

Petries Landing 1
8900 Jeanne D'Arc Boulevard
Towers 3-5
Zoning Bylaw Amendment and Site Plan Application
Planning Rationale Report

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Prepared for

Brigil

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The area adjacent to the subject property consists of the following existing uses as shown on Figure 2: Existing Land Use:

- South: Highway 174 and the City of Ottawa public transit park and ride lot located south of Highway 174;
- North: Open space and the Ottawa River as well as Ozile's Marina and Petries Island;
- West: City of Ottawa works yard and road salt depot (formerly owned by the Ontario Ministry of Transportation) as well as the Cite Collegiale's Orleans campus;
- East: vacant land and the Ottawa River.

Figure 2: Existing Land Use



The following Figures 3-5 are pictures of the site and adjacent lands as indicated.

Figure 3: View of Tower 1 looking east from Jeanne D'Arc Boulevard (per Google)



Figure 4: View of Tower 1 and lands to the north taken from Trim Road (per Google)

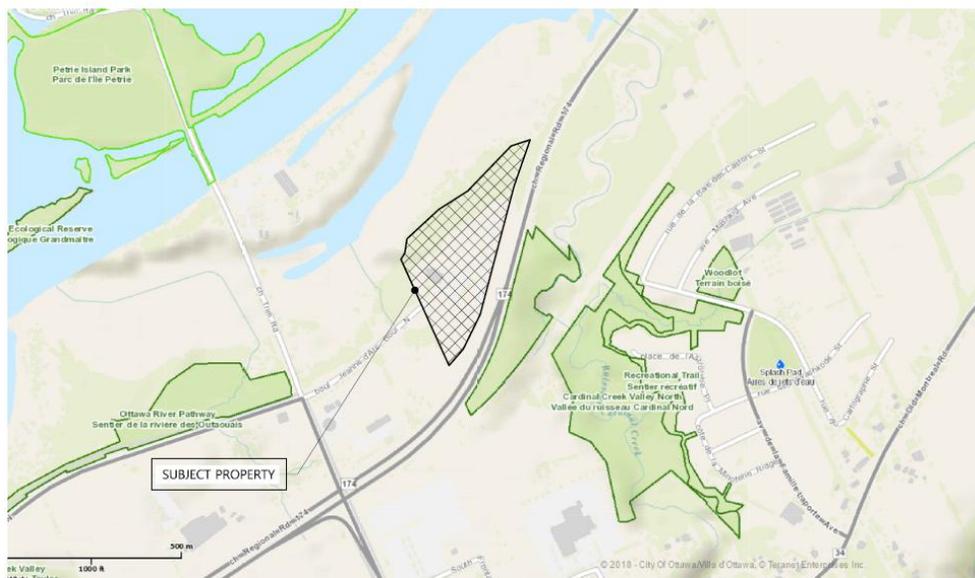


Figure 5: View of Tower 2 Under Construction



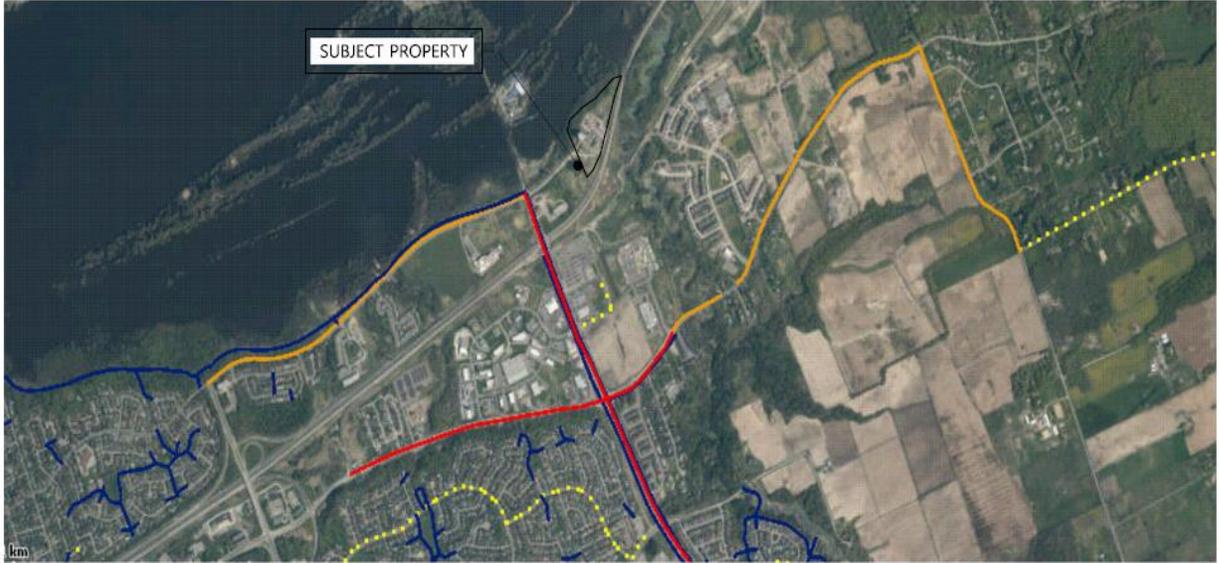
According to Geo Ottawa the subject property is within close proximity to an established network of parks and open space as shown in green on Figure 6: Existing Parks and Open Spaces.

Figure 6: Existing Parks and Open Spaces



According to Geo Ottawa, the subject property is within close proximity to an established cycling network of both on road and off road bicycle paths as shown in Figure 7: Existing Cycling Network.

Figure 7: Existing Cycling Network



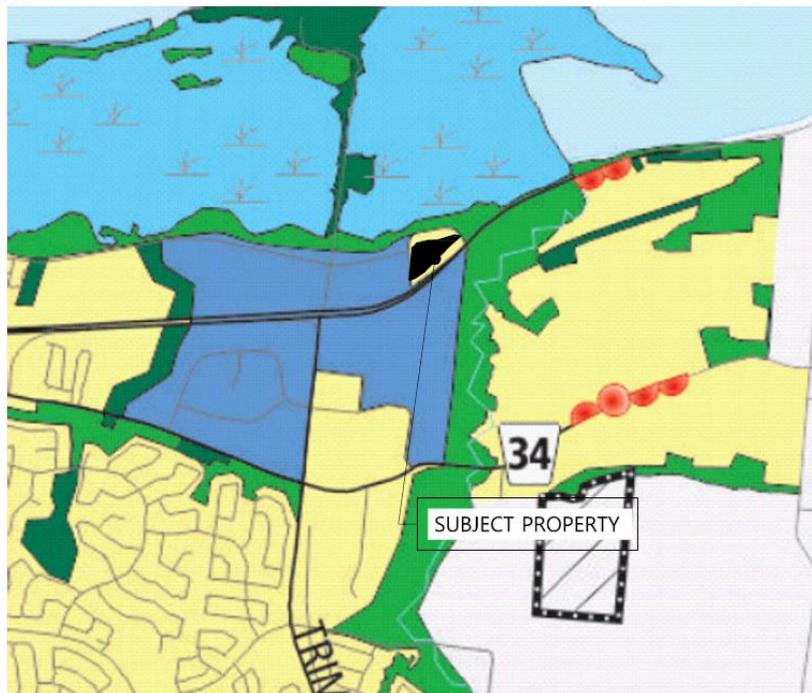
3. Planning Context

3.1 City of Ottawa Official Plan

The subject property is primarily designated ‘General Urban Area’ in accordance with Schedule B Urban Policy Plan of the City of Ottawa Official Plan approved in 2003. See Figure 8: City of Ottawa Official Plan Schedule B. 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*’.

That portion of the subject property abutting the Ottawa River is designated Urban Natural Features which in turn abuts an area designated Significant Wetlands. Urban Natural Features Policy 3.2.3. 1 of the Official Plan states that the *purpose of this designation is to preserve natural features that are currently managed for conservation or passive leisure uses*. The Significant Wetland designation is subject to section 3.2.1.3 of the Official Plan which states that *within the Significant Wetlands designation, uses which do not adversely affect the natural characteristics of the wetland, such as open air recreation; scientific, educational, or conservation uses associated with the environmental feature*.

