

Petries Landing Towers 5a and 5b

175 Inlet Private

Site Plan Application

Urban Design Brief

December 2025

Prepared for

Brigil

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1. Introduction

This report has been prepared in response to our pre-consultation meeting held on December 18, 2024 for a site plan application revision for Towers 5a and 5b. Specifically this report is intended to satisfy the requirement for an Urban Design Brief as noted below in staff's list of required studies and reports.

☒	☐	32. Urban Design Brief	Illustrate how a development proposal represents high-quality and context sensitive design that implements policies of the Official Plan, relevant secondary plans, and Council approved plans and guidelines.	☒	☒	☒	☐	☒	<u>Study Trigger Details:</u> For all Official Plan amendment, Zoning By-law amendment, and plan of subdivision applications. For SPC applications: proposals for residential buildings with 25 or more residential units, or for proposals for residential buildings with less than 25 residential units, if the units are within the Urban area or the High-performance Development Standard threshold in the rural area where OP Policy 11.3 (3) is relevant; for non-residential and mixed-use proposals.	Include renderings and conceptual floor plans
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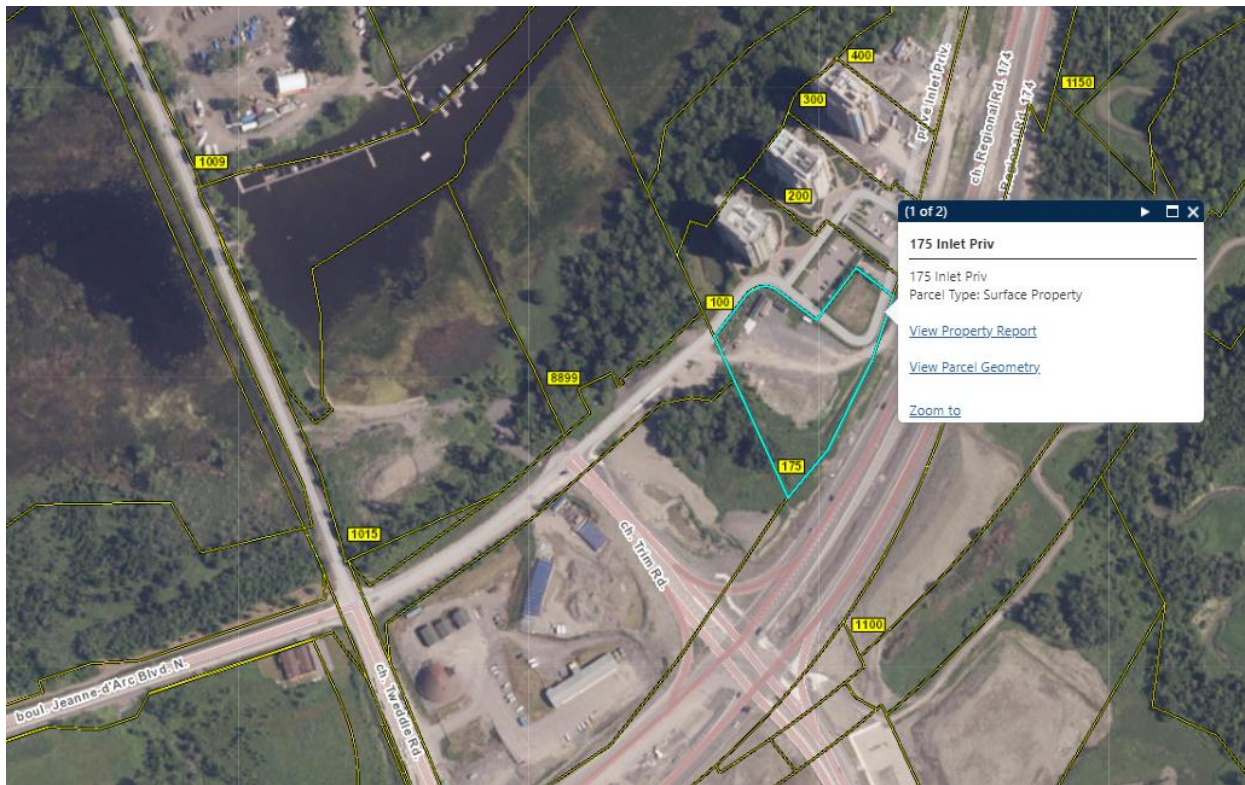
The basis for this Urban Design Brief is the site plan application revision discussed during the said pre-consultation and summarized as follows:

- Increase the unit count in Tower 5b by 74 units (32 storeys, 366 units)
- Increase the unit count in Tower 5a by 47 units (22 storeys, 240 units).
- Revise the parking layout of P1, P2 and P3
- Reconfigure the commercial area on the ground floor
- Introduce amenity space on the ground floor
- Introduce residential units on the ground floor of Tower 5a
- Add units to the second floor where it was previously open to below
- Add exterior amenity space on top of the podium
- Add gross floor area to all levels where there were balconies and add projecting balconies.

2. Site Context and Existing Land Use

The subject property is located between the Ottawa River and Highway 174 east of Trim Road in the community of Orleans. The property is subject to an approved site plan as discussed in section 3.4 of this report. See Figure 1: Subject Property.

Figure 1: Subject Property



The area adjacent to the subject property consists of the following existing uses:

- South: Highway 174, Taylor Creek industrial and business park
- North: Open space, Petries Island Beach and ecological reserve and the Ottawa River
- West: City of Ottawa salt dome; further west is located the City's public transit park and ride lot under construction and La Cité collégiale campus Alphonse-Desjardins.
- East: Tower 1 (100 Inlet Private), Tower 2 (200 Inlet Private), Tower 3 (300 Inlet Private) and Tower 4 (under construction at 400 Inlet Private) of Brigil's Petrie's Landing 1 residential project and Cardinal Creek Village residential neighbourhood,

3. Planning Context

3.1 City of Ottawa Official Plan

The Ministry of Municipal Affairs and Housing has issued a Notice of Decision to approve the City's New Official Plan, adopted by By-law 2021-386, and has subsequently repealed the previous Official Plan (By-law 2003-203).

