Petries Landing II

Building 8

8466 Jeanne D'arc Boulevard

Proposed Zoning By-Law Amendment and Site Plan Revision

Planning Rationale Report and Design Brief

December 2019

Prepared for

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1. Background

This report is intended to provide the necessary planning background and rationale in connection with the proposed development of a 10 storey 214 residential unit building at Brigil's Petries Landing II (PL2) project located at 8466 Jeanne D'arc Boulevard. The site intended to accommodate this building is known as the Building 8 site which is currently subject to an approved site plan dated September, 2018 (Revision L) and a site plan agreement registered as instrument number OC1576807.

The proposal calls for a revision to this approved site plan by replacing the 4 storey 93 unit retirement home originally contemplated for this site with the proposal described above. The proposal will necessitate the approval of a zoning by-law amendment (to permit an increase in density as well as a reduced setback to Jeanne D'arc Boulevard) . A site plan application has been submitted along with this report.

2. Site Context and Existing Land Use

The subject property is part of Block 2 of Plan 4M 1425 see Figure 1. Plan 4M 1425 effectively created two development blocks (labeled 1 and 2) as well as a public street known as Prestige Circle for the project known as Petries Landing II. The subject property is also known as Part 3 of Plan 4R-31527 as shown on Figure 2.

Subject property shown as ☆

Figure 1: Plan 4M 1425

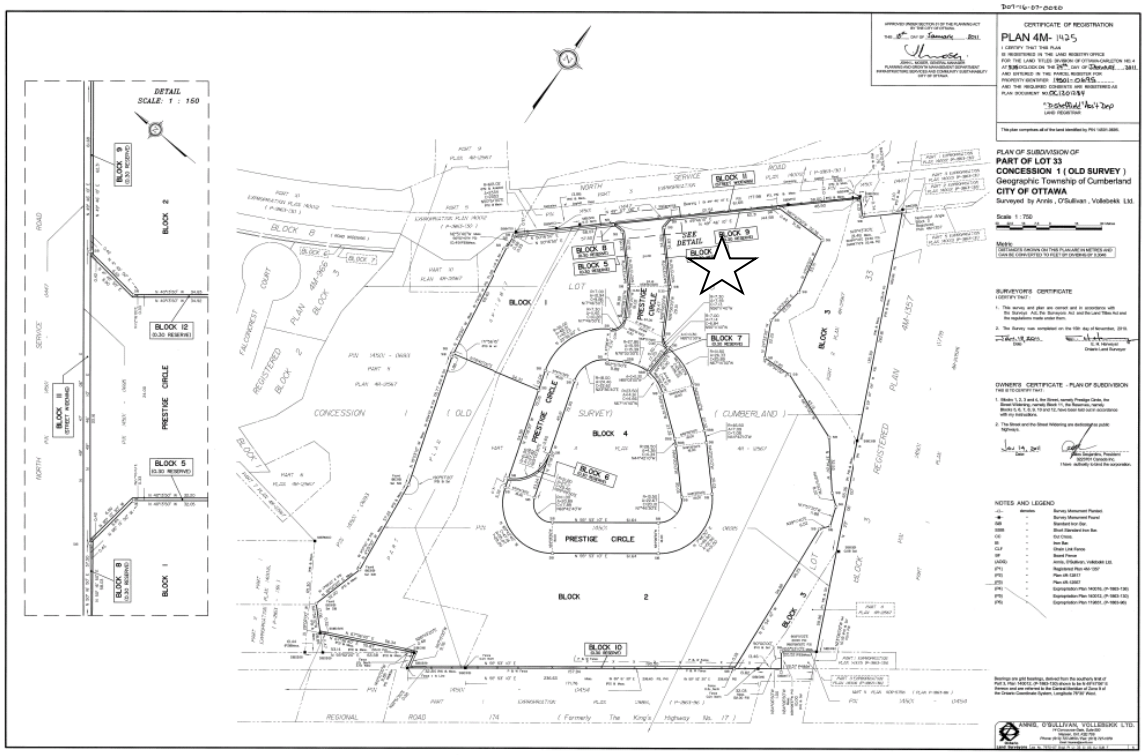


Figure 2: Plan 4R-31527

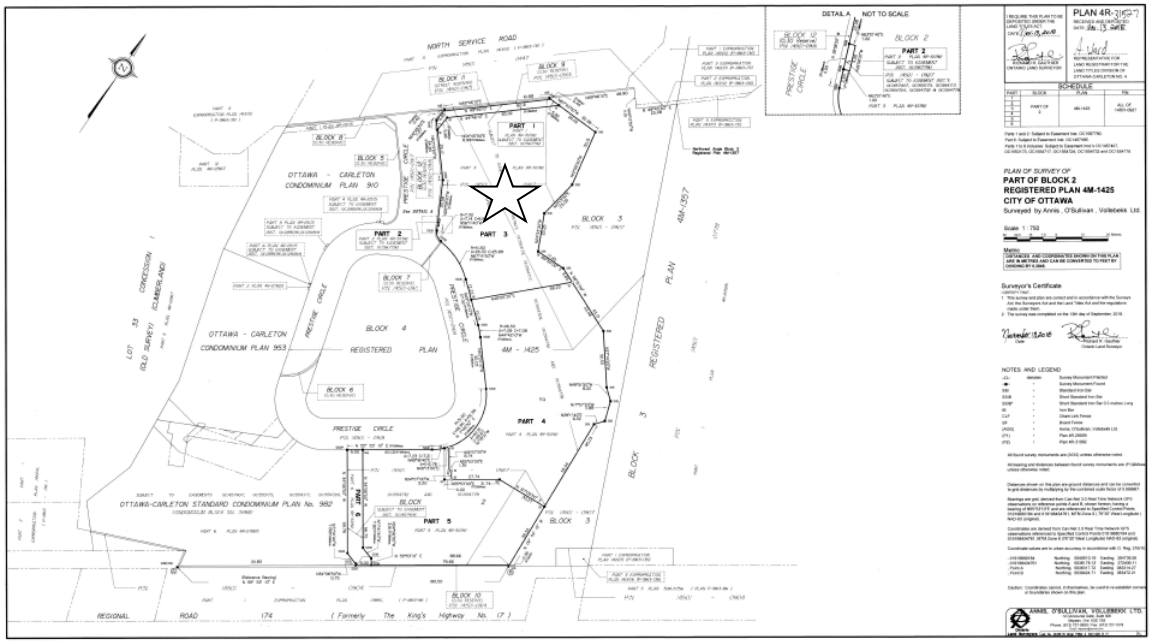
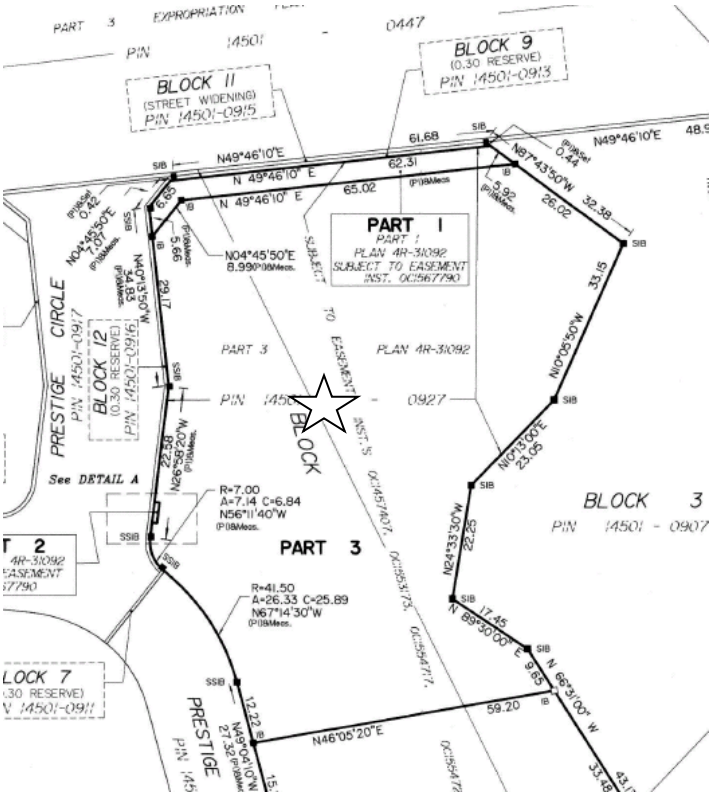


