

9. Zoning By-law Amendment – 8900 Jeanne d’Arc Boulevard North
Modification du Règlement de zonage – 8900, boulevard Jeanne-d’Arc Nord

Committee recommendation

That Council approve an amendment to Zoning By-law 2008-250 for 8900 Jeanne d’Arc Boulevard North to facilitate the development of three apartment dwellings, as detailed in Documents 2, 3 and 4.

Recommandation du Comité

Que le Conseil approuve une modification au *Règlement de zonage 2008-250* visant le 8900, boulevard Jeanne-d’Arc Nord en vue de permettre l’aménagement de trois immeubles d’appartements, comme le précisent les documents 2, 3 et 4.

Documentation/Documentation

1. Director’s report, Planning Services, Planning, Infrastructure and Economic Development Department, dated November 13, 2019 (ACS2019-PIE-PS-0113)

Rapport de la Directrice, Services de la planification, Direction générale de la planification, de l’infrastructure et du développement économique, daté le 13 novembre 2019 (ACS2019-PIE-PS-0113)
2. Extract of draft Minutes, Planning Committee, November 28, 2019

Extrait de l’ébauche du procès-verbal du Comité de l’urbanisme, le 28 novembre 2019

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme
28 November 2019 / 28 novembre 2019**

**and Council
et au Conseil
11 December 2019 / 11 décembre 2019**

**Submitted on 13 November 2019
Soumis le 13 novembre 2019**

**Submitted by
Soumis par:
Lee Ann Snedden
Director / Directrice**

**Planning Services / Services de la planification
Planning, Infrastructure and Economic Development Department / Direction
générale de la planification, de l'infrastructure et du développement économique**

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Ward: ORLÉANS (1)

File Number: ACS2019-PIE-PS-0113

SUBJECT: Zoning By-law Amendment – 8900 Jeanne d'Arc Boulevard North

**OBJET: Modification du *Règlement de zonage* – 8900, boulevard Jeanne-
d'Arc Nord**

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council approve an amendment to
Zoning By-law 2008-250 for 8900 Jeanne d'Arc Boulevard North to facilitate**

the development of three apartment dwellings, as detailed in Documents 2, 3 and 4.

2. That Planning Committee approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* 'Explanation Requirements' at the City Council Meeting of December 11, 2019," subject to submissions received between the publication of this report and the time of Council's decision.

RECOMMANDATIONS DU RAPPORT

1. Que le Comité de l'urbanisme recommande au Conseil d'approuver une modification au *Règlement de zonage 2008-250* visant le 8900, boulevard Jeanne-d'Arc Nord en vue de permettre l'aménagement de trois immeubles d'appartements, comme le précisent les documents 2, 3 et 4.
2. Que le Comité de l'urbanisme donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux 'exigences d'explication' aux termes de la *Loi sur l'aménagement du territoire*, à la réunion du Conseil municipal prévue le 11 décembre 2019 », à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.

BACKGROUND

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

Site location

8900 Jeanne d'Arc Boulevard North

Owner

6382924 CANADA INC (Brigil Inc.)

Applicant

Paquette Planning Associates Ltd.

Architect

NEUF Architects

Description of site and surroundings

The subject sites are located on the north side of Highway 174, east of Trim Road and south of Petrie Island and the Ottawa River. It is located at the extreme eastern end of Jeanne d'Arc Boulevard North's public right of way. The subject lands are also within 600 metres of the future Trim Road Light Rail Station (LRT).

The previously contiguous site is separated into four parcels by the intervening ownership of the existing condominium apartment buildings, referred to as Tower 1 and Tower 2 on Document 2. This Zoning By-law amendment is for the lands that will be required for Towers 3, 4 and 5. The overall site also contains an internal private road, Inlet Private, for Towers 1 through 5. The lands for Towers 1 through 5 are roughly triangular in shape and is considered a Planned Unit Development (PUD).

Summary of Requested Zoning By-law amendment proposal

For the lands proposed as Towers 3 and 4, the maximum height of the buildings shall be 18 storeys and 22 storeys, respectively. They are to have a maximum of three car-sharing parking spaces per building as well as underground parking with drive aisle widths of 6.0 metres per building.

For the Tower 5 lands, the maximum height of the building shall be a maximum of 32 storeys for one-point tower (Tower 5A) and 22 storeys for the second point tower (Tower 5B). The Tower 5 building will also be permitted a variety of ancillary uses within its two-storey podium, as detailed in Document 2. This site will be allowed a minimum width for drive aisles within a parking garage to be 6 metres. Four car-sharing parking spaces are also requested for this building.

Brief history of proposal

In 2007, site plan control approval was given for four 15-storey towers with 89 units in each building within this planned unit development. A revised site plan was approved in 2009, to amend the exterior parking area locations, drive aisles and associated landscaping. Subsequently, Tower 1 (100 Inlet Private), a 15-storey, 89 dwelling unit residential condominium building, was constructed, occupied and registered. The remaining Towers 2, 3 and 4's site plan approval from 2007 and 2009 has since lapsed. A new site plan control review took place for Tower 2 in 2013 and in 2016, approval was granted for a 16-storey, 145 unit dwelling unit residential condominium building. An amending Site Plan was consequently submitted for the same tower in 2017, to record amendments to the exterior and underground parking area locations. Since that time, Tower 2 has been constructed, occupied and registered. The applicant is now proposing to proceed with the development of the third, fourth and now fifth towers with greater building heights, via this Zoning By-law amendment and a concurrent Site Plan Control process (City File No. D07-12-18-0143). The entirety of the site plan illustrating the ultimate use of lands is shown in Document 4. Document 4 also demonstrates how the vehicular and pedestrian paths on the lands, are shared between the existing and proposed buildings as well as how the site is meant to function as one entity.

DISCUSSION

Public consultation

This application was subject to public consultation. Notice of this application was carried out in accordance with the *Planning Act* and the City's Public Notification and Consultation Policy for Development Applications. The details of public comments received, and staff's responses are contained in Document 5.

For this proposal's consultation details, see Document 5 of this report.

Official Plan designations

According to the Official Plan (OP), the subject land is designated General Urban Area, surrounded by lands designated Employment Area and Urban Natural Feature. The General Urban Area designation promotes the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, service, cultural, leisure, entertainment, and institutional uses. This area includes mid-to-high-rise residential

buildings and retirement homes. It further promotes mixed-use communities that are diverse and adaptable to changing needs. The predominant land use in this designation is residential; however, other ancillary uses are permitted, subject to certain criteria.

The OP promotes opportunities for intensification where appropriate. While the focus for intensification is along Main streets, and within Mixed-Use Centres, and Town Centres, the OP does contemplate intensification in the General Urban Area designation, which comprises much of the Urban Area. In such cases, the scale of intensification and the heights and density of development will vary depending upon factors such as the existing built context and proximity to major roads and transit.

