

FOTENN

2140 BASELINE ROAD APPLICATION FOR ZONING BY-LAW AMENDMENT AND SITE PLAN CONTROL



June 06, 2018

Planning Rationale
+ Design Brief

Zoning By-law Amendment +
Site Plan Control



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CONTENTS

- 1.0 INTRODUCTION 1**
 - 1.1 Development Proposal 1
 - 1.2 Development Applications..... 3
 - 1.3 Supporting Studies, Reports, and Plans 3
- 2.0 SURROUNDING AREA AND SITE CONTEXT 4**
 - 2.1 Site Description 4
 - 2.2 Surrounding Area..... 5
 - 2.3 Transportation Network..... 6
 - 2.3.1 Baseline Road BRT Proposal 9
- 3.0 POLICY FRAMEWORK..... 10**
 - 3.1 Provincial Policy Statement..... 10
 - 3.2 City of Ottawa Official Plan 11
 - 3.2.2 Managing Growth 12
 - 3.2.3 Mixed-Use Centres (Section 3.6.2) 13
 - 3.2.4 Baseline and Woodroffe Secondary Plan..... 14
- 4.0 DESIGN BRIEF 17**
 - 4.1 Compatibility (Section 2.5.1) 17
 - 4.2 Urban Design and Compatibility (Section 4.11) 19
 - 4.3 Section 4.11 as Updated by Official Plan Amendment No. 150 20
 - 4.4 Urban Design Guidelines for High-Rise Housing 23
 - 4.4.1 Council-approved Urban Design Guidelines for High-Rise Buildings 24
 - 4.5 Transit-Oriented Development Guidelines 25
- 5.0 REGULATORY FRAMEWORK 26**
 - 5.1 City of Ottawa Comprehensive Zoning By-law (2008-250)..... 26
 - 5.2 Zoning By-law Amendment Discussion 28
 - 5.2.1 Proposed Zoning By-law Amendment 29
- 6.0 CONCLUSION..... 30**

1.0 INTRODUCTION

Fotenn Consultants Inc., acting as agents for Baseline Constellation Limited Partnership, is pleased to submit this Planning Rationale + Design Brief for the lands municipally known as 2140 Baseline Road in the Centrepointe community of the City of Ottawa. The subject property is located at the southwest corner of Baseline Road and Constellation Drive.

1.1 Development Proposal

The purpose of this application is to permit the development of an 11-storey mixed-use building, consisting of a total of 144 units with ground floor commercial and retail uses. The building footprint will be 1,564m² and result in a site Floor Space Index (FSI) of 4.86. The building will be supported by 69 parking spaces; 61 of which will be included in an underground parking garage accessed from Gemini Way. The two-way access point will direct motorists to both the underground parking garage and a drop-off/turnaround point adjacent to the structure's interior entrance.

The primary intention for the property will be to provide high quality housing to students attending Algonquin College, which is within 600 metres walking distance from the subject property. This project has been designed with students in mind, as it is in an ideal location and provides many amenities and access to infrastructure which directly benefit this demographic, while also providing an alternative form of housing to converted dwellings and rooming houses in the area.



Figure 1: Proposed Building Elevations (Left: View from Gemini Way; Right: View from Baseline Road at Constellation Drive)

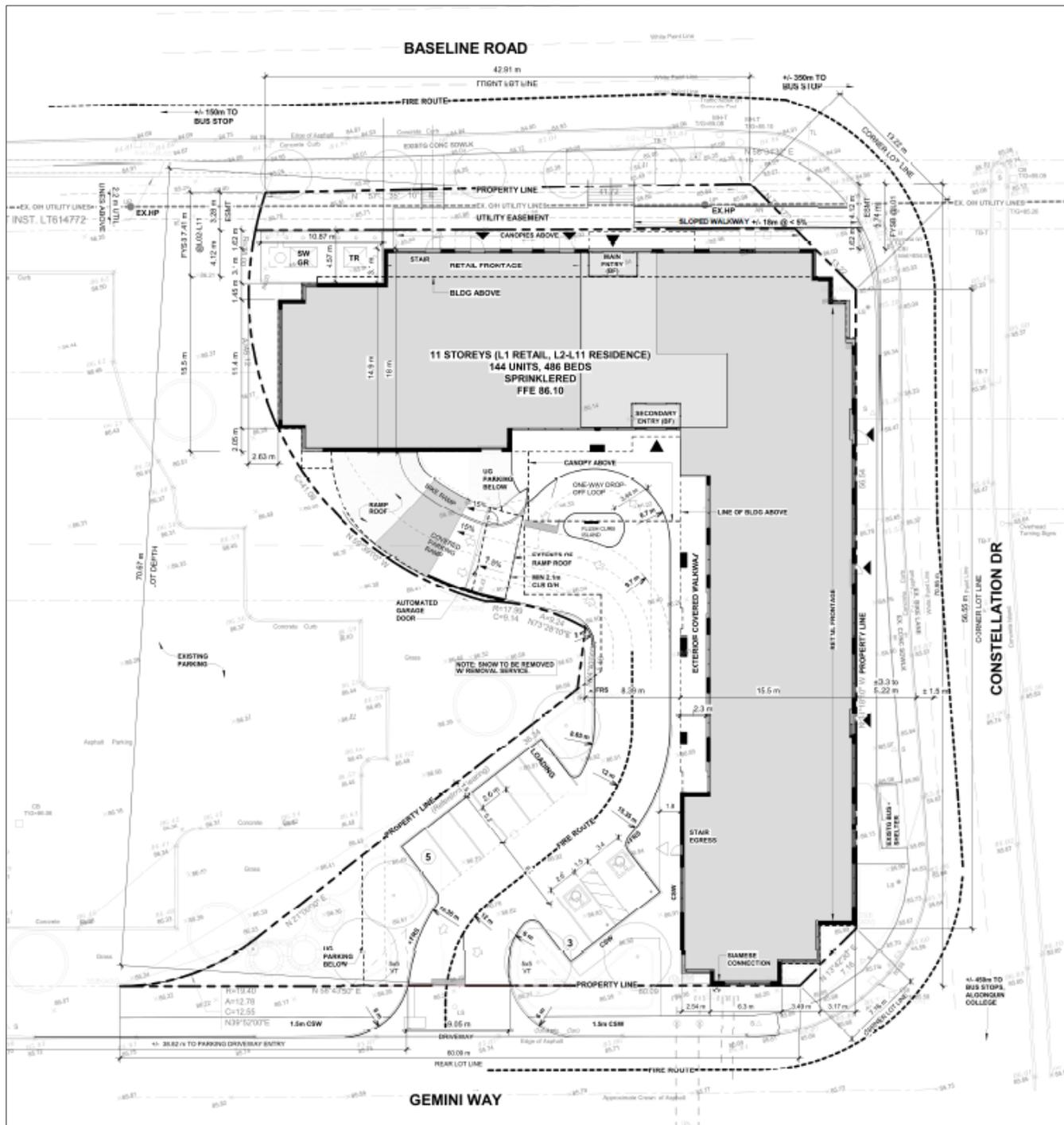


Figure 2: Site Plan

1.2 Development Applications

In order to proceed with the development as proposed, Theberge Homes is submitting concurrent Site Plan Control and Minor Zoning By-law Amendment applications.

The Minor Zoning By-law Amendment application is required to revise the zone provisions of the current Mixed-Use Centre Zone, 2.0 Floor Space Index and 34 metre building height – MC F(2.0) H(34) zoning. The amendment will include permissions for a minor increase in height to 35 metres, relief from the maximum Floor Space Index, and reduction of the residential parking rate from 0.5/dwelling unit to 0.4/dwelling unit. These minor adjustments to the existing performance standards will facilitate development of the property in a manner that is appropriate given the existing policy and land use context.

1.3 Supporting Studies, Reports, and Plans

In addition to this Planning Rationale, the following studies, reports and plans form part of this submission:

Studies/Reports

- / Site Servicing and Stormwater Management Report, prepared by EXP, dated May 25, 2018;
- / Geotechnical Investigation prepared by Paterson Group, dated July 17, 2018;
- / Noise Impact Study, prepared by Gradient Wind Engineering, dated May 28, 2019;
- / Tree Conservation Report, prepared by IFS Associates, dated May 26, 2018;
- / Transportation Impact Assessment, prepared by Stantec, dated June 5, 2018;
- / Phase 1 Environmental Site Assessment, prepared by SNC Lavalin, dated January 23, 2017; and,
- / Phase 2 Environmental Site Assessment, prepared by SNC Lavalin, dated January 23, 2017.

Plans

- / Site Servicing Plan, prepared by EXP, dated May 24, 2018;
- / Grading and Erosion and Sediment Control Plan, prepared by EXP, dated May 24, 2018;
- / Site Plan, prepared by Fabiani Architect Ltd., dated May 25, 2018;
- / Architectural Drawing Package, prepared by Fabiani Architect Ltd., dated May 25, 2018;
- / Landscape Plan, prepared by GJALA, dated May 25, 2018; and
- / Survey Plan, prepared by Farley, Smith and Denis, dated March 16, 2018.

The studies/reports and plans identified above have been reviewed and support the proposed 11-storey mixed-use development.

2.0 SURROUNDING AREA AND SITE CONTEXT

2.1 Site Description



Figure 3: Aerial Image of Property, 2017

The property consists of an irregularly shaped parcel with frontage on Baseline Road, Constellation Drive, and Gemini Way. The site has a total area of 3,049m² (0.75 acres). The subject property consists of lands formerly owned by the City of Ottawa which have been sold to Baseline Constellation Limited Partnership (legally 2140 Baseline Limited), the new owner of the lands. The land is currently undeveloped. Prior to 2009, Constellation Drive and Gemini Way crossed over the subject property (Figure 4) until being realigned, thereby creating the rectangular block upon which the site is located.