Figure 3: Plan 4R-31527 (Detail)



To date, Prestige Circle has been built as well as 2 residential buildings on Block 1 as well as 3 residential buildings on Block 2; construction has begun for 2 other buildings on Block 2 as contemplated in the approved site plan.

The property that is subject to this application is vacant.

The area around the subject property consists of the following uses:

- South: land under development to accommodate multi residential development as contemplated in the approved site plan and Highway 174;
- North: Jeanne D'arc Boulevard (formerly known as North Service Road) and open space connected to the nearby Ottawa River;
- West: Prestige Circle and existing multi residential development being part of the Petries Landing ii project.
- East: Bellevue Creek ravine and residential development further to the east.

3. Planning Context

City of Ottawa Official Plan (on line consolidation per December 2019)

The subject property 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*'.

Zoning Bylaw 2008-250

According to City of Ottawa Zoning By-law 2008-250, the subject property is zoned R5A [1409] which permits a variety of residential uses including apartment dwellings low rise and planned unit developments as proposed. See Figure 4. The R5A standards are presented in Table 1.

Figure 4: City of Ottawa Zoning By-law 2008-250

Table 1

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

The [1409] exception, in turn, establishes site specific standards for the property including a maximum density and 100 units per hectare and a minimum density of 75 units per hectare. The details of exception 1409 are as follows:

- no building is permitted within 10.0 m of the lot line adjacent to North Service Road
- minimum required front yard for the end wall of a row dwelling is 4.0 m
- minimum required front yard where garages face a public street is 6.0 m
- minimum required front yard for all other buildings is 6.0 m
- minimum required rear yard is 7.5 m

- minimum required building spacing is 3.0 m
- maximum permitted building height is 10 storeys
- minimum required density is 75 units per hectare
- maximum permitted density is 100 units per hectare
- minimum distance between the rear wall of a row dwelling and a O1 zone is 7.5 m
- minimum distance between the end wall of a row dwelling and a O1 zone is 2.0 m
- minimum distance between apartment dwellings under 7 stories in height and a O1 zone is 7.5 m
- minimum distance between apartment dwellings 7 to 10 stories in height and a O1 zone is 10 m
- minimum required western side yard abutting retaining wall for all buildings is 6.0 m
- minimum required western side yard south of retaining wall for all buildings is 8.0 m;
- the dwelling units and land in a row dwelling development may be divided or severed into separate, legally conveyable parts without each part meeting all of the requirements of this by-law as long as the overall development complies with the requirements of this by-law
-subsection 109(3) does not apply

Subdivision Agreement:

The property is subject to a Subdivision Agreement dated August 30, 2010 which, in turn, includes standard development conditions which the owner must adhere to. In addition, a number of special clauses are provided including Schedule F Condition 11 in Schedule F which speaks to the issue of satisfying the minimum and maximum density requirements per the Zoning By-law. It states as follows:

Zoning By-Law Density – Block 2
"The Transferee of Block 2 or a portion thereof and or the remainder of the Subdivision for himself, his heirs, executors, administrators, successors and assigns acknowledges being advised that in order to meet the density requirements of Zoning By-law No. 2008-250 the construction of a minimum of 283 units to a maximum of 391 units on Block 2 is required. The Transferee further acknowledges being advised that Block 2 may be developed in phases and a concept plan will be required to be submitted with each site plan application. This concept plan must outline how the minimum density requirement will be achieved for Block 2 in its entirety."

Site Plan:

The site intended to accommodate this building is currently subject to an approved site plan dated September, 2018 (Revision L). See Figures 5 and 6.