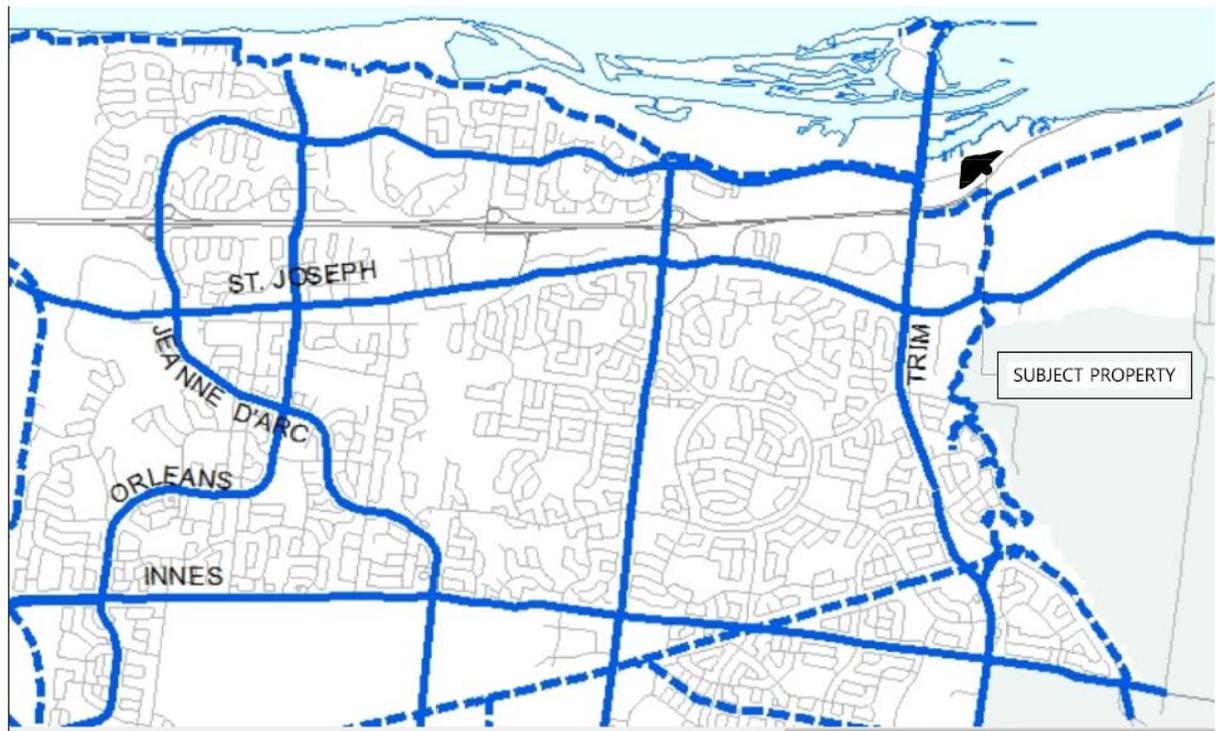
Figure 8: City of Ottawa Official Plan Schedule B



General Urban Area	Zone urbaine générale	Natural Environment Area	Zone écologique naturelle	Major Open Space	Grand espace vert
Urban Expansion Study Area	Zone d'étude d'expansion urbaine	Agricultural Resource Area	Zone de ressources agricoles	Urban Natural Features	Caractéristiques naturelles zone urbaine
Central Area	Zone centrale	Agricultural Research Area	Zone de recherche agricoles	Bedrock Resource Area	Zone de ressources en substrat rocheux
Town Centre	Centre-ville	Macdonald-Cartier International Airport	Aéroport international Macdonald-Cartier	Significant Wetlands	Terres humides d'importance
Traditional Mainstreet	Rue principale traditionnelle	Greenbelt Employment and Institutional Area	Zone d'emploi et d'équipement collectif de la Ceinture de verdure	Central Experimental Farm	Ferme expérimentale centrale
Arterial Mainstreet	Artère principale	Urban Employment Area	Zone d'emploi urbaine	Greenbelt Boundary	Limite de la Ceinture de verdure
Mixed Use Centre	Centre polyvalent	Greenbelt Rural	Ceinture de verdure - secteur rural	Solid Waste Disposal Site	Site d'enfouissement des déchets solides
Carp River Restoration Policy Area Overlay	Zone sous-jacente de restauration de la rivière Carp			Lands leased by the Ottawa International Airport Authority	Terrains loués par l'administration de l'aéroport international d'Ottawa
Developing Community (Expansion Area)	Communauté en développement (zone d'expansion)				

According to Schedule C of the City of Ottawa Official Plan re Primary Urban Cycling Network, the subject property is near both on road and off road designated cycling routes. See Figure 9: Schedule C of the City of Ottawa Official Plan.

Figure 9: Schedule C of the City of Ottawa Official Plan



CITY-WIDE NETWORK	RESEAU PRINCIPAL
On-road Cycling Routes	— Voies cyclables
Off-road Cycling Routes (multi-use pathways)	- - - Cyclables hors chemin (sentiers polyvalents)

According to Schedule D of the City of Ottawa Official Plan re Rapid Transit and Transit Priority Network, the subject property is located within close proximity to the planned Light Rapid Transit corridor and LRT station contemplated for the intersection of Highway 174 and Trim Road. See Figure 10: Schedule D of the City of Ottawa Official Plan.

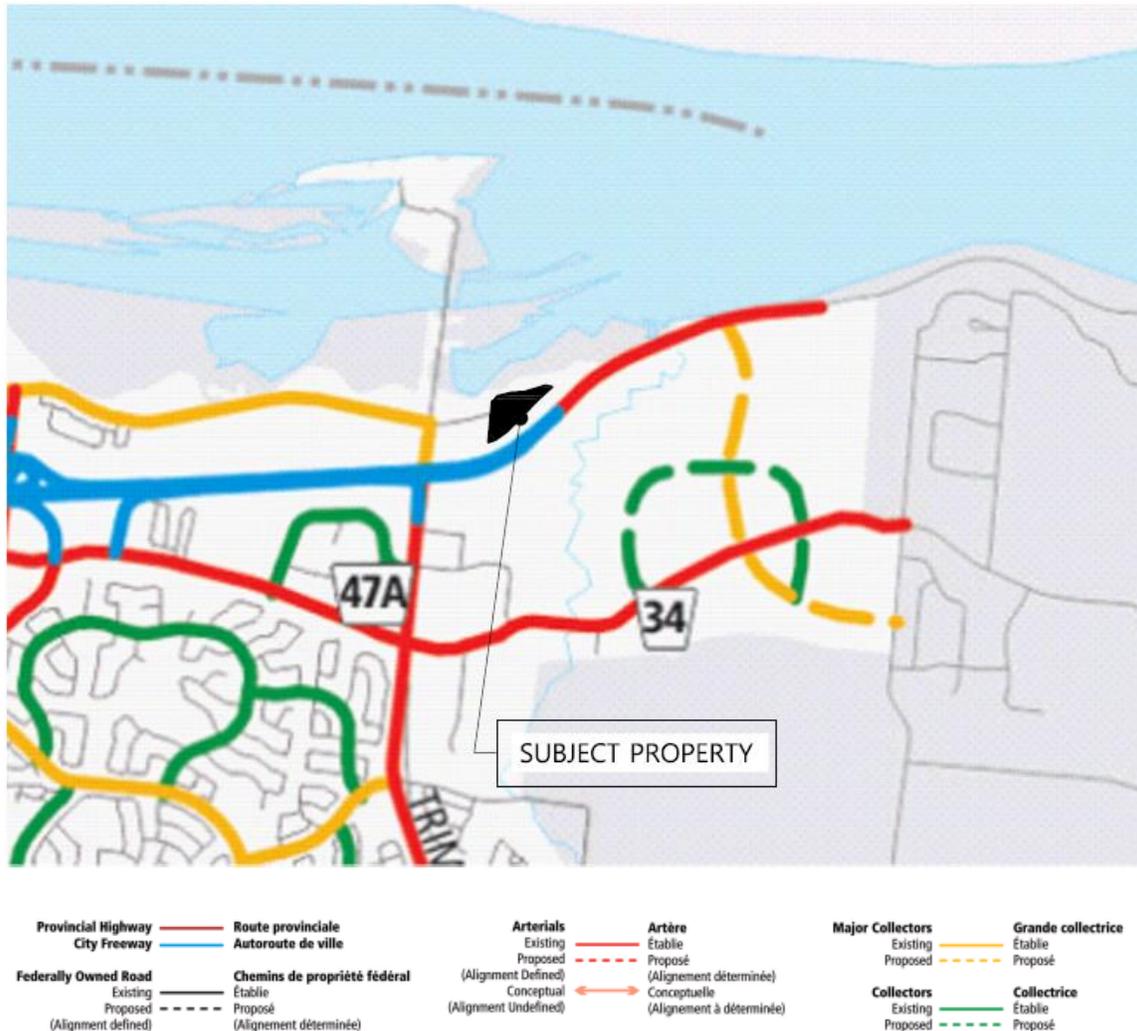
Figure 10: Schedule D of the City of Ottawa Official Plan



RAPID TRANSIT		TRANSPORT EN COMMUN RAPIDE		Park and Ride	P Parc-O-Bus
Light Rail Transit (LRT) - Grade Separated Crossings		Transport en commun par train léger (TCTL) - passages étagés		Transit Station - rail	Station du transport - train
Light Rail Transit (LRT) - At-Grade Crossings		Transport en commun par train léger (TCTL) - passages à niveau		Transit Station - bus	Station du transport - autobus
Bus Rapid Transit (BRT) - Grade Separated Crossings		Transport en commun rapide par autobus (TCRA) - passages étagés		Conceptual Future Transit Corridor	Avenir conceptuel - Couloir de transport en commun
Bus Rapid Transit (BRT) - At-Grade Crossings		Transport en commun rapide par autobus (TCRA) - passages à niveau		Inter-regional Stations	Stations interrégionales
TRANSIT PRIORITY		PRIORITÉ AU TRANSPORT EN COMMUN		Potential Rail Yard	Cour de tirage possible pour trains
Transit Priority Corridor (Continuous Lanes)		Corridor donnant priorité au transport en commun (voies continues)		Gatineau Rapibus	Rapibus de Gatineau
Transit Priority Corridor (Isolated Measures)		Corridor donnant priorité au transport en commun (mesures isolées)			

According to Schedule E Urban Road Network of the Official Plan, the subject property is served by Jeanne D’Arc Road and Trim Road which are both designated as Major Collectors as well as Highway 174 which is designated as a City Freeway abutting the subject property. See Figure 11: Schedule E Urban Road Network of the Official Plan.