The property (see ☆) is located within the Suburban East Transect under the Official Plan and is designated as Neighbourhood as shown on Figures 2 and 3.

Figure 2: City of Ottawa Official Plan Schedule B8

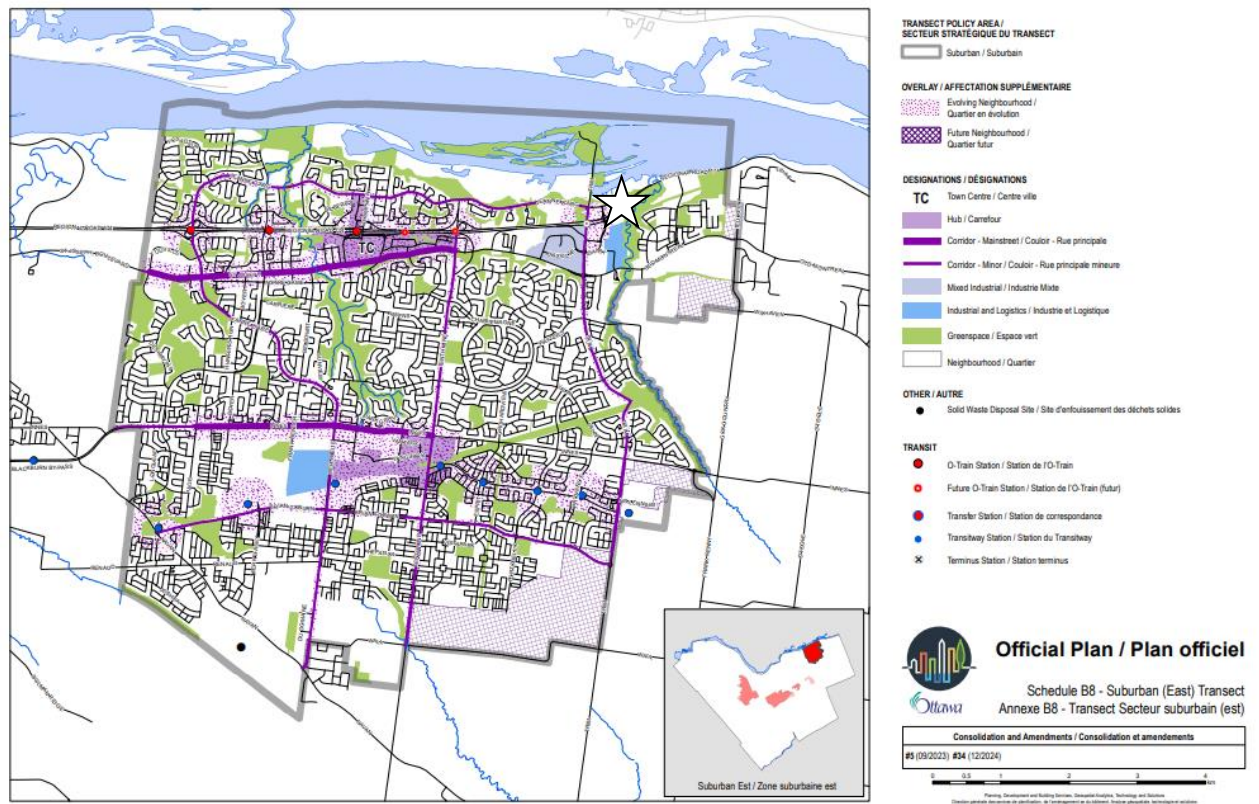
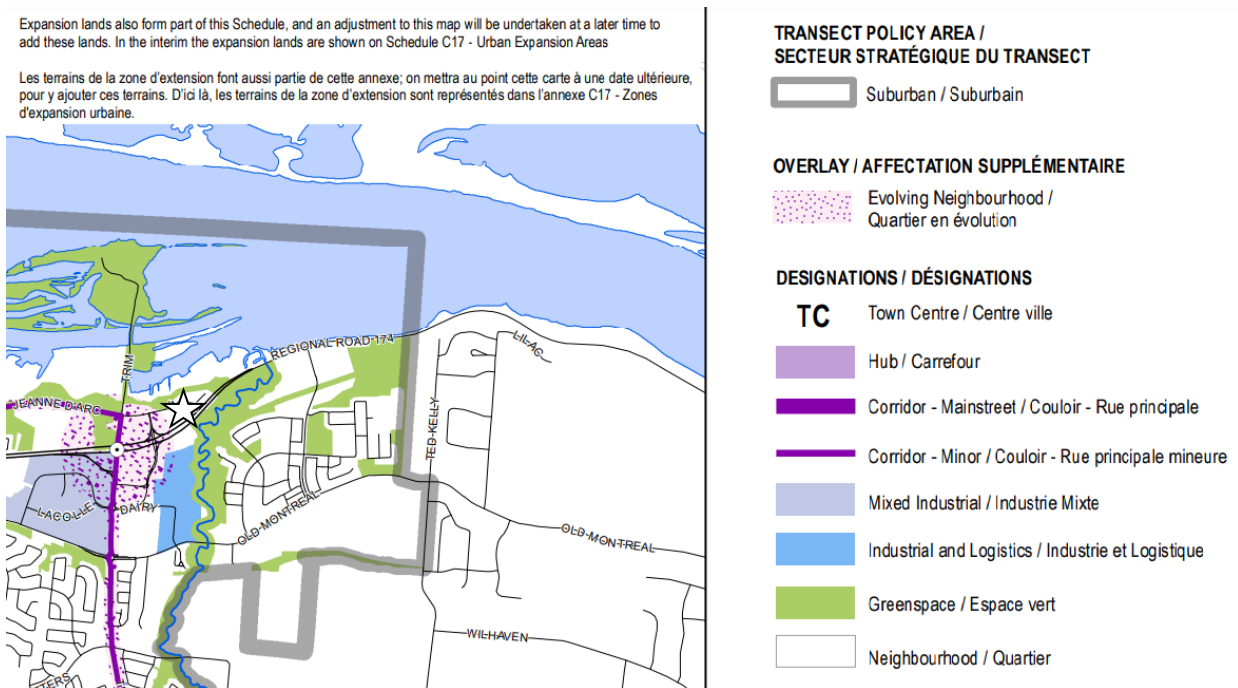


Figure 3: City of Ottawa Official Plan Schedule B8 (Detail)



Some of the key policies of this designation are shown in section 6.3 taken from the Official Plan as follows:

6.3 Neighbourhoods

Neighbourhoods are contiguous urban areas that constitute the heart of communities. It is the intent of this Plan that they, along with hubs and corridors, permit a mix of building forms and densities.

