



## **780 Baseline Road**

Planning Rationale  
Zoning By-law Amendment  
May 18, 2022



Prepared for 780 Baseline Road Inc.

Prepared by Fotenn Planning + Design  
396 Cooper Street, Suite 300  
Ottawa, ON K2P 2H7

May 2022

© Fotenn

The information contained in this document produced by Fotenn is solely for the use of the Client identified above for the purpose for which it has been prepared and Fotenn undertakes no duty to or accepts any responsibility to any third party who may rely upon this document.

<b>1.0 Introduction</b>	<b>1</b>
<b>2.0 Subject Property and Surrounding Context</b>	<b>2</b>
<b>2.1 Subject Property</b>	<b>2</b>
<b>2.2 Surrounding Context</b>	<b>3</b>
<b>2.3 Transportation Network</b>	<b>4</b>
2.3.1 Road Network	4
2.3.2 Transit Network	4
2.3.3 Active Transportation Network	5
<b>3.0 Proposed Development and Design Brief</b>	<b>7</b>
<b>3.1 Proposed Concept</b>	<b>7</b>
<b>3.2 Design Brief</b>	<b>8</b>
3.2.1 Massing, Scale and Building Design	8
3.2.2 Public Realm	9
<b>4.0 Policy and Regulatory Framework</b>	<b>11</b>
<b>4.1 Provincial Policy Statement (2020)</b>	<b>11</b>
<b>4.2 City of Ottawa Official Plan (2003, as amended)</b>	<b>12</b>
4.2.1 Managing Growth	12
4.2.2 Land Use Designation	13
4.2.3 Urban Design and Compatibility	14
4.2.4 Annex 1	19
<b>4.3 New City of Ottawa Official Plan (2021)</b>	<b>19</b>
4.3.1 Outer Urban Transect	19
4.3.2 Land Use Designation	20
4.3.3 Evolving Overlay	21
4.3.4 Urban Design	22
<b>4.4 Carleton Heights Secondary Plan</b>	<b>23</b>
4.4.1 Revised Carleton Heights Secondary Plan (New Official Plan)	24
<b>4.5 Transit-Oriented Development Guidelines</b>	<b>25</b>
<b>4.6 Urban Design Guidelines for High-Rise Buildings</b>	<b>26</b>
<b>4.7 City of Ottawa Comprehensive Zoning By-law (2008-250)</b>	<b>27</b>
4.7.1 Affective Zoning	27
4.7.2 Proposed Zoning By-law Amendment	29
<b>5.0 Supporting Plans and Studies</b>	<b>30</b>
<b>5.1 Assessment of Adequacy of Public Services Report</b>	<b>30</b>
<b>5.2 Pedestrian Level Wind Study</b>	<b>30</b>
<b>5.3 Cultural Heritage Impact Statement</b>	<b>30</b>
<b>5.4 Phase One Environmental Site Assessment</b>	<b>30</b>
<b>6.0 Public Consultation Strategy</b>	<b>32</b>
<b>7.0 Conclusion</b>	<b>33</b>

# 1.0 Introduction

Fotenn Consultants Inc. ('Fotenn') has been retained by 780 Baseline Road Inc. to prepare a Planning Rationale in support of a Minor Zoning By-law Amendment application for a development proposal located at 780 Baseline Road.

The intent of this Zoning By-law Amendment ('ZBLA') application is to facilitate the future development of three (3) high-rise apartment buildings. The subject property is currently zoned General Mixed Use – GM in the City of Ottawa Comprehensive Zoning By-law (2008-250). This Zoning By-law Amendment would revise applicable zoning provisions to be consistent with both the Carleton Heights Secondary Plan and the City of Ottawa Official Plan to remove the FSI limit, increase the permitted building height limit to 93 metres (for two 25 storey buildings and one 29 storey building), and implement minor variations to performance standards.

Following the enclosed application for Zoning By-law Amendment, an application for Site Plan Control would be required to establish the more detailed site plan aspects of the proposal. The Site Plan Control applications would be phased, such that Phase 1 establishes a building on the surface parking lot on the southerly portion of the subject property while maintaining the existing strip commercial mall to the north. A subsequent phase, upon completion of Phase 1, would remove the strip commercial mall and facilitate the buildout of the remainder of the site.

It is noted that the previous version of the Carleton Heights Secondary Plan is proposed to be carried over into the new Official Plan, with some text amendments. The language of the relevant sections of the revised Secondary Plan are more permissive and flexible than the in-effect version of the Secondary Plan. It is Fotenn's opinion that an Official Plan Amendment ('OPA') to the Carleton Heights Secondary Plan is not required to support the Zoning By-law Amendment application for greater height and density.

Given typical application processing timelines, it is our expectation that the ZBLA for these lands would not be considered by Planning Committee and Ottawa City Council until the Spring of 2023. The applications would be considered after the new Official Plan and Secondary Plan are approved by the Ministry, likely in the fall 2022. The Council-approved version of the new Official Plan includes transition policies that would not require the submission of an OPA, immediately prior to or once Ministry approval is granted, providing applications are in keeping with the direction of the new Official Plan.

## 2.0

# Subject Property and Surrounding Context

## 2.1 Subject Property

The subject property is located in the Fisher Heights neighbourhood and is municipally known as 780 Baseline Road. The subject property consists of a large L-shaped lot with approximately 150.4 metres of frontage on Baseline Road, 139.5 metres of frontage on Fisher Avenue, and an area of 13,593.5 square metres (approximately 1.36 hectares).

The subject property is currently occupied by a large L-shaped commercial strip mall with a variety of restaurants, medical, and retail stores. Surrounding the commercial strip mall there is customer parking and a large surface parking lot on the south portion of the property. The subject property abuts Baseline Road, an arterial road, and sits immediately south of the Central Experimental Farm.



Figure 1: Aerial Image showing Subject Property

## 2.2 Surrounding Context

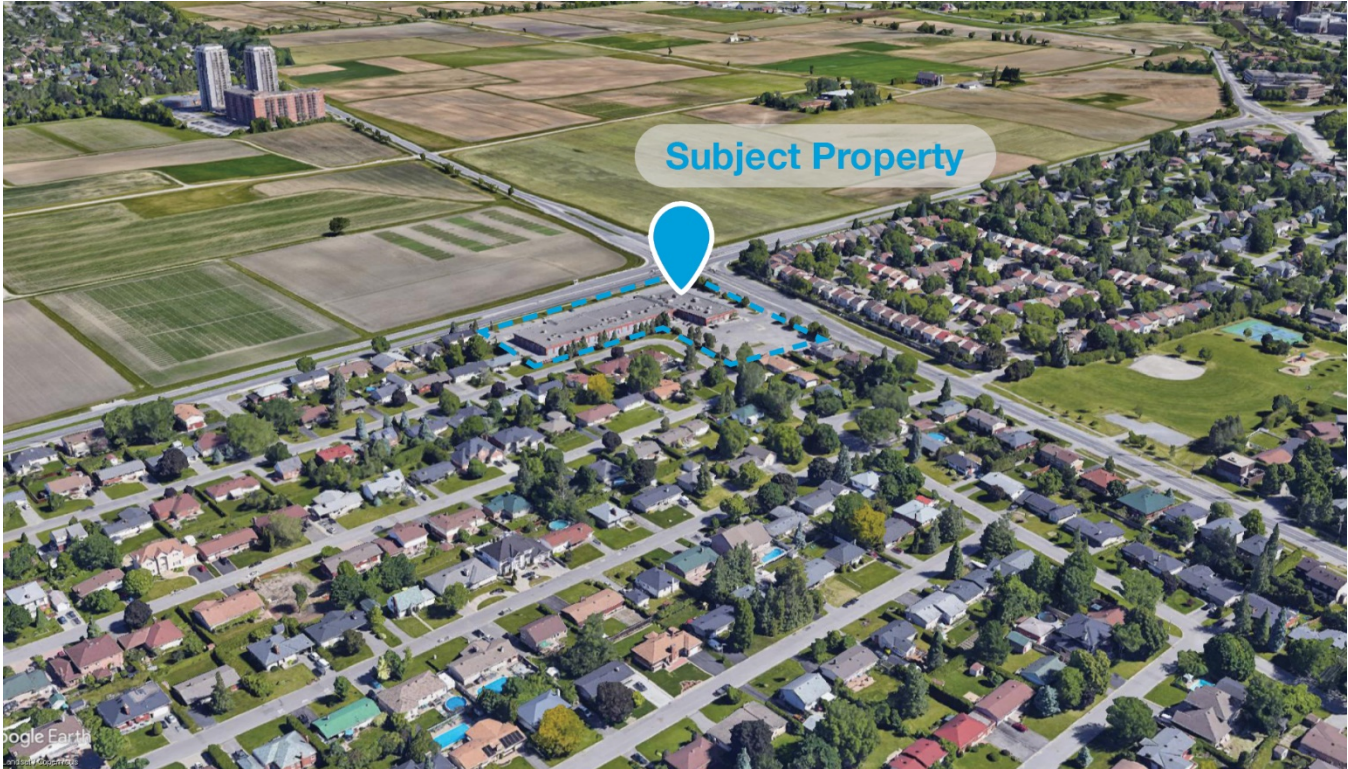


Figure 2: Aerial Image showing subject property and surrounding context

### North:

Directly north of the subject property is the Central Experimental Farm, which is a National Historic Site and occupies approximately 4 square kilometres of land within the City of Ottawa's urban area. Further north at 1140 Fisher Avenue there are two (2) – 22 storey High-rise Apartment Buildings and a nine (9) – storey bar building. North of the Experimental Farm is Carling Avenue, a key arterial road servicing traffic east to west throughout the City.

### East:

The area surrounding the property to the east is comprised of a low-rise residential neighbourhood with dwellings on small lots and features Lexington Park to the southwest. Further east is Prince of Wales Drive where there is an employment office plaza at the northeast corner of Prince of Wales Drive and Baseline Road. Further to the east is the Rideau Canal and Confederation Heights.

### South:

South of the subject property there is a low-rise residential neighbourhood with detached dwellings on larger lots. Further south is Meadowlands Drive where there is a small commercial plaza at the north-west corner of Fisher Avenue and Meadowlands Drive. There is also an eight (8) storey bar building adjacent to the commercial plaza at 1129 Meadowlands Drive.

### West:

To the west there is a low-rise residential neighbourhood with detached dwellings on larger lots. Further west is Merivale Road, a north-south arterial corridor consisting of many commercial amenities including grocery stores, restaurants, and other retail stores.

