

**École secondaire catholique Paul-Desmarais Air Supported Dome
Structure**

Zoning By-law Amendment Application

Planning Rationale Report

February 2018

Prepared for

Conseil des écoles catholiques du Centre-Est

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1. Introduction

This report is intended to provide the necessary planning rationale in connection with a zoning by-law amendment application to increase the permitted height for an air supported dome structure proposed to be built at 5315 Abbott Street East adjacent to l'École secondaire catholique Paul-Desmarais High School on behalf of the Conseil des écoles catholiques du Centre-Est.

2. Site Context and Existing Land Use

As shown on Figures 1 and 2, the site is located just east of Iber Road on the north-west corner of Abbott Street East and Robert Grant Avenue in the Fernbank Community of Kanata Stittsville.

Figure 1: Location Plan

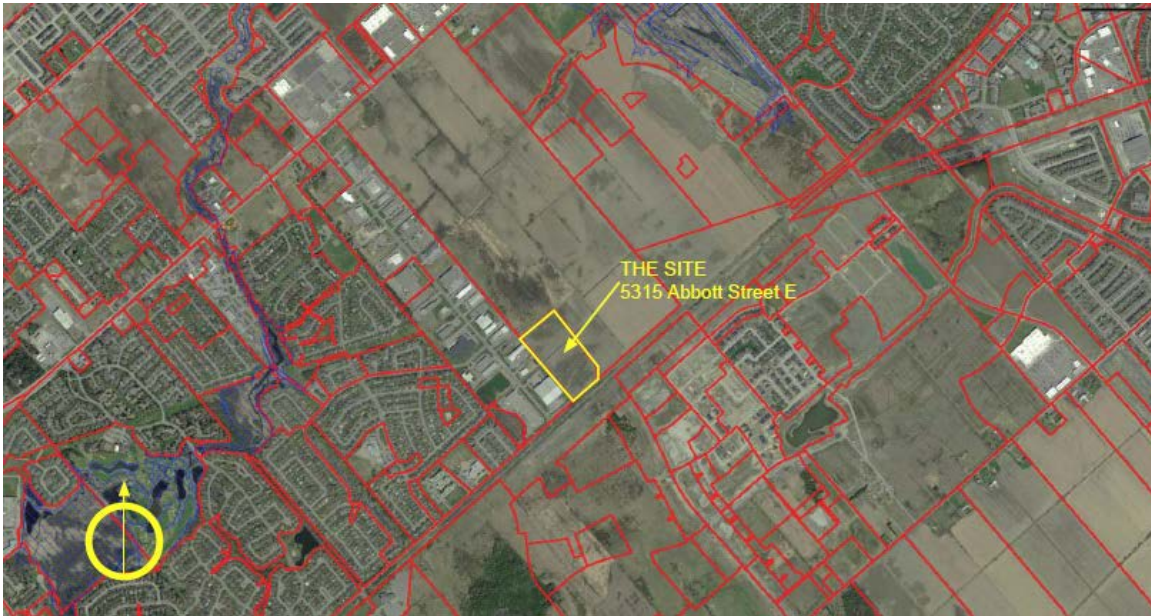


Figure 2: Location Plan (Detail)



The site currently accommodates an existing two storey high school constructed in 2015, two (2) portable classrooms, a parking area located along Abbott Street East as well as an existing soccer/football field and running track located on the north side of the property.

The site is rectangular in shape with a lot frontage of 180 meters, a lot depth of 340 meters and a lot area is 60,101.4 m². Topography of the site is relatively flat with relief of the property gently sloping towards the north-east.

The site's legal description is as follows: PART OF LOT 28, CONCESSION 11 GOULBOURN, PART 1, PLAN 4R-27840; SUBJECT TO EASEMENT IN GROSS AS IN OC1603496; CITY OF OTTAWA.

Existing land uses abutting the subject property include as follows:

- East: lands to the immediate east of the site are occupied by a major arterial road allowance known as Robert Grant Avenue; east of this road allowance are vacant lands being held for future residential development as part of the new Fernbank residential community; further to the east is the existing residential neighbourhood of Glencairn in the former City of Kanata.
- South: lands to the immediate south of the site are occupied by a major arterial road known as Abbott Street East as well as a hydro corridor occupied by steel lattice towers supporting a transmission power line; the land within this said corridor also accommodates a recreational walking and cycling trail. To the south

of this corridor, lands are currently under development as part of the new Fernbank residential community.

- West: lands to the immediate west of the site are occupied by a storm water ditch; lands on the other side of this ditch include light industrial and office uses fronting onto Iber Road; the residential neighbourhood known as Stittsville is located further to the west.
- North: vacant land being held for future residential development as part of the new Fernbank community.

Please see photos 1 through 4.

Photo 1: Existing two storey high school constructed in 2015.



Photo 2: School property looking north from Abbott Street East; industrial uses to the west of the site.