Figure 4: Former configuration of Constellation Drive, 2008

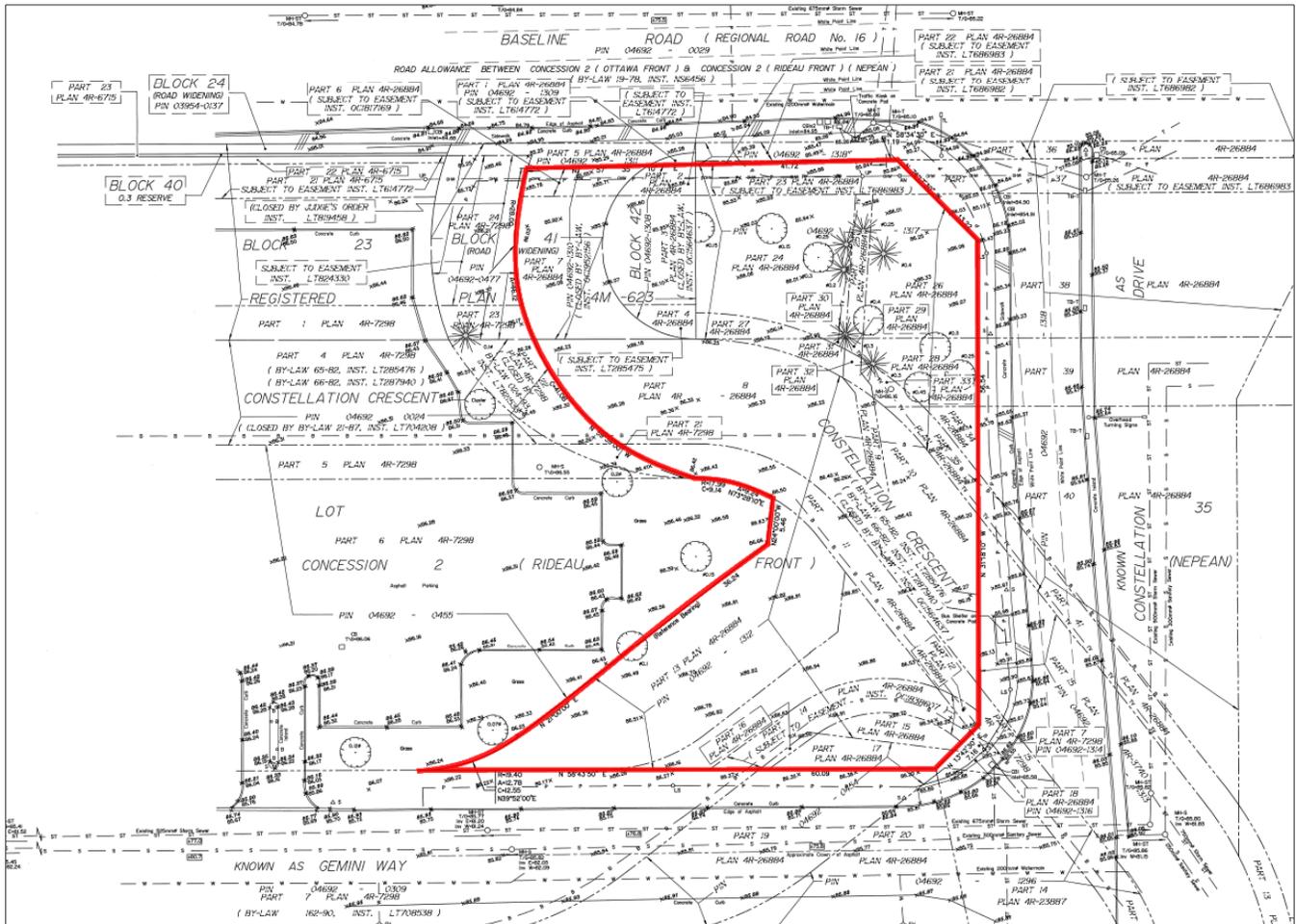


Figure 5: Plan of Survey, property lines highlighted

2.2 Surrounding Area

The subject property is located within the Centrepointe neighbourhood of Ottawa. It is surrounded by the following land uses:

- North:** Parkway Park Apartment complex; 28 low-rise apartment buildings centred upon a shared parking lot, owned and managed by CLV Group. Further north is low-rise suburban development.
- East:** Woodline Building (8-storey federal government building), including surface parking. Further east is the Transitway (Baseline Station) and Algonquin College.
- South:** Sir Guy Carleton Secondary School, Mary Pitt Centre (9-storey office), and low-rise residential. Further south is Ben Franklin Place (City offices).
- West:** Low-rise residential (late 20th century development). 19 Centrepointe Drive (corner of Gemini Way and Centrepointe Drive) is slated for the development of multiple high-rise condominium buildings by Richcraft Group.



Figure 6: Surrounding Area, looking southeast

2.3 Transportation Network

The subject property is situated on, and will be oriented towards Baseline Road; a significant east-west Arterial Road. The site is also a short distance from Woodroffe Avenue, an important north-south Arterial Road with access to the Ontario 417 Highway.

Constellation Drive and Gemini Way are considered to be Collector Roads, and the planned function of directing site access to Gemini Way supports this intention. Centrepointe Drive, which abuts the west corner of the overall block of land is considered to be a Major Collector Road. No access to the site is proposed from Baseline Road or Constellation Drive, therefore respecting the traffic flow and current roadway configuration of both roads.

The subject property is well-positioned for transit. The entirety of the site is within 500 metres of the Baseline Rapid Transit Station, which is slated for upgrade to Light Rail in 2023. Schedule D of the Official Plan also recognizes the future upgrade of Baseline Road to a Bus Rapid Transit (at-grade crossings) Corridor (see Section 2.3.1 of this report). Therefore, the subject property will have excellent transit connectivity, which will in turn reduce the need for vehicle use.

The subject property is ideally situated for active modes of transportation including cycling. Baseline Road and Woodroffe Road are both considered spine routes on the City's Ultimate Cycling Network. The site also has nearby access to the City's multi-use pathway network which provides access to a wide area of the City with minimal time spent on roadways. This network should further reduce the need for vehicle use by residents in the proposed structure.

Per 2016 Statistics Canada census data, 30.88% of persons aged 15-24 use sustainable methods of transportation compared to 11.68% of persons aged 25-64. Therefore, this is an exceptional location for a student residence given that the sustainable transit network and median college student age (21.6 years).

A Transportation Impact Brief by Stantec has been submitted as part of these applications.