## 2.3 Transportation Network

### 2.3.1 Road Network

The subject property is located at Baseline Road and Fisher Avenue, both identified as Arterial Roadways on Schedule E – Urban Road Network in the current Official Plan and on Schedule C4 of the new Official Plan. Arterial Roadways are roads within the City that carry higher volumes of traffic to local and regional destinations. These roadways function as major public and infrastructure corridors that are intended to accommodate not only vehicular traffic but also pedestrians, public utilities, cyclists and public transit as well.

Due to their ability to accommodate increased capacity, Arterial Roadways are generally best suited for increased activity stimulated by residential and commercial intensification. In addition to Baseline Road, the subject property is located in close proximity to Arterial Roadways, Merivale Avenue and Prince of Wales Drive, which direct traffic north-south. The combination of these Arterial Roadways creates easy access from the subject to Highway 417, allowing for travel throughout the rest of the City.

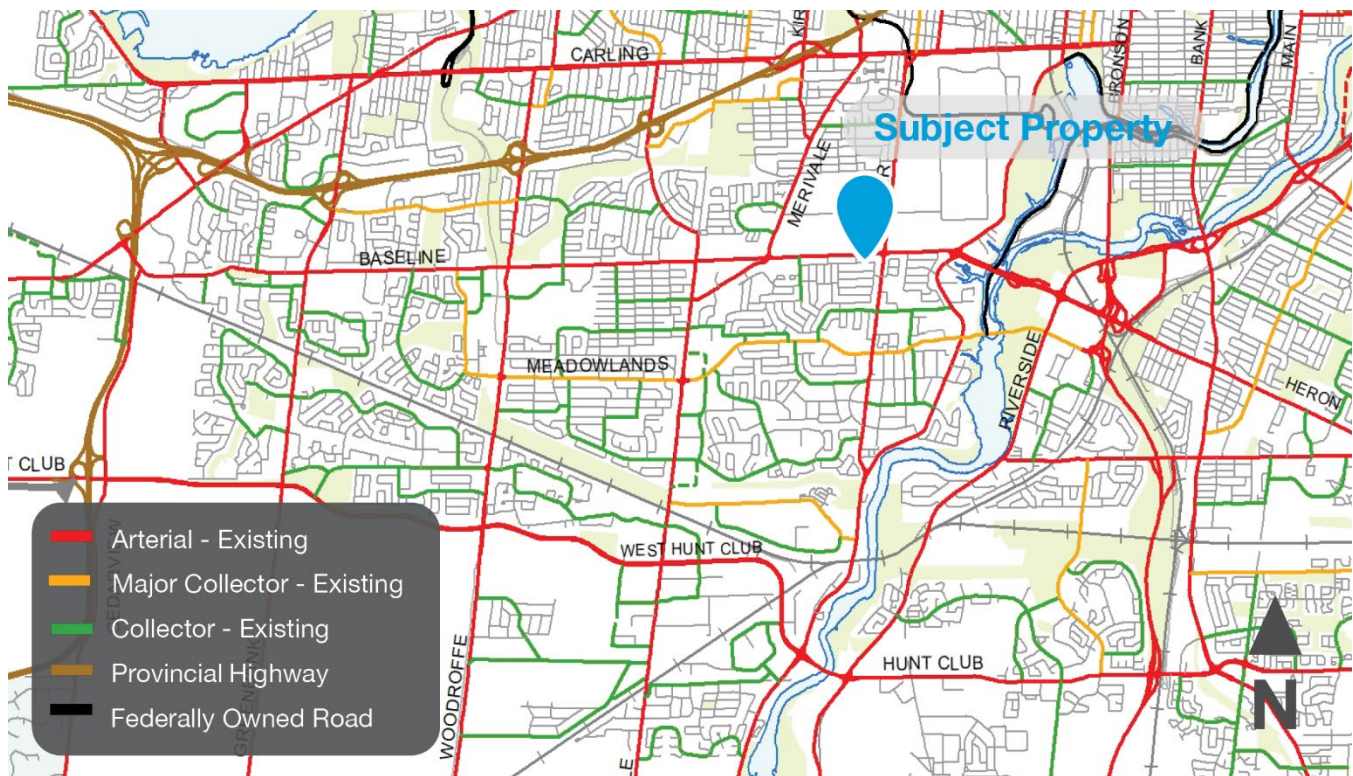


Figure 3: Schedule E of the Current Official Plan - Urban Road Network

The subject property is well positioned with regard to current and future transit connectivity. As indicated on Schedule D – Rapid Transit and Transit Priority Network in the current OP (Figure 4) and reflected on Schedule C2 – Transit Network in the New OP, the subject property will have a direction connection to the forthcoming Fisher Bus Rapid Transit Station (BRT) that will form part of a Rapid Transit Corridor running east-west along Baseline Road. The subject property currently has access to local transit Route 88 with both eastbound and westbound stops located in front of the subject property. Fisher Avenue is identified as a Transit Priority Corridor on Schedule D (Figure 4) and Schedule C2- Transit Network of the New OP.

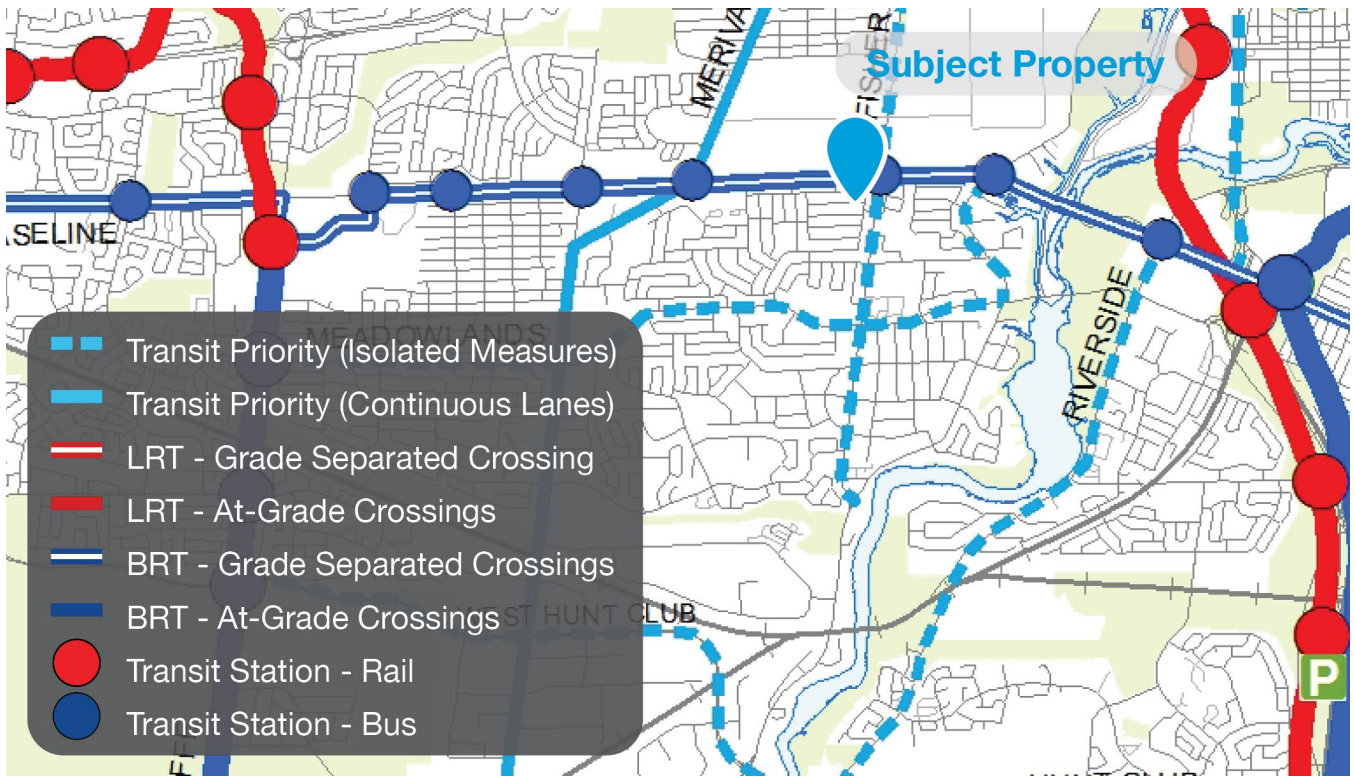


Figure 4: Schedule D of the Current Official Plan – Rapid Transit and Transit Priority Network

The area surrounding the subject property offers multiple active transportation options. Baseline Road is a Spine Route with a Cross-Town Bikeway designation on Schedule C - Primary Urban Cycling Network of the Official Plan. This designation indicates that the street is as a major cycling connector across the City. In addition to this there are several NCC Multi-Use Pathways that run through the Experimental Farm to the North and along the Rideau River and Canal to the east.