Figure 11: Schedule E Urban Road Network of the Official Plan



3.2 City of Ottawa Official Plan Amendment 150

The latest Official Plan review resulted in the adoption of Official Plan Amendment 150 (hereinafter referred to as OPA 150) which received Ministry of Municipal Affairs and Housing approval in 2014. OPA 150 was subsequently appealed and until such time as the appeals are dealt with it is understood that the City of Ottawa Official Plan 2003 remains in full force and effect. (Please note that the OPA 150 document referred to in this report is based on the *City of Ottawa Annotated Version of the Official Plan showing changes proposed by OPAs 150 , 140, 141, 179, 180 and Minister’s mods dated May 2018.*).

The single biggest OPA 150 policy change to affect the subject property deals with high rise permissions and related development evaluation criteria which is explored in section 5 of this report for the purposes of satisfying staff's expectations as expressed during the pre-consultation process.

Otherwise, the most noteworthy change appears to be the proposed change to the planned cycling network; to this end, Schedule C Primary Urban Cycling Network proposes to recognize a Major Pathway for cycling immediately adjacent to the subject property understood to be within the Highway 174 road allowance as shown on Figure 12: Primary Urban Cycling Network.

Figure 12: Schedule C Primary Urban Cycling Network of OPA 150



OFFICIAL PLAN - Schedule C
PRIMARY URBAN CYCLING NETWORK
 PLAN OFFICIEL - Annexe C
PLAN DU RÉSEAU URBAIN DE PISTES CYCLABLES PRINCIPALES

PRIMARY NETWORK	RÉSEAU PRINCIPAL
Spine Route	Circuit principal
Major Pathway	Sentier principal
Cross-Town Bikeway	Voie cyclable transurbaine

3.3 Ottawa Road 174-Prescott-Russell County Road 17 Study

The above referenced study per the web link below was examined as it might impact the subject property.

<http://ottawa.ca/en/city-hall/public-engagement/transportation/ottawa-road-174-prescott-russell-county-road-17-study#notice-completion-environmental-study-report>

The study contemplates a possible Highway 174 off and on ramps east of Trim Road to accommodate the planned grade separation of Trim Road and Highway 174 per Figure 13: Ottawa Road 174-Prescott-Russell County Road 17 Study .

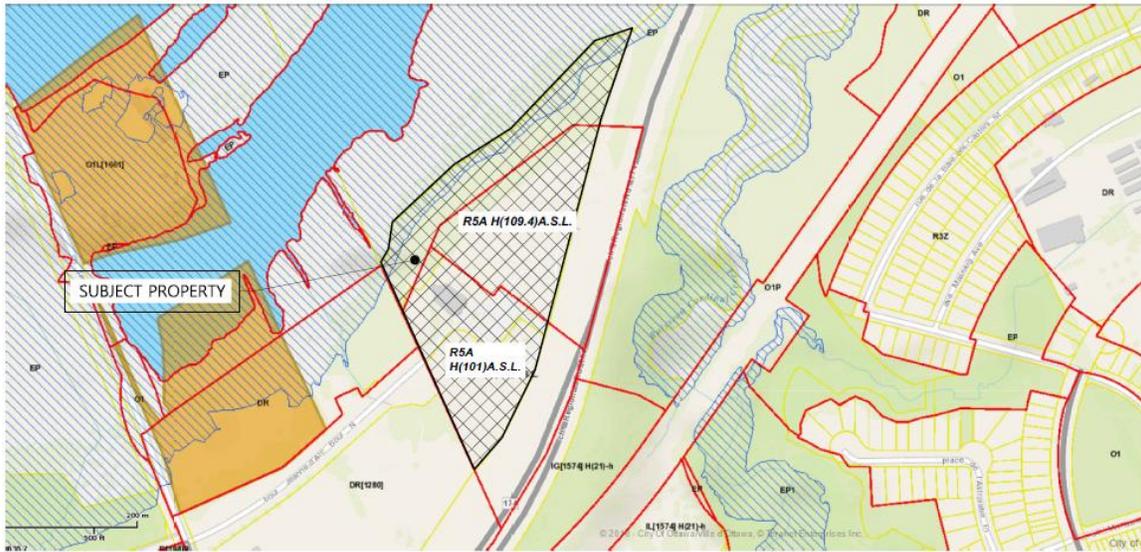
Figure 13: Ottawa Road 174-Prescott-Russell County Road 17 Study



3.4 City of Ottawa Zoning Bylaw 2008-250

According to City of Ottawa Zoning By-law 2008-250, the westerly portion of the subject property is zoned R5A H (101) A.S.L. while the easterly portion of the subject property is zoned R5A [2327] H (109.4) A.S.L. In addition, that portion of the subject property adjacent to the Ottawa River is zoned Environmental Protection Zone (EP). See Figure 14: City of Ottawa Zoning Bylaw 2008-250.

Figure 14: City of Ottawa Zoning Bylaw 2008-250



The R5A zone permits a variety of residential uses including apartment dwellings. The westerly portion of the subject property has a height restriction of 101 meter above sea level while the easterly portion of the subject property has height restriction of 109.4 meters above sea level.

In addition to the above, the easterly portion of the subject property is subject to Exception 2327 which states as follows:

I Exception Number	II Applicable Zone	Exception Provisions		
		III Additional Land Uses Permitted	IV Land Uses Prohibited	V Provisions
2327				<ul style="list-style-type: none"> - The lands zoned R5A[2327] H(109.4) A.S.L. are considered one lot for zoning purposes. - Despite clause 109(3)(a), parking is permitted within the front yard. - Minimum width of an aisle within a parking garage associated with an apartment dwelling, mid-high rise: 6 m

That portion of the subject property adjacent to the Ottawa River is zoned Environmental Protection Zone (EP). According to section 183 of Zoning Bylaw 2008-250, one of the purposes of this zone is to:

'permit only those uses which are compatible with and assist in the protection of the environmental attributes of these lands, or are in keeping with applicable Official Plan policies;'

3.5 Site Plan Status

The lands adjacent to the subject property but forming part of Petries Landing 1 are subject to two approved site plans as well as joint use and maintenance agreements which in turn refer to the subject property. Existing Tower 1, is subject to an approved Site Plan Application being City File Number: D07-12-05-0174 .Tower 2, now nearing completion is subject to an approved Site Plan Application being City File Number: D07-12-13-0248.

4. Proposal

The proposal calls for the development of 4 other towers to complete this project as shown on the proposed site plan. Towers 3 and 4 are proposed to be built on the parcel of land located east tower 2 while towers 5a and 5b are proposed to be built on the parcel of land located west of tower 1. The number of residential units and parking spaces proposed is as follows:

Tower 3:	22 floors, 201 units and 284 parking spaces
Tower 4:	18 floors, 137 units and 196 parking spaces
Tower 5a:	32 floors, 286 units and 273 parking spaces
Tower 5b:	22 floors, 182 units and 133 parking spaces
Towers 5a and 5b:	1458 sq. m. of commercial space and 44 parking spaces

The above referenced commercial space is proposed for ground floor connecting towers 5a and 5b and is intended to be served by 44 exterior parking spaces.

See Figure 15: Proposed Site Plan and Figure 16: Proposed Elevations and Skyline

Figure 15: Proposed Site Plan



Figure 16: Proposed Elevations and Skyline



The following points provide further detail and context regarding the proposal:

- a. Tower 1 was built in 2008. It has 15 floors and includes recreational services. The podium of the tower includes underground parking and the top of the podium is treated as an open green area.
- b. Tower 2 is presently under construction. It will have 16 floors and will include recreational services at the top level. The podium of the tower will include underground parking and the top of the podium will be treated as an open green area.
- c. Tower 3 is planned as a residential tower. It is proposed to have 22 floors and recreational services at the top level. The podium of the tower will include underground parking and the top of the podium will be treated as an open green area.
- d. Tower 4 is planned as a residential tower. It is proposed to have 18 floors and recreational services at the top level. The podium of the tower will include underground parking and the top of the podium will be treated as an open green area.
- e. Towers 5a and 5b are conceived as a residential complex with ground floor commercial. Tower 5A is to have 32 floors and tower 5B is to have 22 floors. They are to share a podium that includes underground parking levels and a floor of commercial uses to serve the local area.