The subject site is unique in the General Urban Area designation as it is isolated from other General Urban Area lands by abutting Employment Area and Urban Natural Feature lands, Trim Road and Highway 174. There is no established low-rise residential development within 900 metres of the site. The site is also within close proximity of a future Light Rail station at the eastern end of the City's rapid transit system, Trim Road Transit Station. The higher density proposed for this site and the scale of development proposed is consistent with the City's intensification objectives and will have little or no impact on the surrounding land uses.

The OP also identifies Highway 174 as a Scenic Entry Route. The proposed building form, architecture and landscaping at the site will contribute in forming a gateway into Orleans and Ottawa from the east. Accordingly, the design elements of the future buildings and remaining site development have been a major consideration of the accompanying site plan control review.

The proposed zoning changes are consistent with Official Plan policies and objectives, as they help facilitate a development by adding to a mix of residential housing forms within the existing established community.

Official Plan Amendment 150 – Local Planning Appeal Tribunal Decisions

The General Urban Area designation for the subject site remains unchanged following the adoption of the Local Planning Appeal Tribunal (LPAT) settlements for Official Plan Amendments under 150 (OPA 150). OPA 150 had been appealed and policy changes resulting from the October 22, 2018 LPAT decisions will not affect this proposal. The October 22, 2018 decisions came into effect after the Zoning Amendment and Site Plan Control applications were deemed complete. The LPAT decisions changed the Official

Plan policies for General Urban Area, however the designation continues to permit the development of a full range and choice of housing, employment, retail, service, cultural, leisure, entertainment and institutional uses. The new policies of OPA 150 does however limit development in the General Urban Area to four-storeys, except where existing zoning permits greater heights, or where a more detailed assessment has taken place. Intensification at greater heights may occur through a high-rise built form, provided urban design and compatibility objectives are met.

Urban Design Review Panel

The Zoning By-law Amendment and Site Plan Control applications were both subject to the Urban Design Review Panel (UDRP) process. The applicant presented their proposal to UDRP at a formal review meeting held on December 6, 2018, which was open to the public.

An excerpt of the panel's recommendations from the formal review are:

- Treat this development as a pedestrian and cycling environment and not a car-dominated environment.
- It is strongly recommended that the surface parking area for Towers 3 to 5 be reduced or eliminated. The alignment of the towers, and the overall circulation plan should be determined with the goal of maximizing the landscape on the site. The Panel recommends this development show leadership by providing very little or no parking at grade, and instead provide this land as greenspace for the benefit of residents.
- The Panel recommends adding pedestrian routes through the site, and significantly improving the overall pedestrian linkages.
- The current site plan looks like a maze dominated by parking areas, creating problems with respect to wayfinding, and compromising the quality of the overall urban design.
- The Panel finds the proposed floorplates too large, which results in tall slab buildings, as opposed to more modern slender point towers. Taller, narrower towers are recommended in order to avoid creating the effect of a 'wall of mass' along the horizon of a very beautiful natural setting. Point towers would result in better sky views, and greater separation distances.

- While the efforts made to enhance the top expression of Tower 5A are appreciated, the Panel suggests adding height in order to increase porosity, sky views, and reducing its overall bulky appearance. The floor plate for Tower 5B should be reduced to be in line with 5A.

The Panel was successful in aiding in the implementation of the following:

At-grade parking spaces were eliminated for the proposed lands of Towers 3, 4 and 5. Instead, drop-off zones will be offered along Inlet Private, in front of the towers. The rest of the visitor and commercial parking has been relocated to the underground parking lots, under each proposed building.

The towers originally proposed above the podium at Tower 5 have been slimmed down and now provides a more porous and natural sky view. The combination of existing and proposed towers will no longer be a mass along the skyline that will block views.

The elimination of Inlet Private in front of Towers 3 and 4 was not possible, as this private way is the only fire route to service the buildings. This fire-route was pre-set when the first two towers were constructed. As there is no secondary access to this planned unit development, there were no other options to set a new pattern to this otherwise landlocked section of the parcel.

Planning rationale

The proposed increase in height at Towers 3, 4 and 5 has been reviewed by UDRP and PIED. Several compromises and re-designs have been made to maximize the site's design at-grade, as well as to the city's skyline. The added height, as well as a shrinking of the standard dwelling unit's size, have resulted in added residential units and density within this planned unit development. Infrastructure capacity, including traffic volume, lane width, storm and sewer capacity, exist at this site to accommodate the increased population. A well-designed site, reviewed comprehensively under the site plan control and UDRP processes, will cause minimal disruption to the existing population. The introduction of ancillary uses within Tower 5's podium will also allow residents of the PUD to access several goods and services without a need to leave the site. Shared car initiatives, secured bicycle parking spaces, provision of visitor bicycle parking spaces, multi-modal linkages, including tasking the current developer to construct a Multi-Use Pathway (MUP) from the subject sites to the realigned Trim Road MUP have also been pursued through a concurrent site plan control process. All these combined measures will lessen a need for the overall traditional car trips.

The added heights continue to meet the objectives of the City's policies for intensification within proximity to transit. The added heights will also remain physically separated from existing low-rise residential developments and will not obstruct the skyline views of the Ottawa River and Gatineau Hill, particularly from those residential properties atop the escarpment south of St. Joseph Boulevard and Old Montreal Road. This proposal is compatible in form with the adjacent high-rise buildings.

Tower 5 has also been selected as the prime building within the PUD where ancillary uses be permitted within its two-storey podium. A selection of commercial, office and service uses, as outlined in Document 2, that do not require high parking space requirements, plus a restriction on the overall gross floor area (GFA) for certain of the more parking-intensive uses, in order to limit car trips to this location and encourage multi-modal access, will generate more of a neighbourhood-scale, mixed-use vitality, and will permit a more self-sustainable planned unit development. This effort will also generate the need for less car trip off-site for the existing residents.

The increase in the requested heights, and its resulting density, can be accommodated as the overall site has the infrastructure. It is also linked to two major collectors, and options for reducing car ridership have been offered. This development proposal upholds the City's OP policies for intensification within proximity to transit and compatibility to its surrounding neighbourhood. Design reviews have been completed to ensure skyline views have been protected and this site remains a scenic gateway entry into eastern urban Ottawa.

Staff find the details of this Zoning By-law amendment, including the additional heights, appropriate.

Provincial Policy Statement

Staff have reviewed this proposal and have determined it is consistent with the Provincial Policy Statement, 2014.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

COMMENTS BY THE WARD COUNCILLOR

Councillor Luloff is aware of this application and staff recommendation related to this report. He is supportive of increased density near future transit stations and trusts Brigil

will continue to be an engaged community partner.