Neighbourhoods are not all at the same stage of development, maturity and evolution. It is the intent of this Plan to reinforce those that have all elements of and presently function as 15-minute neighbourhoods; to guide those that have a few missing elements into gaining them; and to seed the conditions for future 15-minute neighbourhoods into those that currently are not.

Neighbourhoods are planned for ongoing gradual, integrated, sustainable and context-sensitive development, or where an Overlay directs evolution, for gradual well-planned transformation.

WHAT WE WANT TO ACHIEVE

- 1) Define neighbourhoods and set the stage for their function and change over the life of this Plan
- 2) Guide the evolution of neighbourhoods based on their context, location, age, maturity and needs, generally towards the model of 15-minute neighbourhoods
- 3) Ensure that neighbourhoods form the cornerstone of liveability in Ottawa

3.2 Orleans Corridor Secondary Plan

Status: Under appeal per City web site on December 2, 2025)

The subject property is designated ‘Station Periphery’ per Schedule A of the Orléans Corridor Secondary Plan (approved via By-law 2023 – 48). See Figures 4 and 5.

Figure 4: Orléans Corridor Secondary Plan Schedule A

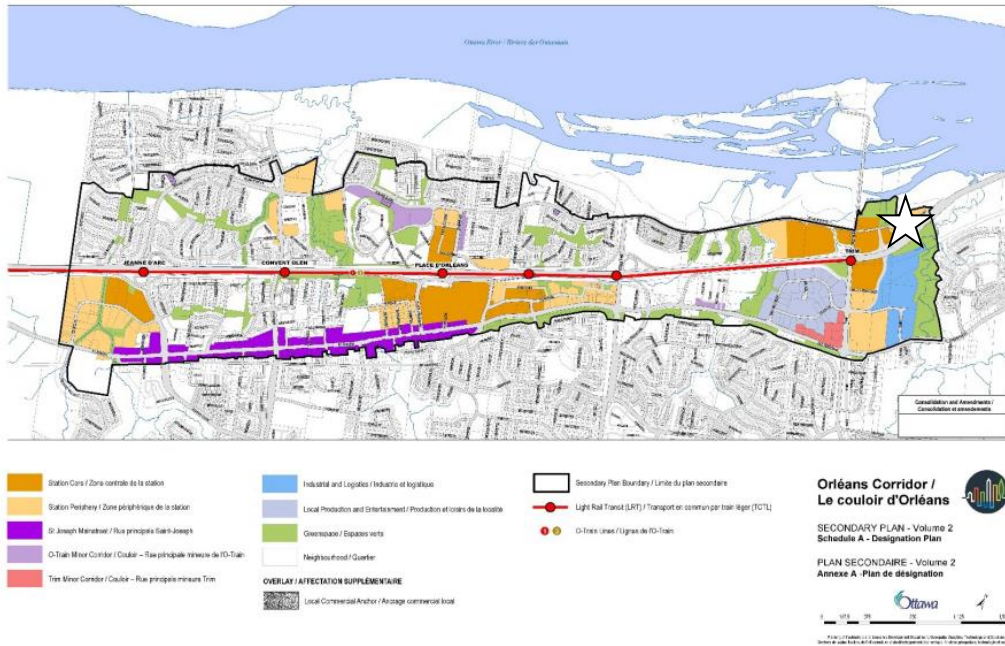
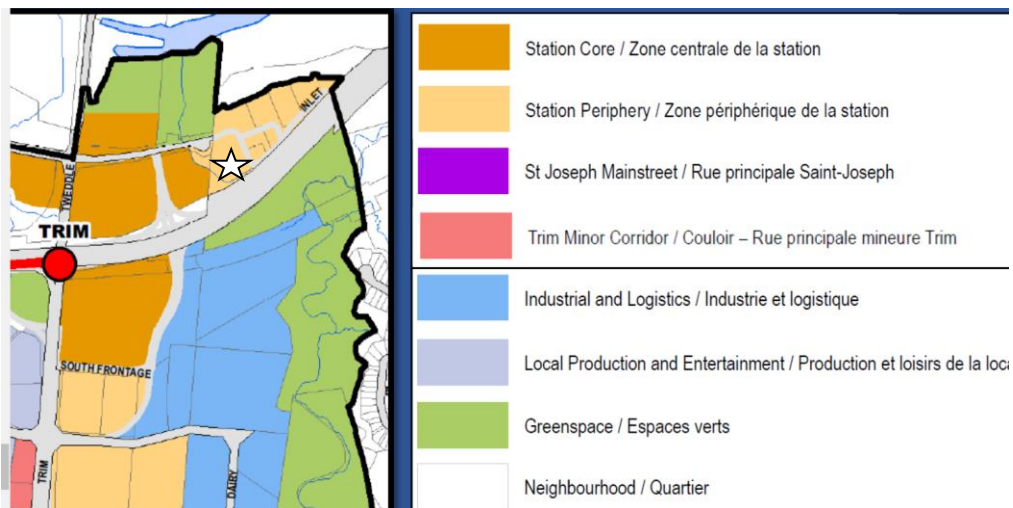