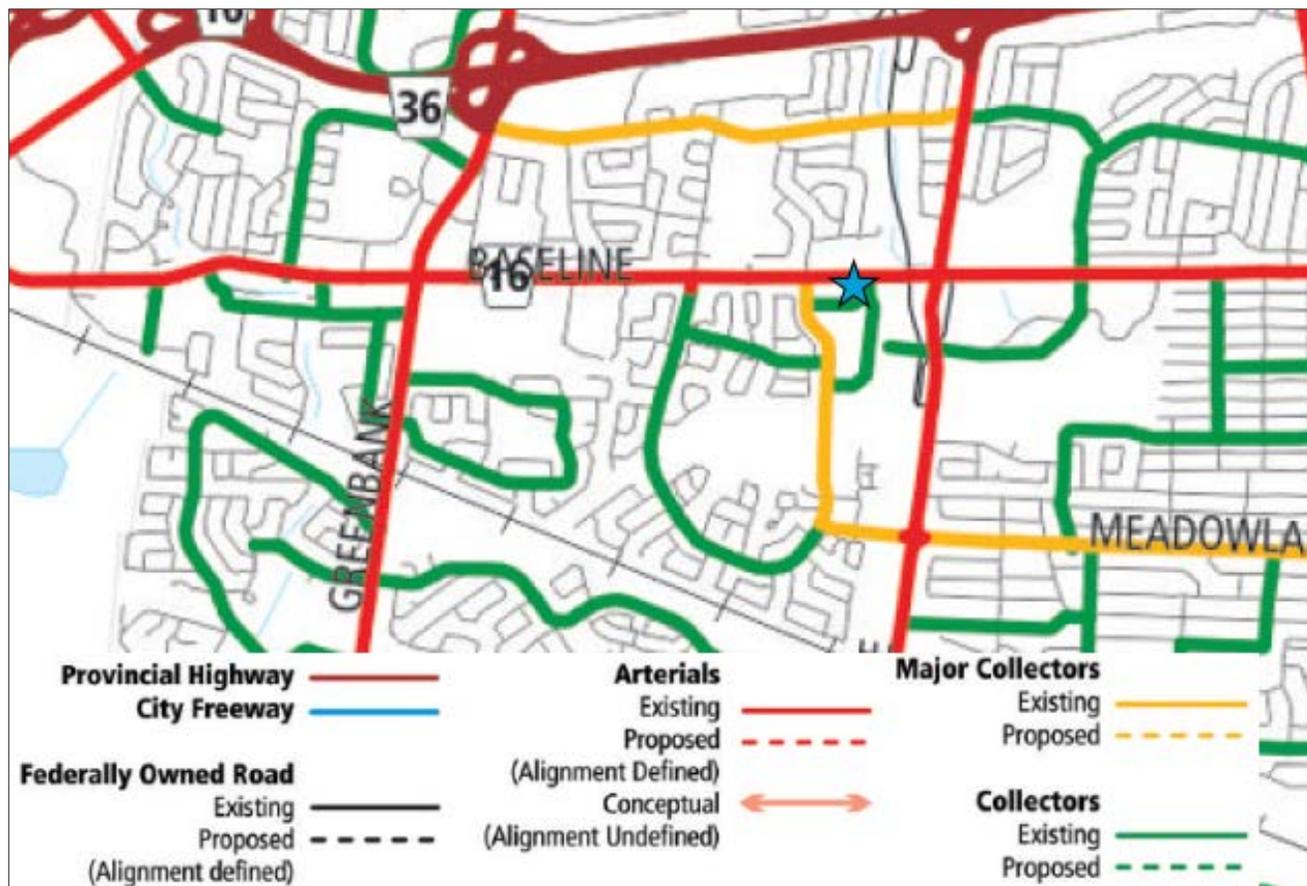


Figure 7: Schedule E of the Official Plan, Urban Road Network

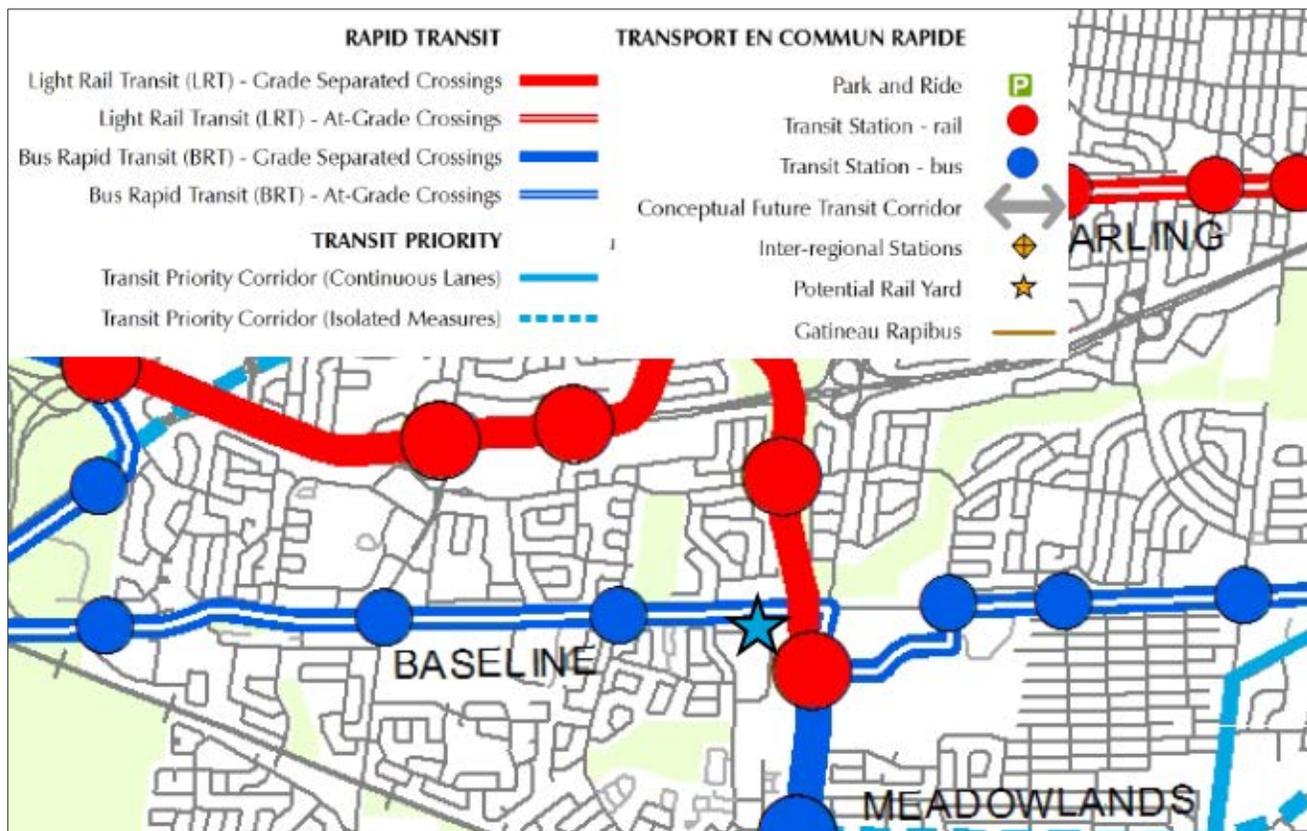


Figure 8: Schedule D of the Official Plan, Rapid Transit Network

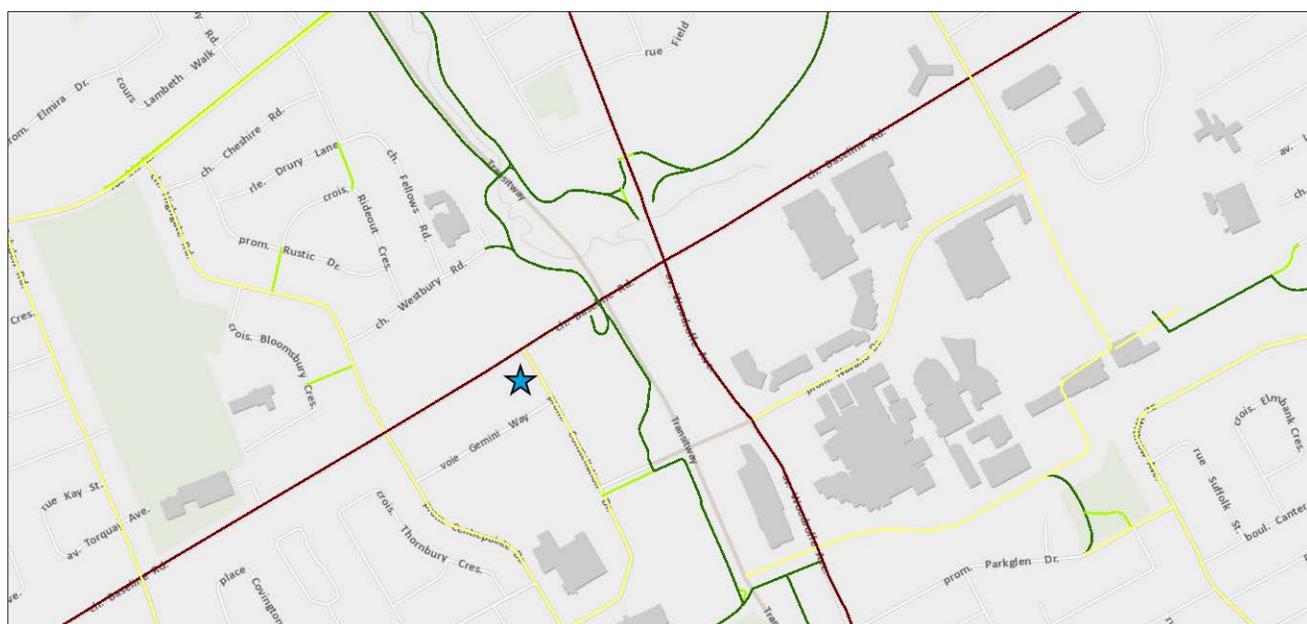


Figure 9: Ultimate Cycling Network

2.3.1 Baseline Road BRT Proposal

City of Ottawa Council unanimously approved a proposal to build cross-town bus rapid transit (BRT) along Baseline Road. Construction on the first phase is set to initiate in 2020. The design is based on the principle of running a protected centre lane along Baseline Road in order to more effectively support the need for efficient transit in the immediate area. This BRT line will stop at Baseline Station (within 500m radius of site). Additional BRT stations, to be confirmed through the City's design process, will also be in close proximity to the subject property.

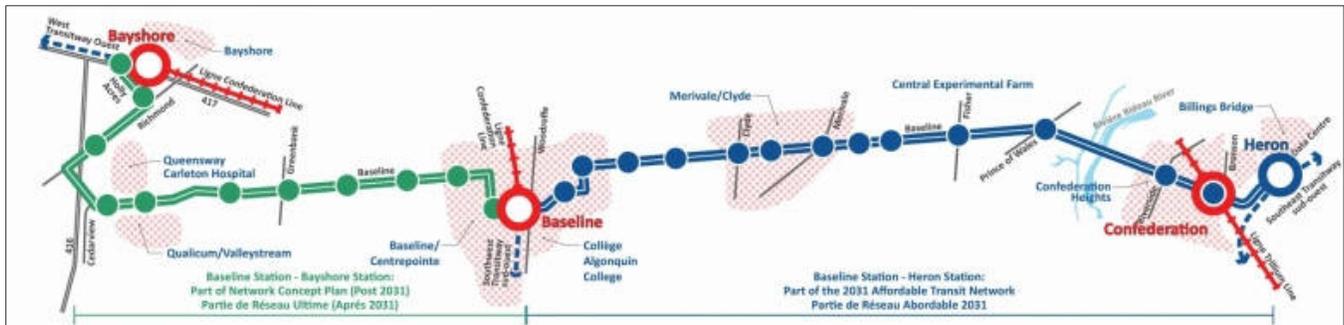


Figure 10: Proposed BRT Route



Figure 11: Conceptualization of Baseline Road BRT

3.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) sets out a vision for land use planning in the Province of Ontario that encourages planning and development that is environmentally-sound, economically-strong and that enhances quality of life. Land planning policies are intended to promote efficient development patterns with a mix of housing, employment, open space and multi-modal transportation which are appropriate for and make efficient use of existing and planned infrastructure and public service facilities. The relevant policies of the PPS as it relates to the subject application are as follows.