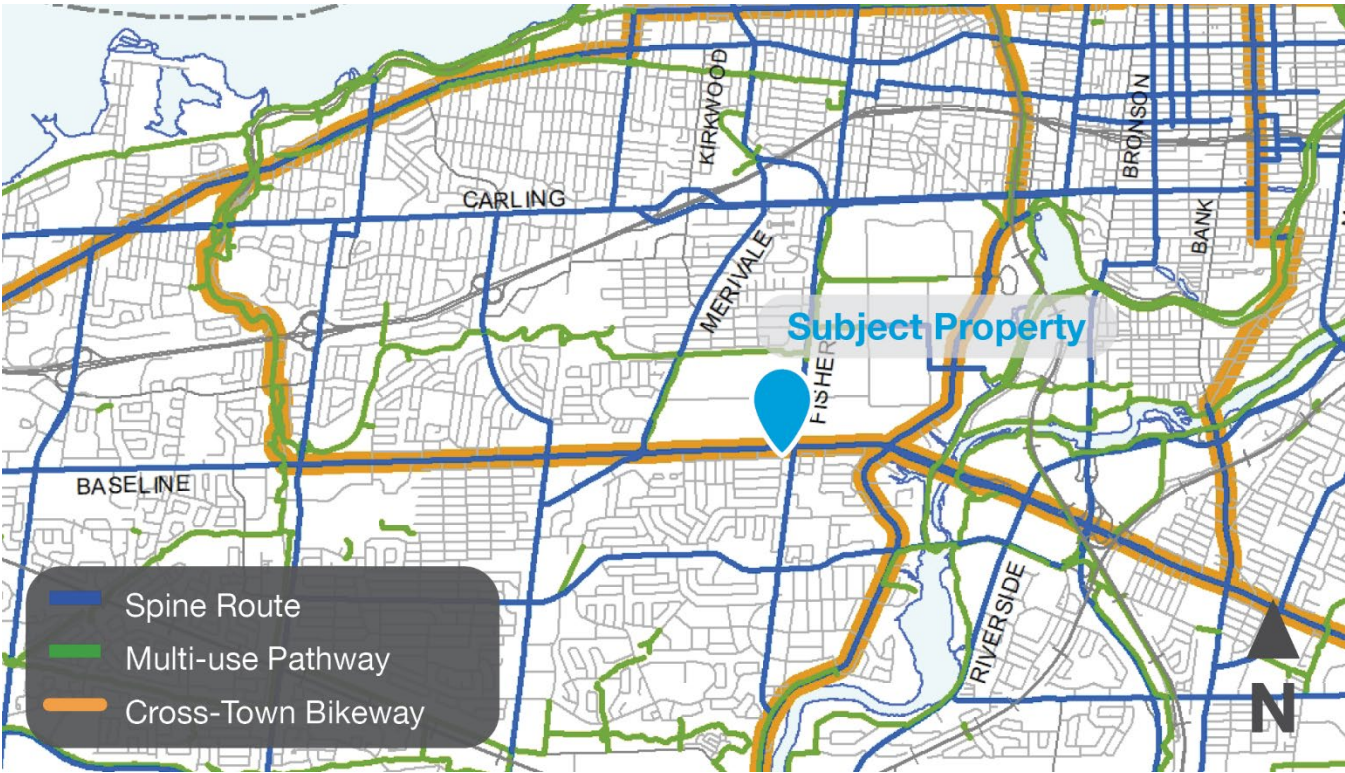


Figure 5: Schedule C of the Current Official Plan - Primary Cycling Network

## 3.0

# Proposed Development and Design Brief

### 3.1 Proposed Concept

The proposed development consists of three (3) high-rise mixed-use buildings that will accommodate 868 residential units and 2,895 square metres of ground floor commercial space. The three (3) buildings will have heights of 25 and 29 storeys with podiums ranging from 3 to 6 storeys. Building A at the southeast corner of the subject property will be 25 storeys tall, Building B will be 29 storeys tall, and building C will be 25 storeys tall. A mechanical penthouse, setback from the building edge, is to be included on the top of each tower.

The buildout of the development proposal will be formalized through a phased Site Plan Control application. Phase 1 will consist of Building A on the existing spillover surface parking lot, and the existing commercial mall will be retained. Once Building A is established, a later phase would see the eventual demolition of the commercial mall and the construction of Buildings B and C.

Parking will be provided both below and at grade with the majority of resident parking being provided underground with visitor and retail parking being provided to the rear of the buildings. Building A will have an independent parking garage from Buildings B and C. Two vehicle accesses points are proposed along Fisher Avenue and one along Baseline Road (farthest from the intersection) to minimize pedestrian-vehicle conflicts and allow for a continuous sidewalk along Baseline road.

The ground floor of the proposed buildings will include at grade retail space, amenity areas, and building entrances.

A Privately Owned Public Space ('POPS') of 700 m<sup>2</sup> is proposed as part of the development proposal. This will be programmed as an urban parkette that provides seating and would be an ideal location to consume food and beverages potentially purchased from the proposed groundfloor retail spaces, and to wait for transit arrival on the various adjacent bus routes.

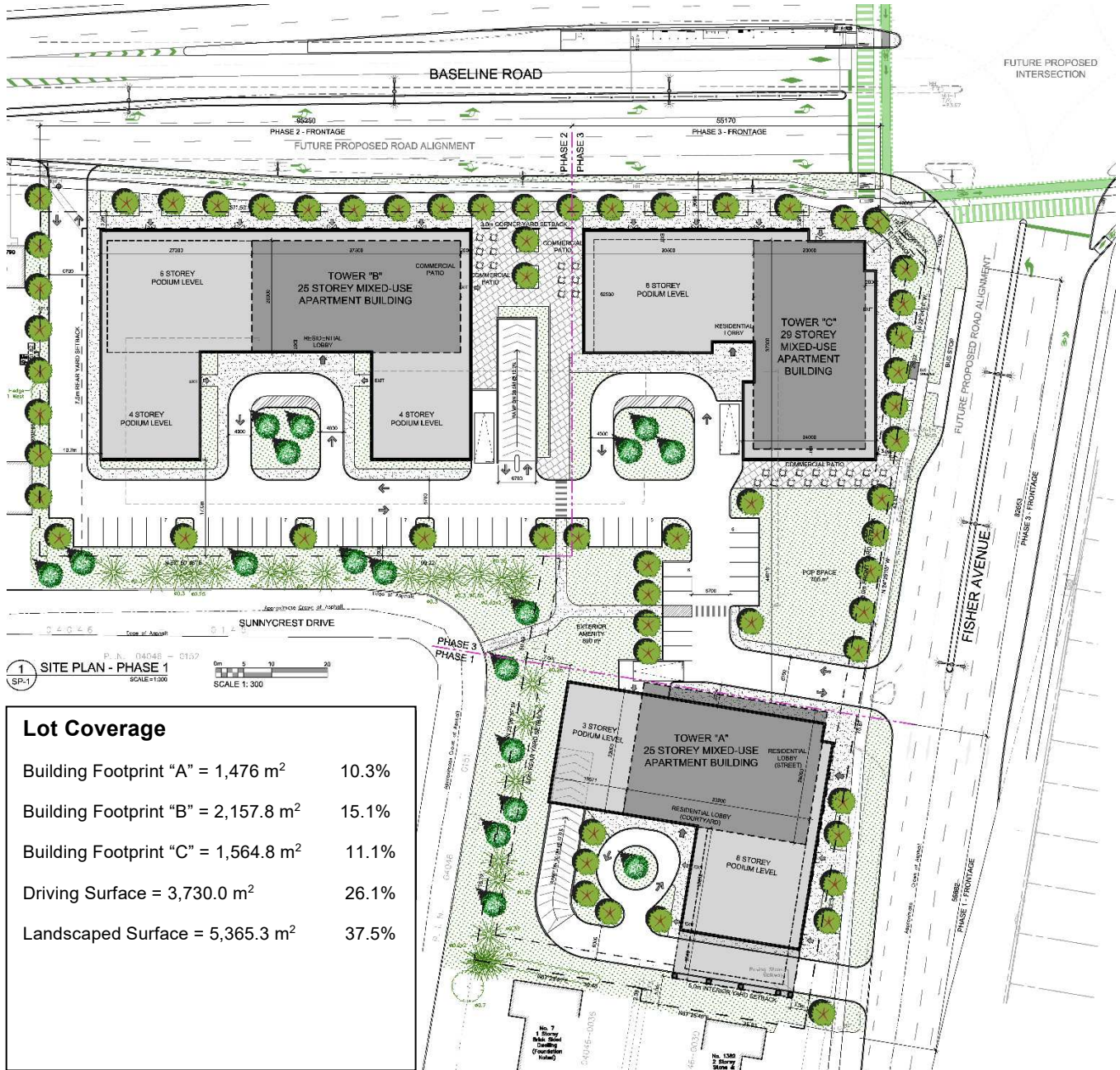


Figure 6: Conceptual Site Plan

## 3.2 Design Brief

### 3.2.1 Massing, Scale and Building Design

The proposed buildings are appropriately massed with ample tower separations and appropriate floorplate sizes. Each building employs a base-middle-top design which is grounded in building podiums that frame the street right-of-way and provide for a human scale at grade. Appropriate setbacks, stepbacks, and tower heights provide transition to the adjacent low-rise neighbourhood.

Six (6) storey podiums are proposed along the street edges to appropriately scale to the ROW widths of the abutting arterial roads. The podium for Building A scales down to three (3) storeys internal to the site to transition to the stable residential area. Accordingly, the podium for Building C scales down to two (2) 4-storey wings. The podium for Building B is located at the street intersection and therefore adequately separated from the residential community.

The tower and podium elevations incorporate an array of materials that are complementary to the established neighbourhood context. An interplay of classic colour treatments and tones are proposed to ensure a timeless design. The selected materials will be resilient in nature to withstand Ottawa's seasonal climate.

Tower separation distances ranging from 45 to 52 metres are provided to address privacy concerns, mitigate shadow and wind impacts, maintain sky views, and allow for access to natural light.



Figure 7: Perspective rendering looking east from Sunnycrest Drive

### 3.2.2 Public Realm

A sizable Privately Owned Public Space ('POPS') is proposed as part of the development proposal. This POPS is proposed to function as an urban plaza and will be designed to provide a functional area for outdoor leisure. A detailed landscape plan for this POPS will be required at the Site Plan Control phase.



Figure 8: Perspective rendering looking west from Fisher Avenue



## 4.0 Policy and Regulatory Framework

### 4.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) establishes policy direction for land use planning in the Province of Ontario that encourages planning and development that is environmentally sound, economically strong, and that enhances quality of life. The PPS promotes intensification of built-up areas to efficiently use land where existing infrastructure and public service facilities are readily available to avoid unjustified and uneconomic expansions. The policies relevant to the subject application are as follows:

- 1.1.1 Healthy, liveable and safe communities are sustained by:
- / promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
  - / accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs; avoiding development and land use patterns which may cause environmental or public health and safety concerns;
  - / promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
  - / ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;
  - / promoting development and land use patterns that conserve biodiversity; and,
  - / preparing for the regional and local impacts of a changing climate.
- 1.1.3.1 Settlement areas shall be the focus of growth and development;
- 1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
- / efficiently use land and resources;
  - / are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; and
  - / support active transportation; and,
  - / are transit-supportive, where transit is planned, exists, or may be developed.
- 1.1.3.3 Planning Authorities shall identify appropriate locations and promote opportunities for transit supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account exiting building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

- 1.4.3 Planning Authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market are by:
- / permitting and facilitating: All types of residential intensification, including additional residential units and redevelopment;
  - / directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
  - / promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
  - / requiring transit-supportive development and prioritizing intensification, in proximity to transit, including corridors and stations; and,
  - / establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.
- 1.6.7.4 A land use pattern, density, and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future uses of transit and active transportation.