Photo 3: Industrial uses to the west of the site.



**EXISTING NEIGHBOURS ALONG
THE SITE WEST PROPERTY
LINE**

Photo 4: Vacant lands north of the site.



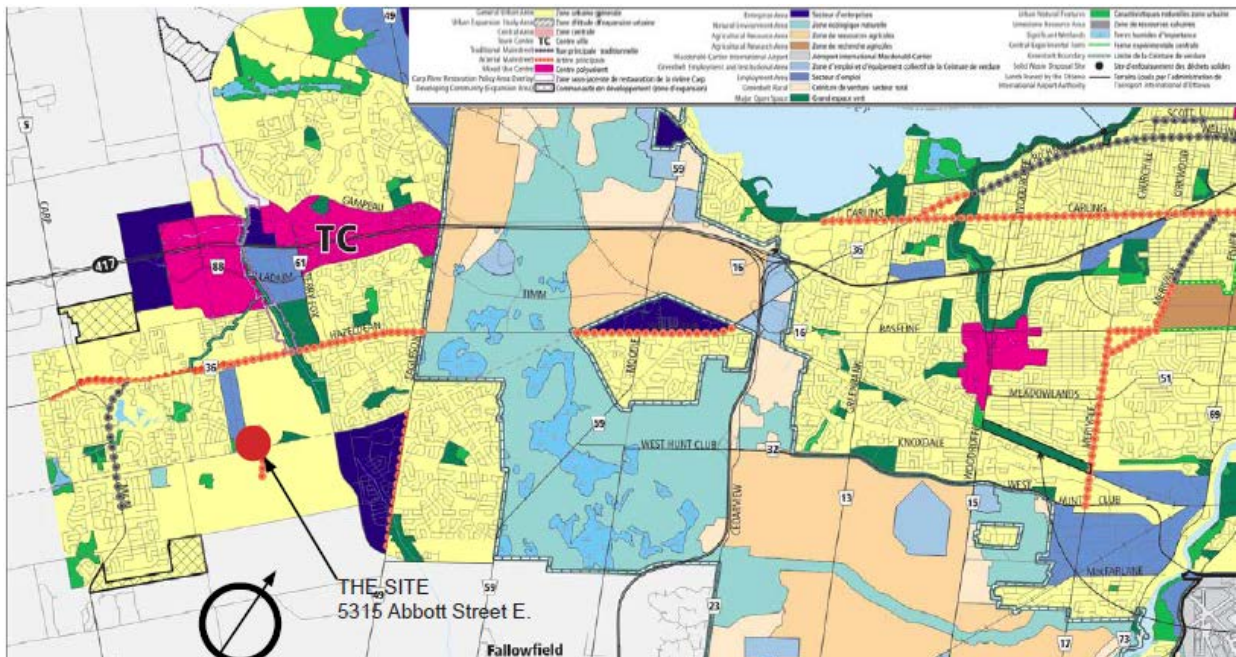
**VIEW OF EXISTING VACANT LOT
NORTH OF SCHOOL SITE**

3. Planning Context

3.1 City of Ottawa Official Plan

The site is designated ‘General Urban Area’ in accordance with Schedule B of the City of Ottawa Official Plan. According to policy 3.6.1.1 of the Official Plan ‘*the General Urban Area designation permits all types and densities of housing, as well as employment, shopping, service, industrial, cultural, leisure, park and natural areas, entertainment and institutional uses*’. See Figure 3.

Figure 3: Schedule B of the City of Ottawa Official Plan



3.2 Fernbank Community Design Plan

The site lies within the Fernbank Community Design Plan (CDP), which in turn designates the property as Secondary School. See Figure 4. The Fernbank Community Design Plan was adopted by Council in 2009 and covers a large tract of land north of Fernbank Road between the existing urban areas of Kanata and Stittsville. As stated in section 4.2.6 of the Community Design Plan, the property represents one of three sites designated to accommodate future high schools in this area. According to the Fernbank CDP, the site is considered to be part of the Community Core and is located in proximity to a planned transit station and is within a designated 'neighbourhood gateway'.

