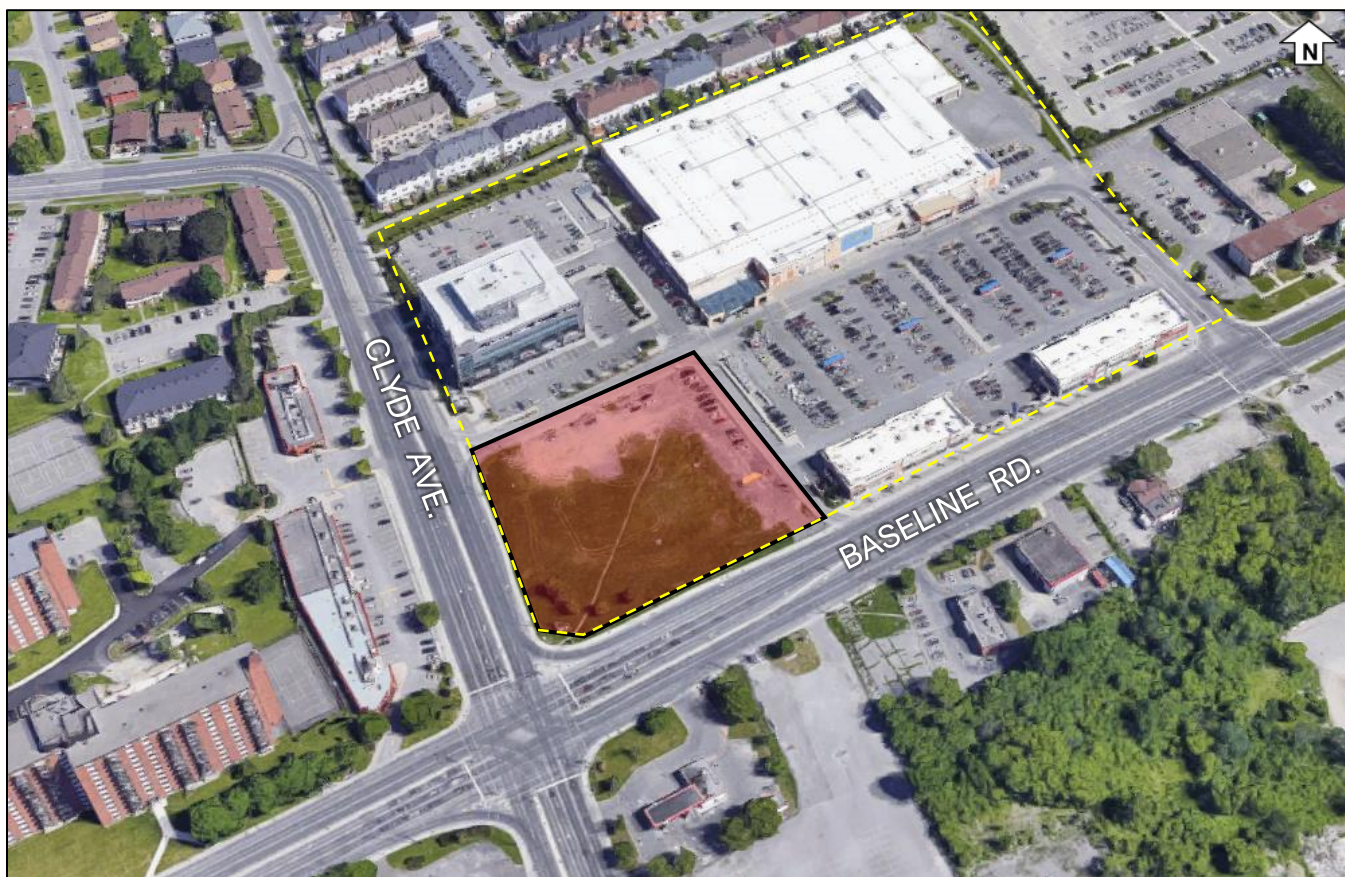




# APPLICATION FOR SITE PLAN CONTROL



## PLANNING RATIONALE | 1357 Baseline Road



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# 1. OVERVIEW

## 1.1 SITE PLAN CONTROL

Lloyd Phillips & Associates Ltd. (LPA) is the planning consultant and authorized agent for Groupe Selection Développement Hors Québec Inc. (referred to herein as Groupe Selection) and Calloway REIT (Ottawa Laurentian) Inc. (referred to herein as SmartCentres).