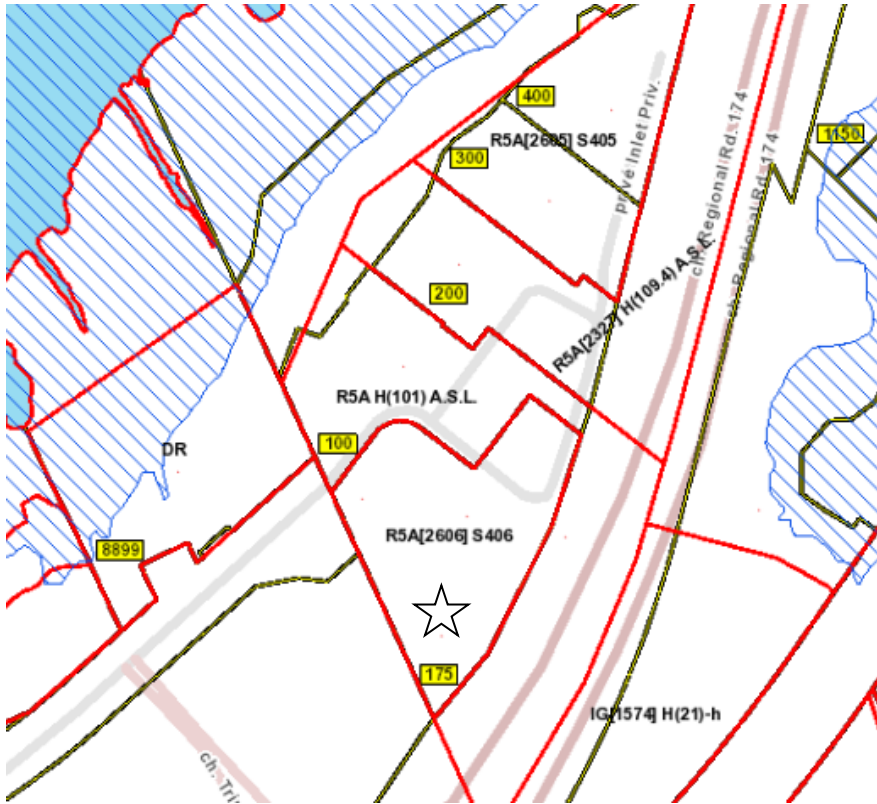
Figure 5: Orléans Corridor Secondary Plan Schedule A (Detail)



3.3 City of Ottawa Zoning Bylaw 2008-250

According to City of Ottawa Zoning By-law 2008-250, the subject property is zoned R5A [2606] S406. See Figure 6: City of Ottawa Zoning Bylaw 2008-250.

Figure 6: City of Ottawa Zoning Bylaw 2008-250



The applicable zoning standards to the R5A zone are as follows:

TABLE 164A – R5 SUBZONE PROVISIONS

I Sub- Zone	II Prohibited Uses	III Conditiona I Uses	IV Principal Dwelling Types	V Mini- mum Lot Width (m)	VI Minimum Lot Area (m ²)	VII Maximum Building Height (m)	VIII Mini- mum Front Yard Setback (m)	IX Mini- mum Corner Side Yard Setback (m)	X Mini- mum Rear Yard Setback (m)	XI Minimum Interior Side Yard Setback (m)	XII End- notes (see Table 164B)
A	Duplex, Detached, Linked- detached, Semi- Detached	Ancillary Uses ¹	Planned unit developmen t	18	1,400	As per dwelling type	6	4.5	varies ²	varies ²	1,2
			Apartment dwelling, mid rise, Apartment Dwelling, high rise (By-law 2014-292)	25	1,000	varies ⁵¹	6	4.5	7.5	7.5	1, 51
			Apartment dwelling, low rise, Stacked	18	540	15	6	4.5	6	3	1
			Three Unit	18	540	11	6	4.5	6	1.5	1
			Townhouse	6	180	11	6	4.5	6	1.5	1

Exception 2606 is subject to the following provisions:

- Exceptions 2601-2620				
I Exception number	II Applicable zones	III Exception Provisions - Additional land uses permitted	IV Exception Provisions - Land uses prohibited	V Exception Provisions - Provisions
2606 (By-law 2019-458)	R5A[2606] S406	• animal care establishment • artist Studio • bank • bank machine • catering establishment • click and collect facility • community health and resource centre • convenience store • day care • instructional facility • library • medical facility • municipal service centre • museum • office • personal brewing facility • personal service business • post office • production studio • recreational and athletic facility • research and development centre • restaurant • retail food store • retail store • service and repair shop • storefront industry • training centre		• minimum width of an aisle within a parking garage associated with an apartment dwelling, high rise: 6 m • Despite Section 94, a maximum of four car-sharing parking spaces will be allowed per apartment dwelling, high rise. • The conditional uses for R5A, under Ancillary Uses for PUD developments as well as Section 131 (4), (5) and (6), do not apply. • Despite the definition of residential use building, a non-residential use is permitted within a residential use building, and where a non-residential use is included within a residential use building, the type of dwelling applicable to the building shall be determined based on the number of and configuration of the dwelling units. • Building setbacks and maximum permitted building heights as per S406. • Maximum building heights of S406 do not apply to permitted projections under Section 65. • The following applies to the uses in Column III (Additional Land Uses Permitted): 1. They must be located within the first two storeys, as ancillary uses, to the apartment dwelling, high rise; 2. Each single occupancy must not exceed 500 m² of gross leasable area, except in the case of a Convenience Store, Service and Repair Shop, Restaurant or Recreation and Athletic Facility, each single occupancy must not exceed 300 m² of gross leasable area; 3. The total cumulative gross leasable area must not exceed a gross leasable area of 1500 m²; and, 4. Parking rate: 3.4 parking spaces/100 m² of GFA

3.4 Site Plan

The approved site plan per Delegated Authority Report (excerpt below) for Towers 5A and 5B is revision J dated December 18, 2019.