- f. The base of each proposed tower is intended to be the primary interface between the green open areas, the street, pedestrian and bicycle pads, common area spaces and services.
- g. All proposed towers will be sized, shaped, oriented and designed to respond to the functional requirements of each tower and the different lifestyles of the residents.
- h. The different heights proposed are intended to achieve a rhythmic transition between the existing towers and the proposed ones, creating an interesting city skyline.
- i. Further to input received from the City of Ottawa's Urban Design Review Panel and the City's planning staff, towers 4 and 5A have been designed as icon buildings given their strategic location at the respective ends of the subject property. The intent is that these two towers will serve as community landmarks that will also enhance the skyline and contribute to the image of the city.
- j. Each tower is conceived to include the 3 primary components as follows; the base of the tower (interfacing with the city context), the body of the tower (functional, shaped, oriented and designed to respond to the requirements of the building) and the top (incorporating recreational and common spaces for the residents (including the sky views).
- k. The towers will incorporate compact floor plates to maximize views, light and ventilation, to facilitate breezes and light reaching outdoor spaces.
- l. The orientation of proposed balconies is intended to maximize views while avoiding close balcony to balcony relationships between buildings.
- m. The podiums on top of new underground parking structures are proposed as green roofs with vegetation to delay storm water discharge, reduce the demand on storm water systems and to reduce the heat island effect.
- n. The proposal calls for open spaces that contribute to the amenities of urban living and the creation of activity nodes to contribute to way-finding and place-making.
- o. The proposal provides for an integrated pedestrian friendly environment (independent from the vehicular streets) and the creation of attractive public spaces to be enjoyed by the residents. Human scaled landscapes and streetscapes are foreseen.
- p. The proposed location of each tower has been carefully studied in order to ensure a rational development where sunlight access and views to the Ottawa River are

maximized. The plan had been designed to avoid blocking views to the public areas, parks, gardens and the river.

- q. The orientation and shape of the buildings has been designed to minimize microclimate impacts such as shadowing, snow accumulation and winds.
- r. The podium planned for Towers 5a and 5B has been planned to accommodate local commercial and community uses to enhance the building's relationship to the rest of the community.
- s. Landscaping features including trees, bushes and shrubs are contemplated along the private streets and pedestrian walkways.

The proposal incorporates the cycle path contemplated in Schedule C of OPA 150 to run along the subject property's Highway 174 frontage from Cardinal Creek to the east and Trim Road to the west. The proposal also provides for pedestrian movements; to this end, the residents of this development will be serviced by an internal sidewalk network connecting the four proposed towers to the existing 2 buildings and ultimately to the existing sidewalk located on the south side of Jeanne D'Arc Boulevard east of Trim Road.

In addition, the plan identifies a possible waterfront pedestrian link connecting Cardinal Creek to the east and Trim Road to the west to accommodate the public's likely curiosity to explore the water's edge in this area. Given the nature of the lands along the river, it is envisaged that a portion of this pedestrian link may best be accommodated in the form of a boardwalk. Brigil is prepared to deed over that portion of the subject property currently zoned Environmental Protection in order to facilitate the development of this pedestrian link should the City wish to pursue this idea. See Figure 17: Transit, Street, Bicycle and Pedestrian Network Plan.

Figure 17: Transit, Street, Bicycle and Pedestrian Network Plan



The proposal will generate a more varied skyline when compared to what is currently permitted. To this end, please consult Neuf’s Design Brief for a comparison of resulting skyline views from various vantage points in the community.

In order to obtain a sense for how this area is proposed to develop over time, the drawing identified as Figure 18: Future Development Context Plan has been prepared. It identifies all known proposed development proposals in the area including the nearby Petries Landing III which is intended to be a mixed use development project accommodating approximately 370,000 ft² of office, 23,000 ft² of retail and up to 790 residential units.

Figure 18: Future Development Context Plan



The proposal is supported by a number of key technical studies as follows:

Transportation Impact Assessment Strategy Report prepared by Parsons dated July 17 2018. This study concludes that *the proposed Site Plan for Petrie’s Landing I, towers 3 to 5, is recommended from a transportation perspective.*

Site Servicing and Stormwater Management Report dated August 2018 and prepared by exp Services Inc. This study concludes that:

- *The sizing of the storm sewer for the original Phase I design was based on a 5-year storm and a 20-minute time of concentration of catchments. A new 2-year design sheet was completed, with 10 minutes time of concentration was used as required by the*

SDG002. The storm sewer system is sized to accommodate the 2-year design storm under free flow conditions.

- The allowable capture rate from the entire site was calculated based on a runoff coefficient of 0.25 and a time of concentration of 20 minutes for a 5-year storm event. The allowable release rate was calculated to be 184.1 L/sec. Runoff in excess of this will be detained onsite for up to the 100- year storm. Runoff from the site is controlled to the allowable rate of 184.1 L/sec. This includes the controlled runoff from the SWM facility and the uncontrolled areas. No modifications are proposed to the existing orifice controls.*
- On-site storage is utilized to control runoff to allowable rates up to the 100-year storm. Stormwater detention is provided in one centralized SWM facility that was constructed in Phase 1. Flow controlled roof drains will be used for Towers 3,4, 5A and 5B. Area drains in Phases 1 and 2 are not flow controlled, however will naturally occur, due to the internal plumbing sizing. Other surface inlets (CB's and CBMH's) are not flow controlled.*
- The total required 100-year storage was re-estimated based on a revised runoff coefficient calculated for the latest site plan. The 100-year updated volume is 926 m³, with a total available of 932.4 m³. This includes a total storage volume of 708 m³ provided within the dry pond and 224.4 m³ on the roofs of the six (6) towers.*
- The sanitary sewer from the development will discharge to the existing sanitary sewer which was left at the limits of Phase 2. The total estimated sewage flow is 27.4 L/sec from all five phases combined with an allowance for a 6.17-hectare commercial development adjacent to 8900 Jeanne D'Arc Blvd. All sanitary sewers have additional reserve capacity, however five (5) have full-flow velocities just slightly below the permitted minimum of 0.60 m/sec, based on as-built sewer slopes.*
- The maximum estimated fire flow requirements for all towers is 267 L/sec. Fire flow requirements for all towers ranged between 167 L/sec and 267 L/sec as calculated in accordance with the Fire Underwriters Survey, 1999. Adequate flows are available within the entire development under maximum day plus fire flow conditions.*
- The site is serviced by two 200mm diameter PVC watermain's. A new isolation valve between the two existing watermains will be installed. The use of two parallel watermains is required as the water demand is greater than 50 m³/day as noted in Section 4.3.1 of the City of Ottawa's Water Distribution Guidelines.*
- The calculated minimum and maximum working pressures anticipated within the development range between 72 psi and 76 psi under peak hourly conditions. This meet the City's WDG001 requirements.*
- Erosion and sediment control methods will be used during construction to limit erosion potential.*

Shadow Impact Study prepared By Gradient Wind Engineering Inc. dated July 17, 2018. This report concludes as follows:

The results of the shadow analysis indicate that Towers 3, 4, and 5 of the Petrie's Landing I development will satisfy the City of Ottawa's criteria for new shadow coverage, except for the amenity areas north of Tower 4 (Tag F) and east of Tower 3 (Tag D).

Pedestrian Level Wind Study prepared By Gradient Wind Engineering Inc. dated July 17, 2018. This report concludes as follows:

Based on CFD test results, meteorological data analysis of the Ottawa wind climate, and experience with similar developments in Ottawa, we conclude that wind conditions over many grade-level locations within the study site will be acceptable for the intended pedestrian uses. However, several pedestrian sensitive locations will require mitigation to achieve acceptable wind conditions. These areas include various walkways, the amenity area east of the Tower 5 podium across Inlet Private, amenity spaces between the towers, and the easternmost parking lot. Mitigations for these areas have been recommended in the form of strategically placed wind barriers, as described in Section 5.

Further, potential rooftop amenity areas for all three towers, including the podium rooftop of Tower 5, will require mitigation in the form of wind barriers/canopies to ensure conditions are suitable for sitting or more sedentary activities, if these spaces are intended for use as outdoor amenity areas.