Figure 5: Approved Site Plan Currently in Effect

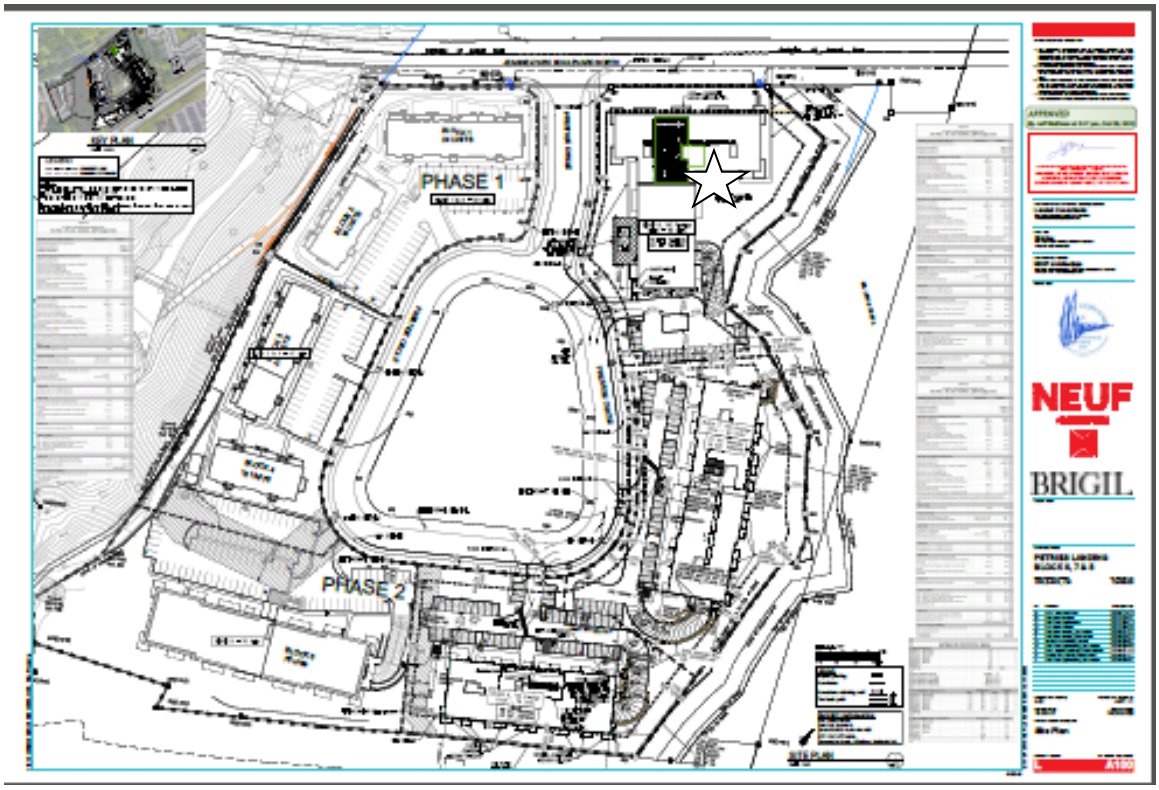
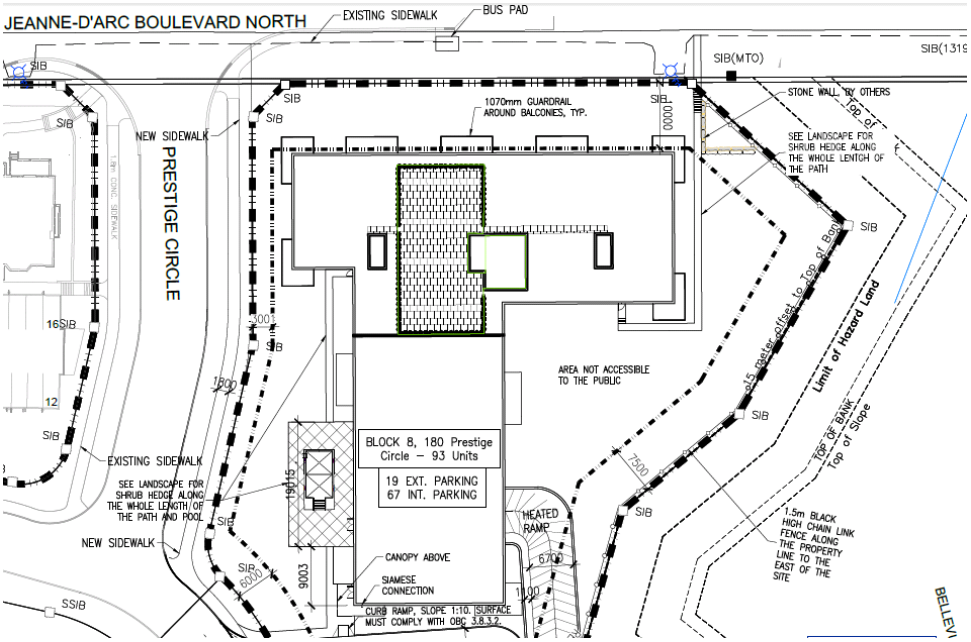


Figure 6: Approved Site Plan Currently in Effect (Detail)



4. Proposal and Required Approvals

The proposal calls for the construction of a 10-storey plus mezzanine building intended to accommodate 214 units with corresponding amenity space and 2 floors of underground parking. With a total gross floor area (GFA) of around 28,231 square meters including the two (2) levels of parking, the proposed buildings is composed of one (1) and two (2) bedroom units. Interior communal amenity space is provided at ground level, level 10 and Mezzanine level which provides tenants with different and unique viewpoints of the surrounding natural environment.

A combined parking to unit ratio of 1.4 is provided for tenants (1.2) and visitors (0.2). In total, the project includes 88 exterior surface parking spaces and 212 parking spaces located underground. The above ground parking is mostly located behind the building, hidden from the public street which allows for building to stand out further and ensures a safe and pleasant pedestrian realm. In addition, 107 bicycle parking spaces are also provided with the majority (100 spaces) located in the underground parking garage.

The building's orientation follows property lines facing Jeanne-D'Arc and Prestige Circle to help frame the street, emphasize the building's visibility at the intersection and reduce shadowing on adjacent buildings. In addition, the North-South orientation maximizes views to the river for all units.