Section 1.1.1 provides policy guidance for efficient development and land use patterns. The relevant policies are discussed below. This section states:

“Healthy, liveable and safe communities are sustained by:

a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;

The proposal is efficient in that it makes use of vacant, serviced land in an established area intended for development as set out in the Official Plan and Zoning By-law.

b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;

The proposal will introduce residential apartments intended for the student demographic. Good quality student housing in an area that supports multi-modal transportation is key to supporting the viability of Algonquin College, and the City as a whole.

c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;

This development does not create environmental or public health and safety concerns. It is appropriately set back where necessary to ensure traffic visibility. It is supported by sidewalks and bike paths which encourage active modes of transportation.

e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;

The proposed building footprint is appropriately sized for the parcel of land. It does not leave excess vacant area that can be perceived as creating a sense of empty space. It is cost-effective and minimizes land consumption through its establishment on underutilized land in a very suitable location for the planned function. The development is supported by existing servicing infrastructure.

Section 1.1.3.2 notes that land use patterns within settlement areas shall be based on:

a) densities and a mix of land uses which:

- 1. efficiently use land and resources;*
- 2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- 3. minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- 4. support active transportation;*
- 5. are transit-supportive, where transit is planned, exists or may be developed; and*

The proposed development makes efficient use of land and resources; is appropriate for the planned and available infrastructure; minimizes climate change impacts, supports active transportation; and is on an adequate transportation network.

Section 1.1.3.6 notes that new development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

The proposed development is adjacent to an existing built-up area, is compact in form, mixes compatible uses, and includes a density that constitutes efficient use of land and infrastructure.

Section 1.6.7.4 notes that a land use pattern, density and mix of uses should be promoted that minimizes the length and number of vehicle trips and supports current and future use of transit and active transportation.

The proposed development is of a land use pattern, density, and mix of uses which minimizes the length and number of vehicle trips while supporting transit and active modes of transportation.

Overall, the proposed development of the subject property with a high-rise mixed-use building is consistent with the policies of the PPS.

3.2 City of Ottawa Official Plan

The City of Ottawa's Official Plan (OP) provides a vision and a policy framework to guide the future growth of the City of Ottawa. It is a legal document that addresses matters of provincial interest as defined by the Planning Act and the Provincial Policy Statement. The applicable policies of the OP have been reviewed below.

Ottawa's population is projected to grow by up to 30 percent by 2031. At the same time, it is anticipated that the number of people per household will decline resulting in the need for approximately 145,000 new homes in Ottawa by 2031. One third of housing growth is anticipated to occur within the Greenbelt with much of the demand for new housing being in the form of smaller units such as apartments.

The City plans to meet this growth challenge by managing it in ways that support liveable communities and healthy environments. More specifically, the Plan pursues strategic directions in four key areas, two of which are relevant to this proposal:

1. Managing Growth

- a. The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently;
- b. Growth in the urban area will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.

2. Creating Liveable Communities

- a. Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing and places to work and shop;
- b. Attention to design will help create attractive communities where buildings, open space, and transportation work well together;

Consistent with the direction set out in the PPS, these strategic directions are developed further in the policies of Section 2.2 (Managing Growth) discussed below and 2.5 (Building Liveable Communities), discussed in the Design Brief (Section 4.0 of this Report).

The proposed development intensifies an under-utilized property within the City's urban area and in an area identified as a target for intensification. The compact, mixed-use form of the development will

encourage active modes of transportation and transit use. The addition of retail uses to the ground floor of the buildings along Baseline Road will provide important neighbourhood retail spaces where residents can interact, socialize, and shop. These uses will complement the existing retail and commercial uses along the Baseline Road corridor, including the nearby College Square. The injection of new residents to the area will support these new services going forward, and will support other regional and community-scale commercial uses in the area.

3.2.2 Managing Growth

The City anticipates that approximately 90 percent of the growth in population, jobs and housing will be accommodated within the urban area. Concentrating growth within the urban area makes efficient use of existing services and infrastructure and allows for a pattern and density of development that supports transit, cycling, and walking as viable and attractive alternatives to private automobiles.

Section 2.2.2 deals specifically with the management of growth within the urban area and recognizes that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit, and other infrastructure. Consequently, the Plan directs growth to locations with significant development potential, specifically those designated as Central Area, Mixed-Use Centres, Employment Areas, Enterprise Areas, Developing Communities, and Mainstreets. By directing growth to the specific land use designations, the stability of neighbourhoods within the General Urban Area designation is enhanced.

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

The proposed development meets the definition of residential intensification as defined in the City of Ottawa Official Plan.

Policy 4 of Section 2.2.2 identifies target areas for intensification including the Central Area, Mixed-Use Centres, Arterial Mainstreets, and Town Centres. For the Baseline-Woodroffe Mixed-Use Centre, a density target of 200 people and jobs per gross hectare is set for post-2031. This target density represents an increase from the 2006 target of 96 people and jobs per gross hectare.

Policy 19 states that policies regarding appropriate locations for high-rise buildings are found in Section 4.11. This section is discussed in the Design Brief (Section 4.0 of this report).

The additional height and density proposed for the subject property is in conformity with the intent of the Official Plan policies on managing growth within the City. The Official Plan identifies Mixed-Use Centres, like Baseline-Woodroffe, as target areas for intensification. The ultimate redevelopment proposes approximately 144 new dwelling units which will achieve a density of 472 dwellings per net hectare, exceeding the City's target for intensification within the Baseline-Woodroffe Mixed-Use Centre.

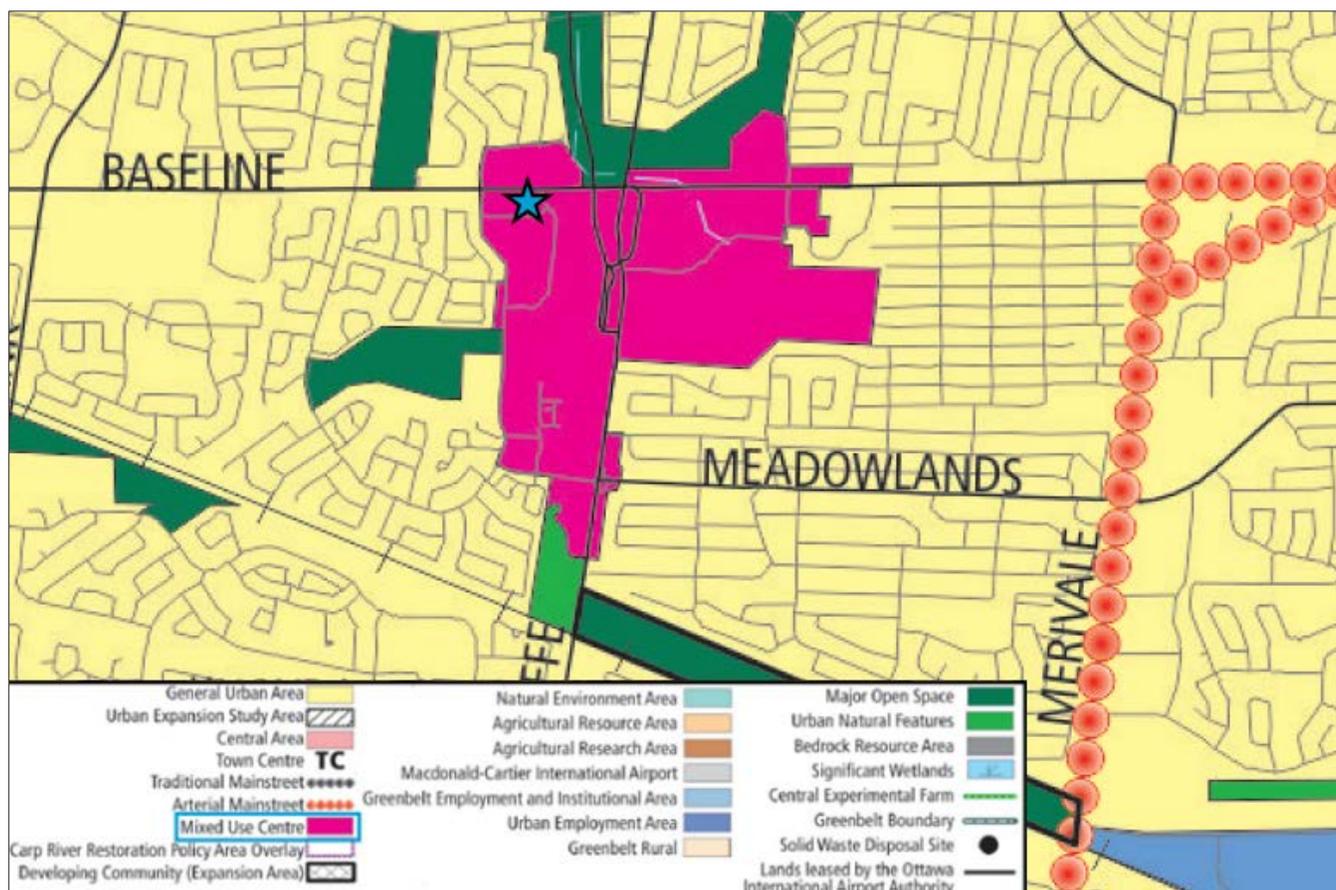


Figure 12: Schedule B of the Official Plan, Urban Policy Plan

3.2.3 Mixed-Use Centres (Section 3.6.2)

The subject property is presently designated Mixed-Use Centre on Schedule B of the City of Ottawa's Official Plan (Figure 12). Mixed-Use Centres (MUCs) are intended as strategic locations near transit nodes and major roads where there is a high potential for compact, mixed-use development. These areas can contain both locally and regionally oriented development that assists in completing neighbourhoods.