LEGAL IMPLICATIONS

In the event that the recommendations in this report are adopted and the matter appealed to the Local Planning Appeal Tribunal, it is estimated that a three to five-day hearing would be required. It is anticipated that such hearing could be conducted within staff resources.

If the application for a rezoning is refused, reasons must be provided. In the event of an appeal of the refusal, it would be necessary to retain an outside planner and, depending on the reasons for refusal, possibly additional witnesses.

RISK MANAGEMENT IMPLICATIONS

There are no risk implications associated with this report.

ASSET MANAGEMENT IMPLICATIONS

The recommendations documented in this report are consistent with the City's Comprehensive Asset Management (CAM) Program ([City of Ottawa Comprehensive Asset Management Program](#)) objectives.

This project will provide a better and safer facility for pedestrians and cyclists. Undertaking the recommend studies and environmental assessment will provide the necessary information for the City to fulfill its obligation to deliver quality services to the community in a way that balances service levels, risk and affordability. This project will provide a better and safer facility for pedestrians and cyclists, it will encourage active mode of transportation along the corridor and hence will result in improved environmental quality for the corridor.

FINANCIAL IMPLICATIONS

There are no direct financial implications associated with the approval of the zoning amendment. In the event the zoning amendment is refused and appealed, an external planner and possibly additional witnesses would be retained. This expense would be absorbed from within Planning, Infrastructure and Economic Development's operating budget.

ACCESSIBILITY IMPACTS

There are no accessibility issues associated with this Zoning By-law amendment.

TERM OF COUNCIL PRIORITIES

This report addresses the following Term of Council Priorities:

- EP2 – Economic Prosperity – Support growth of local economy.
- HC1 – Healthy and Caring Communities – Advance equity and inclusion for the city's diverse population.

APPLICATION PROCESS TIMELINE STATUS

The application was not processed by the On-Time Decision Date established for the processing of Zoning By-law amendments due to the complexity of issues associated with UDRPs requests for re-design, residents' concerns related to the added density, and the geotechnical review of the affected lands.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Details of Recommended Zoning

Document 3 Schedules YYY to Zoning By-law 2008-250

Document 4 Proposal Concepts

Document 5 Consultation Details

CONCLUSION

Staff supports this application as it is consistent with the objectives of the PPS, Official Plan and represents good planning and site design.

DISPOSITION

Legislative Services, Office of the City Clerk to notify the owner; applicant; Ottawa Scene Canada Signs, 415 Legget Drive, Kanata, ON K2K 3R1; Krista O'Brien, Tax Billing, Accounting and Policy Unit, Revenue Service, Corporate Services (Mail Code: 26-76) of City Council's decision.

Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services, Innovative Client Services Department to forward the implementing by-law to City Council.

Planning Operations Branch, Planning Services to undertake the statutory notification.

**Area A /
Secteur A**

**Area B /
Secteur B**

boul. Jeanne-d'Arc Boul. N.

ch. Regional Rd. 174

privé Inlet Priv.

ch. Regional Rd. 174

Legend:

- [Solid black outline] Area A to be rezoned from R5A[2327] H(109.4) A.S.L. to R5A[XXXX] SYYY
Le zonage du secteur A sera modifié de R5A[2327] H(109.4) A.S.L. à R5A[XXXX] SYYY
- [Dashed black outline] Area B to be rezoned from R5A(101) A.S.L. to R5A[YYYY] SYYY
Le zonage du secteur B sera modifié de R5A(101) A.S.L. à R5A[YYYY] SYYY
- [Hatched pattern] Existing Flood Plain (Section 58) / Plaine inondable (Article 58)

North Arrow

Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 8900 Jeanne d'Arc Boulevard North are as follows:

1. Rezone the lands as shown on Document 1
2. Amend Part 17, by adding new Schedules “YYY” as shown in Document 3.
3. Amend Section 239, by adding a new exception [xxxx], with provisions similar in effect to the following:
 - a. in Column V:
 - i. Minimum width of an aisle within a parking garage associated with an apartment dwelling, high rise: 6 m
 - ii. Despite Section 94, a maximum of three car-sharing parking spaces will be allowed per apartment dwelling building, high rise.
 - iii. Building setbacks and maximum permitted building heights as per Schedule ‘YYY’.
 - iv. Maximum building heights of SYYY do not apply to permitted projections under Section 65.
4. Amend Section 239, by adding a new exception [yyyy] with provisions similar in effect to the following:
 - a. in Column V, add:
 - i. Minimum width of an aisle within a parking garage associated with an apartment dwelling, high rise: 6 m
 - ii. Despite Section 94, a maximum of four car-sharing parking spaces will be allowed per apartment dwelling, high rise building.
 - iii. The conditional uses for R5A, under Ancillary Uses for PUD developments as well as Section 131 (4), (5) and (6), do not apply.
 - iv. Despite the definition of residential use building, a non-residential use is permitted within a residential use building, and where a non-residential use is included within a residential use building, the type of

dwelling applicable to the building shall be determined based on the number of and configuration of the dwelling units.

- v. The following applies to the uses in Column III:
 - 1. They must be located within the first two storeys, as ancillary uses, to the apartment dwelling, high rise;
 - 2. Each single occupancy must not exceed 500 square metres of gross leasable area, except in the case of a Convenience Store, Service and Repair Shop, Restaurant or Recreation and Athletic Facility, each single occupancy must not exceed 300 square metres of gross leasable area;
 - 3. The total cumulative gross leasable must not exceed a gross leasable area of 1500 square metres; and,
 - 4. Parking rate: 3.4 parking spaces/100 m² of GFA

- b. add the following uses in Column III:

Animal Care Establishment

Artist Studio

Bank

Bank machine

Catering Establishment

Click and collect facility

Community health and resource centre

Convenience store

Day care

Instructional facility

Library

Medical facility

Municipal service centre

Museum

Office

Personal brewing facility

Personal service business

Post office

Production studio

Recreational and athletic facility

Research and development centre

Restaurant

Retail food store

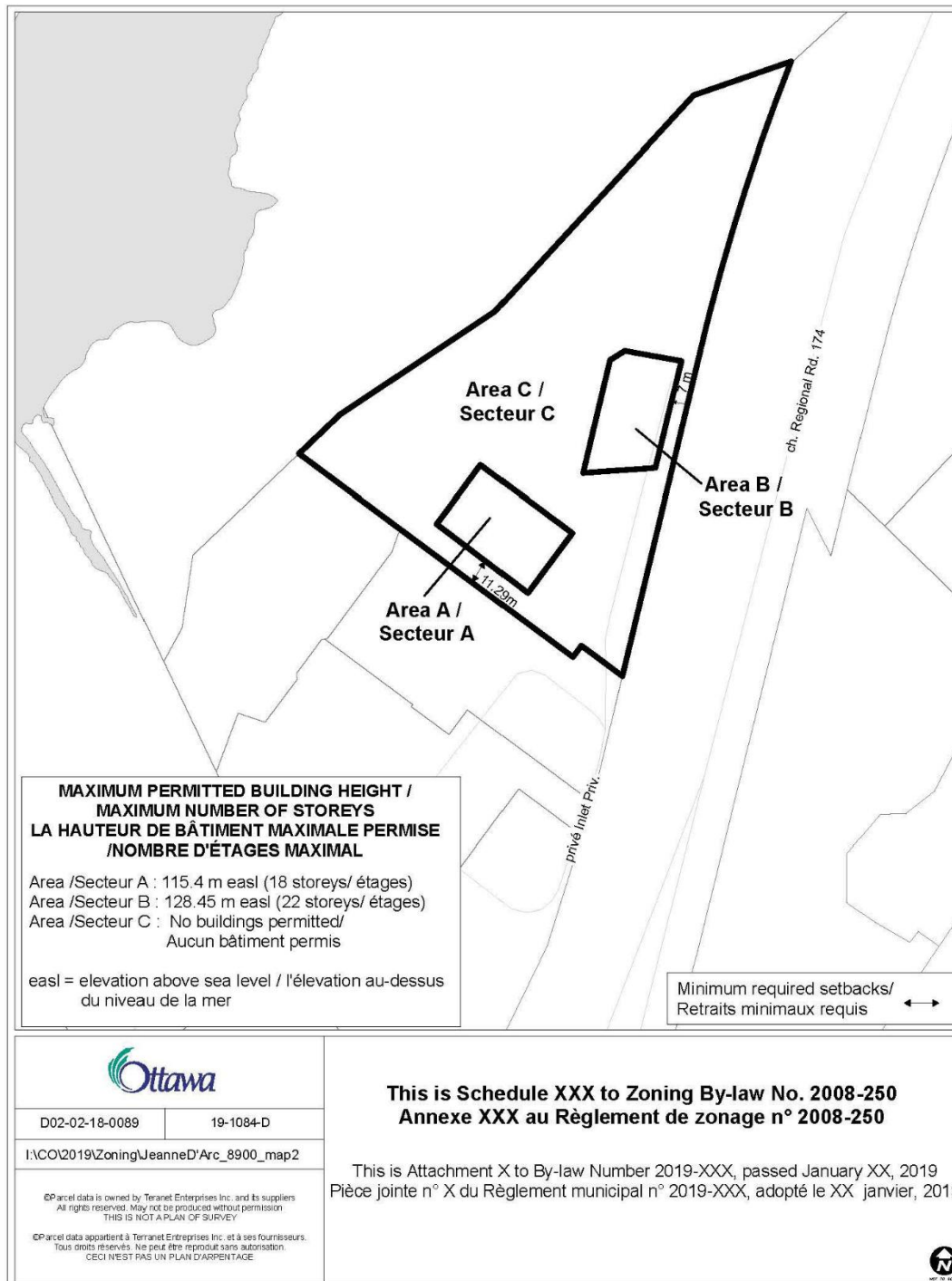
Retail store

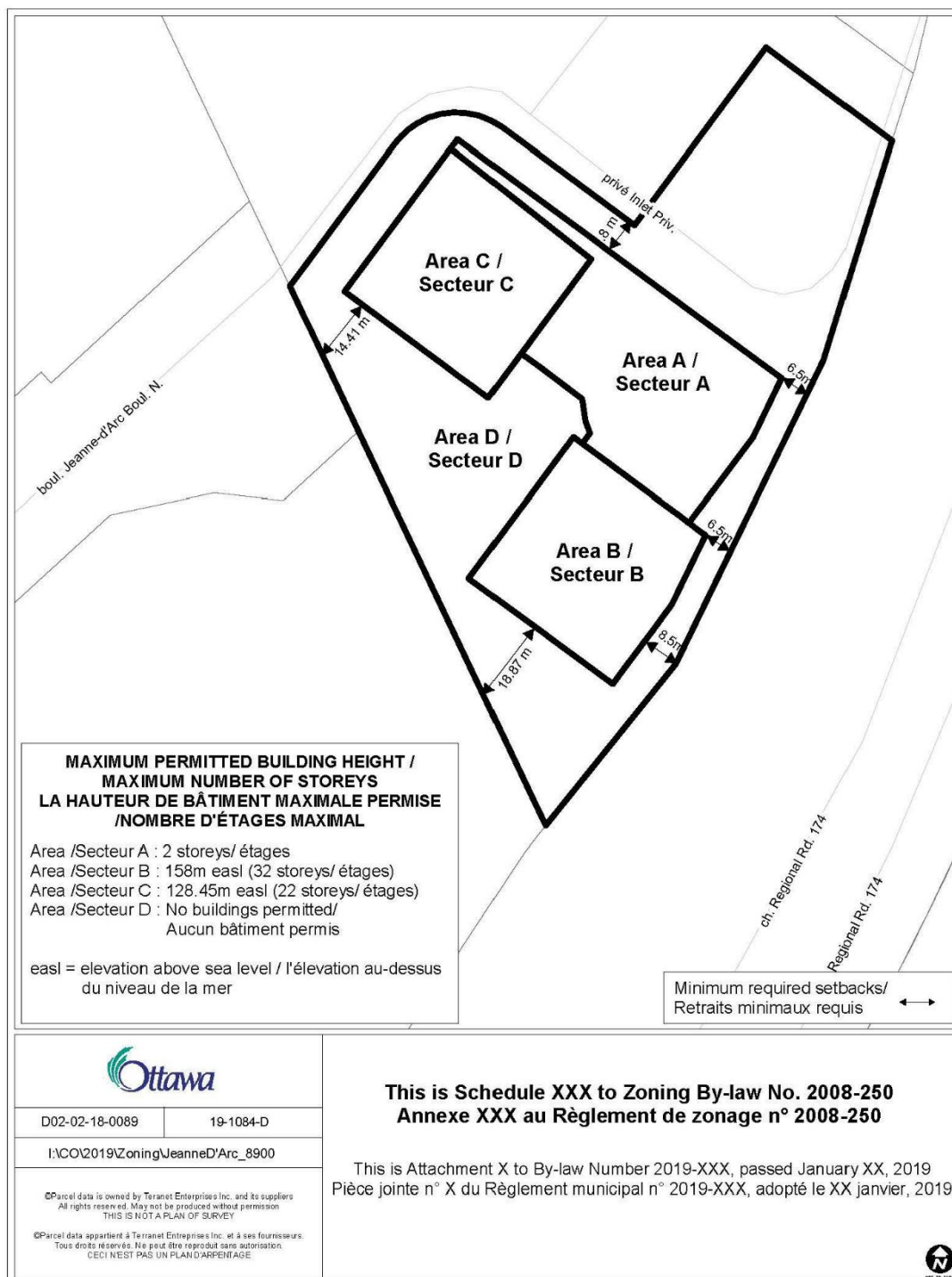
Service and repair shop

Storefront industry