**The redevelopment of the subject property in an efficient, cost-effective manner will make efficient use of existing infrastructure, public service facilities, and will support the City's investment and commitment to public transit. The subject property is adjacent to an identified transit priority corridor and the City's future Bus Rapid Transit (BRT) system. The proposed development will also contribute to the range of housing options within the City's urban area**

**The proposed development is sensitive to surrounding land uses and promotes residential intensification and housing in an area designated for growth. The proposed development of the subject property is in conformity with the policies of the PPS (2020).**

## 4.2 City of Ottawa Official Plan (2003, as amended)

The City of Ottawa has recently undertaken a comprehensive review of their Official Plan (OP). The draft of the New OP was endorsed by Council on November 27, 2021. The Ontario Minister of Municipal Affairs and Housing (MMAH) is expected to provide approval and/or comments later in 2022, after the Ontario provincial election (to be held on June 2, 2022). Given the timing of this application, consideration must be had for the in-force Official Plan, as well as the New Official Plan.

The following sections address the relevant policies of the in-force Official Plan.

### 4.2.1 Managing Growth

The Official Plan promotes efficient land-use patterns through intensification of locations strategically aligned with the transportation network and specifically along the rapid transit network. Section 2.2.2 deals with the management of growth within the urban area and recognizes that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit, and other infrastructure. Consequently, the Plan directs growth to locations with significant development potential, particularly locations that are serviced by transit.

Residential intensification is broadly defined in Section 2.2.2, Policy 1 as "the intensification of a property, building or area that results in a net increase in residential units or accommodation and includes the development of vacant or underutilized lots within previously developed areas and infill development".

**The proposed development meets the definition of residential intensification as defined above by creating a net increase in residential units on an underutilized lot where infrastructure, services and**

transit are available. It reflects the prevailing planned and existing context and is consistent with the direction set forth in the City's Official Plan.

#### 4.2.2 Land Use Designation

The subject property is designated "General Urban Area" on Schedule B – Urban Policy Plan of the City of Ottawa's Official Plan, Figure 10 below. The General Urban Area designation permits the development of a full range and choice of housing types to facilitate the development of complete and sustainable communities.

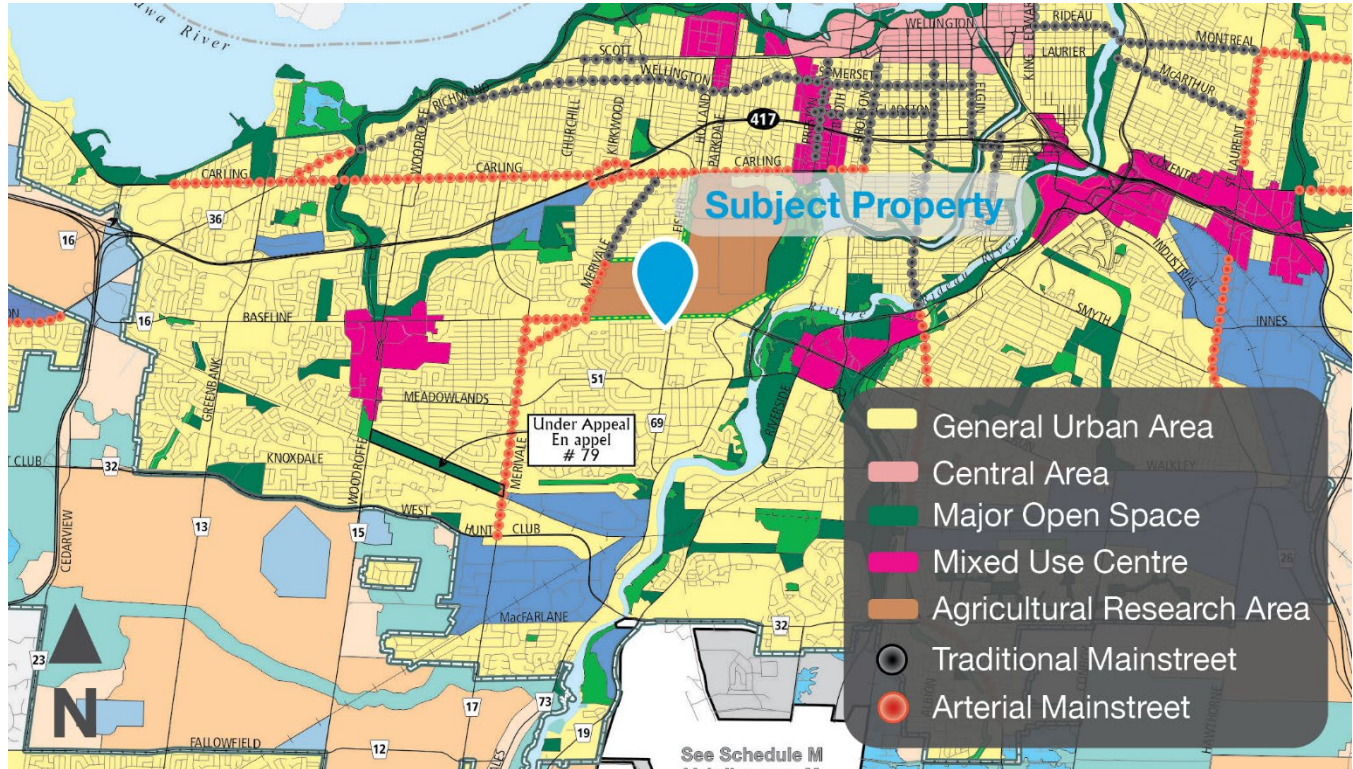


Figure 10: Schedule B of the Current Official Plan - Urban Policy Plan

Policy 3 of Section 3.6.1 generally states that building height in the General Urban Area will continue to be predominantly Low-Rise, however Secondary plans or zoning that currently permit building heights greater than four storeys will remain in effect.

**The site is subject to the Carleton Heights Secondary Plan.**

Policy 4(a) in Section 3.6.1 states that new taller buildings may be considered in the General Urban Area on sites that front an Arterial Road and are within 800 metres walking distance of a Rapid Transit Station, or are on a Transit Priority Corridor.

**The context of the subject property triggers both metrics.**

Policy 5 in section 3.6.1 states that the City supports intensification in the General Urban Area where it compliments the existing pattern and scale of development and planned function of the area. When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:

- / Assess the compatibility of new development as it related to existing community character so that it enhances and builds upon desirable established patterns of built form and open space;
- / Consider its contribution to maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the general Urban Area.



**The proposed development will facilitate the development of a site that compliments the existing pattern and scale of development and planned function for the area by providing significant intensification at the intersection of a priority transit Corridor and a planned Bus Rapid Transit Corridor. Active uses and higher residential densities will support and be supported by rapid transit by encouraging transit use and active modes of transportation.**

#### 4.2.3 Urban Design and Compatibility

Compatibility of scale and use are to be carefully understood to mitigate the design impacts of intensification. Section 4.11 of the Official Plan outlines a set of criteria that can be used to objectively measure the compatibility of a development proposal. At the scale of neighbourhoods or individual properties, consideration for views, design, massing, and amenity space, among others, are key factors for assessing the relationship between new and existing development. The following table provides an analysis of how the proposed development meets the applicable policies of Section 4.11.

Policy	Proposed Development
<b>Policies</b>	
<p>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:</p> <ul style="list-style-type: none"> <li>/ a. The provisions of this Plan that affect the design of a site or building;</li> <li>/ b. Design Guideline(s) approved by Council that apply to the area or type of development; and</li> <li>/ c. The design provisions of a community design plan or secondary plan.</li> </ul>	<p><b>An integrated design brief is provided by assessing the applicable design guidelines as they relate to proposal throughout this document.</b></p>
<b>Building Design</b>	
<p>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:</p> <ul style="list-style-type: none"> <li>/ Setbacks, heights and transition;</li> <li>/ Façade and roofline articulation;</li> <li>/ Colours and materials;</li> <li>/ Architectural elements, including windows, doors and projections;</li> <li>/ Pre- and post-construction grades on site; and</li> </ul>	<p><b>The proposed development ultimately removes a strip mall that is separated from the public realm by a surface parking lot and replaces it with street-fronting podiums which act to frame the right-of-way and provide a sense of place and enclosure to the public realm.</b></p> <p><b>A POPS is proposed which adds the opportunity for further animation and character to the neighbourhood while simultaneously offering a shared amenity.</b></p> <p><b>The proposed buildings will incorporate classic colours and tones of materiality which will be resilient to the elements while espousing a timeless aesthetic that will remain appealing throughout the building's lifespan.</b></p>

<ul style="list-style-type: none"> <li>/ Incorporating elements and details of common characteristics of the area.</li> </ul>	
<p>6. The City will require that all applications for new development:</p> <ul style="list-style-type: none"> <li>/ Orient the principal façade and entrance(s) of main building(s) to the street.</li> <li>/ Include windows on the building elevations that are adjacent to public spaces;</li> <li>/ Use architectural elements, massing, and landscaping to accentuate main building entrances.</li> </ul>	<p><b>The building facades and entrances are directed to the street and will incorporate extensive glazing to offer passive illumination and a sense of place at the human scale.</b></p>
<p>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:</p> <ul style="list-style-type: none"> <li>/ 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.</li> <li>/ 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</li> <li>/ 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.</li> </ul>	<p><b>The proposed development makes use of its gateway status by providing pedestrian centric, human scale podiums which support signature towers, which themselves mass to the greatest height on the corner of Baseline Road and Fisher Avenue.</b></p>
<p>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.</p>	<p><b>All “back-of-house” elements are hidden from the public realm. All loading and servicing areas are internal to the parking garages or roadway layout, and mechanical elements will be located tower penthouses.</b></p>
<p><b>Massing and Scale</b></p>	

<p>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.</p>	<p><b>The podium heights have been proposed for six storeys on the Fisher Avenue and Baseline Road street edges, however transition to lower forms of four and three storeys internal to the site and downward to the established low-rise community to the southwest.</b></p>
<p>13. Building height and massing transitions will be accomplished through a variety of means, including:</p> <ul style="list-style-type: none"> <li>/ Incremental changes in building height (e.g. angular planes or stepping building profile up or down);</li> <li>/ Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet);</li> <li>/ Building setbacks and step-backs.</li> </ul>	<p><b>See discussion under Policy 5 above.</b></p>
<p><b>High-Rise Buildings</b></p>	
<p>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:</p> <ul style="list-style-type: none"> <li>/ 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;</li> <li>/ public views, including view planes and view-sheds referred to in Policy 3 above</li> <li>/ proximity to heritage districts or buildings,</li> <li>/ reduced privacy for existing building occupants on the same lot or on adjacent lots,</li> </ul>	<p><b>The proposed towers are separated such that pedestrian impacts are mitigated. The compatibility is further confirmed by the Pedestrian Level Wind Study prepared by Gradient Wind. The heritage mitigation is confirmed by the CHIS prepared by Commonwealth Heritage.</b></p>
<p>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;</p> <ul style="list-style-type: none"> <li>/ The base of a high-rise building should respect the scale, proportion, and character</li> </ul>	<p><b>The proposed towers incorporate a base in the form of a street fronting podium, and towers which are sited on appropriately scaled floorplates. The towers are adequately separated.</b></p>