- / Policy 4 notes that a Community Design Plan (CDP) will be required for each Mixed-Use Centre. **There is not yet a CDP for this Mixed-Use Centre, however there is an active Secondary Plan for this planning area which will be reviewed further in Section 3.2.4 of this report.**
- / Policy 5 recognizes that CDPs will require that residential uses be a component in all Mixed-Use Centres. **This proposal is primarily residential in its intended use, but also provides an opportunity for commercial/retail uses at grade to support the residential use and wider community.**
- / Policy 6 requires that all development applications will be reviewed in the context of the Official Plan and in particular: (a) meet the design and compatibility requirements of Section 2.5.1 and Section 4.11, specifically to achieve a compact, mixed-use, pedestrian friendly environment while creating visual interest, and (b) contribute to a range of housing options in the area. **The subject property accomplishes both policy directives and will be discussed in further detail in Sections 4.1 and 4.2 of this report.**

-
- / Policy 8 requires that Mixed-Use Centres will enhance opportunities for walking, cycling, and transit.
As established in this report, the subject property is ideally situated for multi-modal transportation, as it is located close to transit, cycling, and pedestrian infrastructure. It is also within 500 metres of Algonquin College.

 - / Policy 9 of this designation encourages the provision of opportunities for a variety of activities, including retail.
This proposal would introduce at-grade retail and service commercial uses to the site.

 - / Policy 11 notes that existing development in MUCs that does not exhibit the characteristics planned for such areas shall be encouraged to redevelop over time to become more compact, dense, and transit-oriented. Flexible zoning controls, reduced parking requirements, and other incentives may be considered by the City in order to assist in facilitating such development.
This proposal meets the policy direction for MUCs, and proposes to reduce the parking requirements in the by-law.

3.2.4 Baseline and Woodroffe Secondary Plan

The subject property is within the lands designated for the Baseline and Woodroffe Secondary Plan. This plan, which formed part of the Former Nepean Official Plan, guides the development of the subject property to encourage intensification that appropriately incorporates itself into the planned context of the Baseline Rapid Transit Station.

- / The site is located within the Constellation precinct of Schedule 2 of the Baseline and Woodroffe Secondary Plan. As per Section 3.4.1 of the Secondary Plan, development within this precinct is intended to consist of a mix of uses. Residential uses shall be encouraged, and commercial uses will support the intended significant office component also envisioned for this precinct.
This proposal incorporates residential uses and convenient commercial/retail uses, both of which are supported by the policies of the Constellation Precinct of the Secondary Plan designation.

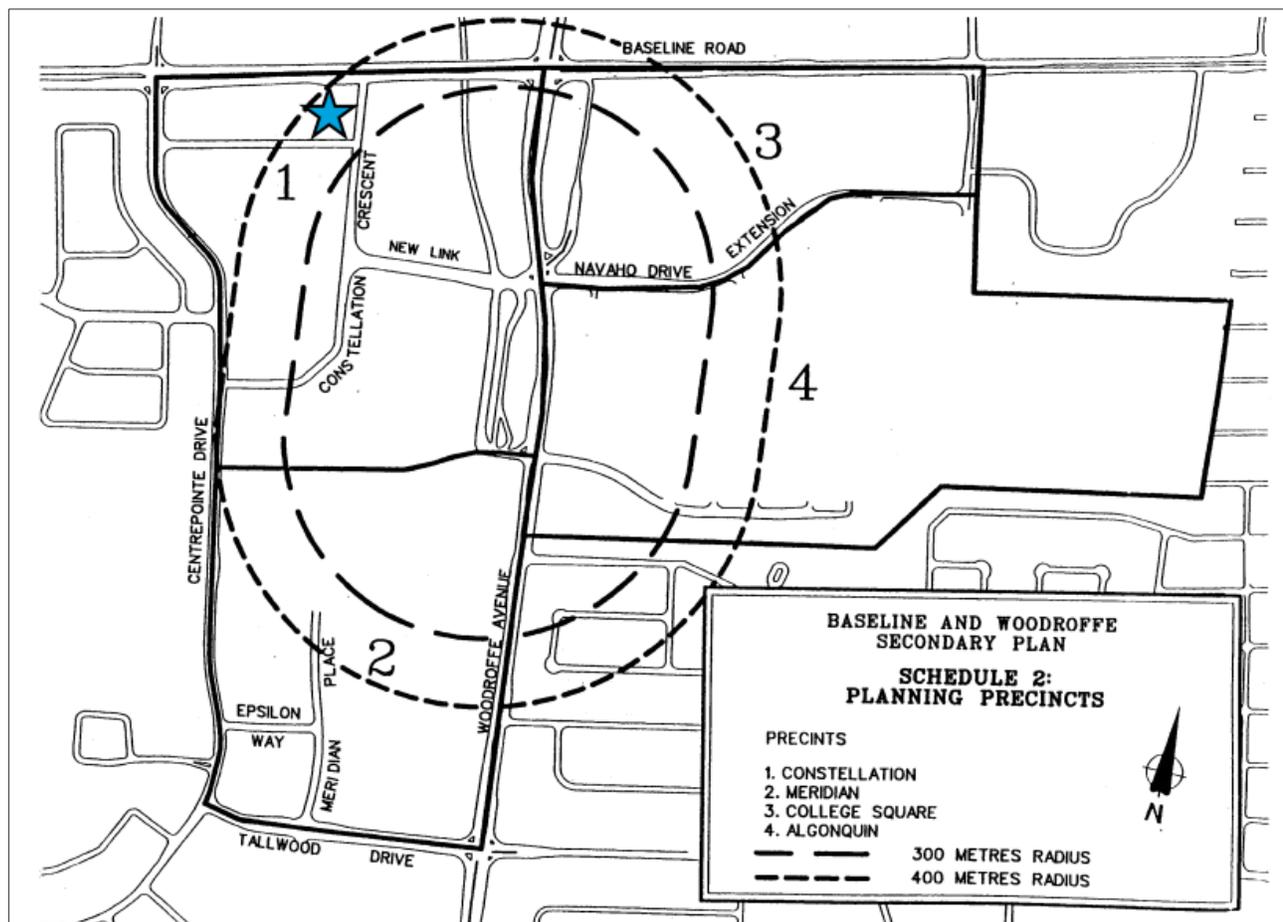


Figure 13: Schedule 2 of the Baseline and Woodroffe Secondary Plan, Planning Precincts

The Baseline and Woodroffe Secondary Plan also includes some high-level objectives (Section 2.2 of the Secondary Plan), the following of which are relevant to the proposed development:

- / To create a sense of identity and continuity through streetscaping, massing and urban design.
- / To provide opportunities for high density residential development.
- / To develop a land use pattern and transportation system that supports pedestrians, cyclists, transit, and vehicular traffic.
- / To ensure that all new developments are designed to facilitate safe and efficient pedestrian movements and to minimize on-site pedestrian/vehicle conflicts.
- / To use all appropriate aspects of traffic demand management, such as mixed land uses, reduced parking requirements and parking caps, revision of parking pricing, and subsidizing transit passes, as a tool to minimize the number of people coming to the Secondary Plan Area by private vehicles.

The Baseline Woodroffe Secondary Plan provides direction on the planning area's Transportation Systems, including the Road Network (Section 3.2.1), Transit (Section 3.2.2), Pedestrian and Cycling Network (Section 3.2.3), Parking (Section 3.2.4), Transportation Demand Management (Section 3.2.5) and Traffic and Parking (Section 3.2.6). The development proposal supports the Secondary Plan's Transportation Systems in the following manner:

-
- / Section 3.2.1 recognizes that walking, cycling, and transit shall have the first priority as part of a balanced transportation system. As a result, the proposal has been configured to support multi-modal transportation methods.
 - / Section 3.2.2 encourages establishing a sense of place near transit stations. This is accomplished through this proposal by incorporating street-fronting retail and commercial uses with active frontages into the building design.
 - / Section 3.2.3 notes that sidewalk interruptions should be minimized. The two primary abutting streets (Baseline Road and Constellation Drive) are not affected by any interruptions to the sidewalk as part of this proposal.
 - / Section 3.2.4 recognizes that vehicle parking supply is to gradually decrease as transit services are intensified. This proposal has acknowledged such a transition in the amount of parking provided. The Secondary Plan also favours below-grade parking, which comprises the majority of the parking proposed.
 - / Section 3.2.5 promotes a mix of land uses, multi-modal transportation design and a reduced supply of parking to reduce vehicle usage. The proposal supports this objective and will encourage transit and other active modes of transportation.
 - / Section 3.2.6 notes that reviewing and studying traffic impact as part of development applications will help assess overall transportation demand for the Secondary Planning Area. A Transportation Impact Assessment has been prepared in support of this application.

Overall, the proposed development is consistent with the direction of the Baseline-Woodroffe Secondary Plan.