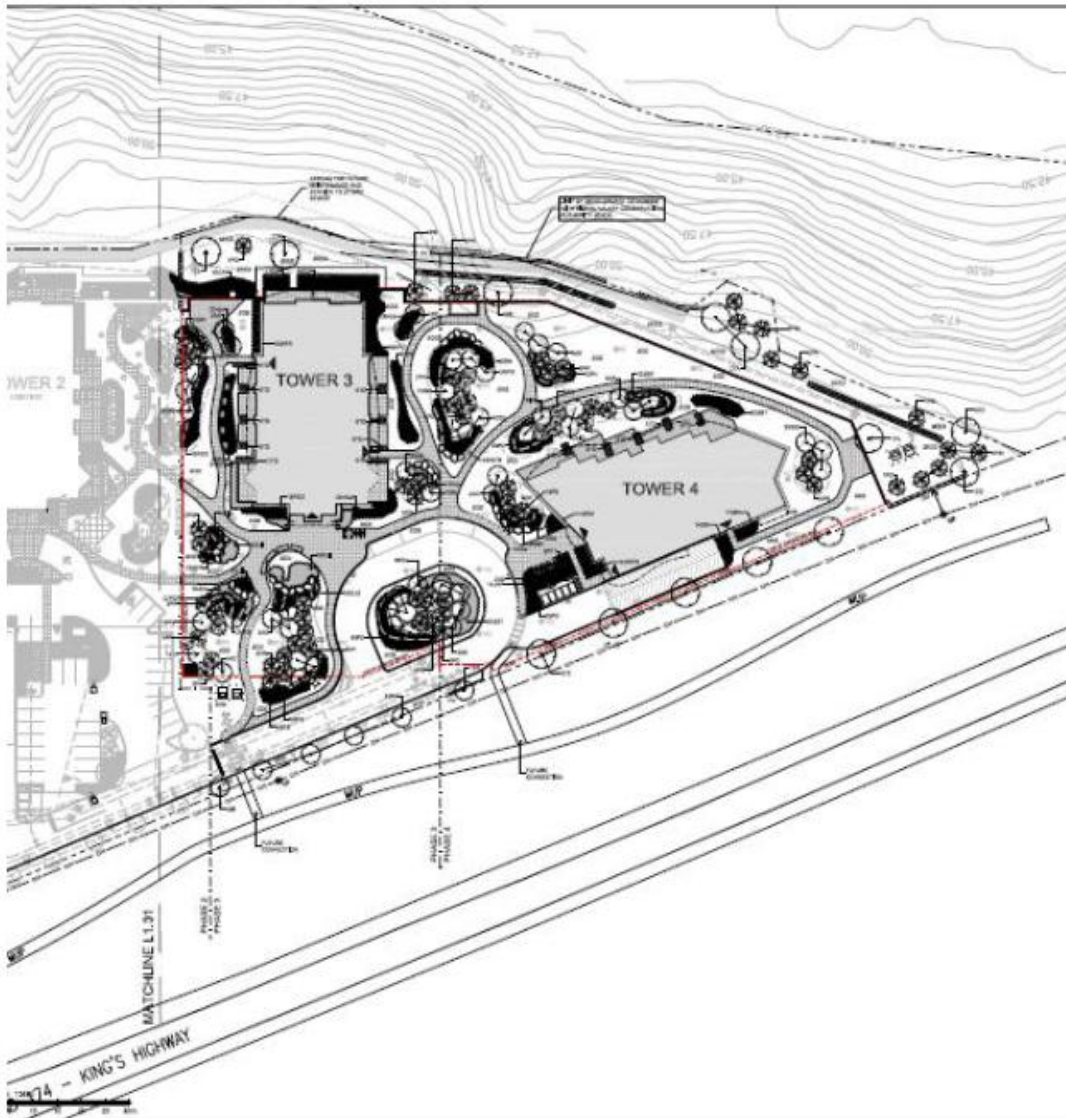
Training centre

Document 3 – Schedules YYY to Zoning By-law 2008-250

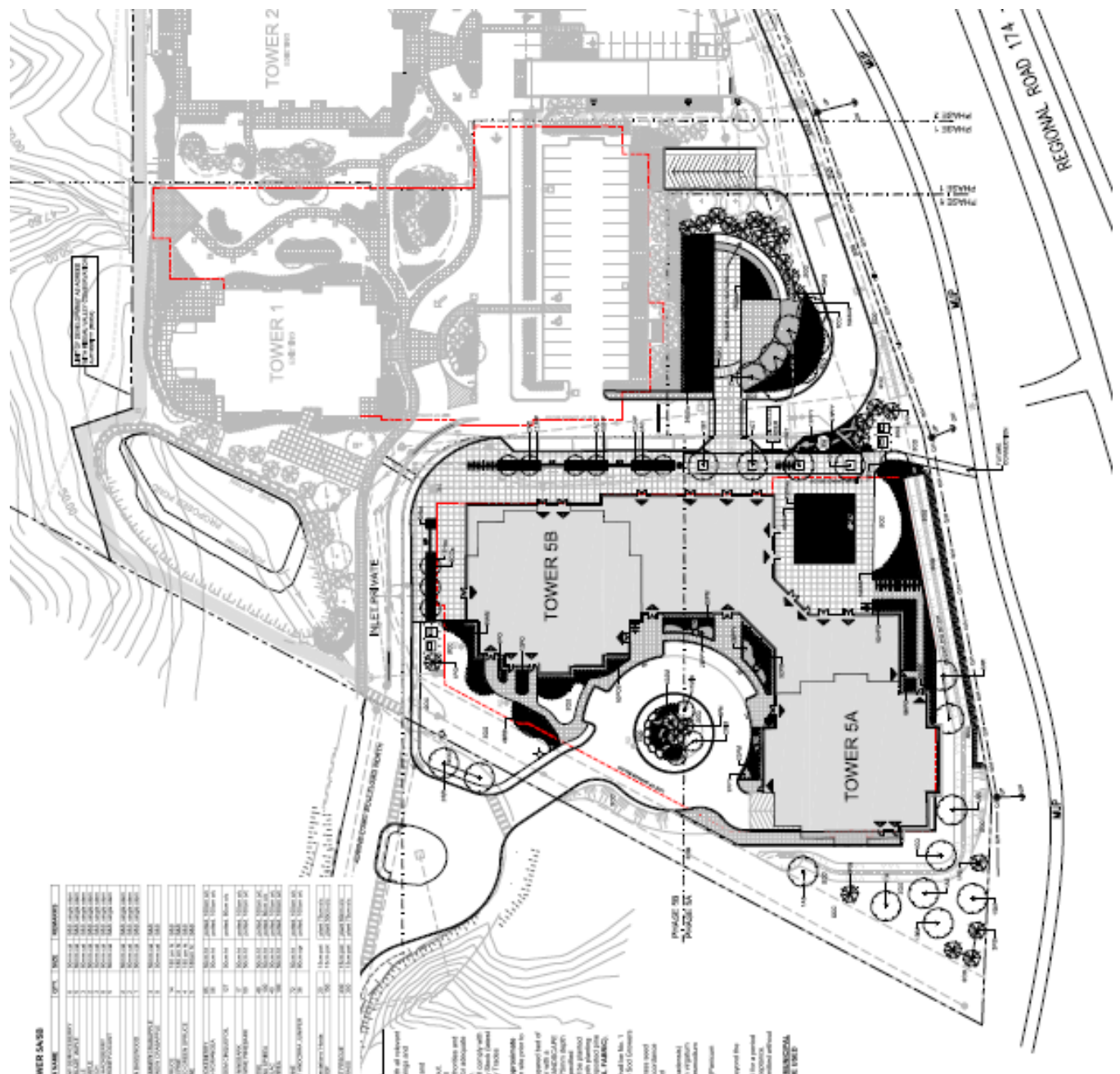




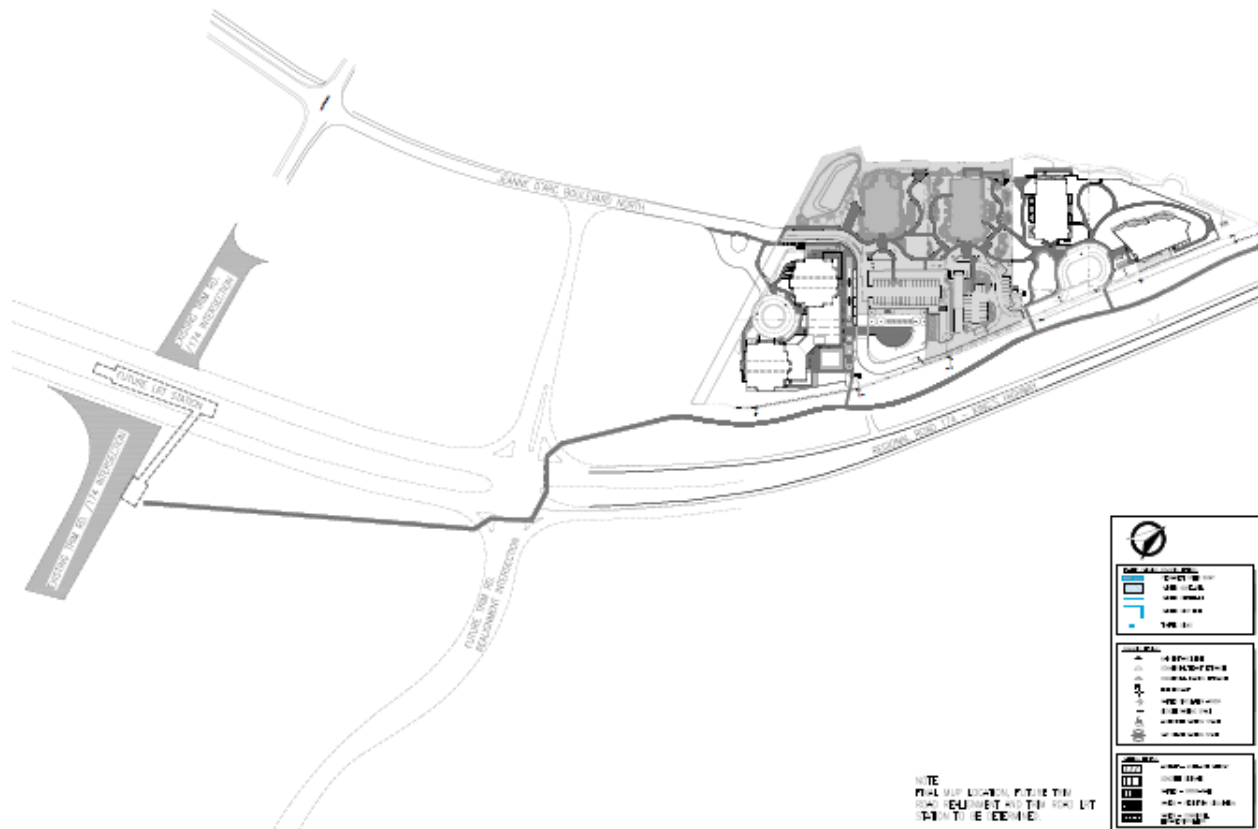
Document 4 – Proposal Concepts



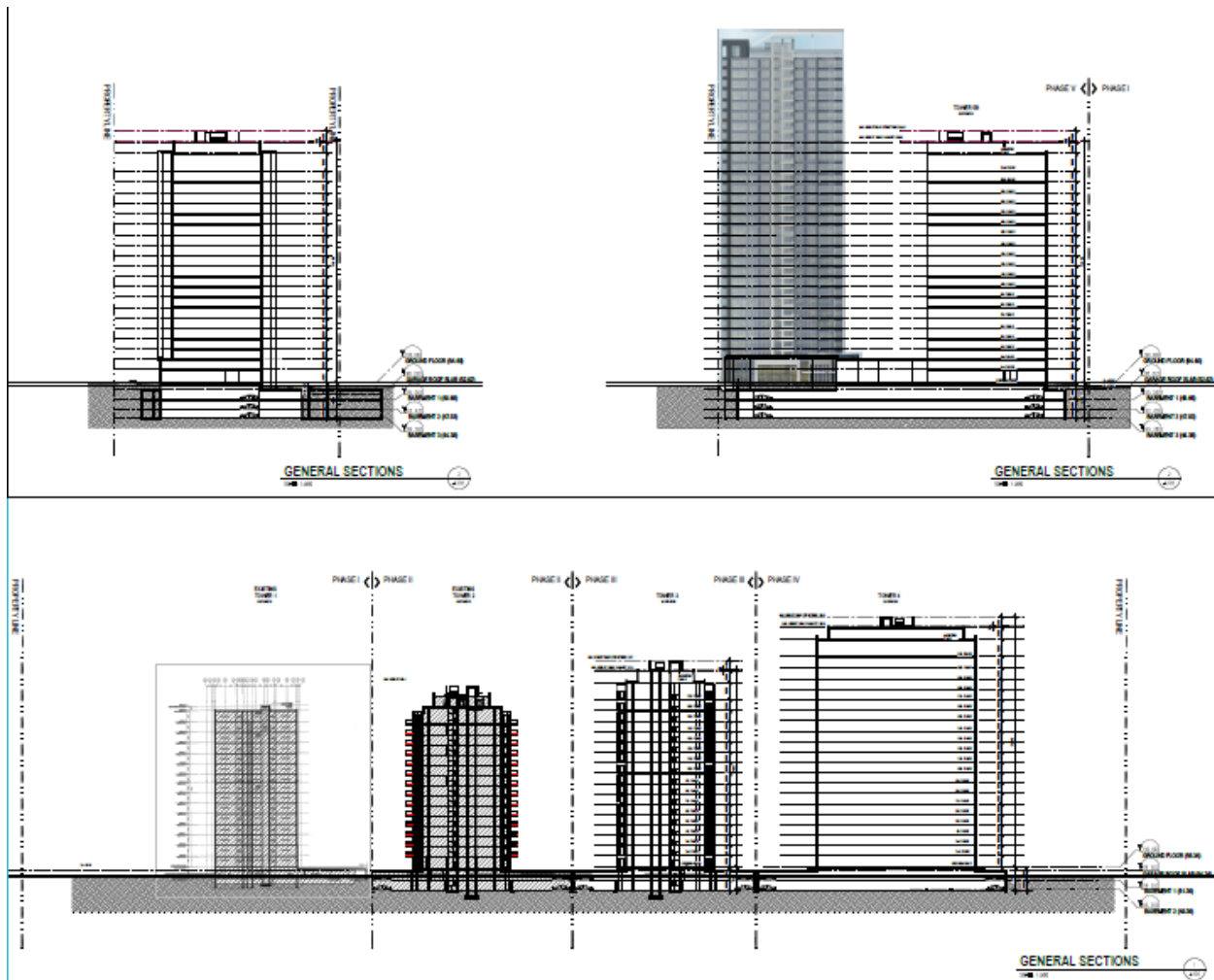
Site/Landscape Concept for Towers 3 and 4