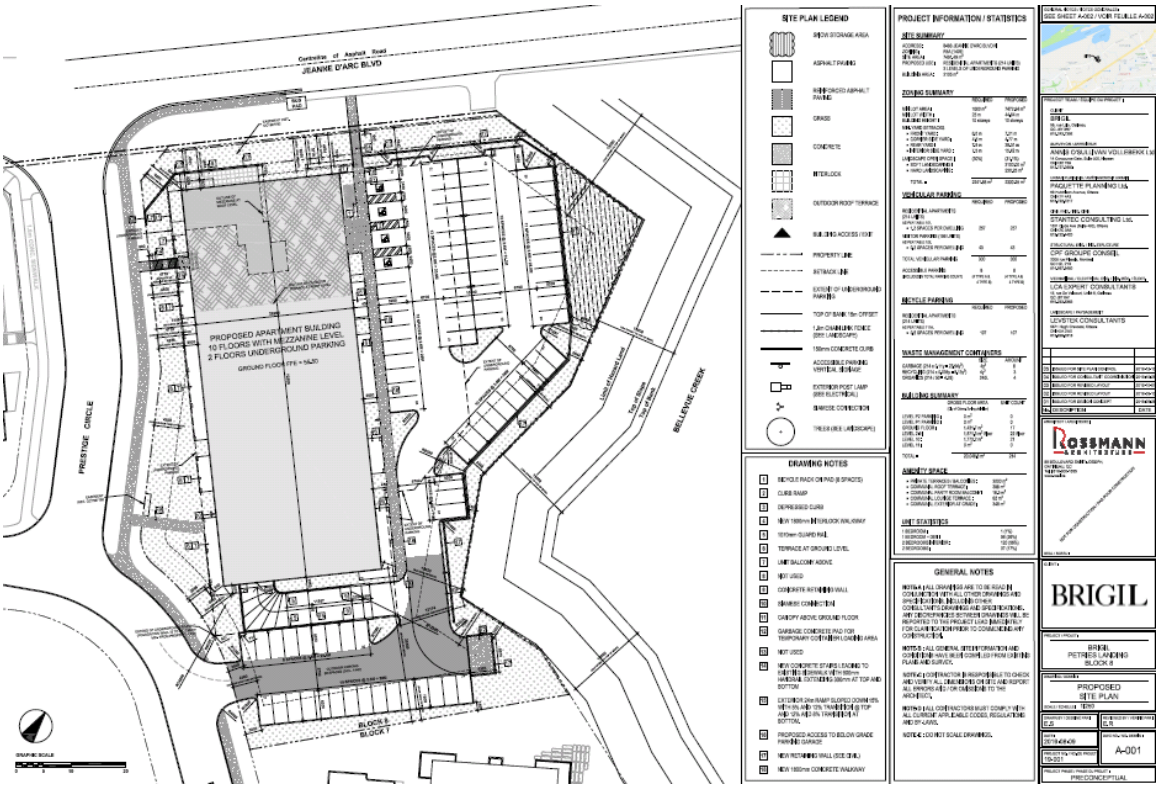
Communal amenity space at grade consist of open soft landscapes areas as well as an exterior terrace facing Jeanne-D'Arc. Additional communal amenity space includes a party room balcony and generous rooftop terrace which provides panoramic views of the river.

Site accesses from Prestige Circle as contemplated in the existing approved site plan. Entrance to the underground parking is accessed from the interior of the site from a bi-directional access.

Entrance to the building lobby is in proximity to the proposed above grade parking area for added functionality and to facilitate drop-offs, deliveries and pick-ups to residents. Pedestrian connections are proposed between the main entrance and the sidewalk on Prestige Circle and the bus stop on Jeanne D'Arc to maximize site pedestrian circulation. Additional tenant entrances are proposed on the façade facing Prestige Circle to allow easy and quick in and out access. These entrances and exits are linked to the existing sidewalk on Prestige Circle with a continuous concrete walkway and stair given the change in grade. All units are accessed internally from a central corridor.

See Figure 7 proposed site plan revision 5.

Figure 7: Proposed Site Plan



Required Approvals

Zoning bylaw an amendment

A zoning compliance chart (see Appendix A) has been prepared to demonstrate how each of the applicable standards of Zoning By-law 2008-250 comply with the proposed site plan. Based on a review of this chart, a zoning bylaw an amendment will be required for the following items:

- to permit an increase in density from a maximum of 100 units per hectare to 126.3 units per hectare;
- to permit a reduced setback to Jeanne D'arc Boulevard from 10 meters to 7.2 meters
- any other amendments that may be required as a result of changes to the site plan in response to circulation comments.

Site Plan Approval

In addition to the required zoning change, a revision to the approved site plan will be required.

Subdivision Agreement Amendment

The property is subject to Schedule F Condition 11 of the subdivision agreement which requires that Block 2 of Plan 4M-1425 provide between 283 and 391 units. Please note that the total number of units for Block 2 per Plan 4M-1425 will be as follows: 116 existing units for buildings 3, 4 and 5 , 79 units for building 6 and 92 units for building 7 as well as 214 proposed units for building 8 which provides for a total of 501 units. As this exceeds the upper range referred to in the subdivision agreement, an amendment to this agreement may be required.

Transportation Impact Assessment Report

According to the Transportation Impact Assessment Report prepared by Parsons and dated December 18, 2019 'the proposed 8466 Jeanne D'Arc Boulevard Block 8 of Petrie's Landing II development is recommended from a transportation perspective.'

Site Servicing and Stormwater Management Brief

According to the Site Servicing and Stormwater Management Brief prepared by Stantec and dated December 13, 2019, the proposal can be serviced to City requirements as discussed below:

WATER SERVICING

The 200 mm diameter watermain on Prestige Circle provides adequate fire flow capacity as per the Fire Underwriters Survey. The service connections will also be capable of providing anticipated demand but exceeds the maximum objective pressure of 552 kPa (80 psi). Therefore, pressure reducing measures, such as a pressure reducing valve, will be required to service the proposed building per the Ontario Plumbing Code. The building will require a booster pump to provide pressures greater than 40psi to the higher floors.

SANITARY SERVICING

The proposed sanitary sewer lateral is sufficiently sized to provide gravity drainage for the site. The proposed site will be serviced by a 200 mm diameter service lateral directing wastewater flows to the existing 300 mm dia. Prestige Circle sanitary sewer. A backflow preventer and a sump pump will be required for the proposed building in accordance with the Ottawa sewer design guidelines and will be coordinated with building mechanical engineers. The proposed sanitary drainage pattern is in accordance with the City of Ottawa Sewer Design guidelines.

STORMWATER SERVICING

The proposed stormwater management plan is in compliance with the goals specified through the stormwater management section of IBI Group's Design Brief for Petrie's Landing and with the City of Ottawa Design guidelines. Rooftop, underground pipe, and surface storage in combination with ICDs are proposed to limit inflow from the site area into the minor system to the required target release rate. The proposed building will have underground parking and as such, it is recommended that the proposed parking ramp be equipped with trench drains to capture the 100-year runoff. In addition, it is recommended that the proposed building be equipped with a sump pump and a backwater valve.

GRADING

Grading for the site has been designed to provide an emergency overland flow route as per City requirements and reflects the overall recommendations provided in the Geotechnical Investigation. Further geotechnical recommendations regarding the areas where the grade raise restriction has been exceeded will be included in the next submission. Erosion and sediment control measures will be implemented during construction to reduce the impact on existing infrastructure.