Figure 4: Fernbank Community Design Plan



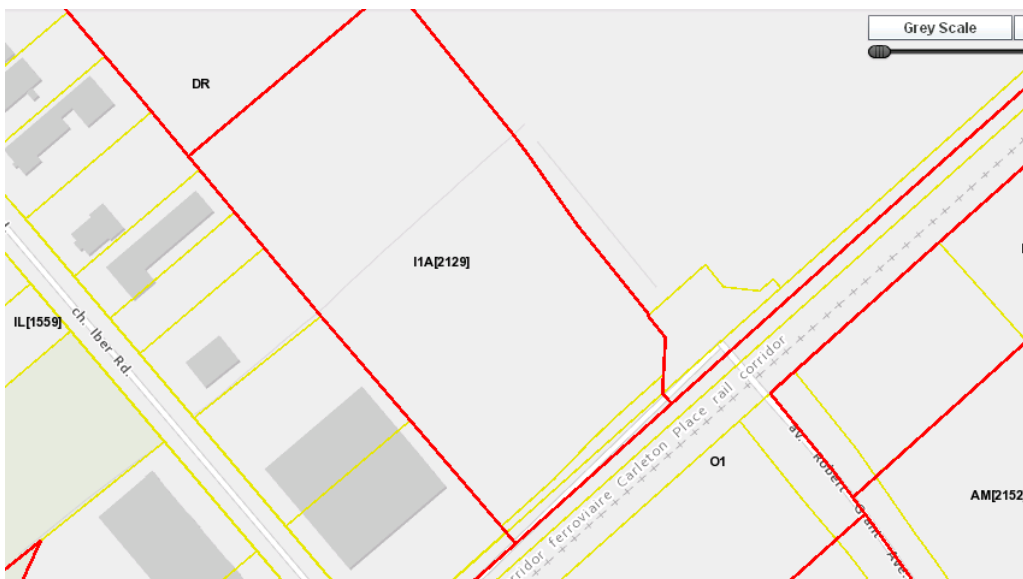
3.3 Zoning Bylaw 2008-250

According to City of Ottawa Zoning By-law 2008-250, the site is currently zoned Institutional I1A [2129]. See Figures 5 and 6 and Appendix A.

Figure 5: Existing Zoning per By-law 2008-250 (air photo base)



Figure 6: Existing Zoning per By-law 2008-250 (map base)



The proposed air supported dome structure is understood to represent a recreational and athletic facility which is a permitted use in the I1A zone. The key zoning provision as it relates to the proposal before you is the maximum permitted height of 15 meters as indicated in exception 2129.

3.4 Subdivision Plan

The site was incorporated within the Kizell Lands Plan of Subdivision in keeping with the requirements of the Fernbank Community Design Plan as shown in Figure 7.

Figure 7: Kizell Lands Draft Plan of Subdivision



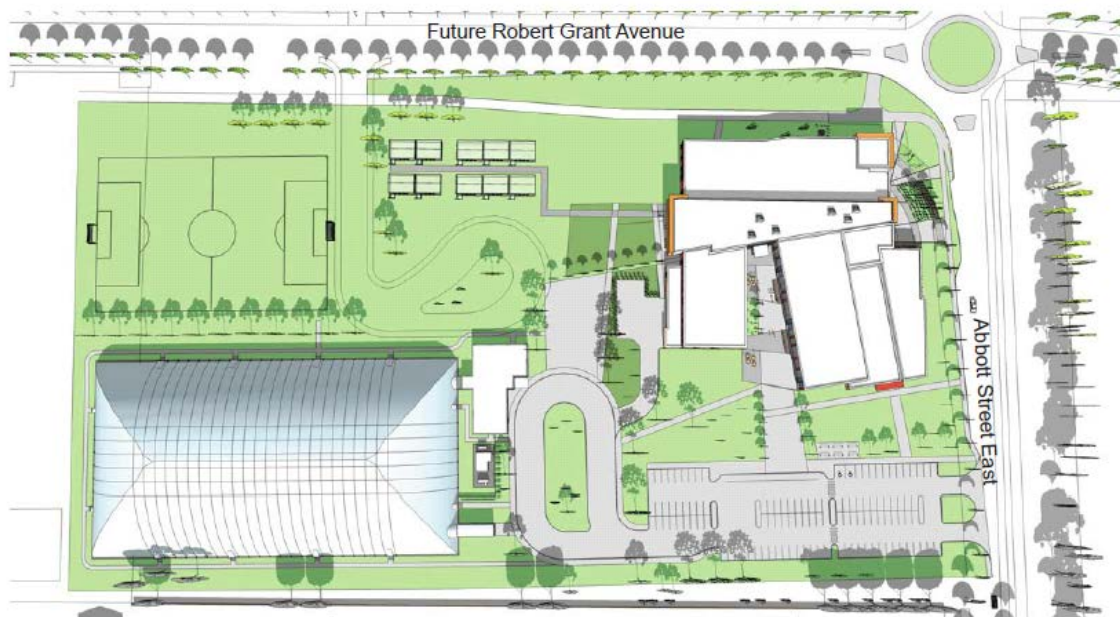
3.5 Site Plan

The property is subject to a site plan agreement between the Conseil des écoles catholiques du Centre-Est and the City of Ottawa as it pertains to the existing secondary school. The application number is: D07-12-13-0234 / L01-06-ABBO 5315.

4. Proposal and Required Approvals

The proposal calls for the development of an artificial turf football field covered with an inflatable structure dome. The air supported dome structure is proposed to include an adjacent club house pavilion intended to accommodate change rooms, offices and a snack bar concession. See Figure 8.