Traffic Noise Assessment prepared By Gradient Wind Engineering Inc. dated July 17, 2018. This report concludes as follows:

The results of the current analysis indicate that noise levels will range between 49 and 73 dBA during the daytime period (07:00-23:00) and between 56 and 66 dBA during the nighttime period (23:00-07:00). The highest noise level (73 dBA) occurs on the east façade of Tower 5A, most exposed to Highway 174. Predicted noise levels due to roadway traffic exceed the criteria listed in Section 4.2 for building components. Therefore, upgraded building components are required where noise levels exceed 65 dBA as shown in Figures 4-5. Noise levels at the rooftop terraces do not exceed 55 dBA; therefore, no mitigation measures are required. In addition to upgraded building components, ventilation requirements dictate that the development should have central air conditioning. If installed, this would allow occupants to keep windows closed to maintain a quiet indoor environment.

4.1 Required Approvals

In order to implement this proposal, a zoning bylaw amendment and site plan approval are required.

The required zoning changes can be summarised as follows:

- **To permit an increase in height** for Towers 3, 4, 5a and 5b.
- **Permit local commercial uses** in the ground floor connecting Towers 5a and 5b; and
- **Reduce parking requirements** for Towers 5a and 5b.

4.1.1 Proposed Height Increase

With respect to the proposed increased in height, the project architects have come forward with a vision that calls for the introduction of varying heights for the 4 remaining towers (3, 4, 5a and 5b) to be built on this property. The intent of this proposal is to provide some variation and interest to the skyline (as opposed to all remaining towers being built to the same approximate height). The net effect of this vision calls for an increase in the permitted heights as follows:

Tower 3: from 109.4 meters A.S.L. (or 17 floors) to 127.9 meters A.S.L. (or 22 floors);
Tower 4: from 109.4 meters A.S.L. (or 17 floors) to 113.1 meters A.S.L. (or 18 floors);
Tower 5a: from 101 meters A.S. L. (or 15 floors) to 158 meters A.S.L. (or 32 floors);
Tower 5b: from 101 meters A.S. L. (or 15 floors) to 127.9 meters A.S.L. (or 22 floors);

According to NEUF Architects ‘The different heights of the new towers will generate a dynamic and interesting profile in the landscape. As the distance between the towers allows one to consider them as separate components on the site, without forming a uniform mass, the views towards the mountains in the background are not obstructed. Near the site, a dense and rich landscaping gives an impression of buildings in the middle of a woodland rather than an expanse of concrete while as seen from afar, the view returns an image of abundant vegetation.’

The Design Brief prepared by Neuf Architects provides a number of panoramic views of what the proposed towers will look like from various points within the existing community including from: Antigonish Avenue, Old Montreal Road just west of Frank Kenny Drive and Trim Road just north of Old Montreal Road. The said Design Brief also depicts what the towers would look like if built to the same height as currently permitted. It is the author’s opinion that there will be no significant impact to the views that will be enjoyed if the proposal is approved when compared to the views under existing restrictions. The scale of the area viewable from this area of Orleans, which spans a considerable portion of the east Ottawa and Gatineau, is such that the visual impact of the four buildings as proposed (when compared to what is currently permitted) is not significant; the difference between the two options however is that the proposed plan will provide more interest to the skyline as discussed earlier.

4.1.2 Proposed Local Commercial Uses

Based on Brigil’s understanding of what local residents might benefit from at this location, the proposal calls for a number of commercial uses to be permitted within the concourse connecting Towers 5a and 5b. To this end, the Local Commercial (LC) zone per Zoning Bylaw 2008-250 was reviewed and those uses highlighted in yellow below are recommended up to a maximum of 1500 sq. m of gross leasable area with no separate occupancy exceeding 500 square metres in gross leasable area.

animal care establishment
animal hospital
artist studio

bank

bank machine

click and collect facility (By-law 2016-289)

community health and resource centre

convenience store

day care

drive-through facility (OMB Order #PL080959 issued March 18, 2010)

instructional facility

library

medical facility

municipal service centre

office

payday loan establishment (By-law 2017-302)

personal service business

post office

recreational and athletic facility

restaurant

retail food store

retail store

service and repair shop

small batch brewery, see Part 3, Section 89

urban agriculture, see Part 3, Section 82 (By-law 2017-148)

4.1.3 Proposed Reduced Parking Requirements for Towers 5a and 5b

The current standard for parking in this area of the City per Zoning Bylaw 2008-250 is 1.2 per apartment dwelling and .2 spaces per unit for visitors. The proposal calls for a reduced parking space requirement for Towers 5a and 5b lands as follows:

Tower 5a: 286 units and 273 parking spaces which works out to 216 resident parking spaces and a ratio of .75 per unit and 57 visitor parking spaces and a ratio of .2 per unit
Tower 5b: 182 units and 133 parking spaces which works out to 91 resident parking spaces and a ratio of .53 per unit and 36 visitor spaces and a ratio of .2 per unit

Therefore, the requested parking ratio change for Tower 5a is from 1.2 parking spaces per unit to .75 parking spaces per unit with no change required to the visitor parking ratio. In addition, the requested parking ratio change for Tower 5b is from 1.2 parking spaces per unit to .53 parking spaces per unit.

5. Planning Rationale

The following section examines how the proposal complies to the City of Ottawa Official Plan, Official Plan Amendment 150 and the City of Ottawa's Urban design guidelines for high rise buildings and transit oriented development.

5.1 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. To this end, the following sections of the Official Plan were consulted to ensure compliance; section 2.5.1 re Urban Design and Compatibility, section 2.5.3 re Schools and Community Facilities and section 4 re Review of Development Applications.

Section 1.3 – The Challenge Ahead

The City also needs to pursue a more affordable pattern of growth based on higher densities and increased use of transit. This pattern allows for more efficient use of municipal infrastructure and reduces the need to build and maintain roads over their life-cycle. This pattern is compact and allows for more efficient delivery of municipal services such as solid waste collection and emergency services that are costly to provide over large areas.

Comment: The proposal, which represents a higher density compact urban form within walking distance of a future LRT station, is well aligned with this goal.

Section 2.5.1 re Urban Design and Compatibility

This section of the Official Plan contains design objectives intended to be applied to new developments.

To enhance the sense of community by creating and maintaining places with their own distinct identity.

Comment: The subject property is strategically located along the Ottawa River and near Petries Island thus affording an opportunity to accommodate individuals who want to enjoy living in a community near these distinctive natural amenities.

To define quality public and private spaces through development

Comment: The proposal will incorporate a private park with waterfall which will be viewable by the public travelling along Highway 174.

To create places that are safe, accessible and are easy to get to, and move through.

Comment: The proposal refers to a variety of amenities to accommodate safe movements through and around the site including a cycle path in the north boulevard of Highway

174, an internal walkway network connecting to the existing sidewalk on Jeanne D' Arc, and a possible boardwalk along water's edge subject to City participation.

To ensure that new development respects the character of existing areas.

Comment: The proposal has already been subject to an environmental study to define the limits of development with the balance of the property zoned Environmental Protection.

To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice. [OMB decision #2649, September 21, 2006]

Comment: The proposed zoning calls for some commercial development to be permitted on the property. Assuming market demand, such a permission will allow the property to evolve by allowing residents the opportunity to walk to local commercial uses instead of having to drive off the property to obtain all of its goods and services.

To understand and respect natural processes and features in development design

Comment: The proposal recognizes it's strategic importance next to the Ottawa River and suggests the construction of a waterfront walkway/boardwalk as a means of accommodating the public's curiosity while protecting the natural environment through this area; section 4 of this report discusses the possible use of a planned pedestrian walkway / boardwalk to control anticipated public movements and thus maximize slope protection by avoiding individual trails which might be created otherwise.

To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

Comment: The proposed development represents a form of shared wall construction using state of the art energy efficient building practices. In addition, the subject property will soon benefit from the extension of the LRT with a station within walking distance at Trim Road and Hwy. 174 which in turn affords the opportunity to reduce transportation energy consumption relative to car travel.

• *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 subject property is not within an approved Community Design Plan or Secondary Plan.

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: The traffic to be generated from this development can be accommodated on the existing road network per Traffic Impact Assessment prepared by Parsons.