UTILITIES

All utilities (Hydro Ottawa, Bell Canada, Rogers Ottawa, and Enbridge Gas) have existing plants in the subject area. Exact size, location and routing of utilities will be finalized after design circulation.

APPROVAL / PERMITS

Ontario Ministry of the Environment, Conservation and Parks (MOECP) Environmental Compliance Approvals (ECA) are not expected to be required for the subject development as the site falls under a separate plan of condominium with one owner and will have a separate drainage and storm sewer system discharge to a pre-existing sewer system. Written approval from the Rideau Valley Conservation Authority (RVCA) is required under Ontario Regulation 174/06 "Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation" under Section 28 of the Conservation Authorities Act for the portion of the site within 120 m of a significant wetland. A Permit to Take Water may be required for pumping requirements for construction of underground parking levels. No other approval requirements from other regulatory agencies are anticipated.

5. Planning Rationale

The density increase is required as the current zoning limits the density to 100 upha and the proposal will generate a revised density of 126.3 upha. The following breakdown of yield and area explains the resulting revised density for this site:

Yield:

Buildings 1 and 2: 40 units

Buildings: 3-5: 116 units

Building 6: 79 units

Building 7: 92 units

Building 8: 214 units (proposed)

Total : 541 units

Area:

Block 1 site area: .6101 ha

Block 2 site area: 3.6739 ha

Total site area: 4.284 ha

Density:

541 units / 4.284 ha which works out to 126.3 units per ha.

The proposed density increase is primarily a function of the 10 storey height that is permitted on this site. When the zoning for PL2 was established, a R5 zone was created to permit towns and apartments on the property up to 10 floors within a density range of 75 to 10 upha. At the time this zoning was established the market contemplated a mix of towns and apartments.

Since the R5 zoning was initially established for this property (ie in 2006), both market conditions and the planning policy context for the area have changed. The market for smaller affordable units has increased and thus only apartments have been built to date; the market for such units is still active and thus the proposal before you. The planning policy context for the area has also changed since the original approval with the inclusion of several policy directives encouraging intensification on urban lands and the provision of more affordable units; this planning policy context change also included the City's decision to accommodate the LRT transit corridor along Hwy 174 with a planned station at Trim and Hwy 174.

The **setback reduction to Jeanne D'arc Boulevard** is required as exception 1409 current requires a 10 m setback from this road (which was formerly known as North Service Road).

The reduction in setback can be rationalized on the basis that:

- The proposed elevations have been designed to mitigate their impact on Jeanne D'arc Boulevard. To this end, additional fenestration has been introduced o the north and west elevations facing the intersection of Jeanne D'arc Boulevard and Prestige Circle.
- There would remain a generous open space between the proposed building and the Ottawa River to maintain a park-like setting along this road;
- It is the building's flankage only that will be facing Jeanne D'arc Boulevard and thus reducing the building's impact on this street.
- Additional and more significant landscaping is proposed to soften the impact of this flankage on the Jeanne D'arc street edge.
- There is no established planning policy requiring a 10 meter setback from Jeanne D'arc Boulevard

In addition to the above the following section examines how the proposed zoning change to increase the site's density complies with the City of Ottawa Official Plan. In addition, this section examines how the proposed site plan complies with the City of Ottawa's Urban design guidelines for high rise buildings.

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. The following review is based on the City of Ottawa's consolidated Official Plan available on line in December 2019 and includes amendments up to and including no. 234.

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 represents a *more affordable pattern of growth based on higher densities* in keeping with this goal. In addition, the proposal represents a *more efficient use of municipal infrastructure* .

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 frame the municipal park across the street and will relate directly to the open space along the Ottawa River.

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

Comment: The proposal incorporates a walkway that will connect directly to the side walk located on the south side of Jeanne D'arc Boulevard as well as the sidewalk located on the east

side of Prestige Circle thus allowing residents of this project with safe access to the abutting public space.

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

Comment: The proposal calls for the creation of multi residential housing in a 10 storey building as contemplated for this area.

To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.

Comment: The proposed building will accommodate an elevator which will allow a full range of age groups to adapt to this space over time if desired.

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 orients the building to allow all units to have a view of the river thus respecting the natural features in development design.

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 at Trim Road and Hwy. 174 which in turn affords the opportunity to reduce transportation energy consumption relative to car travel. This station will be accessible by OC Transpo bus route 38 available immediately adjacent to the site or by walking.

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 4.11 of the City of Ottawa Official Plan policies and guidelines.

• *Policy 4.11 (Urban Design and Compatibility)*

1. *A Design Brief will be required as part of a complete application, except where identified in the Design Brief Terms of Reference. The focus of this Brief will vary depending on the nature of the development. The Brief shall evaluate consistency and demonstrate that*

the following content is considered and/or incorporated into the development proposal with:

1. *The provisions of this Plan that affect the design of a site or building;*
2. *Design Guideline(s) approved by Council that apply to the area or type of development; and*
3. *The design provisions of a community design plan or secondary plan. [Amendment #150, LPAT July 19, 2019]*

Comment: This report is intended to satisfy the Design Brief requirements of the Official Plan. To this end, this report provides a commentary on how this proposal addresses the City's Urban Design Guidelines for High Rise Buildings which, in turn, are applicable to buildings 10 floors and higher. With respect to item 3), there is no community design plan or secondary plan in place for this area.

Views

Depending on its location, the mass or height of new development may enhance or impact the views visible from public view points, such as public monuments, bridges, civic spaces, landforms, and other valued spaces. View corridors and view planes can be established to guide and regulate the height and mass of development within a defined area, so as to protect the public view.

2. *Development applications for all High-Rise 31+ 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: Not applicable as the proposed building is only 10 floors in height.

3. *The City will protect the views of the Parliament Buildings from two locations in Beechwood Cemetery. The view area, or viewshed, and the two locations, the Tommy Douglas Memorial and Poet's Hill, are identified on Annex 12. New buildings or structures should be located to compliment or enhance the view of these important*

landmark buildings. A building or structure is deemed to obstruct the view if it visually blocks the foreground view or visually changes the background silhouette of the Parliament Buildings when viewed from the identified locations. For each property in the viewshed, no Zoning By-law amendment or minor variance shall be permitted that would permit a proposed building to obstruct the view unless it is demonstrated that the view is already impacted and would not be further impacted by the proposal. Site plan control approval, other regulations and City maintenance practices may also be adjusted to ensure that fences, signs, trees and other elements do not obstruct the view.

