



2946 & 2940 Baseline Road

Planning Rationale Addendum
Zoning By-law Amendment + Site Plan Control
October 2, 2025



Prepared for Brigil Homes

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Introduction

Fotenn Planning + Design has been retained by 110394936 Canada Inc. (Brigil) to prepare this Planning Rationale in support of Zoning By-law Amendment and Site Plan Control Applications for the site municipally known as 2940 and 2946 Baseline Road in the City of Ottawa (“the subject site”).

A Planning Rationale dated June 9, 2023, was originally prepared by Fotenn in support of concurrent Zoning By-law Amendment (D02-02-23-0046) and Site Plan Control (D07-12-23-0073) applications, with technical circulation comments provided by the City on August 25, 2023.

Since the initial submission, a formal review by the Urban Design Review Panel (UDRP) has taken place. The previous submission, as well as this one, responds to comments received by the Urban Design Review Panel following the UDRP meeting held on July 7th, 2023.

This rationale has been prepared in support of a resubmission of the above noted Zoning By-law Amendment and Site Plan Control applications. The resubmission incorporates the revised development approach and addresses technical circulation comments of December 23rd, 2024, August 25th, 2023, the UDRP comments of July 7th, 2023, and various formal and informal meetings and discussions with City Development review staff in the intervening time that has elapsed since the last formal submission.

The intent of this Planning Rationale and Design Brief Addendum is to assess the latest version of the proposed development with respect to the policy and regulatory framework of the OP and determine if the proposed development is appropriate for the subject site and compatible with the surrounding community. The overall site design remains relatively similar; however, Phases 3-4 and the Parkland Dedication have been reconsidered to respond to Staff's comments and feedback. The addendum addresses these changes and also draws on the results of other technical studies and plans that have been prepared in support of the rezoning and Site Plan Control applications; certain supporting materials have been updated to reflect the modified development concept and rezoning application as well as to address the relevant technical circulation comments received.

1.1 Purpose of Application

To facilitate the proposed development, Minor Zoning By-law Amendment, and Site Plan Control Applications are being submitted. Since the original Zoning By-law Amendment for the subject site was approved in 2014, the policy regime and overall site design has changed. Therefore, a new Minor Zoning By-law Amendment is being sought to permit the proposed development. The proposed Minor Zoning Amendment will revise the provisions of Schedule 325 and Exception 2138 while generally adhering to the intent and direction of the established holding symbol and associated provisions.

With the addition of 2940 Baseline Road to the re-development proposal, an amendment to the previous approvals received for 2940 Baseline Road including Zoning By-law Amendment (D02-02-12-0077) and Site Plan Control (D07-12-14-0198) applications.

The amended schedule and exception will be tools to ensure that the site-specific conditions and neighbourhood context are considered and respected in the Zoning By-law Amendment process, specifically regarding the treatment of the new development along Baseline and Sandcastle, transitioning to the low-rise community to the west and south. The exception and schedule will control built form, height, uses, and the provision of important amenity space, and ensure an adequate transition to protect the low-rise, character the neighbourhood, while recognizing the potential for increased residential density on the site. In essence, the rezoning of the lands is intended to address the conditions of the previously established holding symbol, while facilitating the recently adopted residential growth direction and design standards of the Official Plan.

Additionally, a Site Plan Control Application was previously submitted to facilitate the proposed development. The site plan control process allows the City to influence land development so that it is safe, functional and orderly. It is also used to ensure that the development standards approved by the City and other agencies are implemented and maintained. Building use, location, site programming, landscape treatment, pedestrian/vehicle access, servicing & drainage control, and parking layout are addressed during the Site Plan Control review.

1.2 Parkland Dedication Update

It is important to note that previous iterations of the proposed redevelopment included a parkland dedication element as requested by the City of Ottawa. However, as the project has evolved, the City has now directed the applicant that parkland dedication will no longer be required or requested on the site, and that instead, a privately owned but publicly accessible open-space (POPS) will now be considered within a central location on the site abutting Sandcastle.

Given the timing of this change of direction recently communicated from City Staff, the plans and studies submitted may still reference the area as Parkland for the time being, with a correction to these references anticipated to be fully implemented in future submission materials.



Figure 1: Comparison of updated site plan building layout (TOP) with previous site layout (BOTTOM).

2.0

Subject Site and Surrounding Context

2.1 Subject Site

Due to previously proposed changes to the site plan and overall redevelopment program for the site, the southern portion of 2940 Baseline has now been incorporated into the subject site for this application.

As shown in Figure 2, the subject site is located at 2946 Baseline Road in Nepean west of the Queensway Carleton Hospital. The subject site has a total area of approximately 1.19 hectares (2.94 acres) with a frontage of approximately 65 metres (213 ft) along the south side of Baseline Road. The subject site can be legally described as Parts 6 to 16 of Part of Lot 35, Concession 3 (Rideau Front) and Part of the Road Allowance Between Concession 2 (Rideau Front) and Concession 3 (Rideau Front) Geographic Township of Nepean, City of Ottawa.

The subject site is currently occupied by a retail plaza containing retail, restaurant, medical, and personal service uses, with access from Sandcastle Drive. The site is characterised by large amounts of surface parking. The site features varied topography, with a gentle slope descending from the rear of the property down toward Baseline Road. The rear portion of the site sits higher in elevation compared to the front. The topographical variation has been taken into account during the design of the proposed development..



Figure 2: Site Context

2.2 Surrounding Context

The surrounding community is characterized by a mix of land uses, including residential, institutional, and commercial properties with the nearby Queensway Carleton Hospital complex and institution focal point of the area. The neighbourhood surrounding the subject site includes a range of building heights including low-rise, mid-rise and high-rise buildings.

North: North of the subject site is the residential neighbourhood known as Qualicum-Redwood which is characterized predominantly by single-detached dwellings of 1 and 2 storeys. This community also contains parks and schools typical of an established residential area. Further north of the subject site is Highway 417 and the Bayshore Shopping complex.

East: Abutting the property to the immediate east is Brigid's Phase 1 & 2 Baseline development at 2940 Baseline Road. Both Phases are now complete. Phase 1 consists of a 13-storey high-rise residential building fronting onto Baseline Road, while Phase 2 includes a 16-storey building. Further east of the subject site is a mid-rise commercial complex and the established residential community known as Briar Green and Leslie Park. Further east of the subject site abutting Baseline Road are commercial and service uses, Pinecrest Cemetery, and a series of low-rise planned unit developments.

South: South of the subject site is the low-rise residential neighbourhood of Trend-Arlington, characterized by a range of dwelling types. Further south is the NCC Greenbelt with walking trails and Bruce Pit, a popular dog park and walking area.

West: To the west, the subject site abuts Sandcastle Drive. Off of Sandcastle Drive there are 12 detached dwellings on Brookhaven Court. There is also an existing 12 storey residential apartment building at 80 Sandcastle Drive. Further west are lands within the Greenbelt that are used for recreational and agricultural purposes. North-west of the property is the Queensway Carleton Hospital, an important institutional hub, and employer for the area.

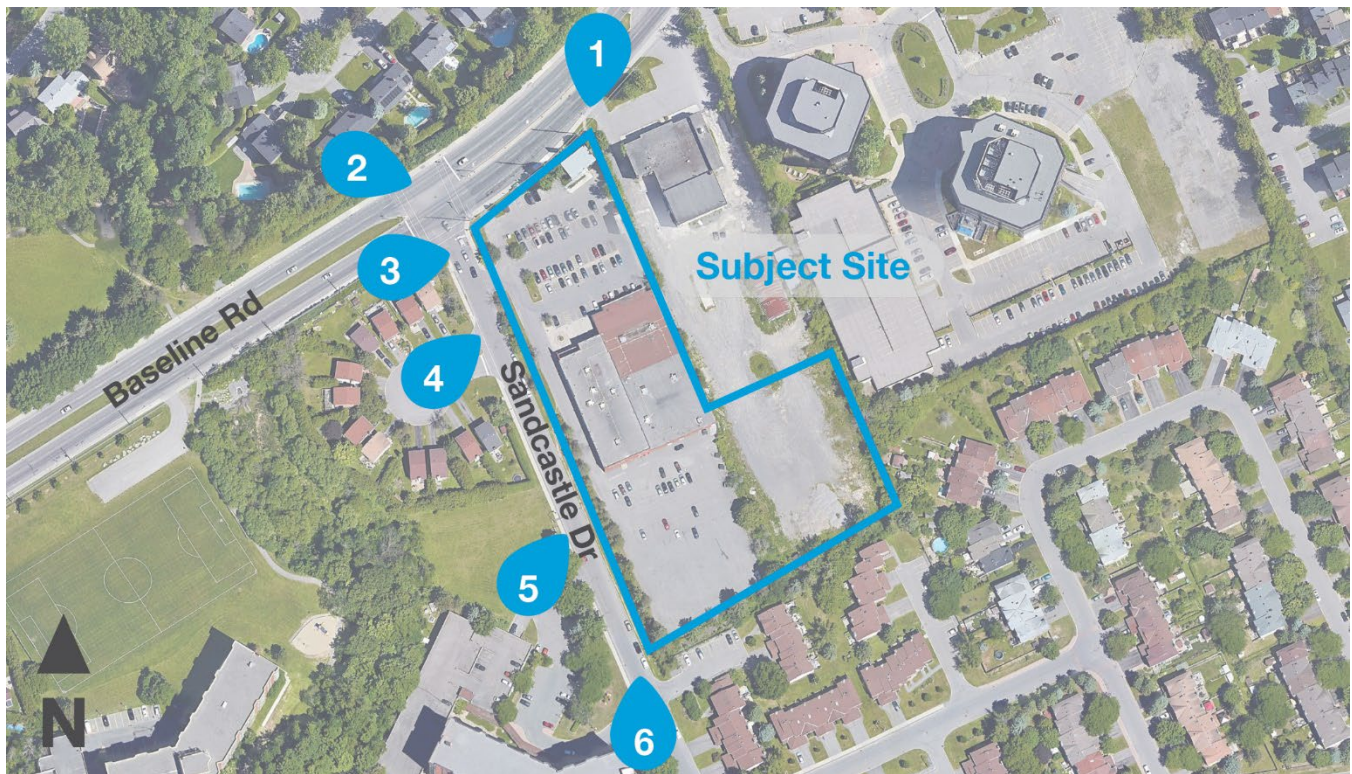


Figure 3: Aerial view of the subject site, with tagged site photos



Figure 4: Site Photos of the subject site and surrounding context

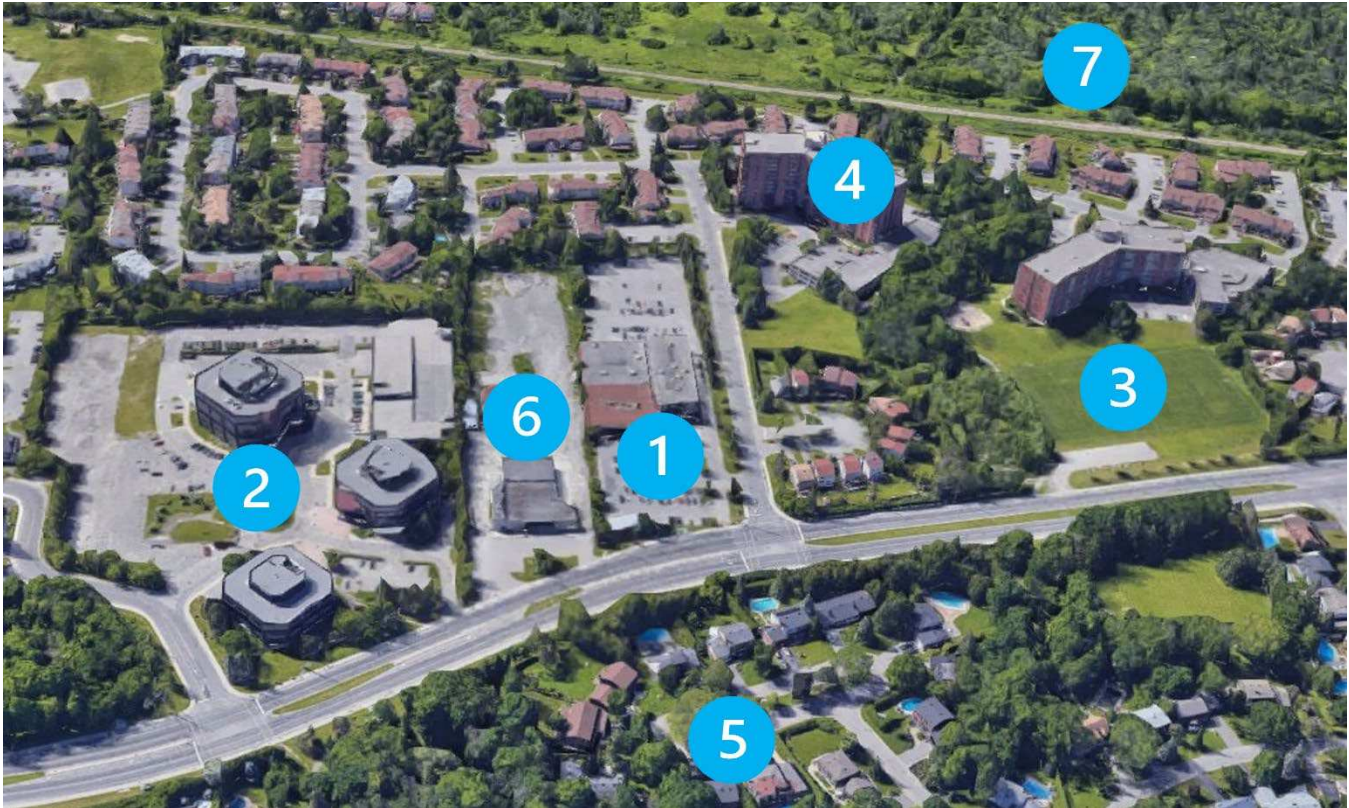


Figure 5: Site Context

- 1) Subject Site.
- 2) Nearby property with office uses known as the Qualicum Office Complex.
- 3) Nearby park space (currently unnamed).
- 4) Existing, high-rise residential building.
- 5) Existing and immediately adjacent low profile residential neighbourhood on opposite side of Baseline.
- 6) Phase 1 & 2 (now complete) of the overall re-development plan for the lands.
- 7) NCC dog park and walking trails.

2.3 Transportation Network

The subject site is well situated to promote multi-modal transportation options and provide additional residential density in close proximity to services and amenities as well as local and rapid transportation options. The subject site is located on a future bus rapid transitway as identified on Schedule C2 – Transit Network – Ultimate, Figure 6 below. Parsons has completed a Transportation Impact Assessment for the proposed development. The report assessed the existing conditions, background conditions, and all aspects of the proposed development. A thorough review of the proposal, including recommended Transportation Demand Management (TDM) measures has been provided as part of this application. The report recommends the proposed development from a transportation perspective and does not anticipate adverse impacts.

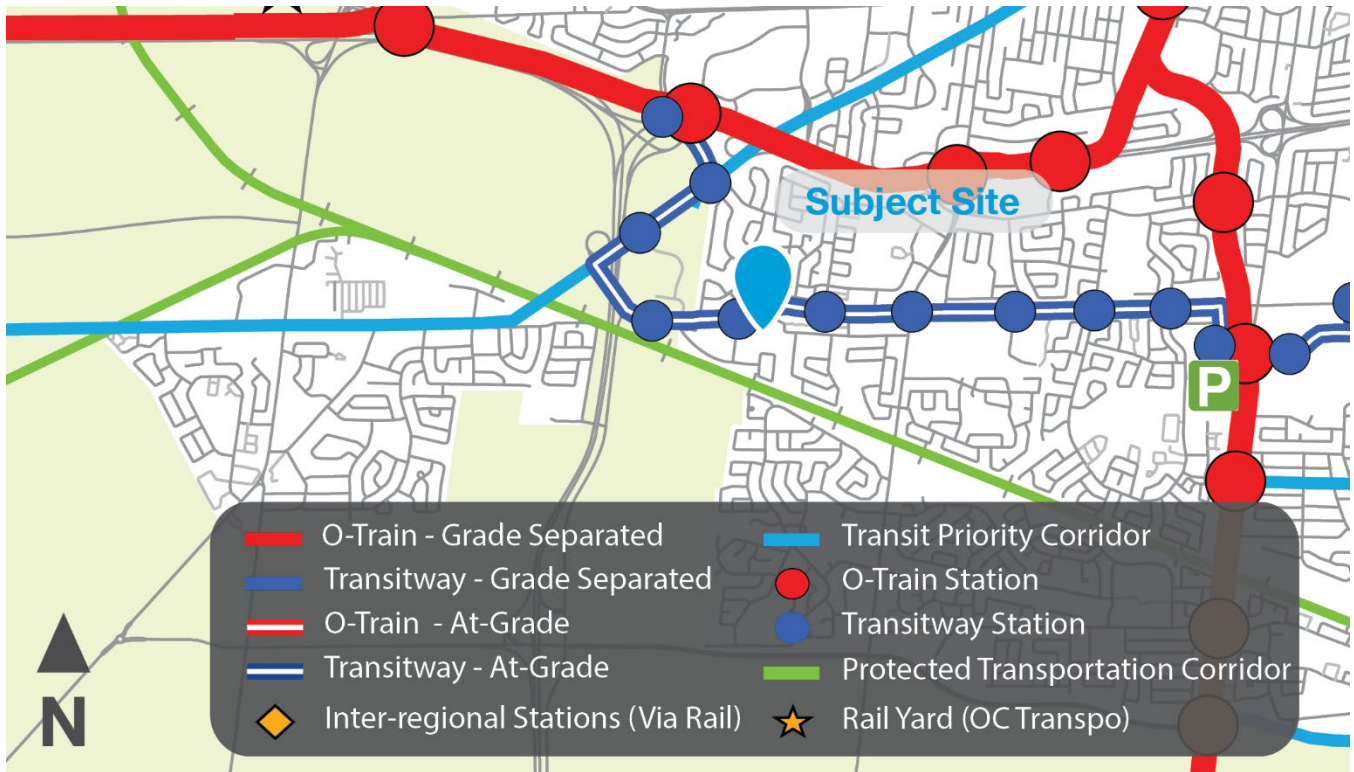


Figure 6: Schedule C2 – Transit Network (City of Ottawa Official Plan, 2022)

2.3.1 Transit Network

The subject site is serviced by existing frequent and rapid bus service including the following routes:

- / 88 Hurdman ↔ Terry Fox with connection to Baseline Station at CentrepoinTE.
- / 74 Nepean Woods ↔ Tunney's Pasture with connections to Bayshore, Pinecrest, Queensway, and Baseline Stations.
- / 58 Crystal Bay ↔ Lincoln Fields

2.3.2 Baseline Cross-Town Bus Rapid Transit Corridor

In 2017, Ottawa City Council approved a proposal to build a cross-town bus rapid transit corridor along Baseline and Heron Roads. The new transit corridor would see 24 new stations built about 600 metres apart, and would eventually connect Heron Station near Billings Bridge to Bayshore Shopping Centre. The portion of the corridor from Baseline to Bayshore stations is not being considered until after 2031 with funding yet to be secured.