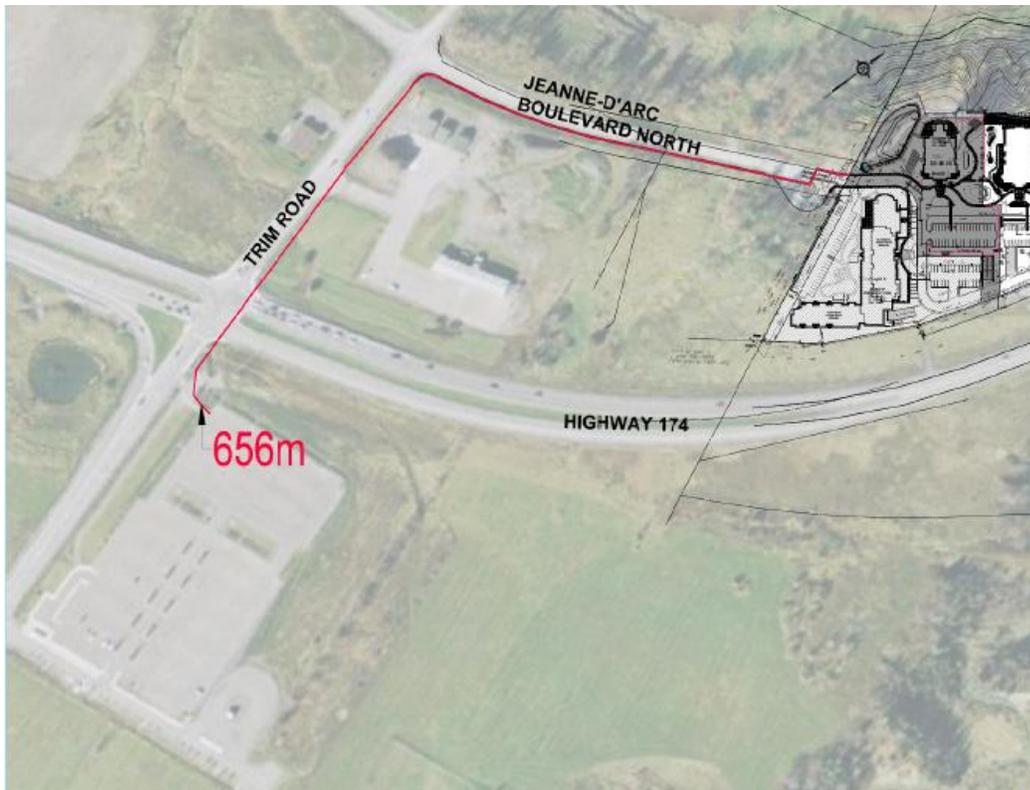
b. Vehicular Access: The location and orientation of vehicle access and egress should address matters such as the impact of noise, headlight glare and loss of privacy on development adjacent or immediately opposite. Vehicular access and egress for development that has the potential to generate a significant 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 access will be off Inlet Private which in turn connects to Jeanne D'Arc Boulevard.

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 parking provision for Towers 5a and 5b will trigger an amendment to Zoning By-law 2008-250 as discussed in section 4 of this report. The rationale for a reduced parking space requirement for Towers 5a and 5b is that these towers will be the closest buildings to the proposed LRT station planned near the intersection of Highway 174 and Trim Road. To this end and as shown on Figure 19: Distance to Proposed LRT Station the distance between the westerly portion of the subject property and the planned LRT station site is 656 m.

Figure 19: Distance to Proposed LRT Station



Further rationale for a reduced parking ratio can be found in Zoning Bylaw 2008-250 which permits reduced parking space requirements in proximity to rapid transit stations; section 101 of Zoning Bylaw 2008-250 permits a .5 parking (vs 1.2) space rate for a mid-high rise apartment dwelling when within 600 meters of a transit station per Schedule 2B of said Bylaw.

- 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 calls for the creation of amenity space in full compliance with the requirements of Zoning By-law 2008-250.

- 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: Garbage is proposed to be stored in bins in the underground parking garages and rolled out on pick up day

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: No spill over lighting is expected to be generated from this proposal.

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: Acknowledged. See Noise Impact Assessment prepared by Gradient Wind Engineering Inc.

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 building location will minimize shadowing on adjacent developed properties. Towers 1 and 2 will continue to enjoy direct mid to late afternoon exposure to the sun. See Shadow study prepared by Gradient Wind Engineering Inc.

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

Comment: The proposed buildings have been sited with sufficient setbacks from other proposed buildings to mitigate against the creation of adverse microclimate.

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 proposed development will be well served by recreational facilities (Petries Island Beach and Ottawa River recreational trail) within walking distance of the site as well as on site local commercial uses and employment opportunities within a short drive.

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 creation of an onsite walkway system and landscaped amenity areas including benches. The buildings are proposed to be sited to provide sufficient site buffering from Highway 174.

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: While no public art is proposed, a waterfall feature is intended to be incorporated with the private parkette on site; in turn this waterfall feature will be viewable from Highway 174.

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: Zoning By-law 2008-250 already permits high rise buildings on the subject property.

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 metres 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: The proposed buildings will be within walking distance to the rapid transit station planned near the intersection of Trim Road and Highway 174.

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: Acknowledged.

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: Please see response to each point as follows:

11.a

- 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 according to their location on the site.
- The different heights contemplated are proposed in order to achieve a rhythmic transition between the existing towers and the proposed ones, creating an interesting city skyline.
- The proposal provides for a transition from lower density forms to the east to a higher density project intended to serve as a community gateway at the edge of the city. The proposal also intends to respond to the expectations of a site located within walking distance of a future LRT station through the provision of density that will be very accessible to the residents of this site.

11.b

- Proposed building locations are intended to enhance 360 degrees views. Each building will have a free view on all four sides. Many of them allow for an extensive view to all directions.
- The orientation of proposed balconies is intended to maximize views while avoiding close balcony to balcony relationships between buildings.
- The proposed location of each tower has been carefully studied in order to ensure a rational development where sunlight access and views to the Ottawa river are maximized. The plan had been designed to avoid blocking views to the public areas, parks, gardens and the river.

11.c

- The different heights contemplated are proposed in order to achieve a rhythmic transition between the existing towers and the proposed ones, creating an interesting city skyline.
- 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 according to their location on the site.
- The proposal integrates the 2 existing towers into the composition in a way that towers 1 and 2 are part of a family complemented by towers 3 and 5b . Tower 4 and 5A are practically giving a frame to the composition as 2 elements (icons) that clearly mark the start and end of the complex

11.d

- Please see Neuf’s Urban Design Brief for a review of how the proposal satisfies relevant City of Ottawa Urban Design Guidelines.

11.e

- Landscaped open spaces and site circulation are proposed to act as buffers on the site while the building base, attached with private terraces and shops, defines the street scale and active the ground floor level. The visibility of the buildings will be reduced by the strategic location and height of the towers allowing variety and views of the surroundings.
- The base of each proposed tower is intended to be the primary interface between the green open areas, the street, pedestrian and bicycle pads, common area spaces and services.
- The proposal calls for open spaces that contribute to the amenities of urban living and the creation of activity nodes to contribute to way-finding and place-making.
- The proposal provides for an integrated pedestrian friendly environment (independent from the vehicular streets) and the creation of attractive public spaces to be enjoyed by the residents. Human scaled landscapes and streetscapes are foreseen.

5.2 Official Plan Amendment 150

Even though Official Plan Amendment 150 (OPA 150) is still largely under appeal, the following section demonstrates how the proposal complies to key policies of OPA 150 that would apply if this document was in effect. For clarity, the following review is based on the *City of Ottawa Annotated Version of the Official Plan showing changes proposed by OPAs 150 , 140, 141, 179, 180 and Minister's mods dated May 2018*

OPA 150 introduced a number of policies aimed at restricting the height of buildings following a number of concerns primarily raised with the nature of infill development occurring inside the City's more mature neighbourhoods. With respect to this matter, OPA150 was an attempt to create more certainty as to where height would be permitted following the previous Official Plan's intensification policies. In creating these new policies, OPA 150 directs height permission to areas such as the Central Area, a Mixed Use Center or Town Centre while recognizing that 'existing zoning that permits a greater height than set out in this Plan will remain in effect'

Section 2.2.2 Managing Intensification within the Urban Area

Policy 10: Intensification may occur in a variety of built forms from low-rise to high-rise provided urban design and compatibility objectives are met. Taller buildings should be located in areas that support the Rapid Transit and Transit Priority network, in areas with a mix of uses, and in areas that can accommodate large-scale intensification. The distribution of appropriate building heights will be determined by:

a. The location in a Target Area for Intensification identified in policy 4 above or by proximity to a Rapid Transit station or Transit Priority corridor, with the tallest building heights generally located closest to the station or corridor;

Comment: The proposal is consistent with this policy. Following suggestions made by the Urban Design Review Panel (UDRP) in a consultation held on February 1, 2018, the site plan was revised to locate the tallest buildings nearest the proposed Rapid Transit Station contemplated for the intersection of Trim Road and Hwy 174.

Policy 14: The Location of High-Rise 10-30 and 30+ buildings is influenced by the need to provide an adequate separation distance from other existing and potential future High-Rise buildings, as detailed in Section 4.11.

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

Policy 15: For Official Plan amendments to increase building heights that are established in Section 3 of this Plan, or in a secondary plan, the proponent must demonstrate that the following criteria are met:

- a. the impacts on the surrounding area (e.g. the community design plan study area) have been assessed comprehensively;
- b. the direction in policy 10 above is met;
- c. the requirements of policies 13 through 16 of Section 2.5.6 where the proposal involves a High-Rise 10-30 or High-Rise 30+ building; and
- d. an identified community amenity is provided.