4. *Policies to protect views of the Parliament Buildings and other national symbols that apply to development applications in the Central Area are contained in Section 3.6.6 Central Area. [Amendment #150, LPAT July 19, 2019]*

Comment: Not applicable as the proposed building is not within sight of the Parliament Buildings.

Building Design

Good building design contributes to successful neighbourhood integration and the compatibility of new development with the existing or planned character of its surroundings. The façades of buildings influence the feel and function of public spaces and define the edges of the pedestrian environment. Good building design is required throughout the city. In the City's design priority areas and areas subject to the design priority policies, building design is intended to support the image of Ottawa as a Capital city and contribute to a positive experience for residents and visitors.

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:*
    1. *Setbacks, heights and transition;*
    2. *Façade and roofline articulation;*
    3. *Colours and materials;*

4. *Architectural elements, including windows, doors and projections;*
5. *Pre- and post-construction grades on site; and*
6. *Incorporating elements and details of common characteristics of the area.*

Comment: Architectural treatments such as materiality, colours and projections have been carefully chosen to be compatible with the surrounding while contributing to high-quality architecture.

While the proposed building height of 10 storeys is greater than surrounding constructions, it has been designed to permitted height zoning standards. The transition to lower-profile development is facilitated through the use of setbacks, step backs and materiality. Setbacks are maximized while maintaining an adequate proximity to the street. A 2.4 meter step back from the base is incorporated in the design to mitigate impacts to the existing residential properties (Block 1) across Prestige Circle.

Balconies are positioned and grouped to articulate the façade and further break down the bar building along its length. The use of frosted glass railings also accentuates the articulation which they create. These articulations will also allow for the building to be visually interesting. Extensive rooftop amenities have been provided to mitigate overlook issues.

Given the site's context of primarily low-rise brick buildings, brick has been chosen as one of the main materials for the exterior cladding. Brick is mainly used on street frontage and when facing existing constructions to enhance compatibility. Through the careful arrangement of light and dark masonry colours, the base of the building is further accentuated, and the tower is further broken down vertically. Other main materials include white and light blue aluminum panels which help to lighten up the structure. Lime green aluminum panels are also proposed in a few areas to contrast the monotone colour pallet of the main cladding materials.

Doors and windows are positioned in a way to create a pattern that contributes to breaking down the bar building. The aluminum cladding and accentuated trim helps to create the effects of a larger more complexed fenestration pattern which contrasts with the less busy fenestration pattern found on the sections clad with brick. Doors and widows are also similar in size to existing surrounding constructions.

6. *The City will require that all applications for new development:*
    1. *Orient the principal façade and entrance(s) of main building(s) to the street.*
    2. *Include windows on the building elevations that are adjacent to public spaces;*
    3. *Use architectural elements, massing, and landscaping to accentuate main building entrances.*

Comment: The proposed building is oriented north-south as recommended for bar buildings. It is also located in reference to both property line facing Prestige Circle and Jeanne D'arc Boulevard. As a result, both street facing facades have been designed and treated as principal facades. Although the main entrance does not face the street, a concrete pedestrian walkway and stair is provided to facilitate access to Jeanne D'Arc Boulevard and the existing bus stop. In addition, tenant entrances are provided along Prestige Circle to accommodate occupants arriving from the West. All building entrances are linked with a seamless connection to existing public sidewalks and are highlighted using canopies as well as landscaping. Significant glazing is provided along the existing public sidewalk at pedestrian level to maximize the relation with interior space. To accentuate the building's visibility from the streetscape, distinctive design features and façade treatment is proposed at the corner of the two street facing facades. Curtain wall that wraps around the corner provides not only a higher level of transparency with the public realm at pedestrian level but also on all levels at night.

7. *The intersections of arterial and collector roads can serve as gateways into communities and can support high levels of pedestrian and vehicular traffic, the greatest density of housing, and other land uses and services, and commercial services and other land uses that are focal points for a community. The City will encourage development proposals at such locations to include the following:*
    1. *Strong architectural design elements that feature the corner or street axis by: locating buildings close to the street edge, and/or orienting the highest and most interesting portion of a building (e.g. the main entrance) to the corner or axis which has a view of the terminus.*
    2. *Capitalizing on design possibilities for both street façades (by wrapping the materials used on the front façade around the building where any façades are exposed to the public realm); and*

3. *Soft landscaping features, special paving materials, and/or curb extensions to shorten the distance across the street and larger sidewalk area to accommodate sidewalk activity.*

Comment: While the proposal is not located at the intersection of a collector and arterial road, it is located at the intersection of Prestige Circle being a local road and Jeanne D'arc Boulevard which is a collector. As such the property represents a local gateway location. To this end, the building's design proposes a higher building elevation at the corner intersection as well as the use of more transparent materials (curtain wall) to help further emphasize the building's visibility at the corner. Both facades exposed the public streets are wrapped in the same materials to provide continuity and coherence. The landscaping along both building frontages will enhance the area by providing buffering and future tree canopy to compliment the architecturally enhanced facades with generous glazing that augment the pedestrian realm. Articulating projections (balconies) along the existing sidewalk on Prestige Circle creates architectural variety at the lower floors which provide visual interest to pedestrians.

8. *To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. If they cannot be internalized these services are to be screened from public view (i.e. trees, landscaping, decorative walls and fences etc.) and are to be acoustically dampened where possible. The location and operation these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.*

Comment: The residential use will not require a loading or service area. Outdoor storage is not proposed as part of this application. The buildings garbage/recycling area is located at basement level and will be accessible by the residents. A temporary loading area is however proposed at the east corner of the property which will be used to store garbage and recycling containers on pickup days only. Both building facades that interact with public sidewalks are free of obstacles that might create a visual nuisance or safety issue. Furthermore, the existing sidewalk on Prestige circle and Jeanne D'Arc Boulevard are located 9.1 and 14 meters away respectively

from the building. If mechanical components are required for the basement, landscaping or decorative screens will be utilized to hide them from public view.

9. *Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building. [Amendment #150, LPAT July 19, 2019]*

Comment: The proposed design calls for a rooftop amenity space that will deliver impressive panoramic views of the river. All rooftop interior space as well as mechanical equipment are incorporated in the building's massing which is located towards the corner intersection to help feature that section of the building as well as the street axis.