Of note, the draft materials for the City's updated Transportation Master Plan note that cross-town rapid transit corridors such as the Baseline Transitway that have completed the Environmental Assessment process are also expected to proceed to construction, once funding is secured. The project will accommodate the anticipated growth in transit ridership as contemplated in the draft TMP and support the growth management policies identified in the City's Official Plan (2023).

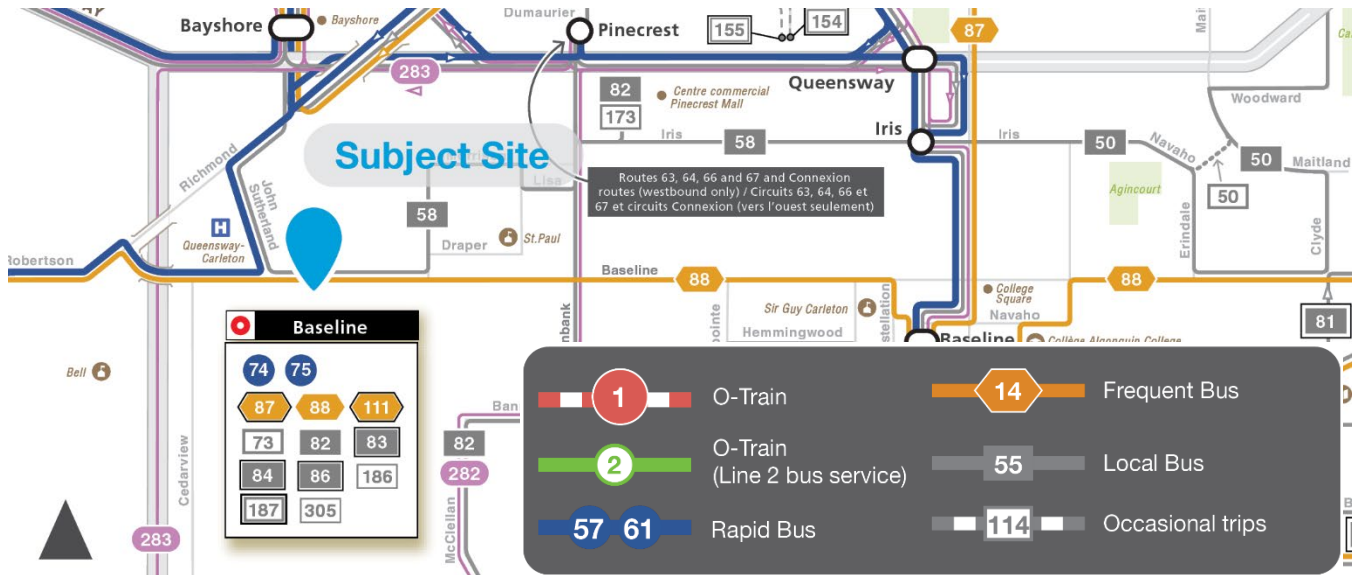


Figure 7: Nearby OC Transpo bus routes (OC Transpo System Map, accessed May 12, 2022)

2.3.3 Road Network

Baseline Road is identified as an Arterial Road. Arterials are the major routes of the City's transportation network that generally carry large volumes of traffic over the longest distances. Arterials function as major public and infrastructure corridors in the urban communities and villages they traverse. They not only accommodate private and commercial vehicles and public transit buses, but also serve other modes of travel including such as people walking and cycling as well as provide corridors for public infrastructure and utilities. To support this function arterial roads are generally large enough to be well suited to handle increased activity stimulated by residential and commercial intensification. Sandcastle Drive is identified as a Collector Road. Collectors connect communities and usually provide connections between arterial and local roads. These roads tend to be shorter and carry lower volumes of traffic than do arterials. Nearby roads and their classifications are shown on Figure 8, below.

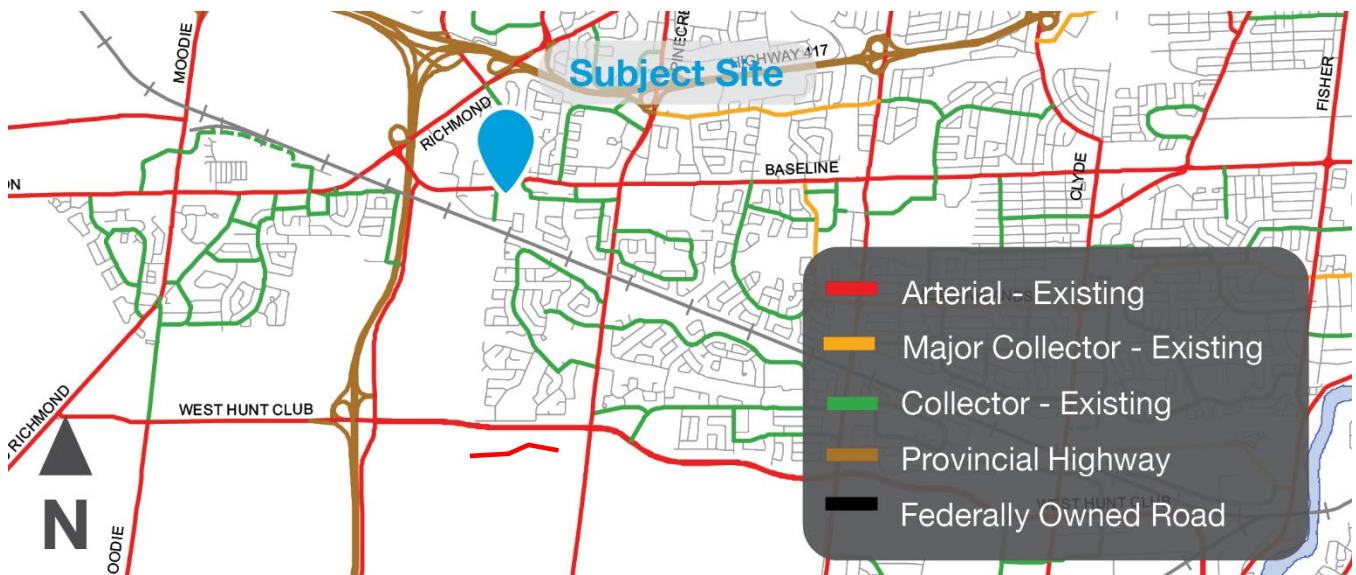


Figure 8: Schedule C4 - Urban Road Network (City of Ottawa Official Plan, 2022)

2.3.4 Cycling Network

The subject site is directly served by the existing cycling lane along Baseline Road which provides east-west access to the surrounding community and the greater Ottawa Cycling Network. Moreover, the site is located near multiple cycling routes, including Richmond Road which is identified as part of the Crosstown Bikeway in the City's Transportation Masterplan. The Pinecrest Creek and Experimental Farm Multi-Use Pathway systems are located east of the subject site.

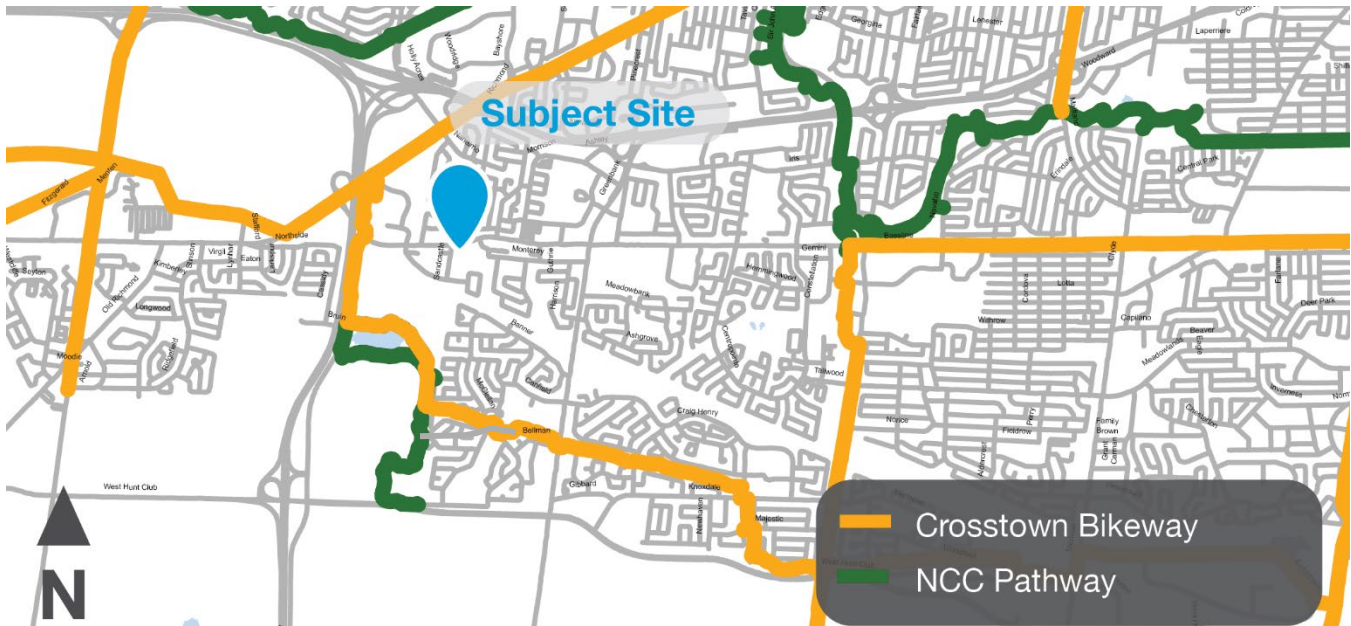


Figure 9: Crosstown Bikeway Network - City of Ottawa Transportation Master Plan



Figure 10: Existing Painted Bicycle Lane along Baseline Road

Proposed Development

The proposed redevelopment of the subject site consists of the construction of one (1) midrise building and two (2) high rise buildings atop a shared podium. The proposed development is a continuation of Baseline 1 & 2 on the adjacent site at 2940 Baseline Road which has recently finished construction. At full build-out, the two properties will represent a unified, mixed-use development block with many aligned and integrated functional elements including amenity, parking, interconnectivity, and parking. In total, at full build-out, Phase 3,4,5,6 is proposed to consist of 871 residential rental units.

3.1 Design Changes

Since the previous application submission, the following major design changes have been made to the proposal:

- / Redesign of Phases 3 and 4 from an L-shaped configuration to two rectangular blocks arranged in a staggered or jag-formation; and
- / Reduction of Phase 6 building height to 30-storeys whereas the Phase 6 building contained 32-storeys in the previous submission package.
- / Residential unit count totals have been reduced in the Phase 6 building from 311 total units in the previous submission to 293 units in the current application.
- / Residential unit count totals have been reduced in the Phase 5 building from 293 total units in the previous submission to 291 units in the current application.
- / The unit count total for the Phase 3 & 4 building at the rear of the property has been increased from 284 in the previous submission to 287 units currently proposed.
- / Therefore, total unit count proposed in the current application is now 871 units whereas 888 units were previously proposed.
- / Reduced commercial/non-residential GFA from 2,180m² to 1,681m² in the current application.
- / Tower 6 floor plate increased from 834 m² to 928 m² and Tower 5 floor plate increased from 828 m² to 905 m². However, it is important to note that these numbers result from the inclusion of balconies in the calculation.
- / Reduced total parking space provision from the 623 spaces previously proposed for residential units to 585 total spaces currently and the previously proposed 149 parking spaces for commercial uses to 144 commercial parking spaces in the current application.
- / Reconfiguration of the at-grade open space area from a long rectangular shape to a square shape for improved functionality and programming opportunities. Further, as per direction by the City of Ottawa, this area which was previously allocated as Parkland Dedication, is now proposed to be included within the overall redevelopment program as privately owned open space.

The proposal also includes 1,681m² of at-grade commercial space located on the ground floors of each proposed building. The proposed commercial space will front Baseline, Sandcastle, the internal private roadway, and the open-space and plaza spaces ensuring a vibrant and active interface with the private and public realm. Importantly, of this total, 567m² is included in building 3 & 4 as a daycare facility.

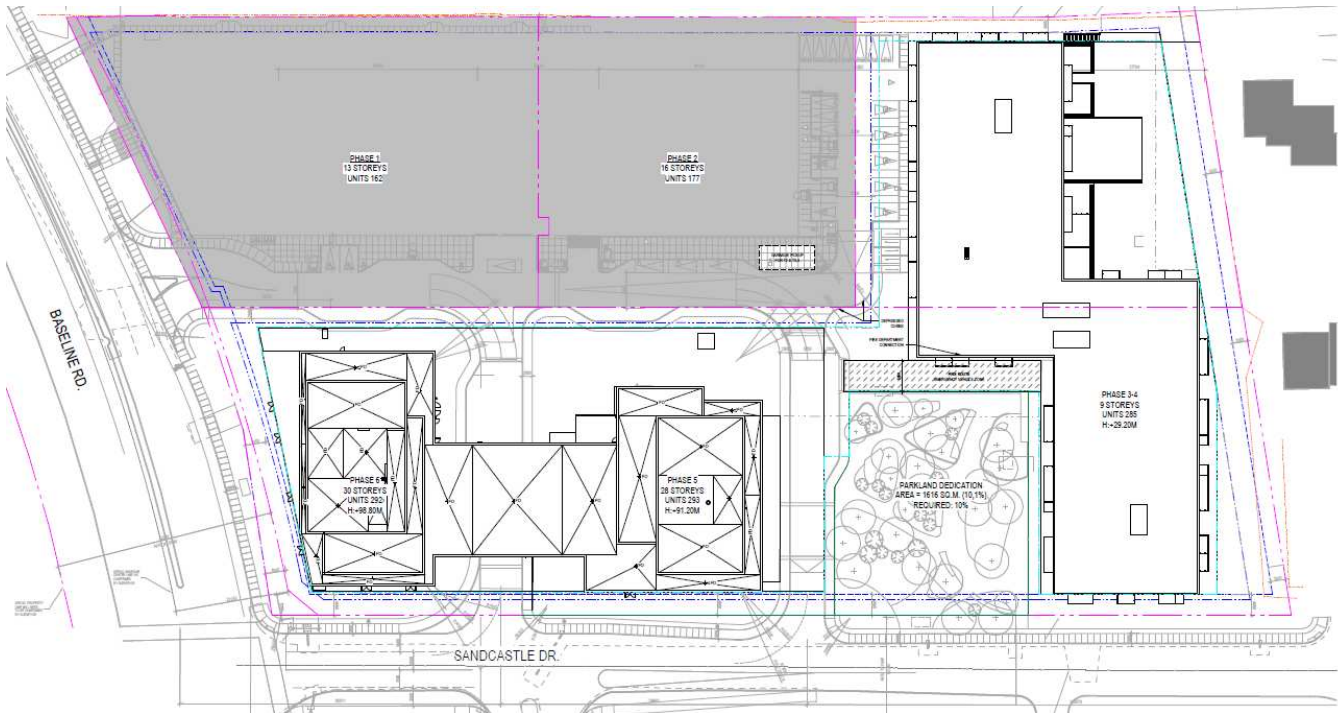


Figure 11: Proposed Site Plan (revised)

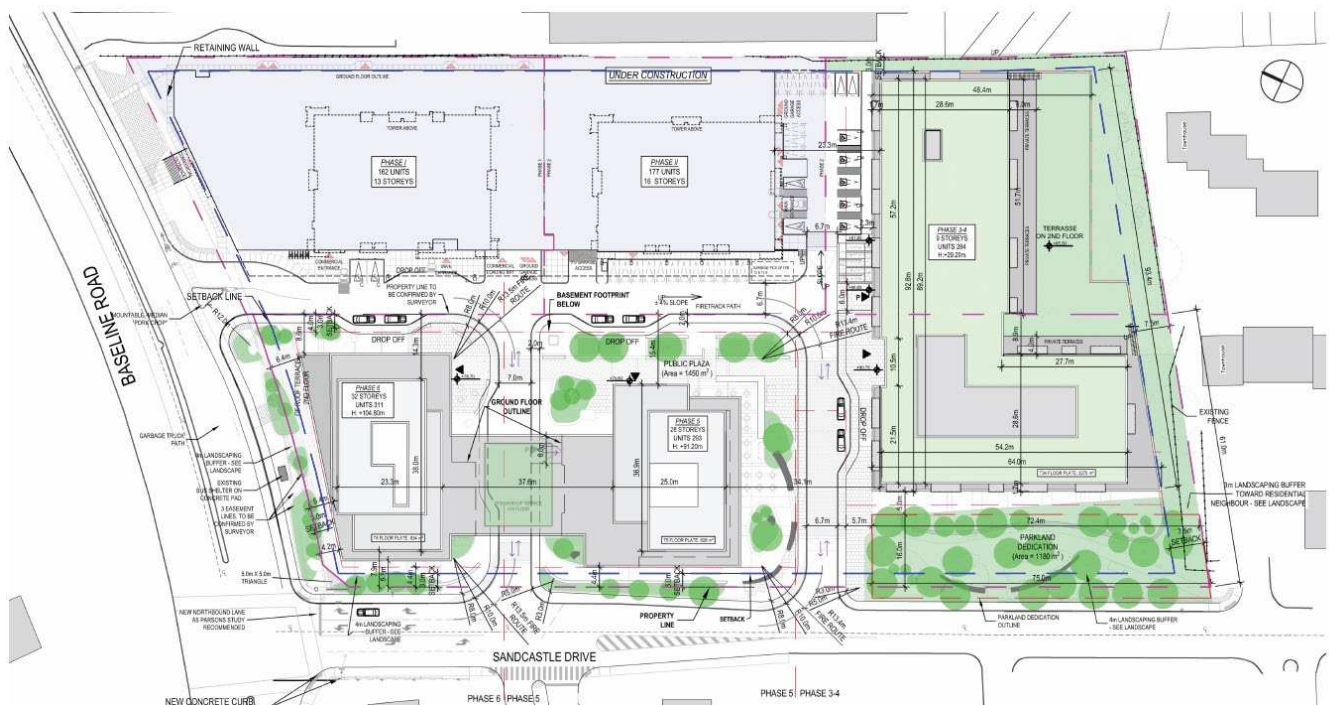


Figure 12: Previous Site Plan



Figure 13: Concept Rendering, prepared by Neuf Architects (Bird's Eye View) – Current proposal, with balconies



Figure 14: Concept Rendering, prepared by Neuf Architects (Bird's Eye View) -- Previous proposal, without balconies

3.1.1 Integration with Neighbouring Site

Integration and compatibility with the neighbouring site, include existing and future high-rise residential buildings was a critical consideration of the proposed design. Considerations included integration of parking, access/egress, and amenity space for both the existing and proposed buildings.