Comment: The proposal satisfies the above listed criteria as follows:

- a) The lands immediately adjacent to this property are largely either vacant or not developable given the presence of the Ottawa River and therefore, very little impact is anticipated on these lands. With respect to potential impacts to existing development at a greater distance to the subject property, a site check has confirmed that the view from Falling Brook homes backing onto the St. Joseph Boulevard hill will not be impacted given the presence of a thick tree cover which screens the view of the subject property for the most part. The only impact anticipated would be the views enjoyed by the existing and future residents along Old Montreal Road west of Trim Road but as discussed in this report, this impact is considered will be minor in nature. The conclusion of this assessment is that the proposal will generate a more interesting skyline without compromising the extent of available views of the Gatineau hills to the north. In addition, there are no direct anticipated impacts to adjacent lands given the existing context of the area along with the relatively isolated and buffered nature of the subject property (i.e. river to north, rural lands to the east, Highway 174 to the south and institutional use to the west).
- b) See earlier response re: policy 10 (specifically 2.2.2.10) refers to location criteria for taller buildings. The proposal follows the direction of this policy to the extent that the proposed buildings are located in an area that support the Rapid Transit Network; to be specific, as presented earlier, the subject property is located within walking distance to the proposed Light Rapid Transit station to be located at Trim Road and Highway 174
- c) See earlier response re: policy 14. Of the policies referred to in this section, only Policy 13 is applicable. It states that: *Secondary plans and community design plans should locate any High-rise -30 and High-rise 30+ buildings within proximity of a rapid transit station with the tallest buildings generally located close to the station. These buildings should be clustered with other buildings of similar height. Building heights should decline as the distance from the transit station increases and transition to surrounding areas of lower building height as per Section 4.11.* As discussed above the proposed buildings are within walking distance to the proposed Light Rapid Transit station to be located at Trim Road and Highway 174; the proposed increase in height of the buildings generally respects the principle of locating the tallest buildings close to the station while balancing for on site compatibility and transition objectives.

- d) the proposal is making two community amenities available; the first is an onsite parkette and waterfall feature which will be visible from Highway 174. The other is the EP zoned land which Brigil is prepared to transfer to the City as discussed in this report.

Section 2.5.6 – Collaborative Community Building and Secondary Planning Processes

In anticipation of land development pressure in proximity to rapid-transit stations, Council has established priority areas for the creation of transit-oriented development plans. These plans set the stage for future transit-supportive development by creating opportunities for additional land uses and increased densities. These plans provide for an arrangement of density and mix of uses such that pedestrians and cyclists can readily access transit and the transit trip can serve multiple purposes, such employment and shopping. The plans concentrate the greatest density close to the transit station and require close attention to the design of public areas. The planning area is initially defined within a walking distance of rapid transit stations, and adjusted to include additional land suitable for intensification and to exclude areas that are not suitable. Several transit-oriented development plans have been prepared around stations in Mixed Use Centres, but the boundary of the planning area may include several land-use designations, and does not always coincide with designation boundaries.

Policy 13: Secondary plans and community design plans should locate any High-rise 10-30 and High-rise 30+ buildings within proximity of a rapid transit station with the tallest buildings generally located close to the station. These buildings should be clustered with other buildings of similar height. Building heights should decline as the distance from the transit station increases and transition to surrounding areas of lower building height as per Section 4.11.

Comment: While this policy is aimed at how to prepare secondary plans and community design plans within proximity of a rapid transit station, the said policy has been reviewed in the context of the application before you given the subject property's proximity to a planned rapid transit station. To this end, the proposal is consistent with this policy in that it locates the tallest buildings closest to the station.. A variety of building heights will be in place for the balance of the subject property for the purpose of creating a diverse skyline.

Policy 3.6.1 – General Urban Area

Policy 3: Except as provided by policy 4 below, or by policy 12 in Section 2.2.2, the maximum building height in the General Urban Area will continue to be low-rise, being four storeys or less, and within this range changes in height will be evaluated based on compatibility with the existing context and the planned function of the area. The design and compatibility policies in this Plan also apply. The tallest buildings will be encouraged to locate on properties fronting Arterial Roads, or adjacent to existing taller buildings. Existing zoning that permits building heights greater than those in this section will remain in effect.

Comment: The proposal adheres to the following aspect of this policy: it is compatible with the planned function of this area which in part is intended to accommodate density within walking distance of a planned rapid transit station.

Section 4

Policy 4: The City may, in keeping with the direction in Section 2.3, establish maximum requirements for onsite parking and reduce or eliminate minimum requirements in

- a. intensification target areas; or*
 - b. within 800 metres walking distance of a rapid transit station; or*
 - c. within 400 metres of the Transit Priority Network, inside the Greenbelt; or*
 - d. within 400 metres of a Traditional Mainstreet, inside the Greenbelt;*
- and in particular where the small size, dimensions and other characteristics of existing lots preclude the ability to provide on-site parking for a change in use or small-scale intensification.*

Comment: Consistent with the intent of this policy, the proposal calls for a reduction in parking requirements for that portion of the subject property closest to the planned rapid transit station estimated to represent a 656 meters walking distance.

Section 4.1.1. Urban Design and Compatible Development

Policy 2: Development applications for all High-Rise buildings will demonstrate how the proposed building will contribute to and enhance the skyline of the city and existing prominent views or vistas or create new vistas. Community design plans or other plans approved by Council may identify prominent important views. Skyline is defined in Section 2.5.6, policy 14.

Comment: As discussed in this report, it is the architect's opinion that the proposal before you will contribute to an enhanced skyline when compared to the skyline that could be achieved under the existing height limits.

Policy 5: Compatibility of new buildings with their surroundings will be achieved in part through the design of the portions of the structure adjacent to existing buildings and/or facing the public realm. Proponents of new development will demonstrate, at the time of application, how the design of their development fits with the existing desirable character and planned function of the surrounding area in the context of:

- a. Setbacks, heights and transition;*
- b. Façade and roofline articulation;*
- c. Colours and materials;*
- d. Architectural elements, including windows, doors and projections;*
- e. Pre- and post-construction grades on site; and*
- f. Incorporating elements and details of common characteristics of the area.*

Comment:

- a. A higher ground level using stone blocks as “heavy” podium casts 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 the elegance of the towers and contribute to sky views.
- b. Higher windows on the ground level and a continuous band of windows following the commercial alley shape the pedestrian level façade are contemplated.
- c. The entrance of all buildings is at-grade, clearly visible and marked with a canopy.
- d. 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).
- e. The location of the towers, the distance between each of them and the orientation of the balconies looking at the Ottawa River reduce the balcony-to-balcony views.
- f. The design of the light structure at the top of the buildings adds to the elegance of the towers while allowing sky views and views from the communal roof terrace and from above.
- g. Landscaping and canopies are located at the entrance of the buildings, and also along the commercial alley.

Policy 8: Developments that include loading facilities, service areas, mechanical equipment (including rooftop), vents and metering devices should incorporate these requirements into the building design in such a way that they cannot be seen from, and their operation does not impact, the public street, pedestrian and cycle pathways or adjacent ground-oriented residences. This may be achieved through:

- a. Containment, with a preference to using the same architectural detail, style and materials as the proposed development; and/or*
- b. Screening (e.g. trees, landscaped berms, decorative walls and fences).*

Comment:

1. Service and utility areas are incorporated within the building, either on the mechanical penthouse or underground parking levels (convenient for residents when needed).
2. At grade, the areas are discreetly designed, clear of obstacles and are located away from public view (surrounded with landscaping to blend throughout the property).
3. Underground parking levels were revised. The number of large trees has been maximized throughout the site. Landscaping, including smaller trees and shrubs, is incorporated where the underground parking conditions permit it, also around the at-grade parking lots. These allow for the extensive use of vegetation to hide mechanical or electrical installations required by the buildings.
4. Bigger trees are planted along and nearby the commercial alley and public open plaza, but also along the private street leading to tower 4. Underground parking structures were studied to allow for big trees to grow at the properties.

Policy 9: Where a secondary planning process establishes criteria for compatibility of new development or redevelopment in terms of the character of the surrounding area, the City will assess the appropriateness of the development using the criteria for massing and scale established in that Plan. Where there are no established criteria provided in an approved Plan, the City will assess the appropriateness of the proposal relying upon its approved Design Guidelines, as applicable, and the following criteria:

- a. Building height, massing and scale permitted by the planned function of adjacent properties as well as the character established by the prevailing pattern of abutting development and development that is across the street;*
- b. Prevailing patterns of rear and side yard setbacks, building separation and landscaped open spaces and outdoor amenity areas as established by existing zoning where that pattern is different from the existing pattern of development;*
- c. The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this section.*

Comment: The proposal adheres to the following aspect of this policy:

- a) it is compatible with the planned function of this area which in part is intended to accommodate higher densities within walking distance of a planned rapid transit station; also the proposal is in character with the established high rise development pattern already in place.
- b) The proposed rear and side yard setbacks, building separation and landscaped pattern is consistent with the existing standards already in place.
- c) A combination of green space and separation distance is proposed to address this criteria.