Figure 8: Proposed Air Supported Dome Structure Site Plan



The new facility is intended to provide access to a professional grade field all year long for both the school's and the community's use. The covered football field will complement the school's exterior sports facilities including a practice soccer field and a basketball court.

The facility's main entrance at the club house pavilion is proposed to be located close to the existing bus loop, providing an easy access to students from the school and to community users from the parking lot. (The existing bus loop is an interim one, the final bus loop is planned to be located on the east side of the site with an access from the future Robert Grant Avenue). The layout of the existing bus loop also serves as a kiss-and-ride lay-by parking for the dome users.

The one storey club house pavilion and the landscaping around the dome are intended to provide a smooth transition between the surroundings and the inflatable structure. The landscaping is also proposed to shield the dome's utilities from view. The proposed club

house pavilion materials will mirror the existing school design by using vivid colour panels above a masonry pedestal.

The proposed gross floor areas (per Zoning By-law 2008-250 definition) is as follows:
 Dome: 9,927.8 m² and Pavilion: 219.2 m². Proposed site development works include:

- New bicycle parking to satisfy Zoning By-law requirement for new addition - 8 spaces
- Existing vehicular parking spaces are sufficient to satisfy the Zoning By-law requirement
- New practice soccer field opt he east of the proposed dome

The proposed air supported dome structure has been assessed for compliance against the provisions of Zoning By-law 2008-250 as indicated in Table 1 (prepared by the project architect Edward J. Cuhaci and Associates Architects Inc.)

Table 1: Zoning Compliance Chart of Proposed Air Supported Dome Structure

City of Ottawa Zoning By-Law, Table 170A			
Zoning Mechanisms	Provisions	Provided	Compliance
Minimum Lot Width (m)	15	172.6	Yes
Minimum Lot Area (m ²)	400	60,101.4	Yes
Minimum Front Yard Setback (m)	6	7.5	Yes
Minimum Rear Yard Setback (m)	7.5	8.5	Yes
Minimum Interior Side Yard Setback (m)	3	12	Yes
Minimum Corner Yard Setback (m)	4.5	7.5	Yes
Maximum Height (m)	15	23.01	No
Maximum Lot Coverage (%)	35	31	Yes

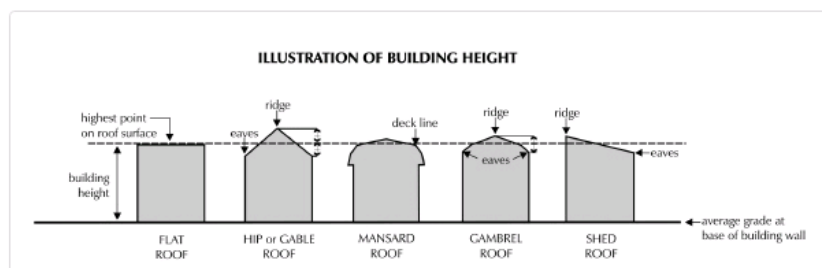
As indicated in Table 1, all other applicable standards are shown to comply with Zoning By-law 2008-250 save and except for the building height provision; to this end, a zoning bylaw amendment is required in order to recognize a maximum height of 23.1 meters vs. the current provision of 15 meters.

5. Planning Rationale

5.1 Consistent with the intent of Zoning By law 2008-250

The proposed change in permitted height is consistent with the intent of Zoning By-law 2008- 250. The current definition of Building Height in Zoning By-law 2008-250 is as follows:

	Building height means the vertical distance between the average grade at the base of a main wall of the building and
(a)	the highest point of the roof surface, if a flat roof,
(b)	the deck line, if a mansard roof,
(c)	the mid point between the ridge if a hip, gable, shed, or gambrel roof, and the eaves of the building, excluding the eaves of any projections, or (By-law 2013-224)
(d)	the highest point of the building or structure in all other cases,
and height has a corresponding meaning unless otherwise defined elsewhere in this By-law. (hauteur de bâtiment)	