Given that the properties combined are quite large, the proposed site layout intends to use various elements to break up the “super block”. In addition to internal at-grade amenity space, and publicly accessible open-space, pedestrian and cycling pathways, building and podium placement, two east-west private ways add connectivity between Sandcastle, Baseline, and the internal road network through the site.

The programming and layout of the proposed development on these blocks has been designed to ensure high-levels of permeability and connectivity throughout. The proposed site layout offers multiple entry points for residents and visitors which promotes ease of access and logical movement to the internal elements as well as destinations in and around the proposed development. In this way, the proposed development will be coherently incorporated into the surrounding community, promoting a more fulsome urban fabric and mobility network in this neighbourhood.



Figure 15: Rendering of proposed development.

3.1.2 Amenity Space

A central element of the proposed redevelopment program is the provision of outdoor, landscaped and programmed amenity space as well as a publicly accessible open-space for the central portion of the lands. Amenity space will be provided through a combination of, indoor spaces, exterior courtyards, private landscaped park space, rooftop terrace space above the fifth level of the shared podium, and private balconies. The total amenity area proposed is 8,456 square metres, with 4,471 square metres provided as communal amenity space and 3,985 square metres provided as private amenity space.



3.1.3 Access & Parking

Primary vehicle access to the site is provided at multiple locations midblock (existing) along Baseline Road with access also provided from the existing ROW along Sandcastle with two entry points. Pedestrian and Cyclist access is provided at numerous locations throughout the site further emphasizing the connectivity and integration to the broader community. Vehicle drop-off areas have been incorporated onto the private roadways internal to the site to manoeuvre in and out of the site in a smooth and uninterrupted manner.

Vehicle parking will be primarily located underground. The proposed parking rate meets the minimum requirement under the current Zoning By-law for visitor parking spaces. A reduction in the required number of residential and commercial parking spaces is requested as part of this Zoning By-law Amendment application.

Parking Rate	Required	Provided
Residential Parking	871 spaces	409 spaces
Commercial Parking	218 spaces	144 spaces
Visitor Parking	174 spaces	176 spaces
Total	1,263 spaces	729 spaces

The subject site is located directly adjacent to a Transit Priority Corridor, a future BRT corridor, and a painted bicycle lane. It therefore represents a significant opportunity for intensification in proximity to active and public forms of transportation where multi-modal access will be available, shifting emphasis away from private vehicle usage.

The proposed development is intended to foster a less car dependant, 15-minute community. To achieve this a reduced parking ratio is proposed, to promote transit use and active transportation options. Minimum vehicle parking requirements create significant environmental, economic, and social harms by mandating the over-provision of parking in urban areas. Parking spaces are costly, whether they are surface spaces that create an opportunity cost or below grade where they are extremely expensive to construct. These costs are typically passed to future residents, regardless of whether they own a car. Oversupply of parking has a high environmental impact because it incentivizes driving at the expense of transit use, reduces density, and requires more land or area to be dedicated to vehicle storage. Excess parking also undermines the quality of the urban environment, making it more difficult to achieve pedestrian-friendly, 15-minute communities.

3.1.4 Parkland Dedication

Previous iterations of the proposed redevelopment included a parkland dedication element as requested by the City of Ottawa. However, as the project has unfolded, the City has now directed the applicant that parkland dedication will no longer be required or requested on the site, and that instead, a privately owned but publicly accessible open-space will now be considered.

Given the timing of this change of direction from City Staff, the plans and studies submitted may still reference the area as Parkland for the time being with a correction to this reference anticipated to be fully implemented in future submission materials.

3.1.5 Privately Owned Publicly Accessible Spaces

The proposed Privately Owned Publicly Accessible Space fronts onto Sandcastle Drive with an area of 1,596.89 square metres, a frontage of approximately 35.5 metres along Sandcastle Drive, a frontage of approximately 46 metres along the private road and is a keystone feature of the development.

As mentioned above, since the last resubmission, the proposed Parkland Dedication has been reimagined as privately owned open space, and has been reconfigured from a long, narrow rectangular shape to a more functional square layout. These changes were made in direct response to Staff's feedback, which raised concerns regarding the usability and programming potential of the previously proposed configuration. A square-shaped open-space is generally preferred by Staff because it offers greater flexibility for a wider variety of recreational uses, facilitates better spatial organization for amenities (such as play structures, seating areas, etc.), and provides a more accessible experience for users. The revised configuration enhances the overall functionality of the open-space and supports future programming opportunities.

The open-space is positioned in the most appropriate location in terms of microclimate impacts including wind and shadow impacts. As detailed in the wind and shadow studies, the proposed open area is strategically located to provide for the comfortable enjoyment for users.

The proposed concept of a 'Miyawaki Forest' inspires initial visioning for the urban space with a minimum canopy target of 50% within the plaza. The open-space will serve the existing and new demographic of the neighbourhood and will situate between the existing city parks of:

- / **Brucelands Park** (west of Sandcastle Drive);
- / **Okanagan Park** (north of Baseline Road);
- / **Valleystream East Park** (to the southeast);
- / **Qualicum Park** (to the northeast), and Leslie Park

Strong and intuitive pedestrian links to, through, and around the open-space will promote community usage, education, safety, comfort, and enjoyment by the wider neighbourhood and immediate adjacent communities of Brookhaven Court and Carleton Condominium. Site lighting will be provided as appropriate and per CPTED principles.

3.1.6 Landscaping

As per the proposed Landscape Plan submitted with this application package, the proposed site landscape is comprised of two (2) types.

- / *'Urban-Tamed'*: A structured landscape with formal planting concepts and geometry.
- / *'Natural-Immersive'*: A low-impact development (LID) landscape with enhanced biodiversity and low-maintenance requirement.

Nodes of comfortable gathering spaces will encourage spontaneous community interaction and create a sense of place. The buildings will be immersed in a landscape that emulates the natural environment while providing ease of access to retail and essential community amenities.

Intuitive wayfinding and a focus on microclimatic landscape design will promote active living and a walkable/cyclable neighbourhood. Internal streets will be pedestrian-friendly and safe, employing the principles of Crime Prevention Through Environmental Design (**CPTED**).

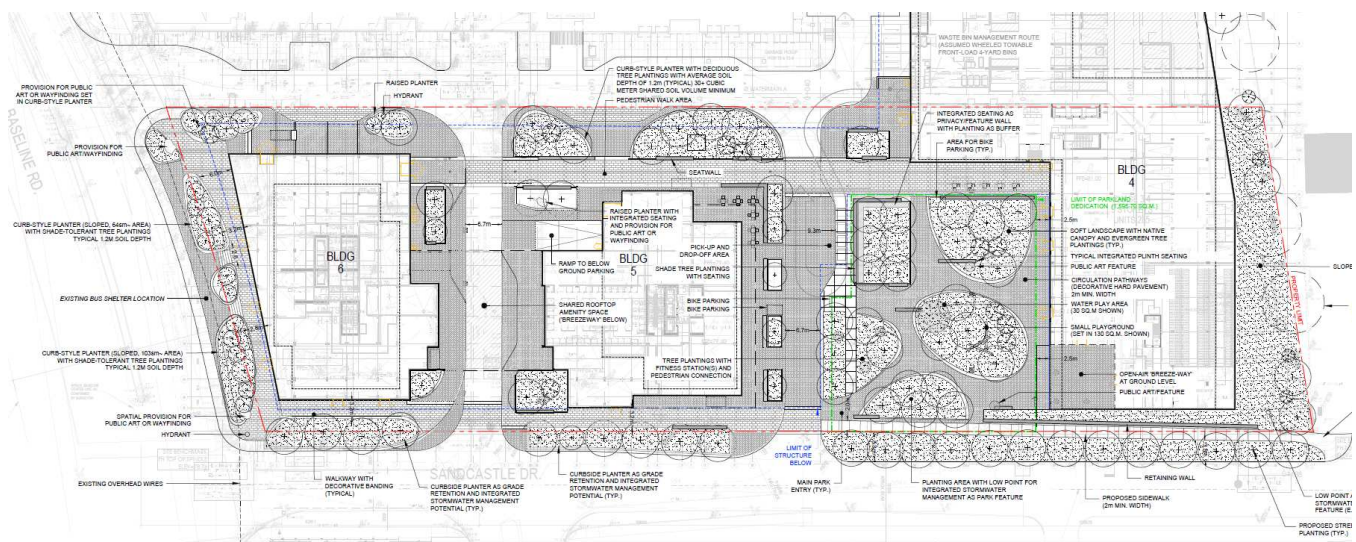


Figure 16: Landscape Plan, prepared by Siteform

3.1.7 Building Massing and Transition

The development provides a transition in height and massing from Baseline Road to the southerly low-rise residential neighbourhood. The design of the site was based on the application of an angular plane to determine appropriate building heights. Transition is achieved through the setback of podiums, the stepback of tower elements, and the proposed height and location of towers. The design of the podium reflects the intended use as a commercial and amenity hub, atop which are placed residential towers of lighter colours. The tower separation distance between towers 5 & 6 is 37 metres. The proposed towers are setback well from the property lines, and further benefit from the Sandcastle and Baseline ROW width; 20 & 40 metres respectively. Between towers 5 & 6 the podium will extend above the private driveway. Atop the podium an outdoor rooftop amenity area is proposed.

Importantly, Tower 6 has been reduced in height by 2-storeys and is now proposed at 30-storeys.

Tower Separation

The site is uniquely configured in a manner that allows for ample tower separation on the subject site and externally to abutting properties. Both Towers 5 & 6 provide for a 4.32 metre setback respectively to the east interior lot line abutting phase 1. To the west, Towers 5 & 6 provide a setback of 9.2 and 5.7 metres respectively. In addition to these setbacks, 36.99 metres of tower separation is provided between towers 5 and 6 as well as approximately 30 metres of separation between phase 3-4 and tower 5.

Tower Floorplates

As discussed above, the tower separation proposed throughout the development plan is adequate and, in some cases, can be considered extensive. The separation, with consideration for the adjacent uses and planned context, will allow for tower development to comfortably take place to the south and west of the subject site. Therefore, the tower floorplates, which exceed the guideline of 750 square metres and instead propose tower floorplates of 905 square metres and 928 square metres can be comfortably accommodated within the context of the site. It is important to note that this exceedance results only from the inclusion of balconies in the calculation. Excluding balconies, the tower floorplates are smaller and are much closer to the guideline, further supporting the appropriateness of the proposed floorplates.

The purpose and intent of the floorplate sizes provided in the Official Plan and the High-Rise Guidelines is to promote design outcomes that mitigate shadow and wind impacts, maintain sky views, and allow access to natural light. The tower remains proportionally slender, and the provided sun-shadow study demonstrates that the shadowing from the towers is reasonable and will move quickly throughout the day. Policy 9 of section 4.6.6 states that “floorplate size should generally be limited to 750 square metres for residential buildings and 2000 square metres for commercial buildings with larger floorplates permitted with increased separation distances. Accordingly, with consideration to these elements and the provided separation, the floor plates are appropriate within the context of the proposal.

Angular Plane

A study of the angular plane has been requested as part of each of the submissions made to date. The need to consider the angular plane derives from Section 4.6.6 of the Official Plan, and in particular Policy 2), which states: Transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, 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 in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines. The proposal in its current form responds to this policy in applying the general guidance of the angular plane in the configuration of building height and transition. The site represents a unique context: It consists of a depth of approximately 190 metres which is well within the Mainstreet corridor designation. Baseline Road has a current ROW width of approximately 40 metres. A very effective transition in building form relying on building setbacks, stepbacks, and separation distance is proposed.

As a starting point, the policies of the current Official Plan are supportive of high-rise buildings at this location, in large part given proximity to a future BRT station at the intersection of Baseline Road and Sandcastle Drive.

We are not in agreement with the City's approach of over-reliance on the angular plane to measure the appropriateness of tower heights, particularly when measured from the lands north of Baseline Road, which is a Mainstreet Corridor and a Rapid Transit Corridor, intended for intensification. The assertion that the angular plane, as measured from lands designated Mainstreet Corridor that are intended for intensification, should be used to determine maximum building heights within the Corridor undermines the intent of the Mainstreet Corridor designation to increase intensification through higher density development along Mainstreet Corridors that are designated for future rapid transit.

The angular plane is one of many tools, supplemented by building and tower separation, podium heights and building stepbacks. On this point, the Official Plan policies encourage 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 you can note from the language of the policy, the intent is to use the angular plane to generally assess transition, and then

work the building massing and setbacks to implement an appropriate transition. The language does not require compliance with an angular plane.

In our opinion, the proposed development provides a gradual transition through the site to the existing low-rise neighbourhood south of the subject site. The high-rise towers are strategically located closer to the Mainstreet Corridor, which is anticipated to evolve over time to accommodate intensification. It should be understood that for the City to meet its housing and density targets along arterial roads and in proximity to transit facilities, building heights will exceed the limits of the angular plane.

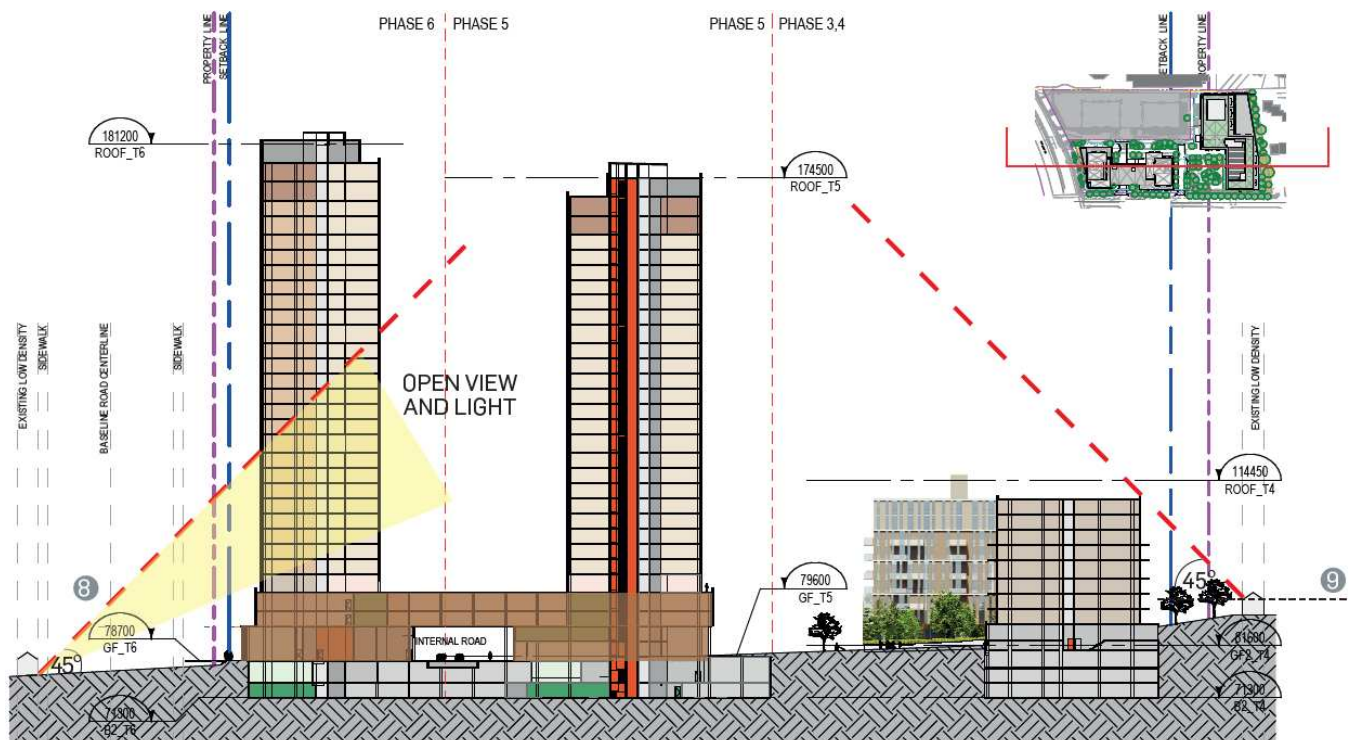


Figure 17: Massing Sketch showing a 45 degree angular plane for reference

Policy and Regulatory Review

4.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS), issued under the authority of Section 3 of the Planning Act, provides policy direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting land use planning “be consistent with” such policy statements issued under the Act.