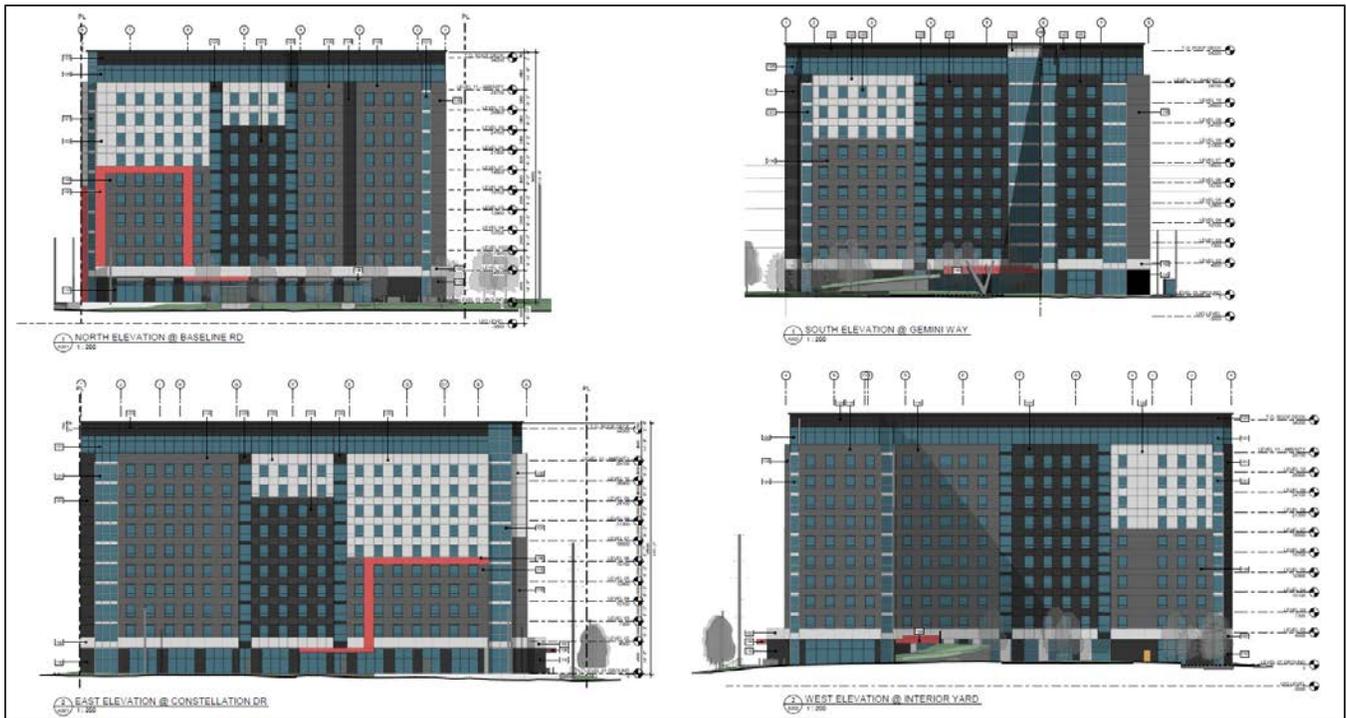


Figure 14: Proposed Building Elevations

The City of Ottawa ensures high-quality building and site design in key areas of the City through the provision of Official Plan policies and urban design guidelines. These policies and guidelines are intended to ensure compatibility with neighbouring areas, safety, functionality, flexibility, and positive aesthetics as they contribute to the identity of the City.

Policy 5 of Section 2.5.1 notes the locations designated as Design Priority Areas. This site triggers item (c); being located within a Mixed Use Centre as identified on Schedule B of the Official Plan. In Design Priority Areas, all development within and adjacent to the public realm will be reviewed for its contribution to an enhanced pedestrian environment and its response to the distinct character and unique opportunities of the area.

The City has established the Urban Design Review Panel (UDRP) as an independent advisory panel to provide object peer review of development within Design Priority Areas. The design merits of this project are indicated through a review applicable policies and guidelines noted below.

Development applications in the City of Ottawa will be evaluated according to the criteria of Section 2.5.1 – Designing Ottawa and Section 4.11 – Urban Design and Compatibility. The proposed design has been discussed as it relates to these sections below.

4.1 Compatibility (Section 2.5.1)

Section 2.5.1 of the City’s Official Plan provides guidance on how to appropriately incorporate compatible development into new building projects. Compatible development is defined in the OP as development that is not necessarily the same as or similar to existing buildings, but that enhances and coexists with existing development without undue adverse impacts. It ‘fits well’ within its physical context and ‘works well’ among those functions that surround it. The Official Plan emphasizes that the above objectives are achievable without designing a development to be the same as existing developments.

Within this section, various Design Objectives are outlined to guide development, of which the following principles are considered most applicable to the proposed development:

Define quality public and private spaces through development

The proposed building defines the street edge with a human-scaled, attractive development which frames the street corner with a contextually appropriate building setback (Figure 15). It will include street-fronting pedestrian access and no parking or automobile aisles will be provided between the building and the front/corner property lines.



Figure 15: Rendering of Proposed Baseline Street Edge

Create places that are safe, accessible and are easy to get to, and move through

Pedestrian and cyclist access is prioritized for the front accesses of the building, where there is a direct route from the sidewalk to a street-fronting entrance. Vehicle traffic and parking is routed to the rear of the site away from public view.

Ensure that new development respects the character of existing areas

The proposed building has appropriate massing and selection of materials to associate with the existing office buildings while nonetheless representing itself as a unique and attractive structure. Its balance of glazing and materials will pair favourably with the Woodline building while nonetheless showcasing contemporary architectural conventions and techniques.

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

The proposed development will be built to modern design standards and represents responsible infill development. Its proximity to the street edge promotes and supports a comfortable pedestrian and public realm. The property has been designed with strategic landscaping which will assist in offsetting the building's carbon footprint.

4.2 Urban Design and Compatibility (Section 4.11)

Compatibility is achieved through a design that appropriately addresses impacts generated by infill or intensification. Section 4.11 of the Official Plan provides criteria that can be used to objectively evaluate the compatibility of infill or intensification. The proposed development meets the compatibility objectives established in Section 4.11 in the following ways:

Traffic	A Transportation Impact Assessment was prepared by Stantec. The existing road network can adequately support the development, and the trip generation can be handled by the existing infrastructure.
Vehicular Access	The access/egress point, located on Gemini Way, is sufficiently separated from intersections without adverse impacts on adjacent properties. The parking areas, including the underground parking structure, have been designed with acceptable aisle widths to allow for safe use and vehicular movements.
Parking Requirements	A total of 69 parking spaces have been provided on-site, whereas the requirement is for 85 spaces. Given the intended demographic and excellent multi-modal transportation infrastructure, the demand for vehicle parking can nonetheless be supported on-site without a risk for overflow. Bicycle parking is two times the requirement of the by-law (72 spaces), resulting in 144 spaces in total or a 1:1 unit/parking ratio.
Outdoor Amenity Areas	The proposed development is not in close proximity to residential development (Baseline Road provides a significant buffer from the Parkway Parks development). As a result, no outdoor amenity areas are affected.
Loading Areas, Service Areas, and Outdoor Storage	A loading space is not required for this site through the by-law given its residential uses and small-sized non-residential uses. A loading area is provided for convenience purposes at the surface level. No outdoor storage is proposed.

Lighting	Lighting has been designed and will be installed to provide a safe and secure environment while meeting the City's requirements, while ensuring no undue adverse impacts on adjacent properties.
Noise and Air Quality	A Noise Impact Study was undertaken by Gradient Wind in support of the Site Plan Control application. Its conclusions and recommendations have been incorporated into the building design to reduce noise impact where possible.
Sunlight	There are no shadow impacts anticipated as a result of the proposed eleven (11) storey development. Given its position on the south side of the street and the significant right-of-way widths of both Baseline Road and Constellation Drive, this development will not negatively impact any nearby residential areas which require protection from shadows.
Microclimate	No microclimate impacts will occur as a result of the proposed development.
Supporting Neighbourhood Services	The proposed development is in close proximity to a range of existing community amenities and services in a well-established residential area and will be adequately supported by them.

The proposed development will not generate undue adverse impact on the neighbouring properties and fulfills the compatibility objectives and principles outlined in Section 2.5.1 and the criteria outlined in Section 4.11 of the City's Official Plan.

4.3 Section 4.11 as Updated by Official Plan Amendment No. 150

The changes proposed in Official Plan Amendment No. 150 include changes to Section 4.11 – Urban Design and Compatible Development. While these particular changes are still under appeal, they have been reviewed below as they reflect the most recent Council direction.

Policy 1 of the updated Section 4.11 states that a Design Brief will be required as part of a complete application and must demonstrate that the following requirements are considered with regard to a proposal where applicable. This is to be incorporated in association with other relevant Design Guidelines and policies. These have been addressed accordingly in other components of this Design Brief. The revised design requirements are discussed below:

Design Element	Proposed Development
Views 2. Enhancing the City skyline	The proposal will contribute to this intention by providing an attractive 11-storey building on an underutilized portion of an Arterial Road in a Mixed-Use Centre. A red-orange panelling accent provides a desirable incorporation of colour into the Baseline Road corridor streetscape.
3. Views of the Parliament Buildings from Beechwood Cemetery.	The proposal does not infringe on this vista.
4. Policies to protect views of the Parliament Buildings and other national symbols in the Central Area	The proposal does not infringe on the views of the Parliamentary Precinct.