Policy 10: The City may require a Shadow Analysis and/or Wind Analysis as part of a complete application, except where identified in the Wind/Shadow Terms of Reference. The study(s) will evaluate the potential impacts of the development on the adjacent properties and pedestrian amenity areas. The intent of each Analysis is to demonstrate how these impacts have been minimized or avoided.

Comment: These studies have been done and submitted along with the applications.

Policy 11 : Transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of low rise development. Proponents for developments that are taller in height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as a stepping down or variation in building form has been incorporated into the design.

Comment:

1. Considering their advantageous position beside the highway, the design of the towers 4 & 5A mark the entrance of the City of Ottawa.
2. 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 according to their location on the site.
3. A distance of not less than 30 meters between the buildings helps define some private and green open spaces. The entrance of the site, between towers 5B and 1, and the commercial alley is also defined by a smaller scale (at ground floor) to create that human-scaled streetscape.
4. Landscaped open spaces and site circulation act as buffers on the site while the building base, attached with private terraces and shops, defines the street scale and active the ground floor level. The visibility of the building is reduced by the strategic location and height of the towers allowing variety and views of the surroundings.
5. As the existing buildings are similar in nature, the transition made between the existing and new buildings is achieved on a greater scale. As shown on the perspectives, the proposal shows an interesting skyline where the towers are transitioning from one to the other with a rhythmic treatment at roof levels.

*Policy 12: Building height and massing transitions will be accomplished through a variety of means, including: Incremental changes in building height (e.g. angular planes or stepping building profile up or down);
b. Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high profile development or incorporating podiums along a Mainstreet);
c. Building setbacks and step-backs.*

Comment:

1. The different heights are proposed in order to achieve a rhythmic transition between the existing towers and the proposed ones, creating an interesting city skyline.
2. Incremental changes on building heights are contemplated along the entire development of the project.
3. The design of the light structure at the top of the buildings adds to the elegance of the towers while allowing sky views and views from the communal roof terrace and from above.
4. 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).
5. Distance between the towers 1, 2, 3 & 4 allows the implementation of landscaping and uses, and then helps defining the character of those open spaces while providing privacy for residents.

Policy 13: To establish a human-scale and pedestrian-oriented street environment, High-Rise Buildings should be designed such that any façade facing a street steps back a distance that is at least equivalent to a storey in height, at a point above the second but generally no higher than the sixth storey. The portion of the building below this step-back

is the base, or podium, while the portion above this setback is the tower. Proposals to reduce or eliminate the step-backs above must demonstrate that the base or podium will establish a human-scale and pedestrian street environment.

Comment:

- a. The base of each tower is the primary interface between the green open areas, the street, pedestrian and bicycle pads, common area spaces and services.
- b. The floor plate of the towers is planned with compacted floor plates to maximize views, light and ventilation, to facilitate breezes and light reaching outdoor spaces.
- c. The ground floor of each tower is in direct relationship with the city context of the streets, people and services.
- d. The design integrates Petries Landing 1 community to the public transit system and in particular the LRT system planned next to the development. To this end, the plan provided for a series of connected multiuse paths that allow for all users to circulate thru the site and easily connect to the public transportation system planned near the community.
- e. The plan integrates a pedestrian friendly environment (independent from the vehicular streets) and attractive public spaces. Human scaled landscapes and streetscapes are foreseen.
- f. The plan includes open spaces that contribute to the amenities of urban living as well as the creation of activity nodes to contribute to way-finding and place-making.
- g. Along the podium planned for Tower 5a and 5B, the plan provides for active uses to enhance the building relationship to the rest of the community..
- h. Location of public spaces in coordination with the towers to address sun, wind and views is contemplated. The creation of pleasant outdoor spaces is the main goal.
- i. Plantings of trees, bushes and shrubs are contemplated along the private streets and pedestrian walkways.
- j. Landscaped open spaces and site circulation amenities are intended to act as buffers on the site while the building base, attached with private terraces and shops, will define the street scale and active the ground floor level. The visibility of the buildings is reduced by the strategic location and height of the towers allowing variety and views of the surroundings.
- k. Watercourses and wooden pergolas are implemented to enhance the open spaces. At the same time, landscape strategies contemplating 2'-0" earth areas for plantation are contemplated on all phases.

Policy 14 : It is the City's objective that new High-Rise Buildings should be designed and located to: minimize wind and shadowing impacts and maintain sunlight penetration to public places, maintain privacy, and preserve public views and sky views, among other elements. To achieve these objectives, the tower portion of the building, which is above the base or podium described in policy 13 above, should:

a. Be appropriately separated from adjacent towers, either on the same site or an adjacent site. The zoning by-law may establish a minimum separation distance for towers

or minimum yard setbacks, and minimum lot sizes for high-rise buildings, that achieve tower separation and accommodate future development on adjacent lots. Proposals for high-rise buildings that include separation distances less than 23m shall:

i. Demonstrate that the objectives stated above are met through the use of a smaller floor plate, building orientation, and /or building shape; and

ii. Demonstrate that the potential for future high-rise buildings on adjacent lots can be developed and meet the separation distance and setback distances above.

Where a proposal cannot demonstrate that the above requirements can be met the site is not appropriate for tall buildings or may require lot consolidation.

b. Have a floor plate that is limited. Proposals for residential floorplates larger than 750 square metres, or commercial floorplates larger than 1500 square metres shall:

i. Demonstrate that the objectives stated above are met through the use of building orientation, and /or building shape; and

ii. Provide a greater separation distance between towers on the same lot and greater setbacks to side and rear lot lines;

Comment:

- a. The design of towers 4 & 5A mark the entrance to the City of Ottawa from the east and serve as gateway features.
- b. The location of each tower has been carefully studied in order to provide for a rational development where access to sunlight, views to the Ottawa river and the towers are maximized. The design avoid blocking the views to the public areas, parks, gardens and the river.
- c. The orientation and shape of the buildings have been designed to minimize microclimatic impacts such as shadowing, snow accumulation and winds.
- d. Towers 1, 2, 3 & 5B have been designed to blend in with the two “landmark” towers 4 & 5A while orienting views from the private balconies and providing communal and public open spaces according to their location on the site.
- e. A distance of not less than 30 meters between the buildings helps define some private and green open spaces. The entrance of the site, between towers 5B and 1, and the commercial alley is also defined by a smaller scale (at ground floor) to create that human-scaled streetscape.
- f. Landscaped open spaces and site circulation amenities are intended to act as buffers on the site while the building base, attached with private terraces and shops, will define the street scale and active the ground floor level. The visibility of the buildings is reduced by the strategic location and height of the towers allowing variety and views of the surroundings.

Policy 16: Applications to develop residential or mixed-use buildings incorporating residences will include well designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development. These areas may include private amenity areas and communal amenity spaces such as: balconies or terraces, rooftop patios, and communal outdoor at-grade spaces (e.g. plazas, courtyards, squares, yards). The specific requirements for the private amenity areas and the communal amenity spaces shall be determined by the City and implemented through the Zoning By-law and site plan agreement.

Comment: The proposal calls for the following amenities to support the residents consistent with this policy:

- Network of green space and walkways
- Parkette and waterfall feature which can accommodate gatherings
- Commercial space to satisfy some of the day to day needs of residents
- Cycling path in front of the property as disused in this report
- Possible waterfront pedestrian path as discussed in this report

Policy 17: Proponents of prominent developments, such as Major Urban Facilities and High-Rise Buildings, are encouraged to include site-specific public art. Public art may be identified as a means to satisfy the policies of Section 5.2.1 where proponents of development are seeking an increase in height and density. Where public art is provided as part of a private development proposal, the City will assist by providing consultation services in adherence with the Municipal Public Art policy.

Comment: While the proposal does not call for public art it does propose a parkette and waterfall feature which will be viewable for the public realm.

5.3 City of Ottawa's Urban Design Guidelines

The City of Ottawa's Urban design guidelines for high rise buildings have been reviewed in the Design Brief prepared by Neuf Architects; this review indicates how the proposal complies to each guideline referred to in this City document. The conclusion from this review is that the proposal generally complies with the said guidelines.

6. Conclusion

The proposal before you is viewed as compliant with the policies of the City of Ottawa Official Plan

The proposal before you is viewed as compliant with the applicable policies on locating higher density forms per City of Ottawa Official Plan Amendment 150.

The proposal before you is viewed as compliant with the City of Ottawa's Urban design guidelines for high rise buildings as reviewed in the Design Brief prepared by Neuf Architects.

The nature and scale of the proposed increase in height is viewed as reasonable given the existing developed character of this property, resulting improvement to the skyline and the property's strategic location and proximity to the planned rapid transit nearby.

The proposal to allow local commercial uses on the property will allow residents the opportunity to walk to these uses instead of having to drive off the property to obtain all of their goods and services.

The rationale for a reduced parking space requirement for Towers 5a and 5b is that the residents of these towers will have the shortest walking distance (less than 700 meters) to the proposed LRT station planned near the intersection of Highway 174 and Trim Road.