The PPS encourages planning authorities to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs. The PPS also encourages efficient development patterns that optimize land use, resources, public investment, and public service facilities.

The proposed development is consistent with the following policies of the PPS:

- 2.1.4 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:
- / maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and
 - / maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.
- 2.1.6 Planning authorities should support the achievement of complete communities by:
- / accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
 - / improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
 - / improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

The proposed development is consistent with Policy 2.1 of the PPS, as it is an intensification of the subject site, located in a built-up area of the city where services are readily available and with convenient access to public transit, nearby amenities, and employment opportunities. The proposed development seeks to create new housing options for a diversity of residents with a range of housing choices.

- 2.2.1 Planning authorities shall provide for an appropriate range and mix of *housing options* and densities to meet projected needs of current and future residents of the *regional market area* by permitting and facilitating:
- / all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and
 - / all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;

Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

- 2.3.1 Land use patterns within settlement areas should be based on densities and a mix of land uses which:
- / efficiently use land and resources;
 - / optimize existing and planned infrastructure and public service facilities;
 - / support active transportation; and
 - / are transit-supportive, as appropriate.
- 2.4.1 To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:
- / to accommodate significant population and employment growth;
 - / as focal areas for education, commercial, recreational, and cultural uses;
 - / to accommodate and support the transit network and provide connection points for inter-and intra-regional transit; and,
 - / to support affordable, accessible, and equitable housing.

The subject site is in a built-up settlement area with sufficient servicing and infrastructure. The subject site has access to existing and improving public transit, active transportation options, and a variety of nearby amenities and uses, thus helping to promote air quality, energy efficiency, and public health. The proposed development will occur in an existing community and add infill development to an existing neighbourhood.

The proposed development directs new housing development in a location where appropriate levels of infrastructure and public service facilities are readily available. The proposed development is compact in form, and its density will make efficient use of the subject site and support nearby public transit routes.

- 2.9.1 Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:
- / support the achievement of compact, transit-supportive, and complete communities;
 - / incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;
 - / support energy conservation and efficiency;
 - / promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and
 - / take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.

The proposed development intensifies the subject site with a compact and dense built form. Residents have modal choice to promote sustainable travel patterns in all weather conditions.

3.6.1 Planning for sewage and water services shall:

- / accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;
- / ensure that these services are provided in a manner that:
 - can be sustained by the water resources upon which such services rely;
 - is feasible and financially viable over their life cycle;
 - protects human health and safety, and the natural environment, including the quality and quantity of water; and
 - aligns with comprehensive municipal planning for these services, where applicable.
- / promote water and energy conservation and efficiency;
- / integrate servicing and land use considerations at all stages of the planning process;
- / consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of municipal water services and municipal sewage services to support efficient use of these services to meet current and projected needs for increased housing supply.

3.6.8 Planning for stormwater management shall:

- / be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;
- / minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;
- / minimize erosion and changes in water balance including through the use of green infrastructure;
- / mitigate risks to human health, safety, property and the environment;
- / maximize the extent and function of vegetative and pervious surfaces;
- / promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and
- / align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.

The proposed development provides additional residential intensification within an existing walkable community and is within close proximity both to existing bus routes and planned rapid transit. Further, the proposed development will offer a mix of uses, and create a sense of place along this portion of Baseline Road. The proposed buildings are located on an infill site characterized by a substantial area of surface parking and will have environmental benefits as it will reduce development pressure on outlying areas which, in turn, helps to safeguard lands that serve important ecological functions and reduce the amount that people drive, improving air quality and reducing greenhouse gas emissions.

In summary, through the provision of residential and commercial intensification on a serviced lot that is currently underutilized along Baseline Road, identified as a Mainstreet Corridor in the Ottawa Official Plan (2022), the proposed development is consistent with the policies and objectives of the Provincial Planning Statement (2024).

4.2 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa was approved November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the city will accommodate this growth over time and set out the policies to guide the development and growth of the City.

4.2.1 Strategic Directions

The Official Plan proposes five (5) broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century.

1) Achieve, by the end of the planning period, more growth by intensification than by greenfield development.

Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions. The remainder of growth will take place through greenfield development in undeveloped greenfield lands and additional developable land assigned through urban boundary expansion.

As an infill development within the established Outer Urban Transect, the proposed development advances the objective to achieve more growth through intensification.

2) By 2046, the majority of trips in the city will be made by sustainable transportation.

The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities. Achieving this goal relies on the City's investments in transit, particularly the construction of further stages of Light Rail Transit (LRT) and funding of other rapid transit initiatives.

As a property with convenient and nearby access to a range of transportation options including the existing bus service along Baseline Road, existing and future bicycle routes, and within walking distance of the Queensway Carleton Hospital (important employment hub), this project supports the objective to ensure the majority of trips in the city will be made by sustainable transportation by 2046.

3) Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.

A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city. Policies associated with land use designations, including Hubs, Corridors, Neighbourhoods and Rural Villages are specific to the context of each transect.

Through proposing a context sensitive building design that incorporates significant building separation distances while also promoting increased residential density, improvements to the public realm, and environmentally responsive design approaches, the proposal contributes towards stronger, more inclusive, and more vibrant neighbourhoods.

4) Embed environmental, climate and health resiliency and energy into the framework of our planning policies.

The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.

The introduction of more-dense residential developments within the existing well-served community will reduce the overall loss of open green space to development and discourage urban sprawl and avoid natural habitat loss. Further, the project will encourage a healthy modal split that is not overly reliant on personal vehicle trips.

5) Embed economic development into the framework of our planning policies.

In the Official Plan, an economic development lens is taken to policies throughout. While land use policies in the Official Plan alone do not ensure economic development, they provide a foundation for other City initiatives and programs to support economic development. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

Infill development with both residential and commercial components will contribute to economic vibrancy in the Outer Urban Transect. Further, infill development in an already established and serviced area is proven as a more efficient and cost-effective development pattern for municipalities.

4.2.2 Cross-Cutting Issues

The Official Plan establishes a number of cross-cutting issues. Some of the City's policy goals require implementation policies that span multiple themes and fall under a number of other City policies, plans, by-laws and practices. Six cross cutting issues have been identified that are essential to the achievement of a liveable city, which are implemented through the policies in multiple sections of the Official Plan:

- / Intensification
- / Economic Development
- / Energy and Climate Change
- / Healthy and Inclusive Communities
- / Gender Equity
- / Culture

These cross-cutting issues are implemented through the policies in multiple sections of the Official Plan.

As discussed above, the proposed development implements and complements several of the Official Plan's Cross-Cutting Issues. The proposed development intensifies an underutilized property within the Outer Urban Area that is within close proximity to future higher-order transit infrastructure along Baseline Road. Further, the development will significantly contribute towards the creation of 15-minute neighbourhoods as directed by the OP with opportunities to suite many of future resident's day-to-day needs. With 24 three-bedroom units, and 222 two-bedroom units, the unit make-up also includes variety of unit-type options offering potential to attract a wide-selection of new tenants to the community.

The proposed design includes renewed space for ground floor retail/commercial occupancies which will benefit from new residents within the buildings as well as the existing and evolving nearby community. In summary, these merits facilitate the above-mentioned cross cutting issues and promote the overall objectives of the Official Plan.

4.2.3 Growth Management Framework

Section 3 of the Official Plan establishes policies to support intensification. Ottawa's population is projected to grow by 40 per cent between 2018 and 2046 with 51% of that growth targeted to occur through intensification within the built-up areas of the City. This overall intensification target is anticipated to be achieved through a gradual increase in intensification over the life of the Official Plan (stepping from 40% in 2018 up to 60% by 2046).

The proposed development supports the intensification policies of the Official Plan by working towards density requirements established within the Corridor Designation of the Outer Urban Transect of the Official Plan. Although meant to apply to the area wholistically, the minimum density target above 120 units per net hectare is exceeded in the proposed development. With 24 three-bedroom units and 7 two + den units included in the proposed development, provides a healthy mix of units types, however, the 5% minimum for large-household target is not achieved.

Table 1: Height and Density Requirements (Consolidated Tables 3b and 7; City of Ottawa Official Plan).

Applicable Transect and Designation within the Outer Urban Transect	Minimum and Maximum Building Height	Minimum Residential Density Requirement for Intensification (Dwelling Units per Net Hectare)	Minimum Proportion of Large-household Dwellings within Intensification
Mainstreet Corridor Designation within the Outer Urban Transect	Low-rise, Mid-rise and High-rise; minimum 2 storeys and maximum 40 storeys, dependant on road width and transition	120 dwelling units per net hectare	Minimum: 5% Target 10%

The proposal provides a healthy allotment of Studio, 1-bedroom, and 2-bedroom units to meet the needs of various potential residents interested in living in this community. This unit mix will assist in achieving the overall objectives of the Official Plan and complement the existing sum of larger single-detached dwellings in the established community of Leslie Park – Bruce Farm.

The unit mix with a range from studio to three bedrooms proposed will be particularly important in attracting a wide spectrum of tenants from students, new families, and those hoping to downsize and age in place in this community.

As per the Official Plan, large-household dwellings are units with three or more bedrooms or an equivalent floor area and are typically within ground-oriented built forms and so, larger 2-bedroom units throughout the building could one-day could be renovated to 3-bedroom and can be considered in the large-household dwelling unit targets of Official Plan Table 2b. This approach allows for the proposed development to address the needs of potential current tenants, while being able to also transition in time as market demand changes and evolves.

Further, the Official Plan has provided clear direction for the upcoming new Zoning By-law to institute these large-household dwelling targets “as appropriate to lot fabric, neighbourhood context”. As the new zoning by-law is not approved at this time, the targets are currently not fully implementable.

4.2.4 Transect and Land Use Designation

Schedule A of the Official Plan divides the City into six (6) concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban to rural.

The subject site is designated **Mainstreet Corridor** within the **Outer Urban Transect** as shown in Figure 18 below.

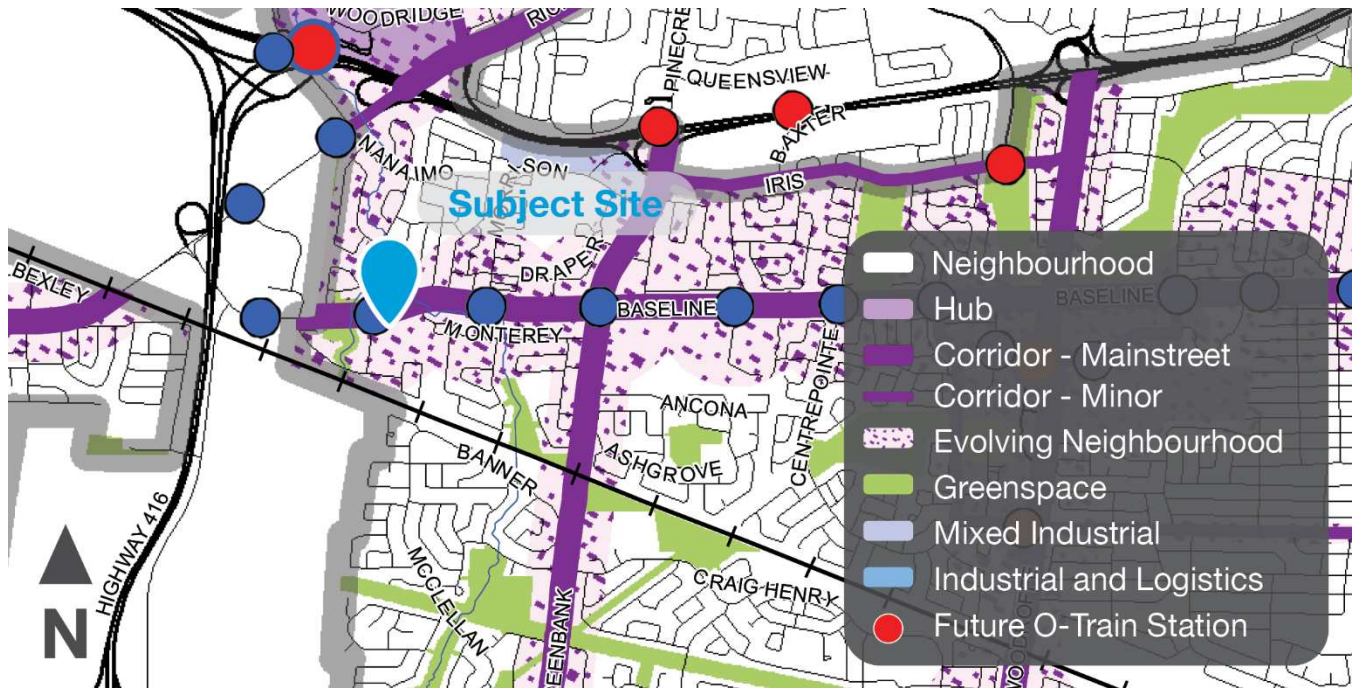


Figure 18: Schedule B3 – Outer urban Transect

The Outer Urban Transect comprises neighbourhoods inside the Greenbelt built in the last third of the twentieth century. The neighbourhoods represent the classic suburban model and are characterized by the separation of land uses, standalone buildings, generous setbacks and low-rise building forms. The planning challenge is to introduce more viable public transit and active mobility options, help functional local hubs and corridors to emerge and develop, and encourage more diverse housing forms to meet the changing needs of an evolving demographic. Intensification within the Outer Urban Transect is directed to Hubs and Corridors that are serviced by rapid transit.

Section 5.3 of the Official Plan outlines policies for lands within the Outer Urban Transect. The following policies apply to the subject site:

Policy 5.3.1.2 states that the Outer Urban Transect is generally characterized by low- to mid-density development. Development shall be:

- a) Low-rise within Neighbourhoods and along Minor Corridors;
- b) Generally Mid- or High-rise along Mainstreet Corridors, 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; and
- c) Mid- or High-rise in Hubs.

Policy 5.3.1.3 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 Official Plan, by:

- a) Supporting the introduction of mixed-use urban developments at strategic locations close to rapid transit stations; and
- b) Targeting Hubs as selected segments of Mainstreets for mid-density and mixed-use development to reinforce or establish an urban pattern.

Policy 5.3.1.4 states that in the Outer Urban Transect, the Zoning By-law shall provide for a range of dwelling unit sizes in:

- a) Multi-unit dwellings in Hubs and on Corridors;
- b) Predominantly ground oriented forms in Neighbourhoods located away from frequent street transit and Corridors, with Low-rise multi-unit dwelling permitted near rapid transit and frequent street transit routes; and
- c) In Hubs, a range of housing types to accommodate individuals not forming part of a household.

Policy 5.3.3.3 states that along Mainstreets, permitted building heights are as follows, subject to appropriate height transitions, setbacks and angular planes:

- a) On sites that front on segments of street whose right-of-way (after widening requirements have been exercised) is 30 metres or greater as identified in Schedule C16 for the planned street context, and where the parcel is of sufficient size to allow for a transition in built form massing, not less than 2 storeys and up to High-rise.

As identified in Schedule C16 of the Official Plan, the right-of-way protection on this stretch of Baseline Road is 36.3 metres.

The development conforms with the policy direction for building heights in the Mainstreet Corridor Designations within the Outer Urban Transect, as it proposes a maximum building height of thirty (30) storeys. The buildings are compatible with the nearby low-rise community through ample step-backs, and tower separation. By doing so, the development integrates well with the existing community character and also complements the surrounding area and context.

Section 6.2 of the official Plan outlines policies for lands designated Corridor.

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.

Policy 6.2.1.2 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 building setbacks where appropriate. Further, development:

- a) 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;
- b) May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;
- c) For sites generally of greater than one hectare in area or 100 metres in depth:
 - i. Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users; and

The proposed development ensures appropriate transition in height and uses of land by the gradual transition of building heights through the site, with the tallest building being located closest to the Corridor. The three buildings step down from 30 storeys to 28 storeys, to 9 storeys at the southern end of the site, farthest from the Corridor.

The proposed development provides for mid-block pedestrian connections to improve the permeability of the site and foster a vibrant public realm that is well integrated with the surrounding community.

Policy 6.2.1.3 states that Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment. The City may require through the Zoning By-law and/or development applications to amend the Zoning By-law:

- a) Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods;
- b) Residential and/or office uses on the upper floors of otherwise commercial buildings; and/or
- c) Minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building.

The proposed development aligns with the Official Plan's policy direction for Mainstreet Corridors and creates a well-designed, mixed-use development that integrates with its surroundings and site context.

The development offers ground-floor commercial, retail spaces as well as a residential portion above. Active entrances are proposed to the street, thereby contributing the animation of the public realm. The presence of ground floor retail units, and the location of the site along a prominent commercial corridor, the development is well situated to contributing to the creation of 15-minute neighbourhoods.