Massing and Scale

Complementary to building design, the massing and scale of new development also contributes to successful neighbourhood integration and the compatibility of new development with the character of the surrounding community. Massing and scale describe the form of the building, how tall it is, how much of the lot it occupies and how it is positioned in relation to the street and surrounding buildings.

10. *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:*

    1. *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;*

    2. *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;*

3. *The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this section.*

Comment: There is no community design plan or secondary plan in place for this area.

11. *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: Shadow analysis has been performed internally to evaluate the impacts of the building's mass and proximity to existing structures. The building's orientation and placement on the property helps to avoid any impacts related to shadow projection. In addition, given that there is no construction located in the North-West and North-East quadrants, impacts to existing or future structures are practically non-existent.

12. *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: The proposed building's massing has been shaped to respect the surrounding context. While the proposed building height is higher than its surrounding constructions, it remains on the lower end of a high-rise building. Although the building design doesn't integrate stepping down, its placement on the site and distances from surrounding existing lower constructions helps to minimize integration conflicts. A distance of 36 meters separates the proposed building with existing constructions located to the South-East (Block 7) and South-West (Block 1).

13. *Building height and massing transitions will be accomplished through a variety of means, including:*
    1. *Incremental changes in building height (e.g. angular planes or stepping building profile up or down);*
    2. *Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet);*
    3. *Building setbacks and step-backs. [Amendment #150, LPAT July 19 ,2019]*

Comment: The building massing of the proposed development pays careful attention to the existing character of the area. To increase massing transition between the proposed building and the public realm, significant setbacks are provided between the building and any proposed or existing sidewalk to maintain a pedestrian-scale along the street. In addition, the use of more sizable and monumental components as well as darker masonry material on some of the terraces and balconies located on the first four (4) floors help to accentuate the base of the building and thus help with the massing transition and building articulation along the building face.

High-Rise Buildings

14. *High-Rise Buildings are a form of high-density development that can contribute to intensification, housing and employment opportunities and provide new view, skyline and landmark possibilities. High-Rise buildings should be designed to achieve the objectives of this Plan and avoid or reduce impacts or disruptions associated with:*
    1. *pedestrian comfort, safety and usability resulting from changes to wind and shadow patterns in outdoor amenities and adjacent public and private spaces surrounding the building;*
    2. *public views, including view planes and view-sheds referred to in Policy 3 above*
    3. *proximity to heritage districts or buildings,*
    4. *reduced privacy for existing building occupants on the same lot or on adjacent lots,*

Comment: The proposed building orientation and placement on the site helps promote pedestrian comfort by providing a direct pedestrian connection to the bus stop on Jeanne D'arc Boulevard.

No views or vistas are affected by this proposal. The proposal is not located within a view plane of any national symbols. In addition, views of the river are maximized thanks to the building North-South orientation.

Privacy concerns have been addressed through adequate landscaping, setbacks and balcony orientation. Generous building setbacks (36 meters) are provided between the proposed building and the adjacent constructions which help mitigate any lost of privacy issues with adjacent buildings. In Furthermore, unit balconies as well as unit fenestration of the proposed building and existing buildings are not facing each other.

15. *Generally, High-Rise buildings, which consist of three integrated parts, a base, a middle and a top, can achieve many of the urban design objectives and address the impacts described above in the following ways;*

    1. *The base of a high-rise building should respect the scale, proportion, and character of the surrounding buildings, adjacent streets, parks, and public or private open spaces and animate such spaces.*

    2. *The tower, which typically includes a middle and a top, should step back from the base where possible. The tower design can reduce the building impacts identified above by incorporating an appropriate separation from existing or future adjacent towers located on the same lot or on an adjacent lot. The responsibility for providing an appropriate tower separation shall generally be shared between owners of abutting properties where high-rise buildings are permitted. A separation distance of 23m has been the City's general guidance but actual separation requirements may vary in different parts of the City depending on the context.*

3. *Floor plates may also vary depending on the uses and the context. Generally, towers with a larger floor plates may require a greater separation from adjacent towers.*

Comment: The proposed high-rise building is well proportioned and integrated within its surrounding using the base, middle and top approach. The proposed building can be considered a bar building which is appropriate given the lot orientation (North – South) and context.

The base varying in height from two (2) to four (4) levels is obtained with the projecting balconies by increasing the size of the balcony components (columns – slabs). The different heights and projection of the base helps to animate the public space at lower levels. Furthermore, the base of the proposed building is appropriately expressed given the width of the abutting ROWs. High quality, durable and environmentally sustainable materials containing various textures and colours are proposed for the building's base.

The middle section is oriented and clad to respond to functional and contextual requirements while minimizing shadows and wind impacts. Fenestration patterns, colours and textures found in the middle section complement the immediate surroundings. Articulation along the building's length is achieved with varying materiality as well as balconies.

The top section is integral to the overall design, contributes to sky views and will integrate amenity space and mechanical elements into its massing.

The tower composed of the middle and top steps back 2.4 meters from the base where possible on facades facing the streetscape. On the façade facing Prestige Circle, the tower steps back 2/3 of the frontage leaving 1/3 of the tower frontage to drop down to ground floor which helps emphasize the building's architecture, its visibility and the street axis.

16. *Secondary Plans may provide area-specific directions for the design of high-rise buildings.*

Comment: There is no community design plan or secondary plan in place for this area.

17. *The Zoning By-law will establish performance measures such as minimum tower separation distances and yard setbacks and may require minimum lot sizes for High-Rise buildings. Proposals for a high-rise building that include performance measures that deviate from the Zoning By-law shall demonstrate that the impacts identified in policy 14 can be satisfactorily avoided or reduced.*

Comment: **The proposed density increase** is primarily a function of the 10 storey height that is permitted on this site. When the zoning for PL2 was established, a R5 zone was created to permit towns and apartments on the property up to 10 floors within a density range of 75 to 10 upha. At the time this zoning was established the market contemplated a mix of towns and apartments.

Since the R5 zoning was initially established for this property (ie in 2006), both market conditions and the planning policy context for the area have changed. The market for smaller affordable units has increased and thus only apartments have been built to date; the market for such units is still active and thus the proposal before you. The planning policy context for the area has also changed since the original approval with the inclusion of several policy directives encouraging intensification on urban lands and the provision of more affordable units; this planning policy context change also included the City's decision to accommodate the LRT transit corridor along Hwy 174 with a planned station at Trim and Hwy 174.

