and healthy communities;
- / Coordinate and integrate parking, services, utilities, and public transit into the design of the building and the site; and,
- / Promote development that responds to the physical environment and microclimate through design.

The proposed development responds to the guidelines in the following ways:

1 – Context

- / In the absence of an existing streetwall on Robert Grant Avenue to relate to, the proposed high-rise building at Pavilion C includes a three-storey podium that is appropriate for the right-of-way width and planned context for this arterial road (Guideline 1.12);
- / The lot abuts the public realm on two sides at Robert Grant Avenue and Livery Street (Guideline 1.15).

2 – Built Form

- / The proposed high-rise Pavilion C enriches the urban fabric of the Fernbank neighbourhood through the articulated front façade of the building. The pavilion building will read as two main volumes that are articulated with balconies and upper level stepbacks for visual interest (Guidelines 2.2);
- / The proposed high-rise pavilion building is appropriate due to its orientation along the north-south direction of Robert Grant Avenue which provides opportunities to effectively frame the streets and ensure better access to natural light. It is appropriately situated in relation to the proposed mid-rise Pavilions A and B.
- / Pavilion C is 18-storeys tall and is designed to be the landmark building of the proposed development, and is located closest to the future rapid transit station (Guideline 2.6);
- / The proposed three-storey podium enhances the existing context by creating a new street wall condition on Robert Grant Avenue (Guideline 2.10);
- / The podium of Pavilion C features an articulated façade with variation in shading of cladding, use of balconies and regularly-spaced window openings, which help breakup the overall mass (Guideline 2.11);
- / The top portion of Pavilion C features various stepbacks at the upper level storeys to create visual interest and avoid the canyon effect (Guideline 12);
- / A wide setback beyond the zoning requirements is provided at the Livery Street frontage to accommodate anticipated higher pedestrian traffic from the hydro corridor pathway connection (Guideline 2.14);
- / The three-storey podium height of Pavilion C is found to be appropriate for the width of the Robert Grant Avenue right-of-way, and provides sufficient enclosure without overwhelming the street (Guideline 2.15);

- / The 18-storey height of Pavilion C is found to be appropriate for the subject lands as it is a deep lot with frontages on two public streets (Guideline 2.16);
- / The podium for Pavilion is three storeys tall, exceeding the minimum height (Guideline 2.17);
- / The existing context on Robert Grant Avenue is currently largely vacant with planned developments anticipated to the south. The proposed high-rise Pavilion C is respectful of the future character of the street and creates a comfortable pedestrian scale. The separation of the volume into a tower and podium contributes to a comfortable pedestrian condition by breaking up the long façade vertically and supporting a finer built form context at street level (Guideline 2.20);
- / The clustering of Pavilions A, B and C has been thoughtfully considered to avoid random placement of buildings and accommodate a large outdoor courtyard space at ground level (Guideline 2.27);
- / Pavilion C incorporates a stepback at the 4th storey to allow the podium to read as the primary defining element for the site and the adjacent public realm (Guideline 2.29);
- / Rooftop mechanical equipment will be located away from amenity spaces and shared amenity areas will be focused on the ground level at Pavilion C (Guideline 2.36).

3 – Pedestrian Realm

- / At least six metres has been provided between the curb and the building face at Pavilion C. Hard and soft landscaping is proposed between the sidewalk and building face to allow for public-private transition and facilitate movement to the ground-oriented commercial uses (Guideline 3.1);
- / The internal courtyard space is a privately-owned public space. The provision of greenspace, gazebo and pedestrian pathway network encourages the site to be perceived as a public space and not as a private space (Guideline 3.6);
- / To address the wide street width at Robert Grant Avenue, the frontage incorporates multiple elements including building frontages for Pavilion B and C, a pedestrian connection leading to commercial uses, driveway leading to the internal private road, and pedestrian connections to the hydro corridor pathway. Together these elements enhance the overall pedestrian accessibility and visually breaks up the streetscape (Guideline 3.8);
- / The main pedestrian entrance at Pavilion C is facing the street with a seamless connection to the sidewalk (Guideline 3.10);
- / Pavilions A and B provide direct, clearly defined pedestrian connections in the form of a walkway that leads to the residential lobby entrances (Guideline 3.11);
- / Pavilion C proposes ground-oriented commercial uses with openings at the west and south elevations which animate the surrounding context (Guideline 12);
- / A shared three-level underground parking area is located underground (Guideline 3.14);
- / Designated moving aisles and drop-off zones are provided throughout the internal roundabout private road (Guideline 3.15);
- / Servicing, loading, and utility functions are internalized and integrated into the design of the base of the building, where possible (Guideline 3.16);
- / Access to the shared underground parking area is provided from driveways off Livery Street and Robert Grant Avenue which are located to reduce visual impacts and interference with the pedestrian realm (Guideline 3.18);
- / Screening through tree planting is proposed to minimize the visual impact of the garage doors and service openings on streets and other public spaces (Guideline 3.19).