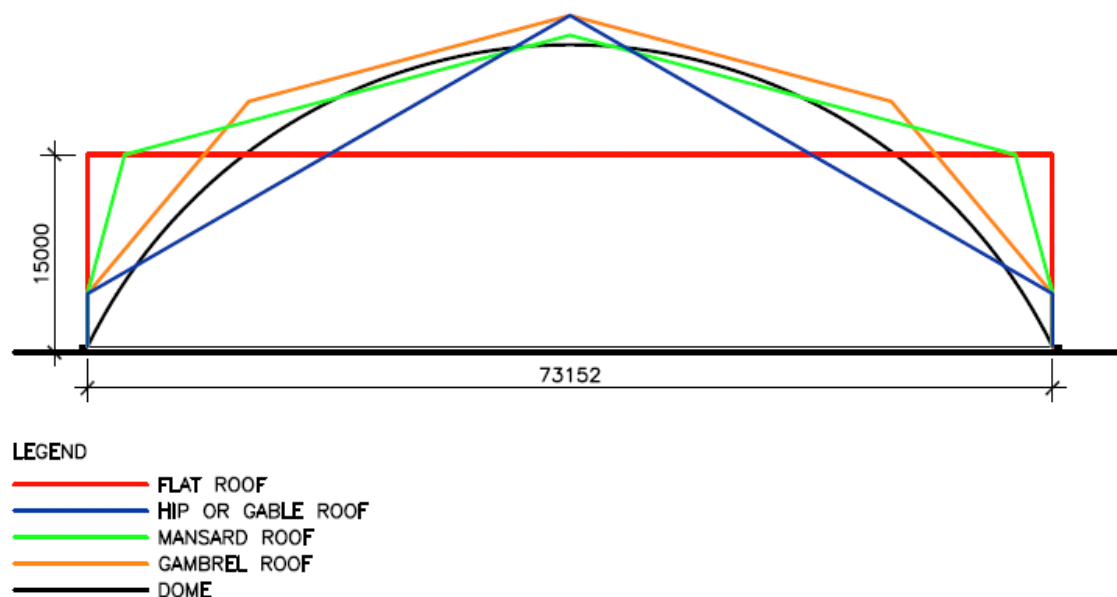
The definition effectively recognizes the principle that height is generally measured to the midpoint of the roofline; to this end the bylaw includes an illustration within the definition depicting the application of this principle on different roof types including flat, hip, gamble, mansard, gambrel and shed roof lines. An air supported dome structure is not identified as one of these roof types and as such is subject to provision (d) which requires the height to be measured at the peak.

It is the author's view that an air supported dome structure was possibly not included as an example amongst other roof types in the definition as such structures (i.e. air supported dome structures) have only recently become a popular and affordable alternative to accommodating year round sporting facilities.

Notwithstanding why an air supported dome structure was not specifically listed as a structure type in the definition, it is the author's view that an air supported dome

structure's height has no more impact on abutting land uses than any other permitted structure of a similar height. To illustrate this point please see Figure 9 which superimposes the proposed air supported dome structure (in black line) next to other roof types identified in the definition assuming a 15 meter height measured at the midpoint of the roof line.

Figure 9: 15 meter high structures per Building Height definition and proposed air supported dome structure



As can be seen from Figure 9, the proposed air supported dome structure results in a similar scale and volume building when compared to other structures assuming a 15 meter height restriction; therefore as illustrated, the proposed zoning change is consistent with the intent of Zoning Bylaw 2008-250.

5.2 Compatible with Existing and Future Land uses:

We do not believe that the proposed height for the air supported dome structure will have a negative impact on **existing abutting lands uses**. In support of this statement, the following observations are offered:

South: lands to the south of the school site are well separated from the proposed air supported dome structure and are buffered by Abbott Street East, the trans Canada trail corridor, and the school itself;

East: lands to the east are currently vacant and being held for future development and are separated from the school site by an arterial road allowance intended to accommodate the extension of Robert Grant Avenue and a transit corridor;

North: lands to the north are currently vacant and being held for future development;

West: lands to the west along Iber Road are largely developed as industrial lands which is not a sensitive land use;

We do not believe that the proposed height for the air supported dome structure will have a negative impact on **future abutting lands uses**. In support of this statement, the following observations are offered:

South: in addition to the existing buffers identified above, the Fernbank CDP per Figure 4 contemplates the preservation of an open space corridor on the south side of Abbott Street East;

East: lands on the east side of Robert Grant Avenue are contemplated for Mixed Use and High Density uses which in turn are intended to accommodate a variety of residential densities up to and including mid rise apartments as shown in Figure 10. In addition, an outdoor sports field (uncovered) is proposed between the sports dome and Robert Grant Avenue;

North: lands to the north are contemplated for Mixed Use and High Density uses which in turn both permit a variety of densities up and including mid rise apartments as shown in Figure 10;

Figure 10: Possible land uses adjacent to site



West: lands to the west are zoned IL[1559] which permits heights of 18 meters which in turn if built using conventional roof lines per the Building Height definition discussion in section 5.1 of this report, would result in roof peaks beyond the height of the proposed air supported dome structure.

5.3 Conforms to the City of Ottawa Official Plan

The City of Ottawa Official Plan provides a complete set of policies and guidelines to evaluate development proposals such as the one that is subject to this report. This section of the report assesses how the proposed development conforms to section 4 of the City of Ottawa Official Plan policies and guidelines as downloaded from the City of Ottawa's web site on June 26, 2013.