Site/Landscape Concept for Tower 5



Conceptual Pedestrian Plan



General Sections

Tower 3 Front and Rear Elevations



LEFT ELEVATION



RIGHT ELEVATION

Tower 3 Side Elevations



REAR ELEVATION



FRONT ELEVATION

Tower 4 Front and Rear Elevations



Tower 5 Elevations from Highway



Tower 5 Elevations from River



Tower 5 West Elevations



Tower 5 East Elevations

Document 5 – Consultation Details

Notification and Consultation Process

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments.

Public Comments and Responses

There were approximately 90 total respondents who submitted letters/emails to Planning, Infrastructure and Economic Development as a result of the on-site signs, circulation phase in late 2018, and the statutory public meeting and Open House held in the community on February 11, 2019.

The majority of the comments expressed opposition to the proposal and flagged concerns such as height and density, traffic volumes, pedestrian safety. Few comments were submitted in support of the proposal.

A summary of the concerns and the staff response to each concern are outlined below.

Public Comments and Responses

Comment 1: It has become apparent that Towers 2 and 3 will be utilizing the same access ramp into its underground parking levels. Tower 2 is concerned with its security as Tower 3 residents/visitors will now have access to the interior of Tower 2.

Response 1: Each resident will have their own assigned parking. There will also be enough visitors' parking spaces per building, as is required by the Zoning By-law.

Security measures have been taken into consideration for the underground parking facility. Key fobs or other similar security procedures will be in place for residents and will be needed to enter their respective buildings. Residents and guests of Tower 3 will not have access to the interior of Tower 2. Likewise, Tower 2 residents and guests will not have access to the interior of Tower 3. This system has been used successfully in countless other developments.

Comment 2: Our purchase and sale document tin 2016 included a schematic of the underground parking (P1 and P2) that shows no shared access. I do not want the additional traffic/noise in the garage.

Response 2: Traffic engineers have studied the development and forecast no issues with the projected traffic volume within the underground parking layout. Turning radii for standard vehicles, adequate ingress/egress for parking space locations have all been reviewed and approved.

The approved site plan for Tower 2 has always shown the shared access ramp for Towers 2 and 3.

Comment 3: Regional Road 174 will not be able to withstand the increase in cars on the west bound off-ramp.

Response 3: The traffic report submitted concurrently with this Zoning By-law amendment and its companion Site Plan Control (File No. D07-12-18-0143) concludes both the intersection of Trim and Jeanne d'Arc Boulevard North, as well as the highway, including its west bound off-ramp, will be able to accommodate the predicted traffic volumes.

Comment 4: At-grade parking and connecting roads in front of Tower 1 are not built with traffic in mind and as a result, not all traffic calming signage is obeyed by drivers.

Response 4: Directional traffic signage and traffic-calming measures are to be obeyed by all utilizing the planned unit development.

Comment 5: The site is isolated from many amenities and residents are therefore required to own automobiles to access most of them, which increases their need of parking spaces. An LRT system will connect the residents only to the east and west, while communal cars will not address all of the parking needs for Tower 5 residents.

Response 5: With this Zoning Amendment and the concurrent Site Plan Control, measures are being implemented to off-set the number of personal car trips on and off-site. Shared-car initiatives are one of these measures. Other measures being offered are infrastructure to promote multi-modal trips, such as direct access to a multi-use pathway that leads to the LRT (Trim) station and greater Orleans, bicycle parking spaces (both secured and at-grade), and a selection of ancillary uses within the larger Tower 5, to satisfy the 'live, work, and play' model that will reduce the need for personal car trips as is traditionally required.

Comment 6: In the event of an emergency, first-response vehicles will block the entrance into Inlet Private resulting in major traffic congestion. A solution to this, among other traffic concerns, would be to introduce a roadway to the south-east of Tower 5.

Response 6: The applicant has opted to make the main entrance onto Inlet Private, from Jeanne d'Arc Boulevard North wider, in order to accommodate the need to divert traffic onto its shoulders, should a fire truck visit and block the only entry onto Inlet Private.

Comment 7: The fire route should not cross over the underground parking structure or on the lanes directly abutting south of Tower 1 and 2.

Response 7: The applicant has agreed to build the surfaces crossing over the underground parking structures, as shown within Site Plan Control D07-12-18-0143, to bridge standards, as requested by City of Ottawa's Fire Services. This will be a condition of site plan approval.

Comment 8: Visitors and residents coming into Tower 1 from the surface parking lot in front have to cross a path where there is low visibility for drivers, which results in a dangerous situation for the pedestrians.

Response 8: The length of the throat towards the location of the existing cross-walk and the location of a speed bump east of Tower 1, provides adequate time and distance for drivers to slow down and stop for pedestrians crossing at this cross-walk.

Comment 9: The proximity of Tower 5B to a 90 degree turn onto Inlet Private would further block the view of incoming traffic from the garage, the outdoor parking lot, and any incoming traffic from Inlet Private.

Response 9: The base of Tower 5, at the Tower 5B location, where Inlet Private has a 90 degree turn, will not obstruct the visibility of drivers on either side of the lane, from seeing on-coming traffic. Tower 5 is setback sufficiently.