<p>of the surrounding buildings, adjacent streets, parks, and public or private open spaces and animate such spaces.</p> <ul style="list-style-type: none"> <li>/ 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.</li> <li>/ 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.</li> </ul>	
<p>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.</p>	<p><b>The proposed application is for a Zoning By-law Amendment to facilitate the high-rise buildings. The discussions through this Planning Rationale confirm the appropriateness of the proposed heights and transitions.</b></p>
<p>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.</p>	<p><b>The Urban Design Guidelines for Transit-Oriented Development and Urban Design Guidelines for High-rise Buildings are discussed in Section 4.5 and 4.6 of this report respectively.</b></p>
<p><b>Outdoor Amenity Areas</b></p>	
<p>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.</p>	<p><b>There are no risks to private amenity areas of adjacent residential units associated with this proposal. The building separation is sufficient to mitigate these impacts.</b></p>
<p>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</p>	<p><b>Amenity area will be incorporated internal to the buildings in both private and communal formats. Outdoor amenity area will be proposed through soft landscaped areas. As noted elsewhere, a POPS is proposed which will offer a form of publicly-accessible amenity for both tenants and the community alike.</b></p>

<p>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.</p>	
<p>22. The portion of the building(s) which are adjacent to the public realm will be held to the highest building design standards by incorporating specific building design features:</p> <ul style="list-style-type: none"> <li>/ Design the building(s) first storey to be taller in height to retain flexibility or opportunity for ground floor uses in the future;</li> </ul> <p style="padding-left: 20px;">Locate front building façades parallel to the street; however, consideration may be given to allow for interruptions of continuous building facades at strategic locations to provide pocket parks, plazas or other open spaces that provide a supportive function to the street activity or enable views and vistas;</p> <ul style="list-style-type: none"> <li>/ Transparent windows at grade to give views into the building to observe the function of the building and out of the building to enhance natural surveillance;</li> <li>/ Using architectural treatments (e.g. projections from continuous building lines, awnings, canopies, alcoves and bays) to soften the interface between buildings and the public realm;</li> </ul>	<p><b>The first storey of each podium will be taller in height to allow for ground floor commercial uses. Building facades will define the street edge, and a POPS is proposed strategically to provide a plaza use that enables street activity. Glazing and transparent windows are provided at grade for the purpose of visual interest and natural surveillance.</b></p>
<p>23. The portion of the development which impacts the public realm will be held to the highest site design standards and should incorporate enhanced public realm improvements, such as:</p> <ul style="list-style-type: none"> <li>/ weather protection elements, (e.g. colonnades, and awnings);</li> <li>/ shade trees, median planting and treatments and other landscaping;</li> <li>/ wider sidewalks and enhanced pedestrian surfaces;</li> <li>/ coordinated furnishings and utilities, transit stops, and decorative lighting; and</li> <li>/ memorials and public art commissioned for the location. To achieve these public realm improvements, coordination with the City will be required in accordance with Section 2.5.1, policy 5(d).</li> </ul>	<p><b>Sidewalk improvements and landscaping are anticipated as part of the redevelopment project and will be assessed in greater detail at the Site Plan Control stage.</b></p>
<p>24. The massing and scale of development will define and enclose public and private spaces (e.g. streets, parks, courtyards, squares) using buildings, structures</p>	<p><b>Buildings A and B, particularly their podiums, provide framing to the POPS. The ground floor</b></p>

and landscaping; and relate to the scale and importance of the space they define (e.g. street width to height ratios).	<b>treatment will open up to the POPS in a manner that strikes an ‘urban room’ effect.</b>
--	--

**The proposed development conforms to the policies outlined in Section 4.11. The proposed development will positively contribute to the surrounding neighbourhood through streetscape improvements and a high-quality design. The development has been designed in a manner that will minimize impacts to surrounding properties while establishing an attractive gateway feature.**

#### **4.2.4 Annex 1**

Annex 1 of the Official Plan protects for a 44.5 metre wide right-of-way on this section of Baseline Road. Bus Rapid Transit Lanes are planned to run down the centre of Baseline road.

**The proposed development respects the 44.5 metre wide right-of-way on Baseline Road and provides a podium that is proportionate to the road right-of-way.**

**Overall, the proposed Zoning By-law Amendment conforms to the policies of the current City of Ottawa Official Plan.**

### **4.3 New City of Ottawa Official Plan (2021)**

The New Official Plan, which has not yet been approved by the Minister of Municipal Affairs and Housing, has a 25-year time horizon which spans from 2021 to 2046. The Plan provides an updated vision to guide the future growth of the City.

Policy directions include:

- / Achieve an intensification target of 60% by 2046;
- / Orient land use designations around nodes, corridors, and neighbourhoods;
- / Evolve to denser, walkable, 15-minute neighbourhoods; and
- / A renewed emphasis on building form.

In summary, the New Official Plan policies trend toward a greater focus on transit-oriented development, intensification, and urban design.

As compared to the old Official Plan, the new Official Plan uses transects, designations and overlays to set policy directions for land use and built form, rather than singular designations.

#### **4.3.1 Outer Urban Transect**

The subject property is located within the Outer Urban Transect as outlined on Schedule A – Transect Policy Areas of the new Official Plan, Figure 11 below. The Outer Urban Transect applies to lands within the greenbelt that have a classic suburban model of development. The objective of the Outer Urban Transect is to introduce more viable public transit and active mobility options and encourage more diverse housing forms.



Figure 11: Schedule A New Official Plan - Transect Policy Areas

Policy 2 in section 5.3.1 states that the Outer Urban Transect is generally characterized by low- to mid-density development. Along Mainstreets, development shall generally be mid-rise or high-rise, except where the lot is too small to provide a suitable transition to abutting low-rise areas, in which case only low-rise development shall be permitted.

Policy 3 in section 5.3.1 states that in the Outer Urban Transect, the City shall support the rapid transit system and begin to introduce urban environments through the designation and overlay policies of the plan, by:

- / Supporting the introduction of mixed-use urban developments at strategic locations close to rapid transit stations.

As discussed below, the subject property is designated Mainstreet Corridor. Policy 3 in section 5.3.3 establishes the permitted building heights along Mainstreets within the Outer Urban Transect. On sites that front on segments of streets whose right-of-way (after widening requirements have been exercised) is 30 metres or greater and where the parcel is of sufficient size to allow for transition in built form massing, the permitted building heights shall be not less than two (2) storeys and up to High-rise.

**The proposed development provides for high-rise, mixed-use urban development along a mainstreet corridor within the Outer Urban Transect that supports and is supported by transit.**

#### 4.3.2 Land Use Designation

The subject property is designated Mainstreet Corridor on Schedule B3 – Outer Urban Transect of the new Official Plan, Figure 12 below. Section 6.2 of the new Official Plan sets out the policies for Corridors. The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. The Corridor designation includes two sub-designations, Mainstreet Corridors (also referred to as Mainstreets) and Minor Corridors.

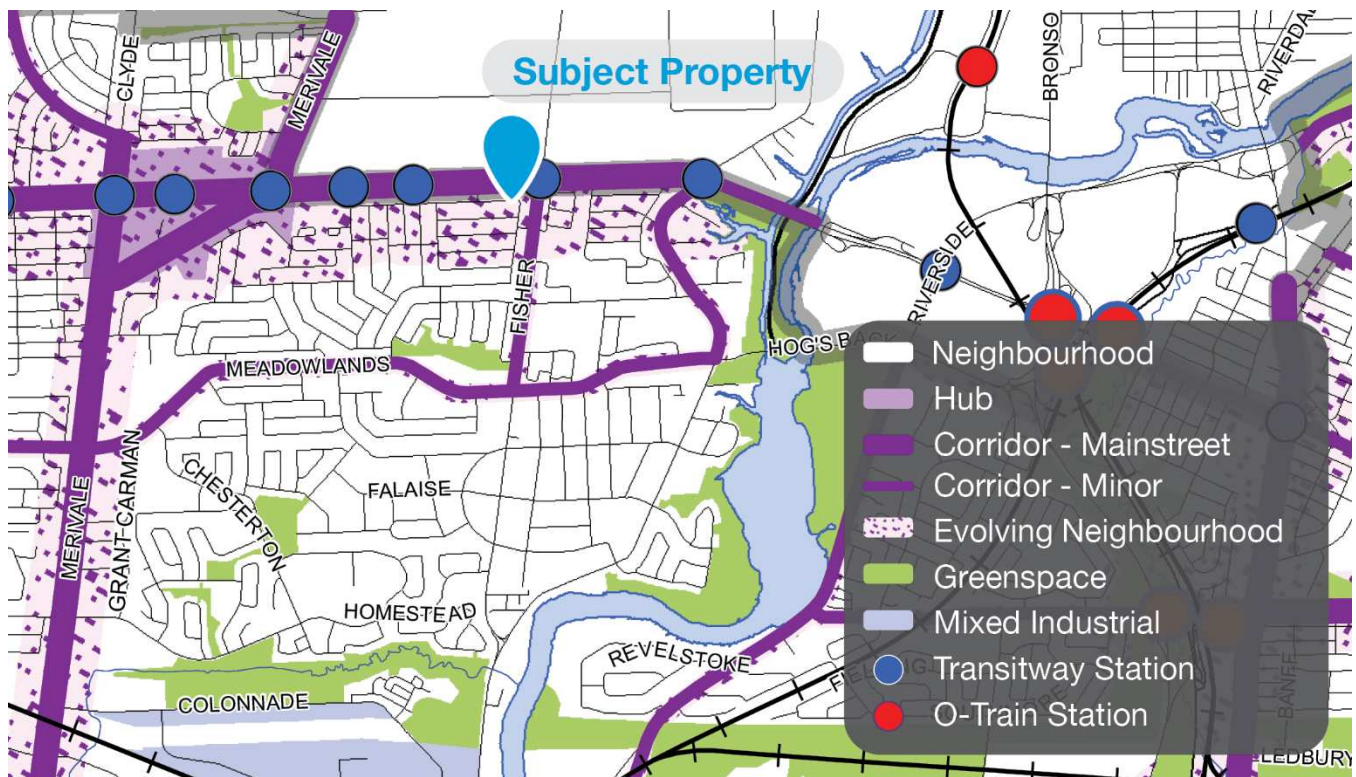


Figure 12: Schedule B3 of the New Official Plan - Outer Urban Transect

Policy 2 in section 6.2.1 states that development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to the building setback where appropriate. Further Development:

- / Shall ensure appropriate transitions in height, use of land, site design, and development character through the site, to where the Corridor designation meets abutting designations.