**SITE PLAN CONTROL APPLICATION
DELEGATED AUTHORITY REPORT
MANAGER, DEVELOPMENT REVIEW, EAST**

Site Location: 8900 Jeanne d'Arc Boulevard North

File No.: D07-12-18-0143

Date of Application: September 24, 2018

This SITE PLAN CONTROL application submitted by Paquette Planning Associates Ltd., on behalf of 6382924 Canada Inc., is APPROVED as shown on the following plan(s):

1. Site Plan , Petrie's Landing I – Phases 3 -5, Drawing No. A-100, prepared by Neuf Architect(e)s, dated July 18, 2018, revision J dated December 18, 2019.
2. Site Plan – Tower 3, Petrie's Landing I – Phases 3 – 5, Drawing No. A100.1, prepared by Neuf Architect(e)s, dated July 18, 2018, revision J dated December 18, 2019.
3. Site Plan – Tower 4, Petrie's Landing I – Phases 3 – 5, Drawing No. A100.2, prepared by Neuf Architect(e)s, dated July 18, 2018, revision J dated December 18, 2019.
4. Site Plan – Tower 5a, Petrie's Landing I – Phases 3 – 5, Drawing No. A100.3, prepared by Neuf Architect(e)s, dated July 18, 2018, revision J dated December 18, 2019.
5. Site Plan – Tower 5b, Petrie's Landing I – Phases 3 – 5, Drawing No. A100.4, prepared by Neuf Architect(e)s, dated July 18, 2018, revision J dated December 18, 2019.

The site plan application before you is described as follows:

Towers 5a and 5b are conceived as a residential complex that includes a 32 storey tower (Tower 5a) and 22 storey tower (Tower 5b) that share a 2 storey podium and includes 3.5 storey underground parking levels continuous under the entire development.

The development is conceived as a mixed community and includes commercial spaces on the ground floor and residential suites with associated amenity spaces providing a comprehensive living environment that allows for residents to live and play within their community. The ground floor commercial spaces provides a public vocation for the entire Petries Landing Phase 1 community but also to the growing surrounding community.

The base of the proposed development is the primary interface between the open areas, street and pedestrian experience. It is sized, shaped, oriented and clad to respond to the functional requirements of the use, respond to the human scale with the varying materiality and enhance of the neighbourhood. Refer to section 4.2 for additional comments related to the geometry and materiality of the development.

4. Urban Design Compliance

The following section explains how the proposed site plan and architectural design of buildings comply with the identified urban design requirements as laid out in the Official Plan and City Urban Design Guidelines for High Rise Buildings. *Note: Much of the input in this section was prepared by Neuf Architects.*

4.1 City of Ottawa Official Plan

Section 5.4 of the Official Plan explains the policies in place to guide development in the Suburban Transect. Lands designated Neighbourhood are aimed at lower density forms up to 4 stories. However, the subject property provides for significantly higher density and height given its location near the Trim LRT station as reflected under existing zoning. This section has a number of land use policies (such as the 15-minute community objective).

Section 6.3 of the Official Plan explains the policies in place to guide development on lands designated Neighbourhood (which is the applicable designation in this case).

The following are the urban design policies that appear applicable to the proposal before you as well as a commentary on how the proposal adheres to such policies:

Policy 6.3.1.2)

- 2) 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 **within the Neighbourhood designation.**
- [Amendment 34, By-law 2024-506, Omnibus 2 item 26, November 13, 2024]

Comment: The proposal is subject to heights greater than Low Rise per existing zoning.

Policy 6.3.2.2)

- 2) The City will establish form-based regulation through the Zoning By-law, Site Plan Control and other regulatory tools as appropriate, consistent with Transect direction. Such form-based regulation may include requirements for articulation, height, setbacks, massing, floor area, roofline, materiality and landscaped areas having regard for:
- a) Local context and character of existing development;
 - b) Appropriate interfaces with the public realm, including features that occupy both public and private land such as trees;

Comment: Several form based regulations in place in the applicable zoning bylaw affecting height and setback. The proposal before you, as explained in Zoning Compliance Report (separate submission) is fully compliant with all applicable zoning provisions.

In as far as section a) above is concerned we offer the following observations on how the proposal satisfies known form based requirements as it relates to the local context and character of existing development.

The compact floor plates, offset juxtaposition and differing heights of the 2 point towers (22 and 32 storeys) of this development are proposed in order to achieve the rhythmic transition between existing towers, along with the desire for increased density along the transit corridor stated in the City of Ottawa's Official plan. As developed during previous pre-consultation meetings with the City of Ottawa (planning department), the opportunity arose to develop towers 5a and 5b as icon towers for the development and beacons for the start of city limits, we consider these, along with Tower 4 (currently under construction), community landmark features that will enhance the skyline and contribute to the image of the city.

The floor plate of the towers are planned with compacted floor areas to maximize views, light and ventilation, while maximizing viewing points and reducing impact from shadows. Balcony orientation are planned in a way to maximize viewing points and to avoid close balcony to balcony relationships between buildings.

The podium on top of the new underground parking structure contributes to the amenities urban living features and increases the pedestrian friendly environment of the overall community.

The position and towers reflect UDRP comments and have not changed locations since the last Site Plan Application submitted to the city in 2018. The materiality present for the podium and tower select materials already used within the Petries Landing Phase 1 development ensuring the development is well integrated within the site while maintaining a distinctly unique architectural appearance within the community by means of development physicality with its distinct podium and tower materials.

...as it relates to the local context and character of existing development

Similar to newest building in the development, all parking for the development has been relocated below grade allowing for increase pedestrian experience at grade and making use of at grade space for functional gathering areas. The added benefit of the relocation of vehicular traffic to the very start of the site and away from the remaining is that this development does not increase the vehicular traffic within the site but does enhance the pedestrian experience with vegetation, amenity uses and commercial tenancies and wide pedestrian sidewalks to the main street of the project bringing life to the start of the Inlet Private.