Policy 6.2.1.4 states that unless otherwise indicated in an approved secondary plan, the following applies to development of lands with frontage on both a Corridor and a parallel street or side street;

- a) Development shall address the Corridor as directed by general policies governing Mainstreet Corridors, particularly where large parcels or consolidations of multiple smaller parcels are to be redeveloped; and
- b) Vehicular access shall generally be provided from the parallel street or side street.

Vehicular access is proposed to be provided from the adjacent private street and not directly from the Corridor.

Policy 6.2.2.1 states that in the Mainstreet Corridor designation, a mix of uses which support residential uses and the evolution of a neighbourhood towards 15-minute neighbourhoods shall be permitted.

The development offers ground-floor commercial, retail uses that help support the residential uses on the upper floors, contributing to the evolution towards 15-minute neighbourhoods.

4.2.5 Urban Design

Section 4.6 of the Official Plan contemplates an urban design framework to outline the City's urban design program. The Official Plan states that Urban Design concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

The proposed development meets the following Urban Design policies among others:

Policy 4.6.4.1 states that Innovative, sustainable and resilient design practices and technologies in site planning and building design will be supported by the High-performance Development Standard, which will apply to site plans, draft plans of subdivision and local plans in accordance with Subsection 11.1, Policy 3). The Standard addresses matters of exterior sustainable design and will align urban design with climate change mitigation and adaptation goals and objectives.

The proposal will incorporate modern and innovative design and building technologies to ensure the building is sustainable, resilient and promotes high-quality re-investment in this area of Ottawa.

Policy 4.6.5.1 states to minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines.

The proposed development is located within the Corridor, Mainstreet Designation on a site that is located on an Arterial Road with a Right-of-Way (ROW) width over 30-metres. The site is currently used as a commercial retail plaza with a

surface parking lot at the front of the site. The proposed development is adequately separated from existing low-rise neighbourhoods, and has been reviewed comprehensively with respect to potential impacts as further discussed in this Planning Rationale.

Further, Tower 6 has been reduced in height by 2-storeys and is now proposed at 30-storeys.

Policy 4.6.5.2 states that development in Hubs and along Corridors shall respond to context, Transect area and overlay policies. The 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 grade utilities should be mitigated.

The proposed development animates the street edge with a variable podium that features an appropriate scaled ground floor. The street edge will be animated with large panels of glazing, active entrances to the sidewalk, and active uses along the street.

As part of the development, the public realm will be enhanced. As the site along Baseline Road is predominantly a surface parking lot, the development will improve the pedestrian realm providing a continuous street edge that provides pedestrian activity, supplemented by a publicly accessible open-space fronting onto Sandcastle Drive.

Sidewalks and landscaping elements are provided adjacent to the building. The massing and scale of the proposed development is designed to define and enclose public and private spaces along all street frontages, while creating a positive pedestrian-level experience.

Policy 4.6.5.3 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, where possible. Shared service areas, and access should be used to limit interruptions along sidewalks.

The proposed development integrates the garbage room, as well as loading and storage access, into the below grade garage portion of the podium with a driveway located away from the Arterial Roadway site in order to minimize interruptions to the pedestrian realm and vehicular traffic along Baseline Road.

Policy 4.6.6.2 states that transition 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 or other means in accordance with Council-approved Plans and design guidelines.

A 45° angular plane has been used as a frame or reference for transition in scale from the proposed high-rise buildings abutting the corridor to the surrounding neighbourhood area. The proposed development provides an appropriate transition across the site from the corridor to the adjacent neighbourhood area.

Policy 4.6.6.4 states that amenity areas shall be provided within residential development to serve the needs of all age groups, and in consideration of all seasons.

The proposed development includes interior and exterior amenity area for residents through private balconies, at-grade outdoor landscaped space, communal amenity rooms, and an enclosed amenity room and landscaped terrace on the rooftop of the building podium.

Policy 4.6.6.7 states that Mid-rise buildings shall be designed to respond to context, and transect area policies, and should:

- a) Frame the street block and provide mid-block connections to break up large blocks;

- b) Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings;
- c) Be generally proportionate in height to the width of the right of way;
- d) Provide sufficient setbacks and step backs to:
 - i. Provide landscaping and adequate space for tree planting;
 - ii. Avoid a street canyon effect; and
 - iii. Minimize microclimate impacts on the public realm and private amenity areas.

The proposed mid-rise building on the south end of the site and the mid-rise podium are designed to respond to the context of the site and act to frame the street block and the proposed park. The site includes multiple midblock connections to improve the pedestrian connectivity and permeability of the site.

The design of the mid-rise building with a distinct base, middle, and top ensures the building respects the at-grade and low-rise scale and character of the abutting properties while mitigating impacts on shadowing, overlook, and loss of sky views to those properties.

Adequate landscaping and greenspace is proposed including street trees along Sandcastle Drive. The proposed tree plantings and soft landscaping will help to minimize microclimate impacts on the public realm and proposed city park.

Policy 4.6.6.8 states that High-rise buildings shall be designed to respond to context and transect area policies, and should be comprised 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.

The proposed development includes two (2) high-rise towers with floor plates of 928 and 905 square metres resting on a podium of 4-storeys. The wind and shadow studies prepared in support of the proposed development show that any impacts are typical of the context and will not negatively impact the useability of the pedestrian realm. Shadows will move quickly as is typical of a point point-tower within a semi-urban context. The proposed tower separation will ensure that there are no impacts to privacy of existing or planned development within the vicinity of the proposed development.

Policy 4.6.6.9 states that High-rise buildings shall require separation distances between towers to ensure privacy, light and sky views for residents and workers. Responsibilities for providing separation distances shall be shared equally between owners of all properties where High-rise buildings are permitted. 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 tower separation will ensure that there are no impacts to privacy of existing or planned development within the vicinity of the proposed development.

The design of the proposed towers with a distinct base, middle, and top ensures the buildings respects the at-grade and low-rise scale and character of nearby properties while providing a tower that further steps back from the interior and rear-yard property lines mitigating impacts on shadowing, overlook, and loss of sky views to those properties.

The setback and orientation of the tower elements with articulated window location and vertical glazing elements creates a visually interesting and attractive built form that will positively contribute to the skyline along Baseline Road.

4.2.6 Schedule C16: Road Classification and Rights-of-Way Protection

The section of Baseline Road in which the subject site abuts has a right-of-way protection of 36.3 metres as identified in schedule C16 of the Official Plan.

The ROW protection has been respected in the proposed site plan and building location submitted.

4.2.7 Housing

The Official Plan states that adequate, safe and affordable housing makes Ottawa a good place to live and do business. Housing that meets needs across ages, incomes and backgrounds and supports accessibility needs is a key requirement for health and well-being as well as attracting and retaining highly skilled labour and new businesses.

Market-based housing is the housing available in the city as a result of houses being sold by existing owners and housing that is constructed in new communities. As the city grows and changes with a larger population, more different types of housing will be needed. This includes housing units of different sizes and forms, some of which might not be common in Ottawa today.

The Official Plan strives to facilitate a diversity of housing options for both private ownership and rental. The City will promote a range of affordable and market-rate housing by providing a toolkit of planning incentives and direct supports that allows for a greater number of units within the permitted built form envelope; and application processing priority, and consider new policies or development application requirements through a housing- and mobility- affordability lens.

Policy 4.2.1.1 states that a diverse range of flexible and context- sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:

- a) Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology;
- b) Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;
- c) Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure;
- d) Establishing development standards for residential uses, appropriately balancing the value to the public interest of new policies or development application requirements against the impacts to housing affordability; and
- e) The City shall maintain, at all times, land with servicing capacity sufficient to provide at least a three year supply of residential units available through lands suitably zoned to facilitate intensification and land in draft approved and registered plans.

Policy 4.2.1.2 states that the City shall support the production of a missing middle housing range of mid-density, low-rise multi-unit housing, in order to support the evolution of healthy walkable 15-minute neighbourhoods by:

- a) Allowing housing forms which are denser, small-scale, of generally three or more units per lot in appropriate locations, with lot configurations that depart from the traditional lot division and put the emphasis on the built form and the public realm, as-of-right within the Zoning By-law;
- b) Allowing housing forms of eight or more units in appropriate locations as-of-right within the Zoning By-law; and
- c) In appropriate locations allowing missing middle housing forms while prohibiting lower-density typologies near rapid-transit stations within the Zoning By-law.

The proposed development provides for a diverse range of flexible and context sensitive housing options by providing a dense residential mid-rise and high-rise buildings that includes a diversity of unit sizes.

4.2.8 Support the shift towards sustainable modes of Transportation

Section 4.1.4 of the Official Plan supports the shift towards sustainable modes of transportation by permitting reductions in the minimum parking requirements within proximity to transit.

Policy 4.1.4.2 states that the City shall manage the supply of parking to minimize and to gradually reduce the total land area in the City consumed to provide surface parking. Minimum parking requirements may be reduced or eliminated, and maximum parking limits may be introduced, in all the following locations

- a) Hubs and Corridors;
- b) Within a 600 metre radius or 800 metre walking distance, whichever is greatest, to existing or planned rapid transit stations;
- c) Within a 300 metre radius or 400 metre walking distance, whichever is greatest, to existing or planned street transit stops along a Transit Priority Corridor or a Frequent Street Transit route;
- d) Other areas determined by Council.

The proposed development which provides for significant residential intensification along a future bus rapid transit route and includes reduced residential vehicle parking spaces, ample bicycle parking spaces, and thoughtful connectivity to the existing community, facilitates a modal split supporting active & public transportation options thus reducing demand for personal vehicle usage.

In summary, it is our professional opinion that the proposed development conforms to the policies and objectives of the City of Ottawa Official Plan. The subject site is in a suitable location for high- and mid-rise buildings, along a right-of-way width greater than 30 metres, and a lot depth of over 200 metres. The design of the proposed development, including the mid-rise podium and the tower separation provide for sufficient and effective transition to abutting low-rise dwellings and surrounding uses. Therefore, the proposed Zoning By-law amendment and Site Plan control applications conform to the policies of the City of Ottawa Official Plan (2022).

4.3 Urban Design Guidelines for High-Rise Buildings (2018)

The City of Ottawa's Urban Design Guidelines for High-rise Buildings (the "Guidelines") were approved by City Council on May 23, 2018, and provide recommendations for urban design and guidelines to be used during the review of development proposals. As stated on page 2 of the Guidelines, "they are not intended to be used as a checklist for evaluating a proposal and not all of the guidelines are applicable to every site." As the Guidelines note, the given context of a site will inform the development and that each site will have its own opportunities and challenges.

Further, the guidelines indicated that the context of each development proposal will inform the application of, and the emphasis on, the particular guidelines that are relevant to the site. Proponents of a development proposal and City staff participating in the review of the proposal should review these guidelines holistically and work collaboratively to determine which guidelines are priorities for implementation and how they may be applied in the preparation and review of the development proposal.

The proposed development responds to the guidelines in the following ways:

#	Guideline	Design Response
Section 1 – Context		
1.2	The Official Plan has established a series of views and angular planes in the Central Area and the vicinity to protect the visual integrity of the Parliament Buildings and other important national	The proposed development does not impact any views or angular planes in the vicinity to protect the visual integrity of the Parliament Buildings and other important national symbols.

	symbols. These views and angular planes must be respected in the development process.	The proposed development respects and enhances the existing and planned views and vistas through the placement of buildings, height transitions, setbacks and step-backs, and landscaping; and respects and enhances the overall character of the existing and planned urban fabric and the skyline.
1.12	Include base buildings that relate directly to the height and typology of the existing or planned streetwall context.	The low-rise base of the three (3) buildings defines the street wall context along Baseline Avenue and Sandcastle Drive and offer adequate massing transition to the south and west where the community becomes typified by low-rise residential building typologies.
1.13	An angular plane, typically 45°, measured from the relevant property lines, should be used to provide a frame of reference for transition in scale from proposed high-rise buildings down to lower scale areas.	A 45° angular plane has been used as a frame or reference for transition in scale from the proposed high-rise buildings abutting the Baseline corridor to the surrounding lower scale areas. The proposed development provides an appropriate transition across the site from the corridor to the surrounding lower scale areas including stepping down in height to the 9-storey building at the southern limits of the property. Tower 6 has been reduced in height by 2-storeys and is now proposed at 30-storeys.
1.14	The lot should be in regular shape to allow for a design that incorporates effective transition measures	The lot of the proposed development is regular in shape and permits the design to transition from 30 and 28 storeys down to 9 storeys.
1.15	The lot should abut the public realm, including streets, parks, plazas, and privately owned public spaces (POPS) on at least two sides.	The lot of the proposed development abuts the public realm on two (2) sides: Baseline Road to the north and Sandcastle Drive to the west. Further, a third frontage abuts the publicly accessible private laneway of the initial phases of this development plan to the east.
1.16	When a proposed high-rise building abuts properties where a high-rise building is permitted, the lot should be of sufficient size to achieve tower separation, setback, and step back: a) a. 1,350m² for a corner lot;	The lot size is over 11,900 m², which is more than sufficient for multiple high-rise buildings and allows for a measured transition in heights from north to south, with the tallest building proposed abutting Baseline Road, an arterial roadway, Mainstreet Corridor, and future BRT route.
Section 2 – Built Form		
2.1	Enhance and create the overall pedestrian experience in the immediate surrounding public spaces (including POPS) through the design of the lower portion, typically the base, of the building.	Various elements integrated in the overall project design will ensure that the public realm will be enhanced.

		The site is currently dominated by surface parking directly abutting the public realm, the proposal greatly improves on this condition. Sidewalks and landscaping elements are provided adjacent to the building. The massing and scale of the proposed development is designed to define and enclose public and private spaces along all street frontages, while creating a positive pedestrian-level experience. Active entrances and commercial uses at grade that front onto the public realm will enhance the overall pedestrian experience. The internal site layout also provides robust porosity between each phase, and towards the previously approved phases of the overall development plan to the east and fully integrating to the existing pedestrian network along Sandcastle and Baseline. Moreover, POPS is included within the site, which further improve the overall pedestrian experience.
2.3	Depending on the function and context, high-rise buildings can take many different forms to serve both the experience and expression functions: a) a high-rise building that includes three distinctive and integrated parts – base, middle, and top is generally accepted as a good approach to built form design in order to effectively achieve many urban design objectives. b) a high-rise building that has a tower (middle + top) with a small floor plate can effectively achieve many design objectives in the urban environment.	The proposed high-rise buildings include a base-middle-top design with a smaller floor plate for the tower (middle-top) portion of the buildings. The podium and tower are differentiated with step-backs and a change in materiality & fenestration pattern emphasizing the different aspects of the building.
2.6	The maximum height of a bar building should be 12 storeys or 1.5 times of the width of the street it faces (building face to building face distance), whichever is less.	The proposed mid-rise building has a maximum height of 9 metres, approximately equal to 1.5 times the width of Sandcastle Drive.
2.13	2.13: Place the base of a high-rise building to form continuous building edges along streets, parks, and public spaces or Privately Owned Public Space (POPS): (a) where there is an existing context of street wall buildings, align the facades of the base with adjacent building facades;	The proposal places the base of buildings 4 & 5 to form an engaging and well-articulated building edge along Baseline and Sandcastle. The proposal appropriately frames the public realm on Baseline, Sandcastle, and the new POPS.