Our clients have entered into a joint venture to introduce a mixed-use development on the last remaining vacant portion of land at the property known municipally as 1357 Baseline Road. This portion of land is located at the southwest corner of the property and is referred to herein as the subject site. The remainder of the property has been built-out over the last decade through phased redevelopment with the intent that the subject site would be developed as the third and final phase for the property.

The proposed mixed-use development requires an application for Site Plan Control, and this report represents the planning rationale component of the submission requirements for a complete application to the City of Ottawa.

## 1.2 CONSENT APPLICATIONS

LPA is also the planning consultant and authorized agent for the current owners of 1357 Baseline Road with respect to Planning Act consents for the property that were granted by the Committee of Adjustment on November 20<sup>th</sup>, 2019 (Application File Numbers B-00337 & B-00338).

The granted consents are for the purpose of severing the subject site from the remainder of the built-out property, and to establish reciprocal easements over the internal drive aisles that bound the subject site to the north and east. These easements will permit shared access between the severed (subject site) and retained (existing development) lands.

Once the severance is perfected, it will allow for the subject site to be transferred to the intended future ownership structure that is proposing the development of the vacant corner lands (Calloway REIT and Groupe Selection). As noted in the written Decision by the Committee of Adjustment, the subject site is to be known as 1405 Baseline Road.

The conditions of the approved consent are currently being cleared.

### **1.3 PROPOSED DEVELOPMENT**

The proposal is for a mixed-use development consisting of a retirement home use and various non-residential uses. The proposed building has been designed to consist of two high-rise towers and a podium. The non-residential uses will be fronting Baseline Road within the ground-floor podium, and will consist of permitted retail uses. The remainder of the podium will consist of ancillary uses, amenity area, and common space shared between the two retirement home towers, which have been designed to market towards two different retirement demographics, one for younger retirees and empty nesters (west tower), and the other for older retirees who may require additional support care and services (east tower).

The intent is for the proposal to be fully compliant with the Official Plan and Zoning By-law 2008-250, with the exception of certain provisions that are intended to be addressed through a separate application to the Committee of Adjustment for zoning relief following the first round of circulation comments on the Site Plan Control application.

## **2. CONTEXT**

### **2.1 SURROUNDING CONTEXT**

The property is located within Ward 16 – River, and is bound to the west by Ward 8 – College, and to the south by Ward 9 – Knoxdale-Merivale. Specifically, the property is located within the City’s Urban Policy Area at the northeast quadrant of the Baseline Road and Clyde Avenue intersection. A mix of residential and non-residential Arterial Mainstreet uses exist along this intersection and in all directions surrounding it.

The property is centrally located within the City, and is in proximity to a number of arterial and regional roadways with significant roles as part of the City’s transportation infrastructure (i.e., Highway 417, Highway 416, Woodroffe Avenue, Carling Avenue, Hunt Club Road, Baseline / Heron Road, Maitland / Clyde / Merivale Road, etc.).