<p>Building Design</p> <p>5. Compatibility of new buildings with surroundings</p> <p>6. Façade, window, and entranceway orientation are towards the street</p> <p>7. Design of major intersections</p> <p>8. Developments including loading facilities, service areas, and mechanical equipment</p>	<p>The building is compatible within the surrounding context, including existing office buildings and nearby residential areas. Further, the proposal reflects the intended development of Baseline Road.</p> <p>The building materials respect and build upon the existing context. The proportion of mid-level and upper-level glazing is comparable to the existing office development to the east, west, and south of the property. The proposed building includes light gray panelling which fits well with the westerly 1 Centrepointe building. The proposed building then transitions to darker, more contemporary panelling and incorporates a distinguishing accent of red-orange panelling.</p> <p>The massing is not out of character with the existing and planned context of Baseline Road. The adjacent westerly and easterly buildings are four (4) and eight (8) storeys respectively. Nonetheless, they are built to office specifications and therefore utilize a more significant floor-to-ceiling height resulting in a greater overall building height. Multiple high-rise buildings are slated for development at 19 Centrepointe Drive as part of an existing application to the City, which will coordinate well with the proposed structure as the area intensifies. The surrounding zoning, aside from Sir Guy Carleton Secondary School, supports heights of 34 metres which will permit buildings of comparable massing to be established in the future.</p> <p>The proposed L-shaped building strengthens the streetscape by framing both Baseline Road and Constellation Drive. At-grade retail and commercial uses with direct access to both public streets will have a positive contribution to the streetscape.</p> <p>Not applicable.</p> <p>The mechanical equipment is screened from view in the underground parking garage. The loading area cannot be seen from Baseline and Constellation frontages.</p>
<p>Massing and Scale</p> <p>9. Building massing; spacing between buildings (setbacks); and transition</p> <p>10. Provide a Shadow and/or Wind Analysis where required</p>	<p>The proposed building massing is consistent with the policies for Mixed-Use Centres by providing more compact, walkable development which incorporates ground floor commercial uses. The proposed building's frontage on three (3) public street frontages with wide ROWs provides a transitional buffer to nearby properties.</p> <p>Neither study was identified as a submission requirement by the municipality.</p>

<p>11. Transitions where building is taller than planned context</p> <p>12. Methods for addressing significant height changes: Incremental changes in building height; massing; building setbacks and stepbacks</p>	<p>The proposed building is consistent with the planned function and context of the Baseline-Woodroffe MUC and Baseline Road corridor.</p> <p>Building design includes a 2.65m stepback from the front lot line above the ground floor and an additional 2.075m stepback at the top floor, thereby reducing the upper-level floorplate. This building articulation will help to reduce any perceived impacts and will provide visual interest at the top of the building.</p>
<p>High-Rise Buildings</p> <p>13. Use of a podium and tower floorplate</p> <p>14(a). Tower separation</p> <p>14(b). Limitations for floor plates</p>	<p>The irregular L-shaped parcel allows for the massing to take the form of a “bar building” more in line with a mid-rise built form. Through the use of color and materiality, the proposal breaks up the building to help create a building podium with retail and commercial uses.</p> <p>The building is located strategically to ensure separation from future tower development on nearby parcels.</p> <p>The proposed building is appropriately oriented towards the street and includes a sufficient building separation and setbacks required to support its proposed floor plate of 1,564m². This building orientation is reflective of the existing and intended local built form, rather than a tower with a smaller floorplate.</p>
<p>Outdoor Amenity Areas</p> <p>15. Minimize undesirable impacts on the existing private outdoor amenity spaces</p> <p>16. Residential proposals should include well-designed, usable amenity areas that meet the Zoning By-Law Requirements.</p>	<p>Impacts have been minimized through building articulation, massing, and the use of materials. The immediate area will not be adversely affected by this development proposal.</p> <p>The proposed building includes well-designed, usable 1,091m² amenity space located on the top floor of the building. This amenity area has been conceived to provide ample space for residents.</p>
<p>Public Art</p> <p>17. High rise buildings are encouraged to include public art.</p>	<p>This design element is not relevant to this development proposal.</p>
<p>Design Priority Areas</p> <p>18(a). First storey should be taller in height.</p> <p>18(b). Locate front building facades parallel to street</p> <p>18(c). Include transparent windows at grade</p> <p>18(d). Use architectural treatments to soften public realm</p> <p>18(e). Provide sufficient lighting sources for public uses</p>	<p>Reflected in design.</p>

<p>18(f). Use façade treatments to provide visual interest 18(g). Signage should contribute to character of area</p> <p>19. Portion of development impacting public realm should incorporate: 19(a). weather protection elements 19(b). landscaping 19(c). enhanced pedestrian surfaces 19(d). coordinated furnishings and utilities 19(e). memorials and public art</p> <p>20. Massing and scale of development will define and enclose public spaces</p>	<p>Signage not presently contemplated.</p> <p>These measures have been included where possible; including canopies at the first storey.</p> <p>Proposal is supportive in defining and enclosing the surrounding area by framing the street edge and providing visual interest from the public realm.</p> <p>The massing and scale of the proposal will help define the public realm along the three (3) frontages (Gemini Way, Constellation Drive and Baseline Road).</p>
<p>First Nations Peoples Design Interests 22. (Not applicable)</p>	<p>Not an identified area of First Nations interest.</p>

The proposed development will not generate undue adverse impact on the neighbouring properties and fulfills the compatibility criteria outlined in Section 4.11 as updated by OPA No. 150.

4.4 Urban Design Guidelines for High-Rise Housing

The Urban Design Guidelines for High-Rise Housing deal with seven elements of design: Context; Built Form; Pedestrian and Public Realm; Open Space and Amenities; Environmental Considerations; Site Circulation and Parking; and Services and Utilities. Not every guideline will apply to every development and as such, the intent is not to use the guidelines as a checklist but to demonstrate a general adherence to the design direction provided in these documents.

The proposed development meets the following applicable design guidelines, among others:

- / **Guideline 1b:**
 - Reinforces a pattern of development blocks, street edges and site circulation that defines a public realm of street and open spaces and reflects or integrates the surrounding street pattern;
 - Uses proportions, rhythm, and height of the building to define relationships to other buildings;
 - Provides direct links to public transit, sidewalks and streets;
 - Creates transitions that integrate the new urban fabric with areas of established fabric.
- / **Guideline 5:** Creates a sense of transition between high-rise building and existing adjacent lower-profile areas through location and orientation of the building base and tower;
- / **Guideline 6:** Distributes the building form and massing in a manner appropriate to the Baseline Road scale;
- / **Guideline 12:** Proposes a form and massing which responds to the planned function of the area and the site's characteristics and context;
- / **Guideline 13:** Uses a design for the lower portion of the building that supports human-scaled streetscapes and quality pedestrian environments;
- / **Guideline 14:** Uses clear windows and doors to make the pedestrian level façade transparent and accessible;

- / **Guideline 16:** Locates clear glazing to provide visual interest toward interior activity which enhances the buildings relationship to the public realm;
- / **Guideline 17:** The pedestrian entrances are at-grade and directly accessible, clear, prominent, weather-protected with a canopy and directly linked to the sidewalk.
- / **Guideline 18:** Provides an architecturally detailed façade with no blank or featureless sides;
- / **Guideline 19:** Breaks up the overall bulk of the proposed development buildings into smaller segments through architectural detailing including changes of material and colour, contributing to a more slender appearing building;
- / **Guideline 20:** Creates separation for light, solar exposure, views, and privacy, by staggering the exterior walls of the addition;
- / **Guideline 31:** Provides views from the dwelling units to the streets and open space allowing visual surveillance and neighbourliness;
- / **Guideline 32:** Protects pedestrians from wind, rain, snow and intense sun canopies to moderate the microclimate and facilitate year-round use.
- / **Guideline 53:** The public sidewalk is continuous and vehicles do not interfere with pedestrian priority.
- / **Guideline 56:** Locates the majority of parking and service areas underground;
- / **Guideline 58:** Locates and designs garage entry so as not to detract from the streetscape and avoids conflicts between vehicles and pedestrians;
- / **Guideline 62:** Locates utilities and services within the building and away from public view and public areas.

The proposed development generally meets the design direction provided in the Guidelines for High-Rise Housing.

4.4.1 Council-approved Urban Design Guidelines for High-Rise Buildings

The City recently completed a study with the intention of updating the above-noted guidelines. The revised guidelines act to implement the High-Rise building policies currently under appeal within Official Plan Amendment #150. City Council voted in favour of these guidelines on May 23, 2018. They are still subject to an appeal period and an approval process for the associated zoning by-law amendment. The guidelines have been discussed below for reference and are summarized below as they pertain to the subject proposal.

1 - Context

- / No views or vistas will be affected by this proposal, as the proposal is not located downtown district or within the Parliamentary Precinct.
- / The newly Council-approved guidelines require distinguishing between landmark and background buildings. The proposed building can be considered as a background building given that it respects and enhances the existing context and built form without dominating it.
- / A transition to lower-profile development is facilitated through building separation and orientation.
- / The subject property is significantly above the recommended minimum lot area of 1,150m² for a corner lot.
- / There are no nearby heritage assets to consider in proximity to this development.

2 – Built Form

- / The proposed building has been designed with a distinctive base, middle, and top through use of materials including a high amount of glazing.
- / The proposed building is considered a bar building. It is oriented to frame the street corner at a significant intersection. Consistent with the guidelines, it is less than 12 storeys in height, contributing to the envisioned massing for the Arterial Mainstreet corridor.
- / The base of the proposed building is appropriately dimensioned given the width of the existing ROWs.
- / The ground floor of the base has been designed to be animated and highly transparent.
- / The middle section will minimize shadow and wind impacts while providing an appropriate fenestration pattern and other architectural considerations.
- / The top section of the proposed building will integrate the mechanical penthouse into the building.