	(b)in the absence of an existing context of street wall buildings, create a new street wall condition to allow for phased development and evolution.	
2.15	The maximum height of the base of a proposed high-rise building should be equal to the width of the ROW (Diagram 2-6) to provide sufficient enclosure for the street without overwhelming the street.	The height of the four (4) storey podium which is consistent throughout the proposal, responds to the road right of way (ROW) width for Baseline (40 metres & Sandcastle 20 metres). The height of the base ensures that the proposed development encloses the two streets without overwhelming either.
2.16	Additional height may be appropriate through the provision of step backs and architectural articulation, particularly on wider streets and deeper lots.	The proposed high-rise buildings include step-backs above the 4th storey to provide transition and articulation in height and scale.
2.19	For sites where the adjacent context is lower-scale and not anticipated to change: a) the height of the base or the portion of the base immediately adjacent to the neighbouring lower-scale buildings should match the height of the neighbouring buildings.	While the subject site's adjacent context to the west is of a 2-storey scale and not expected to change in the near future, the height of the base responds to the right-of-way width of Sandcastle Drive.
2.20	2.20: Respect the character and vertical rhythm of the adjacent properties and create a comfortable pedestrian scale by: a) breaking up a long façade vertically through massing and architectural articulation to fit into the existing finer grain built form context; b) determining appropriateness of larger-scale façades in certain areas, such as along the ceremonial routes; and c) introducing multiple entrances, where possible, through creative store layout and organization where a large format retail use is located on the ground floor.	The four-storey podium and tower represent a beneficial contribution to the public realm along the two streets, that improves the existing edge condition. The materiality, articulated fenestration, and multiple active entrances help to promote an improved scale and rhythm to these streets.
2.21	Use high-quality, durable, and environmentally sustainable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the facade.	The proposed development will include high-quality, durable, and environmentally sustainable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the facades.
2.22	2.22: Use bird-friendly best management practices in accordance with the City's guidelines. In particular, apply visual markers or	The bird-friendly guidelines will be utilized and implemented where appropriate at the detailed design stage of this process.

	use low reflectance materials on all exterior glazing within the first 20 m of the building above grade.	
2.23	The ground floor of the base should be animated and highly transparent. Avoid blank walls, but if necessary, articulate them with the same materials, rhythm, and high-quality design as more active and animated frontages.	The ground floors of the proposed development will include active frontages abutting both streets and public realm, as well as the proposed publicly accessible open-space. Commercial uses and amenity areas will front onto and animate the sidewalk and are proposed to be highly transparent. Blank walls have been avoided as much as possible and are internal the site, where they are articulated through materiality.
2.24	Encourage small tower floor plates to minimize shadow and wind impacts, loss of skyviews, and allow for the passage of natural light into interior spaces: a) the maximum tower floor plate for a high-rise residential building should be 750m²; b) the maximum tower floor plate for a high-rise office building should 2,000m²; c) larger tower floor plates may be considered in suburban locations with design features to mitigate shadow and wind impacts, maintain skyviews, and allow for access to natural lights.	The proposed tower floorplates are 928 and 905 square metres and provide a narrow, articulated floorplate on the east and west elevations to minimize shadow and wind impacts, loss of sky views, and allow for the passage of natural light into the subject site and surrounding context. As per the guidelines, the larger tower floorplates are appropriate given the site's outer urban/suburban context, and ability to achieve ample separation distances to nearby lower rise built-form.
2.25	Provide proper separation distances between towers to minimize shadow and wind impacts, and loss of skyviews, and allow for natural light into interior spaces: a) the minimum separation between towers should be 23m; b) a tower must provide a minimum 11.5m setback from the side and/or rear property lines when abutting another high-rise building; c) the minimum separation between a tower over 30-storeys and a neighbouring tower should be 25m; and d) a tower over 30 storeys should setback a minimum of 12.5m from the side and/or rear property line when abutting another tower over 30 storeys, and 13.5m when abutting a tower up to 30 storeys.	The proposed towers provide appropriate separation distance to adjacent property lines to minimize shadow and wind impacts, loss of sky views, and to allow for natural light into interior spaces. Tower 6, closest to Baseline is setback 5.7 metres from the property line to the west (abutting Sandcastle), 14.3 metres from the property line to the east (Abutting private roadway), and over 4.4 metres to the property line to the north (Baseline). The Baseline Road ROW width provides an additional 40 metre separation distance to the low-rise residential neighbourhood to the north for a total of over 45 metres. The Sandcastle ROW width provides an additional 21 metres of separation to the low-rise residential buildings to the west; a 27 metre tower separation distance in total. Tower 5, is 14.3 metres from the property line to the east (abutting private roadway), and 9.2 metres from the property line to the west (abutting Sandcastle) with the

		podium of this building 4.0 metres. To the south, Tower 5 abuts the proposed private drive-aisle and POPs, with no neighbouring tower anticipated in this area. Each of these setbacks are further buffered by the adjacent ROW width ensuring full setbacks well exceeding the required minimums in the guidelines. Internally, towers 5 and 6, are separated by 36.9 metres. Tower 5 is set over 90 metres from the rear property line. The proposed development meets the minimum required tower separation distance and setback requirement as established in section 77 (High Rise Building Provisions) of the City of Ottawa Zoning By-law.
2.29	2.29: Step back the tower, including the balconies, from the base to allow the base to be the primary defining element for the site and the adjacent public realm, reducing the wind impacts, and opening sky-views: a) a step back of 3 m or greater is encouraged. b) the minimum step back, including the balconies, should be 1.5 m; and c) where development lots are very narrow (less than 30 m), such as in the Central Area and emerging downtown	Along with the change in materiality, the tower portion of the buildings step back from the podium to allow the base to be the primary defining element for the site.
2.31	Orient and shape the tower to minimize shadow and wind impacts on the public and private spaces.	The tower location and floorplate has been oriented and shaped to minimize shadow and wind impacts on the public and private spaces. The slender tower design and ample setbacks from sensitive abutting properties ensures any shadows move quickly across impacted areas. The towers have been oriented to ensure the narrower façade faces east/west, directing the majority of the massing away from the existing low-rise buildings on Sandcastle to the west.
Section 3 – Pedestrian Realm		
3.1	Provide a minimum 6m space between the curb and the building face along the primary frontages of a high-rise building, including the City-owned portion within the right-of-way (ROW) and the building setback area:	The minimum setback between the building façade and the property line is 4.2 metres, in addition to the City sidewalk of approximately 2 metres. The proposed development includes a mix of hard and soft landscaping between the sidewalk and the façade of

	a) the pedestrian clearway must be within the ROW; b) on a street with commercial character, introduce hard surfaces between the curb and the building face to maximize the walkable area and provide flexible spaces to accommodate seasonal uses such as outdoor patios, where appropriate;	the building to maximize pedestrian access to the ground floor commercial uses, amenity areas, and building lobby. Accessible slopes are maintained in addition to steps in locations where grading is steeper.
3.4	Where appropriate, particularly in densely populated areas such as the Central Area and the emerging downtown districts, provide at grade or grade-related public spaces such as plazas, forecourts, and public courtyards, which may be under public or private ownership.	A semi-public plaza is proposed as part of the proposed development,. The ground floor amenity space is intended to “spill onto” the plaza which will include seating and hard landscaping. This will assist in animating the ground-floor of the buildings.
3.8	Where appropriate, break up larger street blocks or larger development parcels by introducing mid-block pedestrian or multi-use connections, public or private, outdoor or indoor to increase and enhance the overall pedestrian accessibility and walkability of the area.	Mid-block connections are proposed between the private street and Sandcastle Drive. Pathways along the driveways and through the publicly accessible open-space are proposed.
3.10	Locate the main pedestrian entrance at the street with a seamless connection to the sidewalk.	The main pedestrian entrances to at-grade commercial and residential uses are linked with a seamless connection to the sidewalk along Baseline Road and Sandcastle Drive and glazing is provided at the pedestrian level to better frame and animate the public realm.
3.11	Where the main pedestrian entrance is located away from the sidewalk provide a direct, clearly defined pedestrian connection such as a walkway or a pedestrian plaza, between the main pedestrian entrance and the sidewalk.	Direct access from the City ROW is provided for pedestrians to access the at grade commercial uses and residential building lobby.
3.12	Animate the streets, pathways, parks, open spaces, and POPS by: a) introducing commercial and retail uses at grade on streets with commercial character; b) incorporating ground-oriented units with useable front entrances, and front amenity spaces on streets with residential character; c) providing greater floor to ceiling height at the ground floor to allow for flexibility in use over time; d) providing a minimum of 50% of clear bird-friendly glazing on the portions of the ground floor that face the pedestrian realm;	Commercial units are proposed along Baseline Road Sandcastle Drive to help animate the street where greater floor to ceiling heights at grade are proposed for the commercial uses at grade. A range of outdoor and indoor amenity spaces are proved to offer a range of programable, and passive amenity uses for all ages. Commercial and amenity space is proposed with glazing and entrances along the public plaza and with connectivity to the proposed publicly accessible open-space.

	e) providing a range of amenities appropriate to the context to meet the needs of a diversity of potential uses, including seniors and children, residents and employers, local people and visitors; and f) providing public arts that suits the scale and character of the high-rise building and the surrounding pedestrian realm.	
3.14	Locate parking underground or at the rear of the building.	Parking is located underground or enclosed at-grade and accessed away from the primary pedestrian realm along Baseline Road and Sandcastle Drive. Loading, servicing, and utilities are screened from view and underground.
3.15	Locate drop-off and pick up areas on private lands and where possible, at the rear of the property.	
3.16	Internalize and integrate servicing, loading, and other required utilities into the design of the base of the building, where possible.	
3.18	Locate and co-locate access to servicing and parking appropriately, ideally from the rear of the building, a public lane, or a shared driveway, to minimize the visual impacts and interference with the pedestrian realm.	
3.23	3.23: Infill development should fit in and enhance the character of the street by: a) implementing the applicable City's streetscape design standards; and b) implementing streetscape design visions and policies of a CDP and Secondary Plan, where applicable.	This portion of Baseline Road is underdeveloped and consists of variable-built form, vacant lots, and surface parking. The proposed development will improve on the existing condition and provide a building podium that improves the pedestrian experience through framing the ROW and provide glazing and landscaping for visual amenity.
3.26	Conduct a wind analysis for all high-rise developments in accordance with the Wind Analysis Terms of Reference and indicate: c) how the building is placed and built form is designed to minimize the potential impacts; and d) how measures have been introduced to mitigate any potential wind impacts.	A Pedestrian Level Wind Analysis has been conducted by Gradient Wind and Engineering. The design of the towers incorporates the findings of the wind analysis to minimize the potential impacts on the outdoor amenity spaces and public realm.
3.27	Conduct a shadow analysis for all high-rise developments in accordance with the Shadow Analysis Terms of Reference and indicate how the placement and the built form is designed and shaped to minimize shadow impacts on the surrounding public and private realms.	A shadow analysis was conducted by Neuf Architects in accordance with the Shadow Analysis Terms of Reference. The shadows move quickly through the site and surrounding area.

The proposed development, including two (2) high-rise towers on a low-rise podium respond to the above noted Urban Design Guidelines for High-rise buildings.

In summary, based on the above noted analysis using the submitted materials, we find that the slender 30- and 28-storey point-towers on a 4-storey podium and frontage on Baseline Road; a Mainstreet Corridor; represents good planning, and will not impose adverse impacts on the existing community.

4.4 Bird Safe Design Guidelines

Ottawa's Bird-Safe Design Guidelines are intended to be used during the planning stage of private or public development projects to minimize the potential risks to birds.

However, on an individual basis, large buildings (whether low, mid or high-rise) tend to have higher per-structure kill rates than houses due to their greater surface area and, frequently, their more extensive use of glass and lighting. Targeted mitigation in such buildings can substantially reduce bird deaths, and can be readily achieved for new buildings through the site plan control process.

Some important aspects of bird-safe design include:

- / Treating glass to make it more visible as a barrier to birds (see Guideline 2).
- / Eliminating design traps such as glass passageways or corners that are invisible to birds (see Guideline 3).
Designing landscaping to reduce the risk of collisions (see Guideline 5).
- / Designing and managing exterior lighting to minimize impacts on night migrating or nocturnal birds (see Guideline 6).

The proposed development has considered and incorporated relevant guidelines into the design program.

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

The subject site is zoned General Mixed Use, Exception 2138, Schedule 325, Holding provision – (**GM[2138] S325 -h**) in the City of Ottawa Comprehensive Zoning By-law 2008-250. The hold symbol is not applied to the property at 2940 Baseline Road.

The GM Zone is applied in locations where the City objective is to promote mixed use development that includes residential, commercial, and intuitional uses.

The purpose of the GM zone is to:

- / allow residential, commercial and institutional uses, or mixed use development in the General Urban Area and in the Upper Town, Lowertown and Sandy Hill West Character Areas of the Central Area designations of the Official Plan;
- / limit commercial uses to individual occupancies or in groupings in well defined areas such that they do not affect the development of the designated Traditional and Arterial Mainstreets as viable mixed-use areas;
- / permit uses that are often large and serve or draw from broader areas than the surrounding community and which may generate traffic, noise or other impacts provided the anticipated impacts are adequately mitigated or otherwise addressed.

The GM zone permits various uses including medium and high-rise residential development as well as a wide array of commercial, retail, and service related uses which would be located in the podium of the proposed development.

4.5.1 History

A Zoning By-law Amendment for both 2940 and 2496 Baseline Road was approved by City of Ottawa Council in May 2014. As noted above, the Zoning By-law Amendment rezoned the lands from General Mixed-Use Zone [GM H(18.5)] and Light Industrial, Exception 1530 [IP [1530]] to a General Mixed-Use Zone with site specific Exceptions and a Height Schedule - GM [2138] S[325]-h.

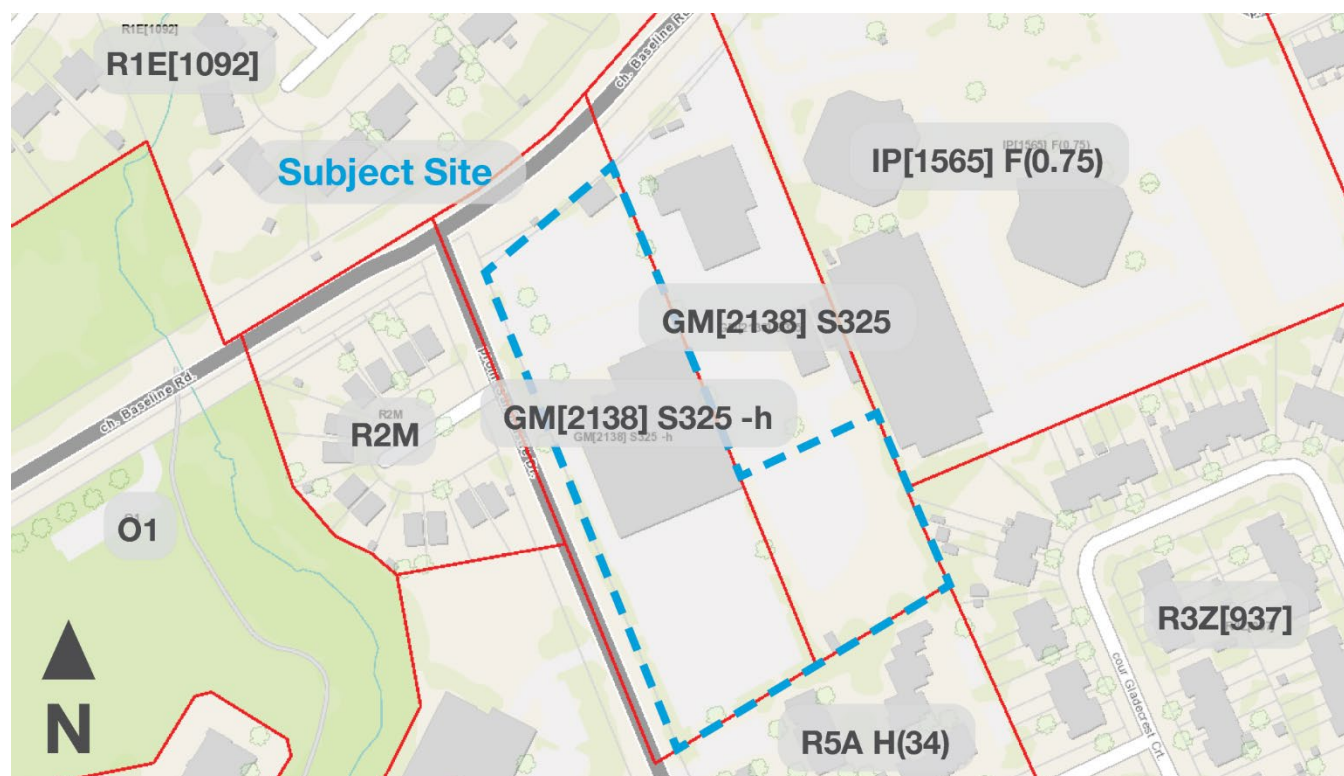


Figure 19: Zoning Map of the Subject Site and Surrounding Area

The 2014 Council-approved Zoning Amendment permits Phased residential development with at-grade commercial uses fronting on Baseline Road. Already under construction Phase 1 will accommodate a 13-storey building, while Phase 2 will allow a 16-storey building, and Phase 3, a 10-storey residential building.

The Zoning By-law Amendment for the lands at 2946 Baseline permits a blended parking rate between the two (2) properties (2940 and 2946 Baseline Road), permits shared commercial and visitor parking spaces and also permits an 8-storey (30m) mid-rise apartment building along the southern edge of the lands (subject to Schedule 325).

Development within Area C within frontage along Baseline is limited under the zoning provisions for the time-being with future height and density permission held under a holding zone to ensure certain design and municipal servicing requirements are met.

For both properties, the Zoning By-law Amendment also sought to harmonize building setbacks, drive aisles, and other zone provisions through the GM zone. Exception 2138 allows for coordinated development in response to the project's technical review. Finally, a past consent application addressed requirements for shared parking as well as access and easement considerations.

4.5.2 Urban Exception 2138 & Schedule 325:

As per the previously approved zoning framework on the lands, Schedule 325 divides the property into three areas (A, B, & C); each with specific zoning provisions as detailed in Exception 2138. Area A covers the entirety of 2940 Baseline.