**The highest densities of the proposed development are concentrated close to Baseline Road and Fisher avenue while ensuring appropriate transitions in height, use of land, site design, and development character towards the adjacent low-rise neighbourhood. Transition is established through the use of building podiums, setbacks, stepbacks, and landscape buffers.**

#### 4.3.3 Evolving Overlay

The subject property falls within the Evolving Overlay as outlined on Schedule B2 – Inner Urban Transect in the New City of Ottawa Official Plan (2021), Figure 12 above.

The Evolving Overlay is applied to areas in close proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow for new built forms and more diverse functions of land.

Policy 1 in section 5.6.1.1 states that the Evolving Overlay will apply to areas that are in a location or at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. These areas are proximate to the boundaries of Hubs and Corridors as shown in the B-series of schedules of this Plan. The Evolving Overlay will be applied generally to lands 150 meters from the boundary of a Hub or Corridor designation. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:

- a) Guidance for a gradual change in character based on proximity to Hubs and Corridors,
- b) Allowance for new building forms and typologies, such as missing middle housing;



- c) Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and
- d) Direction to govern the evaluation of development.

**The proposed development will provide for a gradual transition over time from a low-rise suburban built form to a high-rise urban built form that is centred on future rapid transit.**

#### **4.3.4 Urban Design**

Section 4.6.5 outlines policies that support the objectives of the Corridor designation. The following policies are relevant to the subject property.

Policy 2 in Section 4.6.5 requires that development along Corridors respond to context, transect area and overlay policies. Development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above utilities should be mitigated.

Policy 3 in Section 4.6.5 states that development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees. Shared service areas, and access should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

**The proposed development acts to frame the Baseline Road and Fisher Avenue corridors with appropriately scaled podiums that provide front entrances directly onto the sidewalk. Parking and loading is directed to the rear of the subject property with the majority of parking being provided underground.**

Section 4.6.5 of the New Official Plan also outlines policies for the sensitive integration of new development. The following policies are relevant to the subject property.

Policy 1 in section 4.6.6 requires that transition in building heights shall be designed to minimize impact on neighbouring properties and on the public realm. The Zoning by-law shall include transition requirements for mid-rise and High-rise buildings, as follows:

- / Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.

Policy 2 in section 4.6.6 states that transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set out in the Zoning By-law.

Policy 5 in section 4.6.6 permits the development or redevelopment of large sites such as shopping centres provided that they support walkable 15-minute neighbourhoods, sustainable modes of transportation, and help to achieve the economic development and health goals of the Official Plan by:

- / Locating buildings and store entrances along public streets, with minimum built frontages;
- / Establishing an internal circulation pattern that supports future intensification, including direct and safe street and multi-use path connections to the surrounding built, or planned urban fabric;
- / Building arrangement and design that includes façade treatments, articulation, building materials and site furnishing that are comfortable at the pedestrian scale.

Policy 8 in section 4.6.6 requires that High-rise buildings be designed to respond to context and transect area policies and should be composed of a well-defined base, middle, and top. Floorplate size should generally be

limited to 750 square metres for residential buildings with larger floorplates permitted with increased separation distances. Space at grade should be provided for soft-landscaping and trees.

Policy 9 in section 4.6.6 requires that high-rise buildings have minimum separation distances between towers to ensure privacy, light and sky views for residents and workers. Maximum separation distances shall be achieved through appropriate floorplate sizes and tower orientation, with a 23-metre separation distance desired, however less distance may be permitted in accordance with Council approved design guidelines.

**The proposed development provides a minimum tower separation of at least 44 metres.**

**Overall, the proposed development conforms with the policies of the New Official Plan by providing for appropriate development that responds to the surrounding context and that is supported by and supports rapid transit.**

#### 4.4 Carleton Heights Secondary Plan

The Carleton Heights Secondary Plan was adopted in 1994 by the former City of Ottawa to provide land use policy direction for the Carleton Heights community. Section 2.12 notes that “The standards and policies of development set out in this chapter are included as guides and are subject to minor variation without amendment to the Official Plan” and further that “The boundaries of land use areas in Schedule G – Carleton Heights Land Use are Flexible and subject to minor variations without amendment to the Official Plan”.



Figure 13: Schedule G - Carleton Heights Land Use

The subject property is designated a combination of “Minor Shopping area” and “Medium Density Residential”. Policy 2.4.3.1(d) speaks to the development of Minor Shopping Areas:

- / Sub-centre development shall be on a lesser scale in terms of bulk and population density in order that no conflict either visually or in market terms is created between the sub-centres and the main centre, In this regard, the building height and density restriction factors as outlined previously in the Residential

Area – Medium Density land use category may be necessary to apply in order to implement the intent of the Development Plan.

Within the Minor Density category, the building height and density restriction factors will be determined on the basis of the following criteria:

- / Visual impact of apartment units on surrounding development;
- / Width of open-space buffer zone between apartment units and adjacent single-family residential units;
- / Proximity to apartment units to City amenity areas with consideration to the visual intrusion factor;
- / Limitation as to the scale of apartment unit development

**The Secondary Plan supports the proposed development by allowing densities that are compatible while remaining subordinate to the density potential of the Major Shopping Area. The site context accommodates for this policy by proposing an appropriately scaled typology. The Secondary Plan is carried forward to the new OP in a revised manner, and is discussed below.**

#### 4.4.1 Revised Carleton Heights Secondary Plan (New Official Plan)

As a component of the New Official Plan, a revised version of the Carleton Heights Secondary Plan was adopted by Council and is currently under review by the MMAH. While substantively similar to the 1994 Secondary Plan, it differs in some key ways as noted below:

Schedule A in the Carleton Heights Secondary Plan as found in the New Official Plan is outlined in Figure 14, below.

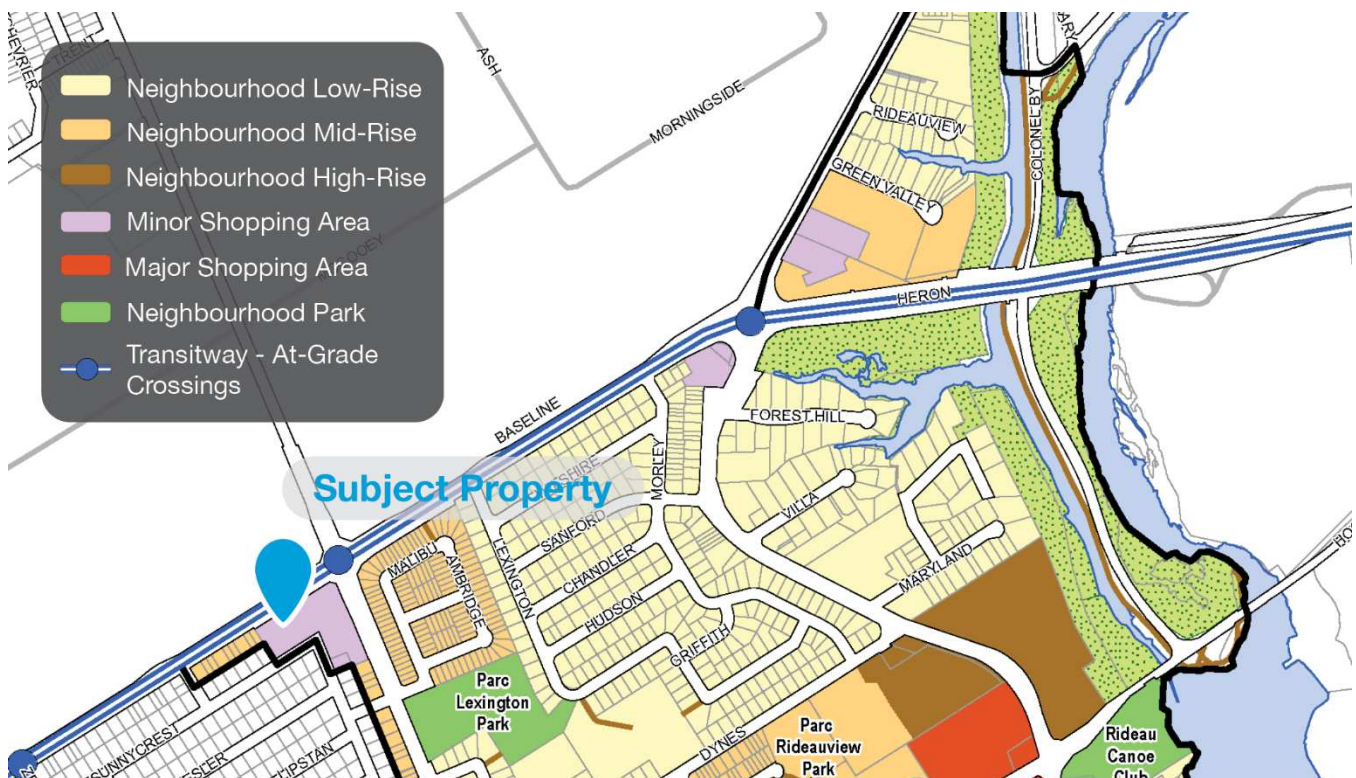


Figure 14: Carleton Heights Secondary Plan - Schedule A - Designation Plan

The subject property remains designated Minor Shopping Area. Section 3.3.4(a) speaks development of Minor Shopping Areas and states:

Minor Shopping Area development shall be on a lesser scale than the Major Shopping Area. Building height restrictions, as outlined in section 2.4.3.

Section 2.4.3 states the following:

Maximum heights for Mid- and High-Rise buildings will be determined in part by the ability to provide transitions in accordance with Section 4.6.6 of the Official Plan, and applicable Council-approved urban design guidelines, and by the:

- a) Proximity of buildings to commercial services and public amenity areas; and
- b) Desire to generally concentrate density in Neighbourhood Mid- and High-Rise designations and the Major Shopping Area designation.