- / As a residential proposal in an area outside the downtown, no exterior illumination of the building features is proposed.

3- Pedestrian Realm

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

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

4.5 Transit-Oriented Development Guidelines

The purpose of the Transit-Oriented Development (TOD) guidelines are to provide guidance in achieving well-designed and successful Transit-Oriented Development. It contemplates Land Use, Layout, Built Form, Pedestrians & Cyclists, Vehicles & Parking, and Streetscape & Environment as they can be implemented to create transit-supportive development.

The proposed development meets the following applicable design guidelines, among others:

- / **Guideline 1:** Transit-supportive land uses, in the form of high density residential, are proposed for this site.
- / **Guideline 2:** The applicant is proposing transit-supportive land uses.
- / **Guideline 7:** The proposed building is located close to the front lot line for direct and safe pedestrian access.
- / **Guideline 14:** Architectural variety is provided at the lower storeys to provide visual interest to pedestrians.
- / **Guideline 15:** Clear windows and doors are proposed for the pedestrian level to provide ease of entrance, visual interest, and increased security.
- / **Guideline 28:** Ground floors will be designed to be appealing to pedestrians with retail and service uses.
- / **Guideline 29:** Convenient bicycle parking will be provided close to building entrances and in the underground parking structure.
- / **Guideline 35:** No parking is provided between the front/corner of the building and the public right-of-way.
- / **Guideline 39:** Parking is predominantly located underground.
- / **Guideline 43:** Loading areas are located away from public view.

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



Figure 16: Site Zoning

The subject property is located within the Mixed-Use Centre Zone, limited to 2.0 Floor Space Index and 34 metre building height – MC F(2.0) H(34). The purpose of the MC zone is as follows:

- (1) Ensure that the areas designated Mixed-Use Centres in the Official Plan...accommodate a combination of transit-supportive uses such as offices, secondary and post secondary schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, day care centres, retail uses, entertainment uses, service uses such as restaurants and personal service businesses, and high- and medium-density residential uses;
- (2) allow the permitted uses in a compact and pedestrian-oriented built form in mixed-use buildings or side by side in separate buildings; and,
- (3) impose development standards that ensure medium to high profile development while minimizing its impact on surrounding residential areas.

The proposed development is consistent with these intentions and reflects appropriate development for this area.

The permitted uses in the MC zone are exhaustive, including a wide range of commercial/service uses in addition to numerous residential uses including the intended dwelling units and retail/commercial uses.

The proposed development is evaluated in reference to the requirements of the MC zone in the table below. Performance standards highlighted in blue are required to be amended through the implementing Minor Zoning-By-law Amendment application:

Zoning Mechanism	Requirement	Provided
Lot Area (min)	No minimum	3,049.3 m ²
Lot Width (min)	No minimum	53.8 metres
Front and Corner Side Yard Setback (minimum)	Abutting the Rapid Transit Corridor: 2m Other Cases: No minimum	3.3 metres
Interior Side Yard Setback (minimum)	Abutting the Rapid Transit Corridor: 2m Other Cases: No minimum	0 metres
Rear Yard Setback (minimum)	Abutting the Rapid Transit Corridor: 2m Other Cases: No minimum	0 metres
Floor Space Index (maximum)	2.0	4.86
Building Height (minimum)	Within 400m of a rapid transit station: 6.7m Other Cases: No minimum	34.95 metres
Building Height (maximum)	34m	34.95 metres
Width of Landscaped Area (minimum)	No minimum, except that where a yard is provided and not used for required driveways, aisles, parking, loading spaces or outdoor commercial patio, the whole yard must be landscaped	Complies
Residential Parking (minimum)	Schedule 361; Sec. 101(7)(c)(ii) 0.5 spaces / dwelling unit	Residential: 72 required; 59 provided (0.48/du)
Residential Parking (maximum)	Area C (Schedule 1) 1.75 per dwelling unit (combined total of resident and visitor parking)	Visitor: 13 required; 10 provided (0.07/du)
Visitor Parking (minimum)	Area Z (Schedule 1A) No parking for the first 12 units. 0.1 spaces per dwelling unit to a maximum of 30 spaces	Retail: 0 required; 0 provided
Commercial / Retail Parking (minimum)	Commercial Unit #1 (0 required for Mixed Use <1,500m ² , Sec. 101(4)(d)) Commercial Unit #2 (0 required for Mixed Use <1,500m ² , Sec. 101(4)(d))	Total: 85 required; 69 provided (8 surface; 61 underground)
Bicycle Parking	Mid-high rise apartment building: 0.5 per dwelling unit	72 required; 144 provided
Amenity Area	6m ² per dwelling unit (50% of total required area must be communal):	A communal amenity area of 1,091m ² is provided.

	864m ² required, at least 432m ² communal	
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5.2 Zoning By-law Amendment Discussion

The proposal does not comply with the requirements for Building Height, Floor Space Index, and Vehicular Parking. The increase in building height is nominal, reflecting a 2.9% increase to help facilitate challenges arising from site grading and rooftop design, specifically the integration of a high-quality amenity area on the eleventh floor. In addition, the retail/commercial uses at grade require a higher floor-to-ceiling height (4.5m), further requiring a slight increase in the overall building height.

Developing the proposed building of the relative height supported by the as-of-right zoning cannot be achieved while respecting the 2.0 Floor Space Index. Given the proposed building footprint, adherence to the existing FSI would constrain the proposal to approximately 4.5 storeys. A development of this scale is not reflective of the planned function and existing built form of the area, as identified by the Official and Secondary Plan policies.

It is important to highlight that amending the 2.0 FSI is a ‘clean-up’ of the zoning that existed and carried over as a result of the City’s sale to the proponent. Lastly, consultation with City Staff indicated their support the requested change to the regulatory framework applicable to the subject property.

The challenge associated with the as-of-right zoning is that the FSI is disproportionate to the permitted building height. A 34m (11-storey) building on this site with an FSI of 2.0 would have an average floorplate of 554m², which would be irregular and inappropriate for the planned function and existing context. Therefore, the intent of the Minor Zoning By-law Amendment is to adjust the height to address technical challenges, and subsequently remove the FSI to permit a viable structure at the envisioned planned function, including building height, for the lands.

The relief for parking can be justified by the targeted demographic, the proximity to transit, and the zoning context for Mixed-Use Centres elsewhere in the City. In the following table, the proposal is compared to recent student housing developments located in other parts of the City:

Project	Parking	Unit Count	Bedroom Count	Parking Rate (Units)	Parking Rate (Bedrooms)	Distance to Rapid Transit	Distance to Campus
45 Mann	59	120	385	0.49	0.15	600m	100m
87 Mann	10	58	58	0.17	0.17	600m	380m
101 / 105 Champagne	120	540	1000	0.22	0.12	300m	2km
Laurier / Friel	63	180	450 / 495	0.35	0.14 / 0.127	700m	400m
256 Rideau	14	275	458	0.05	0.03	380m	400m
774 Bronson	38	172	308	0.22	0.123	725m	1km
2140 Baseline	69	144	414	0.41	0.167	500m	500m

As shown in this table, the proposed development achieves comparable parking rates to other recently approved student housing developments within the City. While deficient of the by-law requirements, the parking

proposed for this site is greater than the multiple examples in both overall quantity of parking and in unit/bedroom ratios.

It should also be noted that the Baseline-Woodroffe Mixed-Use Centre is unique in that it is exempt from the latest changes to the parking requirements as set out by the City (By-law 2016-249). Mixed-Use Centres located elsewhere in the City are subject to Area Z performance standards, which would require no off-street tenant parking for a similar proposal. Given the site context, including its proximity to the College and future LRT Station, a reduction in parking rate from 0.5 to 0.41 is reasonable and appropriate, in light of the City's push for intensification near rapid transit stations. The proposed development will double the By-law's minimum bicycle parking requirement which will in turn reflect the site's demographic and proximity to the City's and NCC pathway network.

5.2.1 Proposed Zoning By-law Amendment

The property is currently zoned MC F(2.0) H(34). The following is an inventory of revised zoning provisions.

I - Exception Number	II - Applicable Zones	III - Additional Land Uses Permitted	IV - Land Uses Prohibited	V - Provisions
XXXX (By-law 2018-XX)	MC [XXXX]	None	None	<ul style="list-style-type: none"> <li data-bbox="1105 863 1466 926">/ The maximum building height shall be 35 metres; <li data-bbox="1105 926 1466 1020">/ The minimum residential parking rate for this site shall be 0.47/du; <li data-bbox="1105 1020 1466 1115">/ The minimum visitor parking rate for this site shall be 0.06/du; <li data-bbox="1105 1115 1466 1209">/ The maximum Floor Space Index (FSI) does not apply.

6.0 CONCLUSION

The proposed Site Plan and Minor Zoning By-law Amendment are consistent with the Provincial Policy Statement, conform to the policy direction of the Official Plan and the direction of the Baseline and Woodroffe Secondary Plan, and, aside from the minor zoning deficiencies, meets the intent of the City's comprehensive Zoning By-law (2008-250). In our opinion, the proposed development represents good planning and is in the public interest.

Please do not hesitate to contact the undersigned should have any questions, or require additional information. Please advise us in writing of the timelines for the technical circulation of the application materials at your earliest convenience.



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Planner



Matthew McElligott, MCIP, RPP
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