5.2 Urban Design Guidelines for High Rise Buildings

Since the project has already been reviewed by the City of Ottawa through the Site Plan Control process, Urban Design Review Panel and Urban Design Guideline for High Rise Buildings, the extent of the review of this design brief for the project has not significantly changed and therefore still adhering to the City of Ottawa's original comments.

Views, Vistas and Landmark Buildings:

The project's contextual identity makes use of increasing occupant views towards the Ottawa river. The project was developed as part of a Master planned development which looked at the Tower 5a and 5b development as part of the overall project Petries Landing Phase 1 development and addresses the space making, open space, phasing and accessibility to services comments. The Towers 5a and 5b development has evolved through thorough planning of the site and the overall development. The site makes use of the transit supportive and pedestrian friendly urban environment through appropriate high-rise design to make use of city developing transit infrastructures. The project can be considered a landmark building by its distinctive form within the development and its scale and location as the beacon for the start of city limits. This project will create a community landmark that will enhance the skyline.

Transition in Scale:

The Project still considers the transition in scale from the existing surrounding built environment allowing the development to integrate itself into the overall Petries Landing Phase 1 development. Tower 5b's 22-storey tower provides the necessary transition between Tower 1's (100 inlet private) 14-storey building and Tower 5a's 32-storey tower. The setback nature of the Tower 5a and 5b's location in relation to the water's edge also provides the transition between the Ottawa river's open space and the remaining built environment of the Petries Landing Phase 1 community. The project makes use of transitioning heights and massing within the overall Petries Landing Phase 1 providing gradual changes in scale from existing to new developments while increasing density along the transit corridor. This results in a fluent skyline, open focal points and allows for views emphasized into the natural landscape

Built Form Approach:

Tower 5a's distinctive size and location in proximity to the LRT becomes an iconic building and anchors the entire development with the surrounding community. The podium and point towers enrich the skyline by providing residents 360-degree views of the Orleans community without impeding the existing natural views provided to existing buildings within the development. The general skyline of the site remains unchanged from the original application. The entire development consists of towers with varying heights (Tower 1 – 15 floors, Tower 2 – 16 floors, Tower 3- 18 Floors, Tower 4 – 22 floors, Tower 5a – 32 floors and Tower 5b – 22 floors), the gentle transition and rhythm formed with the varying heights creates a dynamic and interesting overall development.

Massing Point towers:

The project is relatively unchanged from the original submission provided to the City for Site Plan Control Application and Urban Design Review Panel. The footprint of the point towers has only slightly increased within the overall building limits with slightly increased building geometry. Alcove balconies have been removed and replaced with

useable residential interior space within the units. Removed alcove balconies have been replaced with balconies outside of this building mass, providing more visibility and natural lighting to the suites. The two point towers remain the focal point of the site due to their stylish, compact and iconic representation of the Orleans skyline. The towers provide a focal point for the city's eastern entrance. The 2-storey podium has decreased in footprint, while maintaining the buildings mass and anchor to grade. The reduction in size has provided for additional at grade exterior amenity space for the ground floor residential units and increase public and private amenity spaces, creating more energy and visual interest.

Base:

The two-storey podium which anchors both point towers provide the transition from tower to enhance the quality of the exterior environment and human scale along the project's periphery. The podium further helps transition the experience between Inlet private, Tower 1 and Tower 5b. The commercial use on the ground floor of Tower 5b along with wide pedestrian pathways increases the vitality and commercial activity to the project along the main articulation. The landscaping, lighting and materiality of the base and adjacent exterior uses will enhance the exterior grade habitability of the space and improved safety for the entire development's users. The commercial space and public uses of the podium creates a new sense of arrival and provides a focal point for visitors and inhabitants of the community. Providing commercial services allows community residents to avoid taking their vehicles to get services and will increase pedestrian experience and use of the exterior landscaped spaces provided. The overall geometry, materiality and massing rhythm created at the base of the project provides animation through visual interest, transparency of internal uses with its large glazed openings and a comfortable pedestrian scale. The base material, revised from aluminum to masonry, will be more durable, and provide become greater anchor for the point towers which is in line with the city's design guideline.

Middle:

The proportions of the towers meet the guideline in terms of floor plate size, considering the more suburban setting of the site. The separation between towers remains unchanged from the original design and previous site plan application, where the towers are offset by approx. 25 meters allowing privacy and close proximity of balcony to balcony interactions between towers. The materiality of the tower sets it apart from the base and the buildings offset, unchanged from the original application allows for continued visual connections to the Ottawa river from then further located suites in Tower 5a. from The tower's connection to the base varies depending on its location on the site. In public realm areas, the base of the building is proud of the tower creating a more comfortable and appropriate pedestrian scale. While portions of the tower extend directly at grade this juxtaposition between the base and the tower provides visual interest to the building's exterior geometry and reflects the intended uses along the building's exterior periphery.

Top:

The top of the building, recognized by the resident's amenity space, and mostly set back from the tower's edge is distinct in colour, materiality and scale from the remainder of the tower. The north-western façade, despite being aligned with the rest of the tower, highlights the site's north-western views of the Ottawa River. All these features align with the city's guideline.

Exterior Illumination:

Preliminary exterior illumination exercises have been started, the site plans to continue with the appropriate illumination of the exterior façade incorporating lighting at the buildings base creating a visual rhythm with the fenestration. Additionally, distinct lighting is to be provided at the resident's main entrance, along with diverse lighting opportunities at the commercial facades. The intent is for the provided lighting to enhance the exterior built environment while subtly framing important architectural features of the exterior façade. Adjacent exterior spaces will be lit throughout to provide a safe nighttime walking environment for residents and visitors alike.