- *Policy 4.1 (Site-Specific Policies and Secondary Policy Plans)*

Comment: The site is located within a Community Design Plan area as discussed in this report;

- *Policy 4.2 (Adjacent to Land-Use Designations)*

Comment: The site is not adjacent to any significant land use feature identified in this policy;

• *Policy 4.3 (Walking, Cycling, Transit, Road and Parking Lots):*

Comment: The site is accessible via Abbott Street and Robert Grant Avenue as well as a future transitway service within the Robert Grant Avenue road allowance.

Policy 4.4 (Water and Wastewater Servicing):

Comment: The site is connected to municipal water and wastewater facilities. The services are understood to be adequate in order to accommodate the proposed development;

• *Policy 4.5 (Housing):*

Comment: Not applicable

• *Policy 4.6 (Cultural Heritage Resources),*

Comment: Not applicable

• *Policy 4.7 (Environmental Protection),*

Comment: The drainage ditch that crossed this property has been realigned in full compliance with applicable Ministry of Environment and Conservation Authority regulations.

• *Policy 4.8 (Protection of Health and Safety):*

Comment: The site is not within the Ottawa Airport Operating Influence Zone and Ottawa Airport Vicinity Development Zone.

• *Policy 4.9 (Energy Conservation Through Design):*

Comment: The proposed development will encourage energy conservation through application of state of the art building practices.

• *Policy 4.10 (Greenspace Requirements),*

Comment: The proposal does not trigger a need for additional green space other than the landscaping requirements of the zoning bylaw.

• *Policy 4.11 (Urban Design and Compatibility)*

1. *When evaluating compatibility of development applications, the City will have regard for the policies of the site's land use designation, and all applicable Community Design Plans, Secondary Plans, or site specific policies, Council-approved design guidelines, Provincial Environmental Assessments, and functional design plans for capital projects, as well as the Design Objectives and Principles in Section 2.5.1, and the preceding policies in Sections 4.1 through 4.10. [Amendment #76, OMB File #PL100206, August 18, 2011] [Subject to Amendment #113, November 14, 2012]*

Comment: The site lies within the Fernbank Community Design Plan. Compatibility to the policies of this planning document is discussed in section 5.4 of this report.

2. In addition to those matters set out in Policy 1, above, the City will evaluate the compatibility of development applications on the basis of the following compatibility criteria. The measures of compatibility will vary depending on the use proposed and the planning context. Hence, in any given situation individual criteria may not apply and/or may be evaluated and weighted on the basis of site circumstances: [Amendment #76, OMB File #PL100206, August 18, 2011]
 - a. Traffic: Roads should adequately serve the development, with sufficient capacity to accommodate the anticipated traffic generated. Generally development that has the potential to generate significant amounts of vehicular traffic should be located on arterial or major collector roadways so as to minimize the potential for traffic infiltration on minor collector roadways and local streets;

Comment: It is understood that there is sufficient planned transportation capacity to accommodate this proposed development.

- b. Vehicular Access: The location and orientation of vehicle access and egress should address matters such as the impact of noise, headlight glare and loss of privacy on development adjacent or immediately opposite. Vehicular access and egress for development that has the potential to generate a significant amount of vehicular traffic should be oriented on streets other than local streets, wherever the opportunity exists, considering traffic safety and other transportation objectives of this Plan; [Amendment #76, OMB File #PL100206, August 18, 2011]

Comment: The proposed development is proposed to be accessed from Abbott Street East. The existing bus loop will be used for both access to the dome and for additional parking spaces.

- c. **Parking Requirements:** The development should have adequate on-site parking to minimize the potential for spillover parking on adjacent areas. A range of parking forms, including surface, decked, and underground, should be considered taking in account the area context and character. Opportunities to reduce parking requirements and promote increased usage of walking, cycling and transit will be pursued, where appropriate, particularly in the vicinity of transit stations or major transit stops in accordance with the provisions of Section 4.3; [Amendment #76, OMB File #PL100206, August 18, 2011]

Comment: The proposed site plan provides parking spaces in compliance with applicable zoning requirements.

- d. **Outdoor Amenity Areas:** The development should respect the privacy of outdoor amenity areas of adjacent residential units and minimize any undesirable impacts through the siting and design of the buildings and the use of screening, lighting, landscaping or other mitigative design measures;

Comment: The proposed development is not required to provide amenity space according to the applicable zoning provisions.

- e. **Loading Areas, Service Areas, and Outdoor Storage:** The operational characteristics and visual appearance of loading facilities, service areas (including garbage), parking and areas for the outdoor storage of goods or materials should be mitigated using a variety of methods (e.g., location, containment, screening, berms, and/or landscaping). These uses and activities should be located away from residences where possible;

Comment: Not applicable

- f. **Lighting:** The potential for light spill over or glare from any lighting source onto adjacent light-sensitive areas should be avoided or mitigated;

Comment: On site lighting will not spillover onto adjacent properties.

- g. **Noise and Air Quality:** The development should be located and designed to minimize the potential for significant adverse effects on adjacent sensitive uses related to noise, odours, and other emissions.