4.7.4 Bird-Safe Design Guidelines

As a large-scale redevelopment that will incorporate glass and possibly glass-like panels, the Bird-Safe Design Guidelines will apply. The design mitigates risk to birds through application of the following guidelines:

- / Pavilion C utilizes opaque cladding in varying shades to reduce transparency and reflectivity of the glazing from windows
- / The interior courtyard is framed by building frontages that are highly articulated with a combination of opaque cladding, glazed windows and balconies that reduce confusion for airborne wildlife.

- / The proposed landscaping is not anticipated to attract birds towards potential collision locations.
- / The proposed lighting is not anticipated to incorporate uplighting.

4.7.5 Fernbank Community Design Plan

The Fernbank CDP contains detailed design guidelines to help with the design and evaluation of development proposals. The following section summarizes how the proposal responds to the CDP design guidelines.

Guidelines for Development Adjacent to Arterial Road/Rapid Transit Corridor

The proposed development responds to the guidelines in the following ways:

- / The design of the frontage at Robert Grant Avenue reduces potential conflict opportunities between pedestrians and vehicles by providing separate and distinct pathways to enter the site. Past the parking garage ramp, the design of the driveway changes to indicate that it is a shared surface for pedestrians and vehicles.
- / Pavilions A, B and C represent an appropriate proposal for higher density development nearby a future transit station servicing the BRT line.
- / The Transit-Oriented Development Guidelines apply to the site as it is located within 600 metres of a rapid transit station (future condition)
- / To separate the commercial entry points from the residential entry points at Pavilion C, access to the residential entrance is located away from the arterial road, with frontage to the internal courtyard area
- / The proposed driveways to the garages are located at the side and rear of Pavilions A and B

Guidelines for Community Core designation

The proposed development responds to the guidelines in the following ways:

- / The proposed three pavilion buildings are oriented close to the street edge and establishes a new street frontage at Livery Street and Robert Grant Avenue.
- / The proposed built form, height, materiality and colours for buildings has been carefully considered to complement the contemporary design of adjacent buildings and the planned context along Robert Grant Avenue
- / The site is adjacent to the Village Green and as such, has considered a design which provides an attractive streetscape on Robert Grant Avenue, as well as significant landscaping within building setbacks and in an interior courtyard.
- / The proposed internal pedestrian pathway network and private roundabout road design provides for safe and well-defined routes for all users.
- / Plenty of landscaped open space and amenity areas are provided throughout each of the three pavilion buildings at the entrances, terraces, and areas surrounding each pavilion.
- / Each pavilion building exceeds the minimum visual building height of two-storeys. The high-rise building at Pavilion C offers a three-storey podium.
- / Limited surface parking areas are offered around the private roundabout road, which act as traffic calming measures and promotes accessibility. No parking is proposed fronting the public streets.
- / The surface parking areas are proposed to be well lit to ensure public safety.
- / The at-grade surface parking areas are proposed to be clustered in groups of 4 spaces each, to prioritize pedestrian comfort.
- / Several trees are proposed to surround each grouping of surface parking spaces around the roundabout to soften the visual landscape.
- / The entrances to commercial or residential lobby spaces will be clearly defined. While not all entrances to residential lobbies are visible from the street, their location has prioritized pedestrian comfort and reduction of conflicts with commercial visitors.
- / The existing hydro corridor pathway will be enhanced and continue to provide connectivity between Robert Grant Avenue and Livery Street. This pathway provides an active transportation connection to the wider community trail network.

- / Since the pavilion building has main frontages on multiple elevations, blank building walls are avoided through façade articulation in the form of balconies, cladding techniques and shading of walls.
- / Utilities such as hydro transformers will be located away from main building entrances where high levels of pedestrian foot traffic is anticipated.
- / Loading, garbage facilities and other service functions should be screened from the street and from public view. Location of these facilities within or at the rear of buildings is encouraged. Screening in the form of planting beds will reduce its visual impact into the public realm.

Guidelines for Apartment Buildings

The proposed development responds to the guidelines in the following ways:

- / All proposed pavilion buildings are located relatively close to the public street frontage, while providing for generous soft-landscaped setbacks. Main entrances to residential lobbies are oriented towards the internal private roundabout road.
- / No parking is proposed between the street and the principal building façade.
- / A consistent contemporary architectural design has been provided at all elevations, supporting a unified approach.
- / Parking is provided in a three-level underground parking area which is accessed from two driveways that are both screened from the public realm through tree planting.
- / Service areas are screened from public view.
- / Utility elements and equipment have been located away from publicly exposed views. Where utility elements, such as the hydro transformer, must be located in the front yard, they are located within a landscaped setback. Required access limits landscaping to turf.