Pedestrian Space and connection:

Pedestrian walking zones along Inlet private has remained an important feature of the project. Planters and trees along the street's edge along with other distinctive landscaping features within the development provide natural visual boundaries between to the rest of the Petries Landing Phase 1 community. The landscaping features and locations provide adequate space for varying uses which include pedestrian walkways, space for commercial patios and a variety of public and private exterior hardscapes that help promote the livable pedestrian and resident environment of the building's exterior realm. Public spaces have been provided adjacent to the public streets while private areas are appropriately set back providing adequate transition to the tenant's private spaces. The main entrance of the residential tower was revisited and combined as a single entrance and relocation to a more public area. The revision has provided the project with a greater sense of visual connection and integration with the rest of the Petries Landing Phase 1 development as all main entrances to all buildings are now centralized and visible from adjacent buildings.

Animation and Design:

As mentioned above, the animation of the public realm will be provided based on a mix of ground floor uses (commercial area, residential suites and residential amenity spaces) which are appropriate for the context and provide a diversity in uses which in turn animates the building's base and exterior public spaces. The parking access entry point at the building and exterior temporary loading remain unchanged from the previous SPC however some commercial loading was provided on the north east commercial façade of Tower 5b in order to provide ease of servicing for commercial tenants, this was provided in addition to the City of Ottawa's bylaw requirements. Temporary drop off spaces while unmoved are now in greater in proximity to the building's main entrance. The main

parking structure remains below grade and its access remains from the end of Jeanne-d'Arc Boulevard and Inlet Private junction.

Pedestrian Comfort:

Wind and shadow studies are unchanged from the previous SPC submittal as the two offset point tower placements and building heights are preserved in this new revised submittal. The building's main entry in addition to commercial entrances have been planned to integrate overhead canopies providing shelter from weather but will also bring importance to these areas within the overall base building façade.

See Appendix A, which are the guideline measures from the original SPC design brief for the Towers 3, 4, 5a & 5b development.

Appendix A

CONTEXT

GUIDELINE 1B

Establish a pattern of development blocks, streets edges and site circulation that defines a public realm of streets and open spaces and reflects or integrates the surrounding street pattern.

The proposal will be integrated into the existing road and pedestrian network as well as connected to the future transportation improvements foreseen.

GUIDELINE 2A

Determine if a high-rise should be designed as a "landmark" building.

Considering their advantageous position along the highway, the design of Towers 4 & 5A offer an opportunity to accentuate the entry to the City of Ottawa.

GUIDELINE 2B

Determine if a high-rise should be designed as a "background" building.

The design of the towers 1, 2, 3 & 5B blends in with the two "landmark" towers 4 & 5A while orienting views from the private balconies and providing communal and public open spaces in harmony with their location on the site.



GUIDELINE 3

Use built form to define a human-scaled street space.

A separation distance of not less than 30 meters between the buildings helps define private and green open spaces. The entrance to the site, between towers 5B and 1 along the commercial alley is also defined by a smaller scale (ground floor orientation) to create a human-scaled street scape.

GUIDELINES 4 & 5

Place the taller building components strategically on the site to reduce visibility while creating a sense of transition between high-rise buildings.

Landsaped open spaces and site circulation serve as buffers on the site while the building base, along with private terraces and shops, define the street scale and invigorate the ground level. The visibility of the building is reduced by the strategic location and height of the towers allowing a variety of views of the surroundings.

GUIDELINES 6 & 9

Distribute the building form and massing in a manner appropriate to the scale and proportion of the built surroundings while preserving and enhancing important views.

The proposed building massing layout pursue the concept to density the area and draw the views toward the Ottawa River and the surrounding.



GUIDELINE 7

Identify and enhance the pattern of activity nodes, community gateways and prominent sites. Use innovative designs and site treatments to contribute to way-finding, and place-making.

The orientations of the buildings as well as the commercial alley, allow an easy transition from public to communal spaces. This transition is managed throughout the property from the southwest to the northeast, which also allows the implementation of exterior private spaces on the ground level of the buildings.

GUIDELINE 10

Orient and shape the building's tower to minimize microclimate impacts on the site and its near-by areas, and to respond to the existing natural and built environment that provides its context. Consider the relationship to other buildings when evaluating the cumulative microclimate impacts.

Please see wind study provided.

GUIDELINE 11

Orient, size and locate high-rise towers to minimize the extent or duration of the shadowing on adjacent sites.

The location, orientation and height of the towers have been designed minimizing shadowing on neighbouring sites.



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BUILT FORM

GUIDELINES 12 & 19

Integrate the tripart principle responding to function : base or podium, middle or tower and top. Design the segments to break up the overall into smaller segments and reduce the perception of mass.

A raised ground level using stone blocks as a "heavy" podium sets the building in place. A mix of lighter bricks, aluminum and glass frame the tower, while a smaller floor plate and lighter structure at top frames of the towers and contribute to sky views.

GUIDELINE 13

Design the lower portion of the buildings to support human-scaled streetscapes, open spaces and quality pedestrian environments.

Landscaping and canopies are located at the entrance of the buildings and also along the commercial alley.

GUIDELINE 14

Use clear windows and doors to make the pedestrian level façade.

Taller windows on the ground level and a continuous band of windows following the commercial alley frame the pedestrian level façade.



GUIDELINE 15

Build higher floor-to-floor heights on the first few floors.

All towers have increased heights at grade (for ground level units and shops adjoined to the commercial alley).

GUIDELINE 16

Locate active uses along the street façade to enhance the building's relationship to the public realm.

The commercial alley, at the ground level of towers 5A and 5B, provides active uses for the residents.

GUIDELINE 17

Ensure that the pedestrian entrance is at-grade and directly accessible.

The entrances of all buildings are at-grade, clearly visible and marked with canopies.

GUIDELINE 18

Ensure that buildings have architecturally detailed façades, where publicly visible.

Façade alignments and flow of materials combined with class A materials reflect the architectural façade design.



GUIDELINE 20

Create sufficient separation between towers. (A separation distance between adjacent towers that is similar to the separation distance across a street (approximately 20 – 23 metres))

The distance between each tower is beyond 20 to 23 meters and allows space for private terraces at grade (a distance of approximately 30 meters is used).