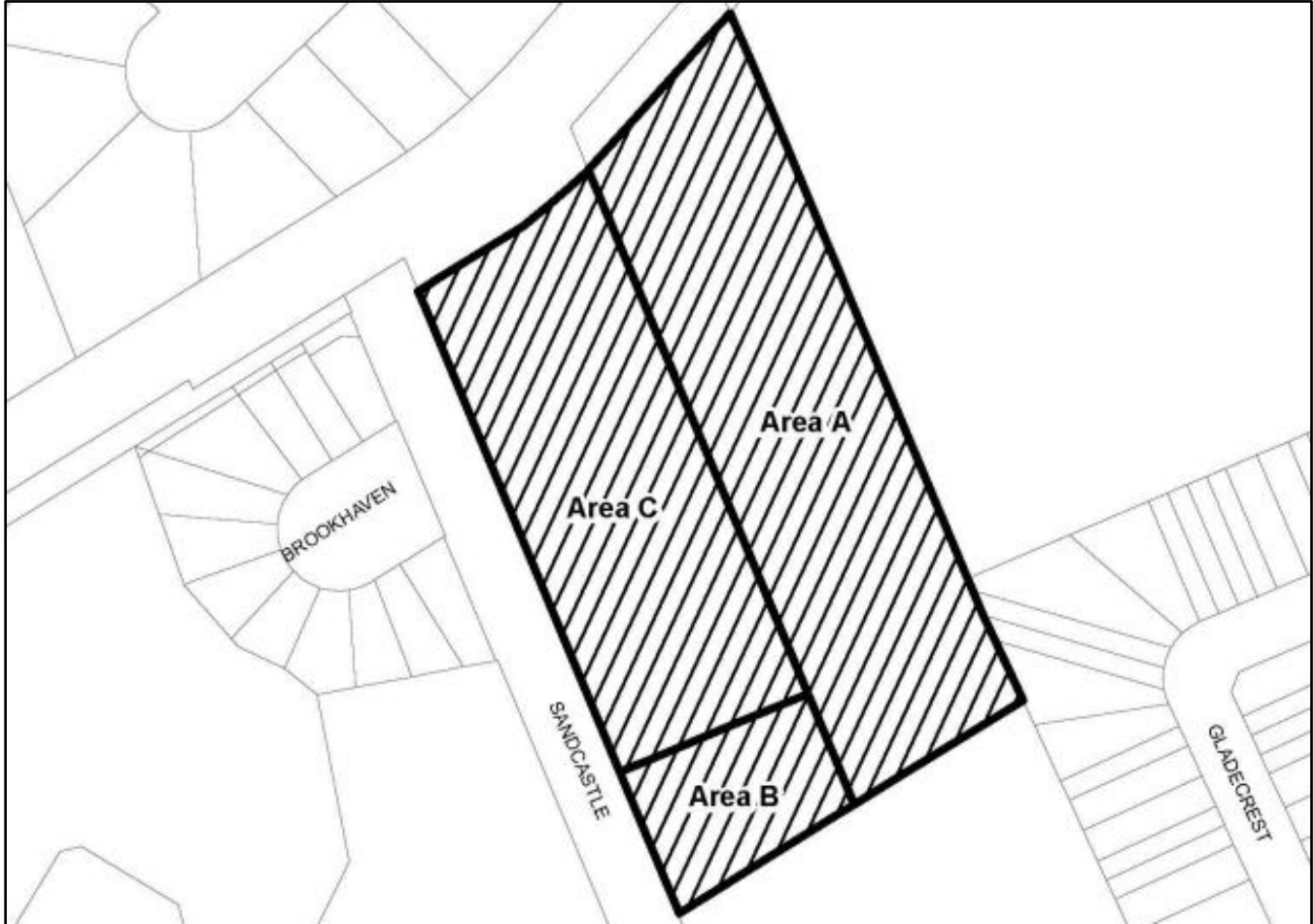


Figure 20: Zoning Schedule 325.

Exception 2138 states that within Area A on Schedule 325, the following additional zoning provisions apply:

Provision	Required	Provided	Compliance
Maximum height for a tower located on the southern portion of Area A	10 storeys and 29.5 metres	9 storeys and 29.2 metres	Yes
Minimum Tower Separation Distance	21 metres	23.73 metres (Tower 1 & 2) 23.22 metres (Tower 2 & 3)	Yes
Minimum Yard Setback for a Tower to the Rear Lot Line	19 metres	27.51 metres	Yes

Maximum Tower Floor Plate for a portion of a building above 4 storeys	1,200 square metres	2,973 square metres	No
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Exception 2138 states that within Area B on Schedule 325, the following additional zoning provisions apply:

Provision	Required	Provided	Compliance
Maximum height	Eight storeys	Nine storeys	No
Maximum corner side yard setback	4 m	4 metres	Yes

Exception 2138 provides the following zoning provisions for Area C on Schedule 325:

Schedule 325 establishes both the existing permissions for the lands under Area C, as well as the criteria for future re-development through the application of a holding symbol and associated conditions required to lift the holding symbol and proceed with development.

Currently, the site is permitted to host two non-residential use buildings accommodating uses permitted in the GM zone with a maximum cumulative total GFA of 4,200 square metres and a height of two storeys (11 metres) with a maximum front and corner side yard setback is 4 metres.

The conditions which are required to be satisfied in order to lift the Holding Symbol and permit redevelopment have been addressed as follows:

Condition	Response
1. A site plan, including building elevations, has received approval through a formal site plan approval process for the entire site that reflects an end state development for the entire site incorporating the design features and elements set out in iii and, where phased development is proposed, the site plan for a phase of development shall allow for an end state development that incorporates design features and elements set out in 3. The features set out in 3 are in addition to all other applicable City of Ottawa Design and Planning Guidelines as approved by City Council:	This application submission represents the first step in the process to receive site plan control approval for the entirety of the lands. The submitted site plan includes the comprehensive redevelopment plan representing the anticipated conditions at full build-out. The phasing plan, including servicing, future lot severance, and other technical matters will be addresses through the established site plan control technical review process. Refer to bullet 3 below for a discussion on how to proposal addresses the details of that condition of approval.
2. Where phased development is pursued, for each phase of development proposed subsequent to approval of the site plan for the first phase, a revised site plan control application with all applicable studies shall be approved.	As the site plan control process unfolds, discussions will be held with the full architect team, property owner, and City Staff to determine the appropriate approvals process and the details of future Site Plan approval and registration.
3. The end state development and each phase of development where phased development is	1. Each building provides residential, commercial, and amenity space access

proposed shall provide for the following design features to be achieved: 1. Buildings must have at least one public entrance on all facades facing a public street. 2. No blank / uninterrupted walls may face streets, access drives, sidewalks, outdoor amenity spaces or other public use spaces. For purposes of this provision, public use spaces includes spaces that are useable by owners/occupants of the development. 3. Outdoor circulation corridors within the site, which includes vehicular corridors and pedestrian circulation routes, and along public road ways shall incorporate elements that provide for animation through the design of the adjacent building facades and through the uses to be accommodated within adjacent buildings and provide for amenities within the corridor including sidewalks, hard and soft landscaping and lighting. The animation and amenities provided shall support the functioning of the corridors as dynamic outdoor places and spaces that provide for activity and interest for users of the corridors. 4. Providing well defined direct pedestrian connections between all uses, existing and future on the site and from adjacent properties, and to the public right-of-way. 5. Any commercial use located on the ground floor within a building must provide clear glass doorways and windows that provide for unobstructed views into the commercial space and from the commercial space to the outside. 6. Any residential use located on the ground floor for podiums shall provide direct access from the outside to the unit.	and egress for shared and individual entrances for residents and the public along Baseline and Sandcastle. 2. Each building façade facing the public realm, internal roadway, and proposed open-space and is well articulated with variable materiality, fenestration patterns, and other design elements. 3. The site layout includes a robust level of internal and external connectivity and porosity with sidewalks bordering the frontage on Baseline and Sandcastle, and two access points for vehicles, cyclists and pedestrians along Sandcastle, and numerous publicly accessible plaza spaces throughout. 4. The proposed site plan includes multiple mid-block connections traveling east-west, and north-south to ensure well-defined and direct pedestrian connections are provided. 5. As per the submitted elevations, all proposed commercial spaces in the podiums of all buildings provide transparent glazed entrances and windows that provide for unobstructed views into the commercial space and from the commercial space to the outside. 6. Each proposed residential space at-grade provides individual access to the internal road network or public realm.
4. Details related to required site access have been confirmed and approved by the General Manager of Planning, Infrastructure and Economic Development. These details will identify any	The application submission package includes a full site plan with proposed access & egress locations included. Further, the submitted TIA provides an analysis to ensure the existing roadway network can accommodate the proposed residential and commercial intensification.

roadway modifications that may be required as part of each phase of the development.	As the review process unfolds, future capacity concerns, and potential roadway modifications will be addressed and confirmed with the appropriate stakeholders.
5. The sanitary flows from the subject site cannot exceed 14 litres/second until such time that the capacity study has been completed for the West Nepean trunk sewer, after which the allowed flows to be permitted for development for the site are to be in accordance with determinations made through the above noted study.	The application submission package includes civil engineering package which has confirmed the available servicing capacity from the city infrastructure on the boundaries of the site. The report states existing connections are to be abandoned and full port backwater valves installed on the proposed sanitary service within the site to prevent any surcharge from the downstream sewer main from impacting the proposed property. The proposed sanitary sewer services are 200 mm diameter sanitary service laterals, with monitor manholes, connected to the existing 250 mm diameter sanitary sewer in Sandcastle Drive.
6. a) Where a rezoning application is submitted and approved for development proposed with a GFA greater than 4,200 square metres and/or with a height greater than two storeys and/or for residential uses and/or where site plan approval is obtained and where the proponent as part of such applications has demonstrated satisfactory to the General Manager of Planning, Infrastructure and Economic Development that consideration has been given to possible opportunities to have a focal element established for the site that should also be a community focus that would be integrated with the overall development and the Sandcastle street environment. Opportunities to be considered include the provision for the southern portion of Area C of either an open space feature such as a parkette or a low profile building accommodating one or a combination of community focused uses such as a community centre, community health and resource centre, recreational and athletic facility. b) At the time of redevelopment of Area C, the application of Section 37 shall be determined on the basis of an as-of-right development intensity of a six-storey	A central publicly accessible open-space is proposed as a fundamental element of the overall development program. The area at 1,596m² will provide the public focal point of the entire development and act an activity hub, and main square. Discussions will be ongoing to determine the appropriate Section 37 (now community benefit charges) contribution for the subject site. The details of this agreement will be fully determined prior to any approvals being issued to lift the holding symbol for the lands.

development within a GM H(18.5) zone that applied to the site prior to May 28th, 2014.	
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The following table summarizes the proposed development's compliance with the GM[2138] S325 -h zoning.

Zoning Mechanism	Requirement	Provided	Compliance
Minimum Lot Area	No minimum	1.59 hectares	Yes
Minimum Lot Width	No minimum	65 m	Yes
Minimum Front Yard Setback	3 m	4.476 m	Yes
Minimum Corner Side Yard Setback	3 m	5.764 m (Tower 5 & 6) 4.000 m (Tower 3/4)	Yes
Minimum Interior Side Yard Setback	3 m, for a building higher than 11 metres in height	4.816 m (Tower 3/4)	Yes
Minimum Rear Yard setback	7.5 m, from any portion of a rear lot line abutting a residential zone	7.5 m (Tower 3/4)	Yes
Maximum Building Height	18 metres	Tower 3/4: 29.2 m Tower 5: 91.2 m Tower 6: 98.8 m	No
Maximum Floor Space Index	No maximum, exception 2138	2.5	Yes
Minimum width of landscaped area	Abutting a street: 3 m	4 m	Yes
	Abutting a residential zone: 3 m	7.5 m	Yes
	Other cases: no minimum	Varies	Yes
Amenity Area Provisions	Total Area (6 m ² per dwelling unit): 871 units * 6 = 5,226m ²	8,456 m ²	Yes
	Communal Area (half of the required total): 2,613 m ²	4,471 m ²	Yes
	Layout of Communal Area: Aggregated into areas up to 54 m ² , and where more than one aggregated area is	At least one communal amenity area is a minimum of 54 m ²	Yes

	provided, at least one must be a minimum of 54 m ²		
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The following table summarizes the proposed development's compliance with zoning relating to parking requirements. Areas of non-compliance are noted with an "X".

Zoning Mechanism	Required	Provided	Compliance
Minimum Required Vehicle Parking Spaces Area C, Schedule 1A	Mixed-Use Building (1.0 spaces per unit): 871 spaces	Residential: 409 Spaces Ratio: 0.47 per unit	X
	Commercial (for commercial units greater than 200 m ²) (highest possible rate: 10 spaces per 100m ² of GFA for a restaurant) = 218 spaces	Commercial: 144 Spaces 3.4 spaces per 100 m ²	Yes
	Visitor (0.2 per dwelling unit) = 174 spaces	Visitor: 176	Yes
Maximum Permitted Vehicle Parking Spaces	Residential (1.75 per unit): 1,521 spaces	Total residential spaces: 871	Yes
Minimum Driveway Width	Parking Lot: 6.7 m Parking Garage: 6.0 m	Parking Lot: 6.7 m Parking Garage: 6.0 m	Yes
Minimum Aisle Width	Parking Garage: 6.0 m	Parking Garage: 6.0 m	Yes
Minimum Parking Space Dimensions	Length: 5.2 m Width: 2.6 m	Length: 5.2 m Width: 2.6 m	Yes
	Up to 40% of required parking spaces may be 4.6 m by 2.4 m	Less than 40% of required parking spaces are 4.6 m by 2.4 m	
Minimum Required Bicycle Parking Spaces	Residential (0.5 per dwelling unit): 436 spaces Commercial (1 per 250 m ² of GFA): 9 spaces Total: 445 spaces	Residential: 989 spaces (1.14 spaces per dwelling unit) Commercial: 11 spaces	Yes
Minimum Bicycle Parking Space Dimensions	/ Horizontal: 1.8 m by 0.6 m	/ Horizontal: 1.8 m by 0.6 m	Yes
	/ Vertical: 1.5 m by 0.5 m	/ Vertical: 1.5 m by 0.5 m	
Minimum Bicycle Parking Space Aisle Width	1.5 m	1.5 m	Yes

Zoning Mechanism	Required	Provided	Compliance
Maximum Provision of Vertical Bicycle Parking Spaces	A maximum of 50% of the required bicycle parking spaces may be vertical spaces	Only horizontal spaces provided.	Yes
Minimum Width of Landscape Area around a Parking Lot	For a parking lot containing 10 or fewer spaces: / Abutting a street: 3 m / Not abutting a street: none	/ Abutting a street: 3 m / Not abutting a street: 0 m	Yes
Loading Space Rates	No loading spaces required for commercial uses with a GFA under 2,000 m ² No loading spaces required for residential uses	Total Commercial area: 2181 m ² One loading space is provided at the base of T6 for commercial and move-in purposes. One loading space is provided in Tower 3/4 for move-in purposes.	Yes
Loading Spaces Dimensions	Width: 3.5 m Length: 7 m Minimum Width of Aisle Accessing Loading Space: 9 m	Width: 5.4 m Length: 13.2 m Minimum Width of Aisle Accessing Loading Space: 9 m	Yes

4.5.3 Provisions for High-rise Buildings (Section 77)

In September 2019, the City of Ottawa adopted new High-Rise Zoning provisions. The subject site is within Area A on Schedule 402. Therefore, the following zoning provisions apply:

Provision	Required	Provided	Compliance
Minimum lot area for a tower on a corner lot	1,150 m ²	15,962 m ²	Yes
Minimum interior side and rear yard setback for a tower.	10 m	Interior side: 14.320 m for towers 5 and 6 Rear: 97.36 m for tower 5 and 157.65 m for tower 6	Yes
Minimum separation distance between towers on the same lot	20 m	36.995 m	Yes

The proposed development meets the general intent and majority of provisions within the GM zone as well as the provision required to lift the Holding Symbol as detailed in Exception 2138.

The proposed Zoning By-law Amendment would address the building height, site layout and minimum parking requirements through a site-specific Zoning By-law Amendment, and site-specific provisions through a new exception. The GM Zone is appropriate for the integrity of the site, given the lands are designated Mainstreet Corridor in the Official Plan.

Proposed Zoning By-law Amendment

Supported by the overarching direction of the Official Plan (2022) for lands Designated Mainstreet Corridor, the proposed Minor Zoning By-law Amendment recommends amending the zoning provisions on the entire subject site to the “General Mixed Use, Exception XXXX, Schedule YYY (GM[XXXX] SYYY)” to permit the proposed development. Importantly, the proposed development adheres to the general intent of the overarching zoning framework under General Mixed-Use zone.

The following amendments are required:

- / **Proposed High-Rise Development.** The subject site is a suitable location for high-rise buildings and the lot depth and design of the buildings, including the mid-rise podium and appropriate tower separation distances provide a sufficient and effective transition to abutting land uses. The height allocation on the edge of the neighbourhood ensures the tallest buildings are positioned closest to the Mainstreet Corridor and furthest from the established low-rise portions of the existing community.

Moreover, the subject site is currently underutilized and represent significant opportunity for residential intensification in close proximity to private and public amenities and services in support of the City’s overall growth management strategy. Further, the towers have been designed to advance many of the City’s Urban Design Guidelines for High-rise buildings. The orientation of the tower elements with articulated window location and vertical materiality elements creates a visually interesting and attractive built form that will positively contribute to the skyline.

The podium and slender tower design will ensure minimal shadow, wind, and privacy impacts while providing for noise mitigation for current and future residents. Further, due to the slender tower design, along with reducing shadowing, the design will also preserve sky plane views for the immediately abutting neighbours.

Additionally, abutting properties are already characterized by taller buildings. The proposed development is compatible with other lower profile dwellings in the area and along the Baseline corridor by providing appropriate transition, separation distance, podium massing, and urban design measures. It is our opinion that the proposed high-rise towers represent appropriate height and use for these lands.

The proposed towers locations, and abutting ROW width provides for ample space to nearby existing properties to ensure adequate transition, and avoid adverse impacts throughout the community.

- / **Reduction of Minimum Required Residential Parking Spaces.** The subject site is located in Area C – Suburban on Schedule 1A – Areas for Minimum Parking Space Requirements of the Zoning By-law. The proposal’s parking provisions, below the minimum required by the Zoning By-law, are reasonable based on the site’s location along a future Bus Rapid Transitway and the guidance provided by the applicable Official Plan policies as well as the provision of ample bicycle parking spaces to further facilitate a reduction in personal vehicle usage. Further, existing local public transit routes provide convenient, frequent, and nearby connections to various Stations within Ottawa’s LRT network including Bayshore Station, Pinecrest Station, and Algonquin Station. It is our professional opinion that the amount of parking provided is sufficient to meet the needs of the development while encouraging a modal shift in an area that is poised to support improvements to its active transportation and rapid transit infrastructure.
- / **Lifting of Holding Symbol.** As demonstrated above, the full scope of conditions within Exception 2138 have and will be addressed to permit lifting of the holding symbol and facilitate the creation of revised zoning framework to permit redevelopment of the lands.
- / **One Lot for Zoning Purposes.** For the purposes of the shared parking for all four phases, it is requested that the site be considered one lot for zoning purposes so that if the lots are subdivided in the future for financing purposes, there are no zoning compliance issues with section 100 (1) of the Zoning By-law requiring that parking spaces be provided on the same lot as the as the use for which they are provided.