Comment: The proposed use is not anticipated will generate any significant noise, odours or other emissions.

- h. Sunlight: The development should minimize shadowing on adjacent properties, to the extent practicable, particularly on outdoor amenity areas, through the siting of buildings or other design measures;

Comment: The proposed air supported dome structure's height and configuration is not anticipated to create any shadowing problems on adjacent lands.

- i. Microclimate: The development should be designed to minimize adverse effects related to wind, snow drifting, and temperature on adjacent properties;

Comment: The proposed air supported dome structure's height and configuration is not anticipated to create any microclimatic problems on adjacent lands.

- j. Supporting Neighbourhood Services: The development should contribute to or be adequately served by existing or proposed services and amenities such as health facilities, schools, parks and leisure areas. Where the proposed development itself is to contribute such services and amenities, they should be of a scale appropriate to the needs and character of the area. [Amendment #28, July 13, 2005] [OMB decision #2649, September 21, 2006]

Comment: The proposal represents a use that will contribute to the service and amenity needs of the school, existing neighbourhood and future Fernbank community.

- 3. Development proponents will indicate how the proposed development addresses the intent of the Design Objectives and Principles. The Design Considerations set out in Annex 3, offer some ways in which the Design Objectives and Principles might be realized. The importance of each principle will be evaluated and weighted according to the specific circumstances under consideration. While all Design Objectives and Principles must be considered, not all elements will apply in all cases and not all will apply with equal importance. The City will work with the proponent and will consult with the community to best determine how the design framework will be implemented in the local context. [Amendment #76, OMB File #PL100206, August 18, 2011]

Comment: The proposal is viewed as being in keeping with the applicable objectives and principles of this policy.

- 4. Buildings, structures and landscaping will be used to clearly define public spaces, such as streets and parks. In density target areas identified in S.2.2.2 of this Plan, development will be in the form of continuous building frontages that frame the street edge and support a more pedestrian-friendly environment. In some parts of the city, this will mean that new development consolidates an existing building fabric through infill or redevelopment opportunities. In other cases, where there is

no established building fabric along the street, new buildings will occupy gaps in the streetscape caused by parking and/or deep building setbacks. New buildings must either be properly integrated into their existing building fabric, or help create a new building fabric.[Amendment #76, OMB File #PL100206, August 18, 2011]

Comment: The proposal calls for the street frontage be developed for the practice field.

5. The City will work with development proponents to achieve the Design Objectives and Principles of this Plan through means such as the coordination and development of capital improvements within the public realm with development and redevelopment activities on adjacent properties in the private realm.[Amendment #76, OMB File #PL100206, August 18, 2011]

Comment: Acknowledged.

6. As the owner of many public places, public works and buildings, the City will set an example for the community through the provision of public art in municipal facilities (to include all types of municipal structures, and lands) and will encourage other public- and private-sector owners and developers to include art as a public component of their developments.[Amendment #76, OMB File #PL100206, August 18, 2011]

Comment: No public art is proposed.

7. The following guidance is provided as a guide for the preparation of secondary plans and community design plans, and for consideration when reviewing development applications:
 - a. Low-Rise – a one to four storey building;
 - b. Medium-Rise – a five to nine storey building;
 - c. High-Rise – a building 10 storeys or more.

[Amendment #76, OMB File #PL100206, August 18, 2011]

Comment: Acknowledged

8. High-rise buildings may be considered on lands within the following designations as defined on Schedule B of this Plan, provided all other policies of this Plan are met:
 - a. Central Area;
 - b. Mixed-use Centres and Town Centres;
 - c. Employment Areas that are principally prestige business parks and Enterprise Areas, subject to the provision of appropriate built form transitions between the Employment or Enterprise Area and adjacent residential communities built at lower profiles; and

- d. Traditional and Arterial Mainstreets, provided the provisions of policy 10 below are satisfied.

[Amendment #76, OMB File #PL100206, August 18, 2011]

Comment: Not applicable

9. In addition to provisions in policy 8 above, high-rise buildings may be considered in the following locations, provided all other policies of this Plan have been met:
 - a. Within areas characterized by high-rise buildings that have direct access to an arterial road, or;
 - b. Within 600 meters of a rapid transit station as identified on Schedule D, or;
 - c. Where a community design plan, secondary plan, or other similar Council-approved planning document identifies locations suitable for the creation of a community focus on a strategic corner lot, or at a gateway location or on a terminating site to strategic view, or a site that frames important open spaces, or at a location where there are significant opportunities to support transit at a transit stop or station by providing a pedestrian and transit-oriented mix of uses and activities, or;
 - d. Within areas identified for high-rise buildings where these building profiles are already permitted in the Zoning By-law approved by Council, or;
 - e. Within areas where a built form transition as described in policy 12 below is appropriate.