**The subject property is unique in its location which will continue to provide commercial services through each phase of development, and in addition to its proximity to existing public amenity areas, proposes a Privately Owned Public Space (POPS) which will serve the community. The policies of Section 4.6.6 of the new Official Plan and applicable urban design guidelines are met, as discussed throughout this report.**

Sections 4.2 and 4.3 of the revised Secondary Plan have also been contemplated, which state the following:

- 2) The standards and policies of development set out in this secondary plan are included as guides and are subject to minor variation without amendment to the Official Plan.
- 3) Interpretation of this secondary plan shall be made having regard to information contained in the Official Plan.

Based on the consideration of both the in-effect and new Official Plans as well as their corresponding Secondary Plans, the proposed Zoning By-law Amendment is viewed as appropriate and aligns with the direction of these documents.

## 4.5 Transit-Oriented Development Guidelines

The Transit-Oriented Development Guidelines were approved by Ottawa City Council in September 2007. These guidelines provide guidance to assess, promote, and achieve appropriate Transit-Oriented Development within the City of Ottawa.

These Guidelines are applied throughout the City for all development within a 600 metre walking distance of a rapid transit stop or station, in conjunction with the policies of the Official Plan and applicable Secondary Plans. The guidelines aim to:

- / Promote a mix of uses and densities that compliment both transit users and the local community;
- / Ensure the built form is designed and oriented to facilitate and encourage transit use;
- / Manage the safe circulation of pedestrians, cyclists, vehicles, and parking; and,
- / Create quality public spaces that provide direct, convened, safe, and attractive access to transit.

The proposed development responds to the following guidelines:

### 1. Land Use

- / The proposed development provides transit supportive land uses within a 600 metres walking distance of a future rapid transit station.
- / The proposed development creates a multi-purpose destination for both transit users and local residents by providing a mix of land uses that support a vibrant area.

## 2. Layout

- / New laneways, pedestrian, and cycling connections that provide direct connections to the future Baseline/Fisher rapid transit station are provided as part of the proposed development.
- / The proposed buildings are located along with active frontages along Baseline Road and Fisher Avenue. The buildings are oriented towards the rapid transit corridor with direct pedestrian accesses provided.
- / The highest densities and mix of uses are located closest to the ROW and the transit station.
- / A transition in scale and density is provided between the rapid transit corridor and the adjacent low-rise residential neighbourhood.

## 3. Built Form

- / Architectural variety is provided on the podium levels of each building through the use of contrasting materiality, windows, and projections to provide visual interest at the street level.
- / Clear windows and doors are used along the street frontage to improve visibility, provide visual interest, and provide easy of entrance.

## 4. Pedestrians & Cycling

- / Pedestrian walkways are of an adequate width to accommodate anticipated pedestrian volumes.
- / The ground floor of the buildings are designed to be appealing to pedestrians and will included active uses such as retail, personal service, restaurants, and residences.

## 5. Vehicles & Parking

- / Limited surface parking is located to the rear of the buildings with the majority of parking to be provided underground.
- / The rear surface parking lots are small and broken up through the use of landscaping and walkways.

## 6. Streetscape & Environment

- / Shade trees and shrubs will be provided along the street frontage to reduce urban heat island effects and create a more comfortable microclimate.

**The proposed development meets the Transit-Oriented Development Guidelines.**

### 4.6 Urban Design Guidelines for High-Rise Buildings

The Urban Design Guidelines for High-Rise Buildings were approved by Ottawa City Council in May 2018. These guidelines seek to highlight ways to:

- / Promote high-rise buildings that contribute to views and vistas and enhance their existing and planned image of the city;
- / Address compatibility and the relationship between high-rise buildings and their existing and planned context;
- / Create human-scaled, pedestrian-friendly streets, and attractive public spaces that contribute to liveable, safe and healthy communities;
- / Coordinate and integrate parking, services, utilities, and public transit into the design of building and site design and the site; and,
- / Promote development that responds to the physical environment and microclimate through design.

The guidelines are to be used during the review of development proposals to promote an achieve appropriate high-rise development. These are general guidelines, and not all will apply equally in all circumstances. Each context will inform the application of, and the emphasis on, various guidelines. Specific site context and conditions will be considered in conjunction with these guidelines.

The guidelines are general and are not to be used as a checklist for evaluating a proposal. In cases where specific polices are provided in a Secondary Plan, the area specific policies have precedence. These guidelines have been developed to improve and enhance the relationship between high-rise buildings and nearby buildings, streets, parks, and open spaces.

The proposed development responds to the following guidelines:

### 1. Context

- / No views or vistas will be affected by this proposal. The subject property is not identified as within a significant view plane as outlined in Annex 8A of the Current Official Plan or Schedule C6-A of the New Official Plan.
- / Guideline 1.4 requires that proposed buildings be distinguish between landmark and background buildings. The proposed buildings can be considered landmark buildings given their location, their role as part of views and vistas, and their contribution to the characteristics of the neighbourhood and the City more broadly.
- / A transition to lower-profile development is facilitated through building separation, setbacks, stepbacks, and podium heights.
- / The subject property is of a sufficient size to establish a gradual height transition to adjacent low-rise residential buildings.

### 2. Built Form

- / The proposed buildings have been designed to include a distinctive base, middle, and top through materiality, colour, and appropriately scaled podiums.
- / The proposed buildings are considered tower buildings and are oriented to frame the street corner at a significant intersection. Consistent with the guidelines, towers are setback from the podiums on appropriately sized floorplates which are adequately separated from each other.
- / The podiums of the proposed buildings are proportionate given the width of the existing ROWs for both Baseline Road and Fisher Avenue.
- / The middle section will minimize shadow and wind impacts while providing an appropriate fenestration pattern and other architectural considerations.
- / The top section of the proposed building will integrate the mechanical penthouse into the building while contributing to the City skyline.

### 3. Pedestrian Realm

- / Main pedestrian entrances are linked with a seamless connection to the public sidewalks.
- / Glazing is provided at the pedestrian level.
- / The majority of parking is located underground and accessed away from the public realm.
- / Loading, servicing, and utilities will be screened from view.

**The proposed development meets the Urban Design Guidelines for High-Rise Buildings.**

## 4.7 City of Ottawa Comprehensive Zoning By-law (2008-250)

### 4.7.1 Affective Zoning

The subject property is zoned General Mixed Use – GM Zone in the City of Ottawa Comprehensive Zoning By-law (2008-250).

The purpose of the GM – General Mixed Use Zone is to allow mixed use development in the General Urban Area designation of the Official Plan and impose development standards that will ensure that the uses are compatible and compliment surrounding land uses.

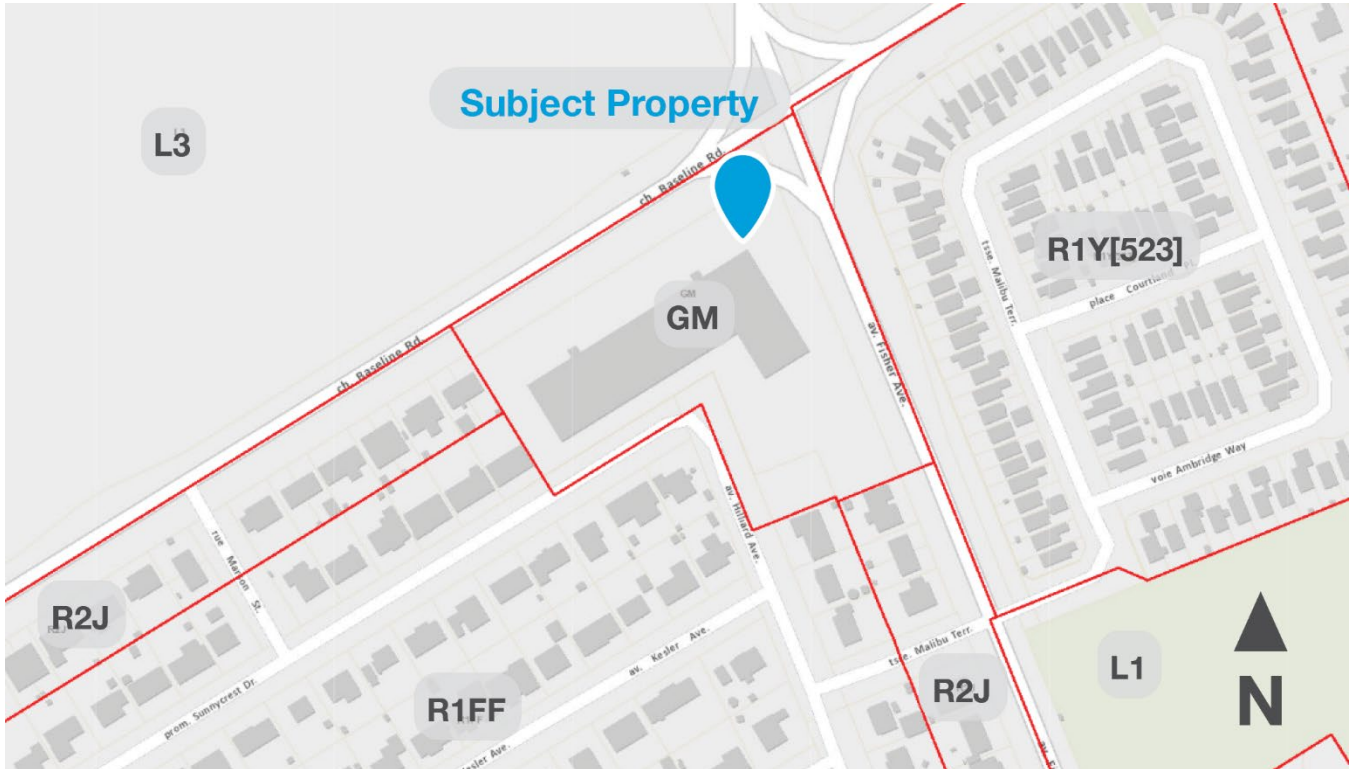


Figure 15: Zoning Map

Applicable Zoning Mechanisms	Required	Proposed	Compliance
<b>Minimum Lot Width</b>	No minimum	139.5 m	Yes
<b>Minimum Lot Area</b>	No minimum	14,294 m <sup>2</sup>	Yes
<b>Minimum Front Yard Setback</b>	3 metres	3 metres	Yes
<b>Minimum Corner Yard Setback</b>	3 metres	3.2 metres	Yes
<b>Minimum Interior Side Yard Setback</b> For a mixed-use building, form any portion of a lot line abutting a residential zone	5 metres	5 metres	Yes
<b>Minimum Rear Yard Setback</b> From any portion of a rear lot line abutting a residential zone	7.5 metres	7.5 metres	Yes
<b>Maximum Building Height</b>	18 metres	<b>Building A:</b> 81 metres – 25 stories <b>Building B:</b> 81 metres – 25 stories	No