The Zoning By-law Amendment Application is appropriate as it promotes the ongoing transformation of the area to a more vibrant mixed-use character and provide an appropriately scaled, High- and Mid-rise buildings that are compatible with the surrounding area, while achieving a high standard of urban design. The amendments facilitate a re-development that promotes a positive interface with the public realm using ample clear glazing, and active entrances along the public realm.

6.0 Supporting Studies

6.1 Geotechnical Study

Paterson Group (Paterson) was retained by Brigil to prepare a geotechnical investigation report for the proposed development at 2946 Baseline Road. The objective of the investigation was to:

- / determine the subsurface soil and groundwater conditions by means of boreholes and monitoring well program; and,
- / provide preliminary geotechnical recommendations for the foundation design of the proposed buildings and provide geotechnical construction precautions which may affect the design.

The report contains Paterson's professional findings and includes geotechnical recommendations pertaining to the design and construction of the proposed development as understood at the time of the report.

6.2 Transportation Impact Assessment (TIA)

The Transportation Impact Assessment by Parsons find that Based on the foregoing findings, the proposed development located at 2946 Baseline Road is recommended from a transportation perspective.

The report states that other nearby developments and a 1% growth rate were applied to existing volumes to estimate background conditions. The 2035 background overall intersection performance of all study area intersections was LoS 'B' or better and with critical movement of 'C' or better which is similar to existing.

The MMLOS road segment analysis shows that pedestrian and cyclist targets could be met in the future based on proposed conditions, however, would still be deficient at Baseline Road due to high operating speeds and daily curb volumes. All other targets were met at all locations.

The MMLOS intersection analysis shows that truck target goals are met at all intersections. Given the higher-operating speeds and number of travel lanes, it is not possible to meet pedestrian target goals. The bicycle target goals were also not met given the lack of cycling facilities on all approaches, the quantity of lanes required to be crossed and the higher operating speeds. The transit TLoS was met at all locations except for Morrison/Baseline as the bus movement delays were over 30 seconds at that location.

The 2035 full buildout conditions assumed the Baseline BRT Corridor to be built. Although no official design plans have been revealed, it is understood that the eastbound and westbound left-turns would have to be protected to eradicate conflicts between median lane through buses and left-turning general traffic.

Future conditions with the addition of pedestrians, cyclists, and protected eastbound and westbound left-turns on Baseline Road to simulate transit BRT, along with site vehicle traffic performed at acceptable levels of service with respect to v/c and delay resulting in overall LoS 'D' or better and with critical movement of 'D' or better.

No major queueing implications were noted, however coordinating the traffic signals could reduce queues and reduce delays for east-west transit buses on the future BRT.

The development is forecasted to have negligible impacts to travel times and operations for the future Baseline BRT corridor. The future corridor is anticipated to have minor delays at study area intersections.

The future Baseline BRT project will enhance the pedestrian and cycling facilities along the Baseline corridor, namely adding uni-directional cycle tracks fronting the site and upgrades to sidewalk facilities. The site proposes new sidewalks along all building frontages which will connect to the new facilities on Baseline Road.

6.3 Pedestrian Level Wind Study

Gradient Wind Engineers Inc. (Gradient) was retained by Brigid to prepare a Pedestrian Level Wind Study for the subject site to investigate pedestrian wind conditions within and surrounding the subject site, and to identify areas where wind conditions may interfere with certain pedestrian activities so that mitigation measures may be considered, where required.

The study involves simulation of wind speeds for sixteen (16) wind directions in a three-dimensional (3D) computer model using the computational fluid dynamics (CFD) technique, combined with meteorological data integration, to assess pedestrian wind comfort and safety within and surrounding the subject site according to City of Ottawa wind comfort and safety criteria. The results and recommendations derived from these considerations are detailed in the main body of the report (Section 5), illustrated in Figures 3A-11, and summarized as follows:

1. While the introduction of the proposed development is predicted to produce generally windy conditions at grade, most 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, transit stops, the existing surface parking serving Phases 1 and 2, neighbouring existing surface parking lots, in the vicinity of most building access points, and over most proposed laneways, walkways, and drop-off areas are considered acceptable.
 - a. The proposed development is exposed to prevailing winds from multiple directions, particularly prevailing winds from the southwest clockwise to the northwest which are predicted to downwash over the western façades of Phases 5 and 6 towards grade, channel beneath the shared podium serving Phases 5 and 6 and between Phase 1 and 6, and accelerate around the northeast and southwest corner of Phase 6.
 - b. Regions of conditions that may occasionally be considered uncomfortable for walking during the spring and winter seasons are situated to the east of Phase 6 and beneath the shared podium serving Phases 5 and 6.
 - The region to the east of Phase 6 is predicted to impact isolated sections of the existing laneway shared with Phases 1 and 2 and the drop-off area and walkway to the east of Phase 6, while the region beneath the shared podium is predicted to impact isolated sections of the proposed east-west laneway and the walkway and building access points along the north elevation of Phase 5.
 - To provide calmer conditions along the walkway to the east of Phase 6, the introduction of mitigation elements such as wind screens, decorative walls, or arrangements of coniferous trees along the east elevation of Phase 6 may be beneficial to reduce wind acceleration over the area. Additionally, canopies and wind screens or decorative walls placed at the northwest and southwest corners of Phases 5 and 6, respectively, may be beneficial to deflect downwash incident on the west elevation of the towers and to reduce wind acceleration at the noted corners.
 - An appropriate mitigation strategy will be developed in collaboration with the building and landscape architects as the design of the development progresses.
 - c. It is recommended to recess the commercial entrance near the northwest corner of Phase 3-4, the building access points along the north elevation of Phase 5, and the commercial entrances along the east elevation of Phase 6 and at the southwest corner of Phase 6 into their respective façades by at least 2 m, owing to the windier conditions in the vicinity of these entrances.
2. During the typical use period, (that is, May to October, inclusive) wind comfort conditions over the parkland dedication to the west of Phase 3-4 and the plaza to the east of Phase 5 are predicted to be suitable for a mix of sitting and standing.
 - a. Depending on the programming of the parkland dedication and plaza, the noted wind conditions may be considered acceptable. Specifically, if the windier areas within these spaces will not accommodate seating

or more sedentary activities, the noted wind conditions would be considered acceptable. As required by programming, comfort levels may be improved by implementing landscaping elements around sensitive areas such as tall wind screens and coniferous plantings in dense arrangements, in combination with strategically placed seating with high-back benches and other local wind mitigation.

- b. The extent of mitigation measures is dependent on the programming of the noted spaces. If required by programming, an appropriate mitigation strategy will be developed in collaboration with the building and landscape architects as the design of the development progresses.
3. Regarding the common amenity terrace serving Phase 3-4 at Level 2, wind comfort conditions are predicted to be suitable for sitting throughout the year, which is considered acceptable.
4. During the typical use period (May to October, inclusive), wind conditions within the common amenity terrace serving Phases 5 and 6 at Level 4 are predicted to be suitable for mostly a mix of standing and strolling, with sitting conditions predicted close to the tower façades and an isolated region suitable for walking to the northwest of Phase 5. Notably, the Level 4 amenity terrace was modelled with 1.8-m-tall wind screens along its full perimeter.
 - a. To improve comfort levels within the Level 4 amenity terrace, it is recommended to implement taller wind screens along select perimeters of the terrace, typically glazed, rising to at least 2.4 m above the local walking surface. The placement of the taller screens would be programming-dependant. Additionally, mitigation inboard of the perimeter, which could take the form of 1.8-m-tall wind screens or clusters of coniferous plantings located around sensitive areas, and canopies located above designated seating areas, are recommended to further improve wind conditions within the terrace. Canopies extending above the terrace from the northwest elevations of the Phase 5 tower may also be beneficial to deflect downwash incident on the terrace.
 - b. The extent of the mitigation measures is dependent on the programming of the terrace. An appropriate mitigation strategy will continue to be developed and evolve in collaboration with the building and landscape architects as the design of the proposed development progresses.
5. The foregoing statements and conclusions apply to common weather systems, during which no dangerous wind conditions, as defined in Section 4.4, are expected anywhere over the subject site. During extreme weather events, (for example, thunderstorms, tornadoes, and downbursts), pedestrian safety is the main concern. However, these events are generally short-lived and infrequent and there is often sufficient warning for pedestrians to take appropriate cover.

Addendum: The PLW study was completed based on architectural drawings prepared by NEUF architect(e)s in June 2024. Updated drawings were distributed to the consultant team in July 2024 in which the commercial entrances near the northwest corner of Phase 3-4, and the commercial entrances at the northwest corner of Phase 5, the northeast corner of Phase 6, and at the southwest corner of Phase 6 have been recessed into their respective façades, in accordance with the recommendations of the current study.

6.4 Roadway Traffic Noise Assessment

Gradient Wind Engineering Inc. (Gradient) was retained by Brigil to undertake a roadway traffic noise assessment for a proposed multi-building development known as Baseline Tower Phases 4-6. The report summarizes the methodology, results, and recommendations related to the assessment of exterior noise levels generated by local roadway traffic.

Gradient's work is based on theoretical noise calculation methods conforming to the City of Ottawa¹ and Ministry of the Environment, Conservation and Parks (MECP) 2 guidelines. Noise calculations were based on architectural drawings provided by Neuf Architect(e)s, with future traffic volumes corresponding to the City of Ottawa's Official Plan (OP) roadway classifications.

The results of the current analysis indicate that noise levels at the building façades will range between 53 and 68 dBA during the daytime period (07:00-23:00) and between 45 and 61 dBA during the nighttime period (23:00-07:00). The highest noise level (68 dBA) occurs at the north façade of Phase 6 which is nearest and most exposed to Baseline Road. Upgraded building components will be required for all towers where noise levels exceed 65 dBA. Noise levels at the outdoor amenity areas were found to fall below 60 dBA, therefore noise control measures are not required.

Results of the calculations also indicate that the development will require central air conditioning, which will allow occupants to keep windows closed and maintain a comfortable living environment. In addition to ventilation requirements, the Type D Warning Clauses will also be required in all Lease, Purchase and Sale Agreements, as summarized in Section 6.

6.5 Urban Design Brief

Neuf Architects prepared the Urban Design Brief dated July 19, 2024. As there is some overlap between the Urban Design Brief and this Planning Rationale, this Planning Rationale should be referenced in conjunction with the Urban Design Brief.

6.6 Tree Conservation Report

CIMA+ was retained by Brigil to prepare an update to the Tree Conservation Report (TCR) completed in 2015 by Bowfin Environmental Consulting Inc. for the planned development at 2940 Baseline Road. Note that Bowfin merged with CIMA+ in 2022. Upon communication with the City of Ottawa forester, too much time has elapsed from when the original inventory took place, thus requiring an update to the inventory and associated reporting. The TCR follows the City of Ottawa Tree Conservation Report Guidelines (City of Ottawa, 2021). The report was revised in August 2024 to reflect changes to the Site Plan.

6.7 Stormwater Management and Servicing Report

The required Servicing and Stormwater Management Report was completed by Stantec for this proposed development. The report concludes the following:

Water Servicing

Based on the supplied boundary conditions for existing watermains and calculated domestic and fire flow demands for the subject site, a new 200mm connection between the adjacent 200mm watermains along the site boundary to the east and on Sandcastle Drive provides sufficient capacity to sustain both the required domestic and emergency fire flow demands for the development. The existing private fire hydrant on site is to be relocated and a new one is proposed to further support the provision of fire flows at the site.

To facilitate the building construction, the existing 200mm private watermain through the site is to be removed and then replaced with a 200mm connection passing through the building. This maintains the function of the existing watermain as a part of the water servicing system. The details of the watermain replacement through the building are to be included with the mechanical engineering design for the buildings. Suitable water supply and pressure conditions for the water demand and building sprinkler system will be established by the building mechanical engineering design.

Sanitary Servicing

Existing connections are to be abandoned and full port backwater valves installed on the proposed sanitary service within the site to prevent any surcharge from the downstream sewer main from impacting the proposed property. The proposed sanitary sewer services are 200 mm diameter sanitary service laterals, with monitor manholes, connected to the existing 250 mm diameter sanitary sewer in Sandcastle Drive. A sump pump is required for sewage discharge from the mechanical room. A backflow preventer is required for the proposed building in accordance with the City of Ottawa Sewer Design Guidelines. Design of internal plumbing and

associated mechanical systems for the buildings on site is to be completed with the mechanical engineering design for the buildings.

Stormwater Servicing and Management

Runoff from the site and the contributing external area is to be collected and managed within the site boundary, excepting areas around the perimeter that cannot be intercepted within the boundary given the proposed development plan and grading constraints.

Two stormwater cisterns located inside the building underground parking areas are proposed to attenuate peak flows from the site boundary. Site runoff is to be directed to the cisterns through the internal building plumbing systems via roof and ground level drains. Details on the nature of the roof and ground level drains are to be completed with the mechanical engineering design for the buildings and are given no specific design consideration in the analysis included herein. For the servicing report all runoff is considered routed directly to either the cistern associated with Tower 4, or the cistern associated with Tower 5 and 6.

The stormwater cisterns are to be drained at the allowable release rate to monitor manholes prior to the connection to the public storm sewers. The site stormwater collection systems, cistern locations, cistern discharge systems, and footing drainage systems will be developed as per the building mechanical and structural engineering designs.

The site will be serviced by two proposed 300 mm diameter storm sewer connections, one supporting Tower 4 and one supporting Tower 5 and 6. The storm sewer connections route stormwater discharge from the cisterns and connect to the existing 375mm and 450 mm diameter storm sewers on Sandcastle Drive.

Utilities

The site is situated within an established neighbourhood, hence existing utility infrastructure is readily available to service the proposed development. Overhead wires along all boundaries of the site need to be accommodated during construction. It is anticipated that existing infrastructure is sufficient to provide a means of distribution for the proposed site. Exact size, location and routing of utilities is to be finalized after design circulation.

Public Consultation Strategy

In partnership with the City of Ottawa, all public engagement activities will comply with *Planning Act* requirements, including circulation of notices and the Statutory Public Meeting. The following Public Engagement steps and activities have already been undertaken in preparation of this application submission or will be undertaken in the following months after the application has been submitted.

- / Pre-Application Consultation Meeting with the City of Ottawa.
 - Multiple pre-application consultation meetings were held with City staff and the consultant team. The most recent meeting was held on April 18, 2023.
- / Notification of Ward Councillor, Councillor Laine Johnson – Ward 8 College. A meeting was held with the Ward Councillor on February 7th, 2023 to discuss the project.
- / Community Information Session
 - A community information session was held via Zoom on July 19, 2023.
- / Committee meeting advertisement and report mail out to public (City of Ottawa).
- / Statutory Public Meeting – Planning and Housing Committee
 - The statutory public meeting will take place at the City of Ottawa Planning and Housing Committee

8.0 Conclusion

57

It is our professional opinion that the proposed Zoning By-law Amendment and Site Plan Control applications to permit development on the subject site constitute good planning and are in the public interest. As outlined in the proceeding sections, the proposed development:

- / The proposed development is consistent with the Provincial Planning Statement and achieves its vision through efficient development and land use patterns that are supported by current and future nearby transit; including the proposed future Baseline Corridor BRT and the future Algonquin, Pinecrest, and Bayshore LRT Stations. The development advances provincial goals of healthy, livable and safe communities that efficiently use infrastructure by intensifying through a diversified housing stock within built up areas of the municipality. The proposed development retains the existing heritage buildings and introduces a mix of housing types thereby diversifying the housing stock within the city.
- / The proposed development conforms to the Official Plan's Strategic Directions as it proposes to intensify an underutilized property within the City's Outer Urban Transect situated within an established neighbourhood that is well serviced by several existing amenities, and future rapid transit. The proposed development does this by introducing a high-quality built form, that prioritizes the use of active transportation by reducing on site vehicular parking and providing excess bicycle parking.
- / The proposed development is consistent with the Official Plan's policies for development within the Mainstreet Corridor designation within the Outer Urban Transect. The proposed development introduces higher density, mixed-use development along an existing arterial roadway, and future BRT corridor. The proposed development offers a well-designed building that appropriately achieves transition to adjacent properties and is compatible with the existing residential properties nearby along an appropriately wide ROW. The development contributes to the creation of 15-minute neighbourhoods, as it offers commercial-retail uses within the main floor, and is located in an established neighbourhood with existing employment service, and public amenities.
- / The proposed development is consistent with the design and compatibility policy direction of Section 4.6 of the Official Plan, providing a building type that aligns with the direction of the policies to establish buildings that define the public realm, and create places with their own identity and character while maintaining compatibility with the existing community. The proposed development will improve the Baseline Road streetscape and reinvigorate life to an under-utilized lot, currently characterized by surface parking.
- / The proposal advances several of the City's Urban Design Guidelines for High-Rise Buildings; incorporating several elements that contribute to the appropriate building articulation, massing, and transition, well designed public façade, rich architectural detailing, high quality public realm and landscaping.
- / The proposed development complies with the general intent of the Zoning By-law including conditions for lifting the holding symbol, subject to the proposed site-specific Zoning By-law Amendment. The requested amendments are appropriate and will not create undue negative impacts on the community or surrounding properties; and
- / The proposed development is supported by the submitted plans and studies and will create no undue adverse impacts on the area regarding shadowing, wind, noise, or transportation capacity.

Sincerely



Gillian Henderson, M.USP
Planner



Timothy Beed, MCIP RPP
Associate