Comment 10: The existing parking lot will see a lot more traffic, is it possible to phase out all current above ground parking into future underground parking? A proposed ring outside of the circle of towers could then be constructed for pedestrian use only.

Response 10: The existing surface parking lots in front of Tower 1 and Tower 2 are meant solely for Tower 1 and Tower 2 residents and visitors. All other above ground parking spaces for Towers 3 to 5 have been relocated to their own respective underground parking structures. A pedestrian plan was already set in motion with the

construction of Tower 1 and Tower 2. The Proposed Concepts delineates how the pedestrian plan offers locations of safe passage for walkers on-site - between buildings within the planned unit development, and towards river views. With the current site plan control (City File No. D07-12-18-0143), this pedestrian plan will be further enhanced with the introduction of a multi-use pathway directly south of the towers, linking the walkways towards the greater multi-use pathway network, and towards the Trim LRT station.

Comment 11: Are the proposed green spaces private to residents or public for everyone?

Response 11: The proposed green spaces between the buildings is private and will be within the condominium ownership of each tower. It will be in the best interest of each condominium to have shared access to each other's green spaces for all residents and its visitors to enjoy within this PUD. The walkway spaces are also to be shared by all tower residents and visitors alike. All the amenity spaces within the buildings are to be programmed by each respective condominium.

There is one green space, directly east of Tower 5, that has been indicated for public and private use, as it is an area that will probably not only be used by residents, but also by the users of the ancillary uses that are to be located within the first two storeys of Tower 5.

Comment 12: Will this site offer any inclusionary housing?

Response 12: Staff understand that the proposed units in Towers 3, 4 and 5 will be set at market-value. At this time, there is no specific policy direction or zoning tool to require affordable housing for this proposal.

Comment 13: If there is meant to be a change in demographic on the site, there needs to be a change in activity space for all ages as well, for example, a playground.

Response 13: This will be regulated and determined by the intervening condominium ownerships, who are there to make the site optimally functional and to respond to changes in demand.

Comment 14: The towers would be more appealing if they were slightly rotated from each other. With the current design, it appears many units will look directly across into other units and also cause shadowing into the existing and future units.

Response 14: A slight rotation has been provided for Tower 4.

The highest tower location within this PUD (i.e. 32 storeys) is set as far away as possible from the other buildings within the planned unit development, but also at the closest point to the upcoming Trim LRT station.

Comment 15: If Tower 5 is a proposed retirement home, the likelihood of the residents walking to the LRT station is quite low and therefore the retirement home would fit better on the far east side of the site.

Response 15: The applicant has confirmed that Tower 5 is proposed for ancillary uses and residential uses.

Comment 16: A multi-use pathway is an exciting idea.

Response 16: Through the concurrent site plan control (City File No. D07-12-18-0143), there will be a requirement for the construction of a multi-use pathway (MUP). This MUP will be constructed south of the planned unit development, between Regional Road 174 and southern part of Inlet Private. Several safe pathway links will be provided from the planned unit development towards the MUP. The City will also be collecting monies for the construction of a western link from the completed portion of the MUP, south of the site, towards the future MUP that is to come with the realigned Trim Road as a result of the LRT Stage 2 works. The timing of the realigned Trim Road is to begin when Trim LRT is being constructed.

Comment 17: The proposed park near Tower 1's underground parking will not have a clear pathway for pedestrians into the park and thus a safer location would be at the location of Tower 5B. This location would further benefit a clear sight-line for drivers turning onto the 90-degree turn at Inlet Private.

Response 17: The proposed park south of Tower 1's surface parking lot will remain at the location shown.

Comment 18: Bird strike mitigation features should be incorporated into the final design of the site and buildings.

Response: The City is developing standards and supporting guidance based on the CSA document, that is found at <https://www.scc.ca/en/standardsdb/standards/29805>, as well as other standards. In the interim, the environmental consultant for the EIS as well as Brigil have responded that bird strikes have not been an issue at the subject lands.

Comment 19: Will the Trim LRT include a multi-use pathway connection over the highway that is protected from the wind?

Response 19: The existing Trim Road, north of Regional Road 174, is to be closed when Trim LRT station's construction begins. A new Trim Road will be assigned, including traffic control, through Regional Road 174, east of the existing location, and will be from Dairy Drive, via South Frontage. A multi-use pathway connection will be provided as part of the realigned, at-grade, Trim Road.

Comment 20: In order to promote the use of the LRT year-round, residents will require an accessible path from all five towers as well as a feeder bus.

Response 20: Through Site Plan Control (City File No. D07-12-18-0143) approval, Brigil will be tasked with constructing a MUP directly south of the planned unit development, within the existing City Right of Way. For the portion abutting west of the planned unit development, leading up to the realigned Trim Road MUP connection, the developer will be providing monies for the link's construction. OC Transpo will determine locations and timings for feeder buses.

Comment 21: Bird habitats will be decreased as a result of the proposed towers.

Response 21: The Environmental Impact Statement report did not identify any endangered or 'at-risk' species of birds, or bird habitats, on the subject lands.

Comment 22: The site's soil (Leda clay) is not capable of withstanding the density of the proposed towers. The unstable slopes and high erosion boundaries further question the integrity of the buildings and infrastructure and if they will be able to withstand a changing environment.

Response 22: The City of Ottawa and RVCA will be reviewing the submitted geotechnical report, and its addendums, and hold it to current standards deemed necessary in order to ensure the safety of the buildings and its residents. Erosion boundaries are also considered within the geotechnical review. The City and RVCA will not approve a geotechnical report, that is being considered under the corresponding Site Plan Control review (City File No. D07-12-18-0143), until the applicant has satisfied RVCAs concerns.

Comment 23: Petrie Island is a sensitive ecological environment and the proposed developments are near a Conservation and Natural Habitat. The development and land should reflect the natural surrounding landscape.

Response 23: The ecological functions that are present abutting and adjacent to the proposed site, have been considered within the Environmental Impact Statement (EIS). The City will not approve the EIS report, that is being considered under the corresponding Site Plan Control review (City File No. D07-12-18-0143), until the applicant has satisfied the City's concerns.

Comment 24: Intensification efforts should be re-directed to the development on lands west of Trim Road at the Cité Collégiale project.

Response 24: Intensification efforts will be directed around existing and proposed LRT stations, where appropriate.

Comment 25: The new density being proposed is not originally what the inhabitants of Tower 1 were promised when they purchased their units.

Response 25: This is a civil matter to be discussed between the builder and the residents of Tower 1. The City cannot hold landowners accountable to promises made between landowners (previous or current) and purchasers. The City however, can review and approve development applications, such as a Zoning Amendment and a Site Plan Control, and ensure that the processes are to follow current policies, guidelines and standards.

Thank you for participating and providing feedback. Staff look forward to continuing this discussion during the Site Plan application process.