		<b>Building C:</b> 93 metres – 29 stories	
<b>Maximum Floor Space Index</b>	2	4.1	<b>No</b>
<b>Minimum Width of Landscape Area</b> Abutting a residential zone	3 metres	Varies -minimum 3 metres	<b>Yes</b>
<b>Minimum Required Parking (Area X, see S.101(5)(a))</b>	<b>Resident:</b> 868 units @ 0.5/unit, less first twelve units for each building = 416 spaces <b>Visitor:</b> 787 units @ 0.1/unit = 174 spaces <b>Commercial:</b> Not required if less than 200m <sup>2</sup> GFA - Restaurant Full Service, 5 per 100m <sup>2</sup> - Retail Store, 1.25 per 100m <sup>2</sup>	<b>Resident:</b> 416 spaces <b>Visitor:</b> 174 spaces <b>Commercial:</b> 65 spaces <b>Total:</b> 655 spaces	<b>Yes</b>
<b>Aisle and Driveway Provisions</b>	<b>Single Traffic</b> 3m  <b>Double Traffic</b> Parking Lot: Min. 6.7m Parking Garage: 6m to 6.7m	<b>Single Traffic</b> 4m  <b>Double Traffic</b> 6m to 6.7m, complies where applicable	<b>Yes</b>
<b>Bicycle Parking</b>	868 units @ 0.5/unit =	<b>Residential:</b> 434 <b>Commercial:</b> 12	<b>Yes</b>
<b>Amenity Space Requirement</b>	<b>Total</b> 6m <sup>2</sup> per unit x 868 = 5,208 m <sup>2</sup>  <b>Communal:</b> 50% of total required = 2,604 m <sup>2</sup>	<b>Total</b> 5,600 m <sup>2</sup>  <b>Communal</b> 3,200 m <sup>2</sup>	<b>Yes</b>
<b>Minimum Tower Separation Distance</b>	23 metres	30 - 45 metres	<b>Yes</b>

#### 4.7.2 Proposed Zoning By-law Amendment

The purpose of this application is to propose a site-specific amendment to the zoning. The following zoning amendments are being proposed:

##### **Establish a site-specific height schedule to apply to the site zoning**

As aligning with the intent of the PPS and both Official Plans, a site-specific height schedule is proposed to formalize the proposed tower heights as applicable to the floorplate and podium locations.

##### **Remove the Floor Space Index (FSI) applicable to the site**

The site is currently subject to an FSI of 2.0. This limit conflicts with the planned function of this site and is therefore proposed for removal.



## 5.0 Supporting Plans and Studies

### 5.1 Assessment of Adequacy of Public Services Report

An Assessment of Adequacy of Public Services Report was prepared by McIntosh Perry Consulting Engineers Ltd., dated May 14, 2022. The report demonstrates that the proposed development has access to sufficient public services in accordance with the recommendations and guidelines provided by the City of Ottawa, the Rideau Valley Conservation Authority, and the Ministry of the Environment, Conservation and Parks (MECP). The report addresses access to water, sanitary and storm servicing for the proposed development.

### 5.2 Pedestrian Level Wind Study

A Pedestrian Level Wind Study was prepared by Gradient Wind Engineers, dated May 9, 2022. The report assessed the pedestrian wind comfort and safety within and surrounding the subject site, and identified areas where wind conditions may interfere with certain pedestrian activities so that mitigation measures may be considered, where required.

Based on computer simulations using the CFD technique, meteorological data analysis of the Ottawa wind climate, City of Ottawa wind comfort and safety criteria, and experience with numerous similar developments, the study concludes the following:

- 1) All grade-level areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for the intended pedestrian uses throughout the year. Specifically, conditions over surrounding sidewalks, walkways, transit stops, and in the vicinity of building access points, are considered acceptable. An exception is described as follows:
  - a. Conditions over the plaza to the east of the subject site are predicted to be suitable for a mix of standing and strolling during the typical use period.
  - b. Mitigation will be required to ensure the area is suitable for a mix of sitting and standing during the typical use period. The implementation of landscape elements, such as vertical wind screen and planters with coniferous plantings in dense arrangements and strategically placed seating with high-back benches to shield the area from westerly winds would increase comfort levels. Mitigation strategies will be developed and confirmed in collaboration with the design team as the design progresses and in preparation of the future Site Plan Control application submission.

### 5.3 Cultural Heritage Impact Statement

A Cultural Heritage Impact Statement (CHIS) was prepared by John Stewart Commonwealth Historic Resource Management, dated May 2022. This (CHIS) was prepared to consider potential impacts of a proposed development adjacent to the Central Experimental Farm (CEF). Two documents outline the heritage value of the Central Experimental Farm and guide its heritage conservation – the Commemorative Integrity Statement (CIS) and the Statement of Significance (SOS). Both the CIS and SOS acknowledge that development within the urban areas outside the boundaries of the CEF is not necessarily a threat to the heritage value or integrity of the CEF as a historic place. It is the consultant's opinion that the proposed development will have no significant impacts on the identified cultural heritage values associated with the Central Experimental Farm.

### 5.4 Phase One Environmental Site Assessment

A Phase One Environmental Site Assessment (ESA) was prepared by EXP Services Inc. (EXP), dated November 15, 2021. The Phase One ESA was prepared to assess the environmental condition of the subject property based on its historical and current uses. Through this analysis one Area of Potential Environmental Concern (APEC) was identified from a former dry-cleaning operation on the subject property and therefore a

phase Two ESA is recommended to be conducted to address the APEC that may have adversely affected the subject property.

## 5.5 Traffic Impact Assessment

A Traffic Impact Assessment (TIA) was prepared by CGH Transportation, dated May 16, 2022. The purpose of this assessment was to evaluate the transportation infrastructure demand projected to occur from the proposed development and provide recommendations to accommodate this increase in demand. The proposed development is forecasted to produce 127 two-way vehicle trips during the AM peak hour and 170 two-way vehicle trips during the PM peak hour based upon an increase in transit and cycling from the typical district mode shares given the proximity of the Baseline BRT improvements. Of the forecasted trips, 30% are anticipated to travel north, 25% to the south and the west, and 20% to the east. The proposed development is anticipated to generate an additional 208 AM peak hour transit trips and 197 PM peak hour transit trips. To accommodate the forecasted trips, recommendations are provided.

## 6.0 Public Consultation Strategy

A Public Engagement Strategy is planned to ensure adequate consultation with members of the community. At the time of application submission, due to the global COVID-19 pandemic, in-person meetings and open houses are not in keeping with public health recommendations. Accordingly, some components of the consultation will be held in a virtual format.

The following steps in the consultation strategy are proposed:

- / Email notification to Councillor Egli's office and the Fisher Heights Community Association at the time of application submission;
- / Notification of neighbouring property owners and posting of public signage, to be completed by City staff;
- / Hosting of an informal public meeting using a virtual format, with details to be determined in consultation with Councillor Egli and City of Ottawa staff; and
- / Statutory public meeting for the Zoning By-law Amendment.

In partnership with the City of Ottawa, all engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting.

## 7.0 Conclusion

It is our professional opinion that the proposed development represents sound land use planning and is in the public interest for the following reasons:

### **Consistent with the Provincial Policy Statement**

The proposed development is consistent with the policies of the Provincial Policy Statement, 2020 which promotes efficient development of serviced, underutilized lands located within settlement areas. The proposed Zoning By-law Amendment will facilitate the redevelopment of the lands at an appropriate density to contribute to the efficient use of land, resources, infrastructure and public services to support active transportation.

### **Conforms to the current and forthcoming City of Ottawa Official Plans**

The subject property is designated “General Urban Area” in the current City of Ottawa Official Plan. The Official Plan seeks to focus intensification within urban areas and to support a transition towards more urban character of otherwise suburban character of General Urban Areas. The enclosed Zoning By-law Amendment seeks to introduce an increase in density to an under-utilized parcel of land within an area that is currently well serviced by municipal servicing and located at a key nexus of the current and future transit network. The proposed development seeks to achieve the City’s objectives of providing a range of housing types to meet the needs of all ages, incomes and life circumstances.

Further, the proposed development of the subject property advances the objectives of the new Official Plan, per the affective Mainstreet Corridor designation as it seeks to add density to an under-utilized land located in an area that currently contributes to 15-minute neighbourhoods. The redevelopment of the subject property will help to achieve the density targets as set out in the new Official Plan.

### **Conforms to the current and forthcoming Carleton Heights Secondary Plan**

The proposal advocates for density and building typologies which serve the intent of the Carleton Heights Secondary Plan and allows for appropriate growth within this study area which satisfies the applicable design policies and guidelines.

### **Meets the Applicable Design Standards**

The proposed development meets the urban design direction provided by Sections 2.5.1 and 4.11 of the current Official Plan. The proposed development takes advantage of an infill opportunity to achieve an increase in area density while maintaining compatibility with the surrounding area. Further, the proposed Zoning By-law Amendment will allow for implementation of many of the design guidelines as outlined in the Urban Design Guidelines for High-rise Buildings and Transit-Oriented Development.

### **Maintains the General Intent of the Zoning By-law**

The proposed Zoning By-Law amendment will permit the development to proceed in conformity with the intent of the PPS (2020), current and forthcoming Official Plans, and the general intent of the proposed zoning. The proposed site-specific exceptions respond to the unique context of the subject property and surrounding context and do not conflict with the parent GM zoning.

### **Represents Good Planning**

The development of the subject property with a high-rise apartment use, as permitted through the proposed Zoning By-law Amendment, would advance several key policy objectives at the Provincial and Municipal levels including: optimizing the use of serviced lands within the existing urban boundary, encouraging growth within the urban boundary, capitalizing on existing transit, pedestrian, cycling and road infrastructure to create 15-minute walkable communities, and to contribute towards a range and availability of housing for all ages and incomes.

Based on the above analysis, the proposed development represents good planning and is in the public interest.

Should you have any questions, please do not hesitate to contact the undersigned.

Sincerely,



Thomas Freeman, B.URPL  
Planner



Scott Alain, MCIP RPP  
Senior Planner