GUIDELINE 22

Orient high-rise towers and balconies to avoid close balcony-to-balcony facing between buildings.

The location of the towers, the distance between each of them and the orientation of the balconies (facing the Ottawa River) reduce the balcony-to-balcony views.

GUIDELINES 23 & 24

Design the top of buildings to be a "fifth façade" that may be distinctive and include opportunity for communal outdoor amenity space.

The design of the light structure (at the top of the buildings) adds to the elegance of the towers while allowing sky views from the communal roof terrace.



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PEDESTRIANS & THE PUBLIC REALM

GUIDELINE 25

Provide wide sidewalks for locations with high pedestrian volumes.

Wider sidewalks are provided along the commercial alley to allow high pedestrian volumes while shopping.

GUIDELINE 26

Plant trees between 6.0 and 8.0 metres apart along public streets.

Bigger trees are planted along and the commercial alley, public open plaza and also along the private street leading to tower 4. Underground parking structures were designed to allow for big trees to grow at the properties.

GUIDELINE 27

In addition to the sidewalk area, provide a curb-side boulevard for street furniture, trees and utilities, and an area on-site, adjacent to the public right-of-way and sidewalk, for outdoor amenities to "spill-out" from the building such as canopies, planting areas, displays, and sitting areas.

Canopies, planting and seating areas are predominant along the private street near the podium of the towers 5A and 5B (in consideration of its commercial nature).



GUIDELINES 29 & 30

Provide safe, barrier-free, universal access and pedestrian circulation that connect popular and necessary destinations (such as the public street, transit stops, parking lots, etc).

On-grade pathways, decreased curbs and crosswalks are integrated to allow barrier-free, universal access and pedestrian circulation on the whole site. These also connect the towers to the commercial alleys, the open spaces, the private street and the sidewalks leading to the LRT station envisioned.

GUIDELINE 33

Provide a setback of landscaping with trees, shrubs, walls and fences where residential units are at grade to define the pedestrian space, provide a sense of privacy for residents, and enhance the character of the street.

Distances between the towers 1, 2, 3 & 4 allow the implementation of landscaping, and then help define the character of those open spaces while providing privacy for residents.

OPEN SPACE & AMENITIES

GUIDELINE 35

Frame the edge of the open spaces to create a high quality public environment within the site and along its street edges. Create courtyards and other open spaces surrounded by buildings.

Public open spaces, communal spaces at grade level, courtyards and viewpoints define the residential environment of the Petrie's Landing development.

GUIDELINES 37 & 38

Surround open spaces with indoor and outdoor active uses that animate and support open space activities. Uses and amenities provided in the open spaces should be appropriate to the context.

Commercial rental spaces (coffee shop, hair salon, etc.) complement open green spaces in front, but also complement a large patio/sidewalk along the commercial alley. Play equipment, benches, landscaping and areas for gatherings and performances are provided in the open spaces throughout the site, either for public or communal use.

GUIDELINES 39 & 40

Locate communal spaces for residents and tenants at grade, above grade or below grade. Ensure that spaces for public use is at grade and accessible.

Communal and public open spaces are located at ground level. Same public areas are implemented behind each tower. Private open spaces are included at rooftops.

GUIDELINE 41

Provide required outdoor amenity space for residents as both communal and private areas.

Private terraces at ground level, private balconies and a communal roof terrace are provided for residents.



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ENVIRONMENTAL CONSIDERATIONS

GUIDELINE 50

Maximize landscaped areas and trees on the street, on the site and on buildings and structures. Incorporate existing significant natural features such as large trees, wooded areas, landforms and watercourses.

Underground parking levels were revised. The number of large trees has been maximised throughout the site. Landscaping (including smaller trees and shrubs) is incorporated. Watercourses and wooden pergolas are implemented to enhance the open spaces. As well, landscape strategies indicating 2'-0" high areas plantation are interspersed on all phases.

SITE CIRCULATION AND PARKING

GUIDELINES 52, 53 & 54

Provide a direct, safe, continuous and clearly defined pedestrian walkway. Distinguish walkways from driving surfaces by using varied paving treatments and by raising crosswalks to the sidewalk height.

Sidewalks from the main building doors to the public sidewalk network connect to the southwest point of the property. The pathway is continuous and allows pedestrian priority and safety.



GUIDELINES 55, 56 & 58

Locate vehicle drop-off zones at the side or rear of the building to be convenient and accessible. Avoid parking lots, drive lanes, and parking garage entrances that are adjacent to the street. Do not allow garage entrances to interfere with pedestrian flow or to be too prominent on the streetscape.

In general, the vehicle circulation lead to the parking ramps located at the southeast part of the property allowing a direct and continuous pedestrian circulation, from the street to the buildings thereby allowing the pedestrian circulation and green open spaces at the forefront of each building. The parking garage entrances of the towers 5A & 5B are incorporated in the building at the entrance of the property and thus, diminishing the vehicle traffic on the rest of the site.

GUIDELINE 59

Provide bicycle parking close to building entrances that is easily accessible from the bike lanes and the street; visible from the interior of the building, and protected from the weather. Provide secure long-term bicycle storage within the building or lock-up area.

Bicycle parking and storage are available at grade near the entrance of each building. Bicycle storage areas are included in the parking garage of each building as well.



SERVICES AND UTILITIES

GUIDELINES 61, 62, 63, 64 & 65

Locate service and utility areas away from public view and open spaces (with fencing, screens and landscaping), but with regard for easy access, safe operation and maintenance. Minimize impacts of noise, smells, vibrations and fumes while integrating the services and utilities within the design of the building enclosure. Design the site for easy operation for recycling and waste management, and ensure access by residents is convenient, clean, safe and well lit.

Service and utility areas are incorporated within the building, either in the mechanical penthouse or underground parking levels (convenient for residents when needed). At grade, the areas are discreetly designed, clear of obstacles and are located away from public view (surrounded with landscaping to blend in throughout the property).



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