[Amendment #76, OMB File #PL100206, August 18, 2011]

Comment: Not applicable

10. Building heights greater than those identified in Section 3.6.3 on Mainstreets may be considered in the same circumstances as described in policy 9 above.
[Amendment #76, OMB File #PL100206, August 18, 2011]

Comment: Not applicable

11. A high-rise building will be considered both as an example of architecture in its own right and as an element of urban design sitting within a wider context. In this regard, the City will consider proposals submitted for High-Rise buildings in light of the following measures:
 - a. How the scale, massing and height of the proposed development relates to adjoining buildings and the existing and planned context for the surrounding area in which it is located;

- b. How the proposal enhances existing or creates new views, vistas and landmarks;
- c. The effect on the skyline of the design of the top of the building;
- d. The quality of architecture and urban design, particularly as expressed in Council-approved design guidelines; and
- e. How the proposal enhances the public realm, including contribution to and interaction with its surroundings at street level (e.g. the provision of publicly accessible landscaped area, amenity space and pedestrian respite areas, street trees public art, active land use frontages, legible entrances and views to the street, canopies, awnings and colonnades for continuous weather protection).

[Amendment #76, OMB File #PL100206, August 18, 2011]

Comment: Not applicable

12. A high-rise building will be considered both as an example of architecture in its own right and as an element of urban design sitting within a wider context. In this regard, the City will consider proposals submitted for High-Rise buildings in light of the following measures:

- a. How the scale, massing and height of the proposed development relates to adjoining buildings and the existing and planned context for the surrounding area in which it is located;
- b. How the proposal enhances existing or creates new views, vistas and landmarks;
- c. The effect on the skyline of the design of the top of the building;
- d. The quality of architecture and urban design, particularly as expressed in Council-approved design guidelines; and
- e. How the proposal enhances the public realm, including contribution to and interaction with its surroundings at street level (e.g. the provision of publicly accessible landscaped area, amenity space and pedestrian respite areas, street trees public art, active land use frontages, legible entrances and views to the street, canopies, awnings and colonnades for continuous weather protection).

[Amendment #76, OMB File #PL100206, August 18, 2011]

Comment: Not applicable

13. A high-rise building will be considered both as an example of architecture in its own right and as an element of urban design sitting within a wider context. In this regard, the City will consider proposals submitted for High-Rise buildings in light

of the following measures:

- a. How the scale, massing and height of the proposed development relates to adjoining buildings and the existing and planned context for the surrounding area in which it is located;
- b. How the proposal enhances existing or creates new views, vistas and landmarks;
- c. The effect on the skyline of the design of the top of the building;
- d. The quality of architecture and urban design, particularly as expressed in Council-approved design guidelines; and
- e. How the proposal enhances the public realm, including contribution to and interaction with its surroundings at street level (e.g. the provision of publicly accessible landscaped area, amenity space and pedestrian respite areas, street trees public art, active land use frontages, legible entrances and views to the street, canopies, awnings and colonnades for continuous weather protection).

[Amendment #76, OMB File #PL100206, August 18, 2011]

Comment: Not applicable

14. A high-rise building will be considered both as an example of architecture in its own right and as an element of urban design sitting within a wider context. In this regard, the City will consider proposals submitted for High-Rise buildings in light of the following measures:

- a. How the scale, massing and height of the proposed development relates to adjoining buildings and the existing and planned context for the surrounding area in which it is located;
- b. How the proposal enhances existing or creates new views, vistas and landmarks;
- c. The effect on the skyline of the design of the top of the building;
- d. The quality of architecture and urban design, particularly as expressed in Council-approved design guidelines; and
- e. How the proposal enhances the public realm, including contribution to and interaction with its surroundings at street level (e.g. the provision of publicly accessible landscaped area, amenity space and pedestrian respite areas, street trees public art, active land use frontages, legible entrances and views to the street, canopies, awnings and colonnades for continuous weather protection).

[Amendment #76, OMB File #PL100206, August 18, 2011]

Comment: Not applicable

5.4 Conforms to the Fernbank Community Design Plan

The proposed air supported dome structure will serve as a local and community use facility and is proposed to be sited in the centre of the Fernbank community on lands that will be well served by arterial roads (Abbott Street East and Robert Grant Avenue as well as the future transit way that will be located within the Robert Grant Avenue road allowance. In addition, the air supported dome structure will be supported by higher order land use including mixed use and high density residential which will maximize the opportunity for community residents to walk to this facility.

6. Conclusion

In conclusion, the proposed zoning bylaw amendment to increase the permitted maximum height of the proposed air supported dome structure from 15 meters to 23.1 meters is viewed as reasonable for the following reasons:

- Complies with the intent of the Building Height definition per Zoning Bylaw 2208-250,
- Compatible with Existing and Future Land uses
- Conforms to the City of Ottawa Official Plan
- Conforms to the Fernbank Community Design Plan