Guidelines for Mixed Use Buildings

The proposed development responds to the guidelines in the following ways:

- / The proposed development is appropriately located at the street edge of both Livery Street and Robert Grant Avenue and provide a new street frontage condition.
- / The internal pedestrian pathway system and shared drive surface provides a predictable and well-defined circulation pattern for residents and visitors. The internal roundabout private road similarly offers a safe and predictable circulation route for drivers.
- / The main pedestrian entrances to the site leads directly to the commercial unit and terrace, which will serve to draw pedestrians into the site.
- / The ground floor commercial uses facing the street have wide window openings with glazing to promote transparency and activation of the street and the main entrance to the development.
- / The scale of the three pavilion buildings are compatible with adjacent low-rise development as the heights have been designed to gradually offer a visual transition in scale with taller heights concentrated towards Robert Grant Avenue.
- / A three-level underground parking structure is proposed to prioritize pedestrian amenity areas at ground level.
- / The surface parking area around the internal roundabout private road will be well lit to ensure public safety.
- / Loading, garbage facilities and other service functions are located internal to the site, where they are screened from the street and from public view.

Responses to Pre-Consultation Comments

This section provides a response to comments received from Urban Design staff on March 10, 2023, following the pre-con meeting on March 3, 2023. Responses to the remainder of pre-application consultation comments can be found enclosed with the other application materials.

City comment: This proposal does not run along or does not meet the threshold in one of the City's Design Priority Areas and need not attend the City's UDRP. Staff will be responsible for evaluating the proposal and providing design direction.
Response: Noted. Please see response to applicable design guidelines in Section 4.7 of this report.

City comment: A scoped Design Brief is a required submittal for all Site Plan/Re-zoning applications and can be combined with the Planning Rationale. Please see the Design Brief Terms of Reference provided.
Response: Noted, this design brief addresses the requirement for a scoped design brief.

City comment: Phasing: As this project will be developed in phases over time, we recommend some indication for how the remaining undeveloped land will be treated while it awaits the next phase. We recommend considering sodding the lands to prevent it looking like a construction site in the interim.
Response: Please refer to Section 4.6 of this report for more details on phasing and implementation.

City comment: We recommend all buildings fronting public right of ways provide a primary entrance facing that right of way.

Response: Pavilion A has frontage onto the public right-of-way at Livery Street. A primary residential entrance is provided for at this frontage. Pavilion C has frontage onto the public right-of-way at Robert Grant Avenue. The primary commercial entrance for this building is provided for at this frontage, while the primary residential entrance is provided for from the internal courtyard space at the east elevation. This is intended to separate the pedestrian traffic for different building uses.

City comment: We require more information to better understand site connectivity.

Response: Please refer to Section 4.3 of this report for more details on site connectivity.

City comment: We recommend providing additional massing information of the proposal and the neighbouring properties to understand the relationship to existing built form to east and planned context to the south (see design brief TOR for details).

Response: Please refer to Section 4.4 of this report for more details on the massing approach.

City comment: We recommend providing additional details for how the trees on the parking structure are intended to be designed.

Response: Please refer to Section 4.5 of this report and the proposed landscaping plan materials for additional details on tree planting. Further details are to be provided in a subsequent submission.

City comment: We recommend review of Section 6.6 of the Fernbank CDP.

Response: Please refer to Section 4.7.5 for a response to the Fernbank CDP guidelines.

City comment: A Type II Wind Analysis will be required. Please refer to the Terms of Reference for the wind analysis and conduct the studies to evaluate the impacts.

Response: Please refer to the application package for the Wind Analysis prepared for this submission.

City comment: Note. The Design Brief submittal should have a section which addresses these pre-consultation comments.

Response: This section constitutes the applicants' response to the above-noted staff comments.

6.0 Conclusion

As outlined in this Design Brief, it is our professional opinion that the proposed development design is appropriate and functional, and meets the applicable policies of the Official Plan for a Neighbourhood development within the Suburban Transect and guidelines under the Fernbank CDP, and other applicable Council-approved guidelines. The design of the development integrates visually and functionally with its surroundings and is suitable for the subject site.

Sincerely,



Yuki Naganuma, B.URPL.
Planner



Jillian Simpson, M.PL
Planner



Bria Aird, MCIP RPP
Senior Planner