The **setback reduction to Jeanne D'arc Boulevard** is required as exception 1409 current requires a 10 m setback from this road (which was formerly known as North Service Road).

The reduction in setback can be rationalized on the basis that:

- The proposed elevations have been designed to mitigate their impact on Jeanne D'arc Boulevard. To this end, additional fenestration has been introduced o the north and west elevations facing the intersection of Jeanne D'arc Boulevard and Prestige Circle.
- There would remain a generous open space between the proposed building and the Ottawa River to maintain a park-like setting along this road;
- It is the building's flankage only that will be facing Jeanne D'arc Boulevard and thus reducing the building's impact on this street.
- Additional and more significant landscaping is proposed to soften the impact of this flankage on the Jeanne D'arc street edge.

18. *The Urban Design Guidelines for High-Rise Buildings may establish general principles for the design of high-rise buildings, including the design of the base and guidance for tower separation distances. [Amendment #150, LPAT July 19 ,2019]*

Comment: Section 5.2 of this report provides a commentary on how this proposal addresses the City's Urban Design Guidelines for High Rise Buildings which, in turn, are applicable to buildings 10 floors and higher.

Outdoor Amenity Areas

Outdoor amenity areas are the private and communal areas of a property that are designed to accommodate a variety of leisure activities.

19. *Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s). Design measures include the use of transitions or terracing and the use of screening, lighting, landscaping, or other design measures that achieve the same objective.*

Comment: Given the nature of surrounding properties, there is no adverse impact on adjacent outdoor amenity areas surrounding the subject property. Only 8 units of the Block 7 property have balconies or terraces that partially give towards the proposed development since they wrap around the corners. In response to this context, the building is positioned more than 28 meters away from the South-East property line and 34 meters from the nearest balcony of the Block 7 property. Amenity space for the Block 1 property do not face the proposed development. Furthermore, shadows are projected away from all existing and future surrounding construction. While respecting City requirements, site lighting will not only provide a safe and secure environment but also ensure no adverse impacts on adjacent properties.

20. *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. [Amendment #150, LPAT July 19, 2019]

Comment: Not applicable as proposal is not a mixed use development

5.2 City of Ottawa's Urban design guidelines; applicable to buildings 10 floors and higher

The City of Ottawa's Urban design guidelines for high rise buildings have been reviewed in the context of the proposal before you. The conclusion from this review is that the proposal complies with the said guidelines. Proper measures have been taken into account throughout the design to contribute to the built environment at various scale, address compatibility and relationship issues between the building and its existing built and natural context as well as to create a unique and distinct identity.

6. Conclusion

The proposed site plan conforms to the Official Plan as discussed in this report.

The proposed site plan complies with the City of Ottawa's Urban design guidelines for high rise buildings as discussed in this report.

Save and except for the zoning amendments sought, the proposed site plan can be accommodated in compliance with all other applicable zoning standards of the R5A [1409] zone as discussed in this report.

Appendix A: Zoning Compliance Chart

180 Prestige Circle (site plan revision 5 dated Decemebr 13, 2019)

Applicable sections from 2008-250 Property is zoned R5A[1409]	**Zoning Requirement**	**Proposal**	**Amendment Required**
Assuming the following yard locations per May 10 2019 email from City staff … Jeanne d'Arc as front yard …. Prestige Circle as corner yard …. Ravine to the east as interior yard …. Property line between subject property and building to the south as rear yarc			
Exception 1409			
no building permitted within 10 m of lot line adjacent to North Service Roac	10	7.215	**yes**
minimum required front yard for the end wall of a row dwelling is 4.0 m	N/A	-	
minimum required front yard where garages face a public street is 6.0 m	N/A	-	
minimum required front yard for all other buildings is 6.0 m	6	7.215	
minimum required rear yard is 7.5 m	7.5	28.309	
minimum required building spacing is 3.0 m	N/A	-	
maximum permitted building height is 10 storeys	10	10	
minimum required density is 75 units per hectare	75		
maximum permitted density is 100 units per hectare	100	126.3	**yes**
minimum distance between the rear wall of a row dwelling and a O1 zone is 7.5 m	N/A	-	
minimum distance between the end wall of a row dwelling and a O1 zone is 2.0 m	N/A	-	
minimum distance between apartment dwellings under 7 stories in height and a O1 zone is 7.5 m	N/A	-	
minimum distance between apartment dwellings 7 to 10 stories in height and a O1 zone is 10 m	10	15.423	
minimum required western side yard abutting retaining wall for all buildings is 6.0 m	N/A	-	
minimum required western side yard south of retaining wall for all buildings is 8.0 m	N/A	-	
the dwelling units and land in a row dwelling development may be divided or severed...	N/A	-	
subsection 109(3) does not apply	parking permitted	0	
Table 164A (Apartment Dwelling, Mid-High Rise)			
Minimum Lot Width (m)	25	44.64	
Minimum Lot Area (sq. m)	1000	7472.94	
Maximum Building Height (m)	varies	10 storeys	
Minimum Front Yard Setback (m)	6	7.215	
Minimum Corner Yard Setback (m)	4.5	4.77	
Minimum Rear Yard Setback (m) ; see endnote 4 from Table 162B	7.5	28.309	
Minimum Int. Side Yard Setback (m);	7.5	15.423	
Section 163(9)			
Minimum landscape area (% of site)	30	31.1	
Sections 101 and 102			
Minimum No. of parking spaces per Apartment Dwelling, Mid-High Rise	1.2	1.2	
Minimum No. of visitor parking spaces per Apartment Dwelling, Mid-High Rise	0.2	0.2	
Section 106			
Parking space width (m)	2.6 min 2.75 max	2.6	
Minimum parking space depth (m)	5.2	5.2	
Section 107			
Driveway access : min width (m) two way	6.2	6.7	
Section 109			
Parking in required front and corner yard	not permitted	0	
Section 110			
Minimum landscape area of parking lot %)	15	47.27	
Minimum landscape buffer width of parking lot not abutting street (m)	1.5	1.5	
Minimum landscape buffer width of parking lot abutting street (m)	3	3	
Minimum distance between refuse collection area within a parking lot and:			
…street (m)	9	42.48	
…any other lot line	3	3	
Section 111			
Bicycle Parking Space Provisions (per unit)	0.5	0.5	
Section 137			
Total amenity area (6 sq. m per unit)	1284	3000	
Communal amenity area: 50% of total required 'total amenity area' sq. m.	642	792.3	