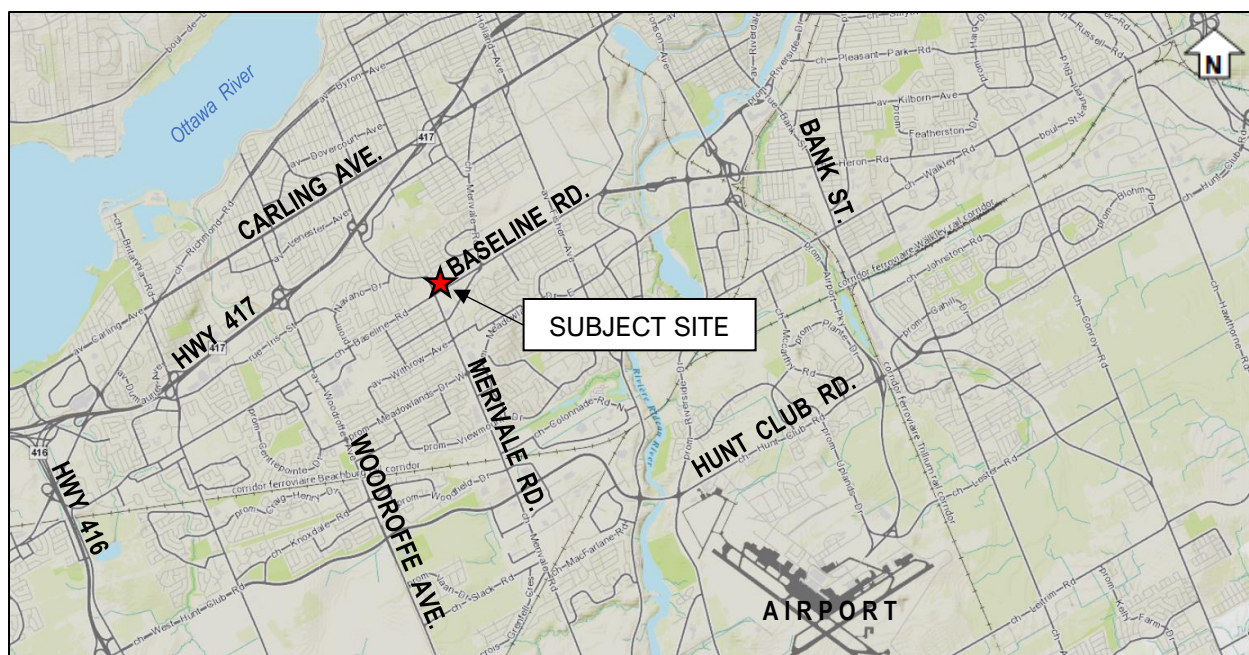


Figure 1. Location Plan

The land uses and tenants immediately surrounding the property consist of the following:

- NORTH: Low-rise residential development
- EAST: Office (Scouts Canada, Federal Government)
- SOUTH: Arterial Mainstreet uses (Petro Canada, Mr. Lube, future Dymon Storage, Tim Hortons, Midas, Green Papaya)
- WEST: Arterial Mainstreet uses (Manor Garden condos, Burger King, Pharmasave, Freedom Mobile, Eazy Cash, Quickie, Chiquicuts, Luxe, Maestro Barbershop, Clyde Prosthodontics, Metropolitan Dental)

We also note to the south-west, there are existing high-rise apartment buildings on the north side of Baseline Road

## 2.2 PROPERTY CONTEXT

The property is a large rectangle-shaped parcel consisting of shopping centre and arterial mainstreet uses (i.e., Wal-Mart, Stantec Consulting, Thai Express, Ren's Pets, Zaky Grill & Broast, Bai Du Pan Asian Cuisine Grill, Mucho Burrito, Second Cup, Sally Beauty Salon, Nice One Nails, Baseline Family Dental, Super Cuts, CIBC). The property is described by the following details:

- Legal Des.: PART OF LOT N, CONCESSION A, RIDEAU FRONT, NEPEAN, PARTS 1 AND 2 PLAN 4R21712 EXCEPT PARTS 1, 2, 3 AND 4 PLAN 4R24785
- PIN(s): 039981884 & 039981886
- Easement(s): Instrument Numbers OC1137532 & OC1186456

Area: 59,723.1 m<sup>2</sup> (14.7 ac)  
Frontage: 275.74 m (Baseline), 221.26 m (Clyde)

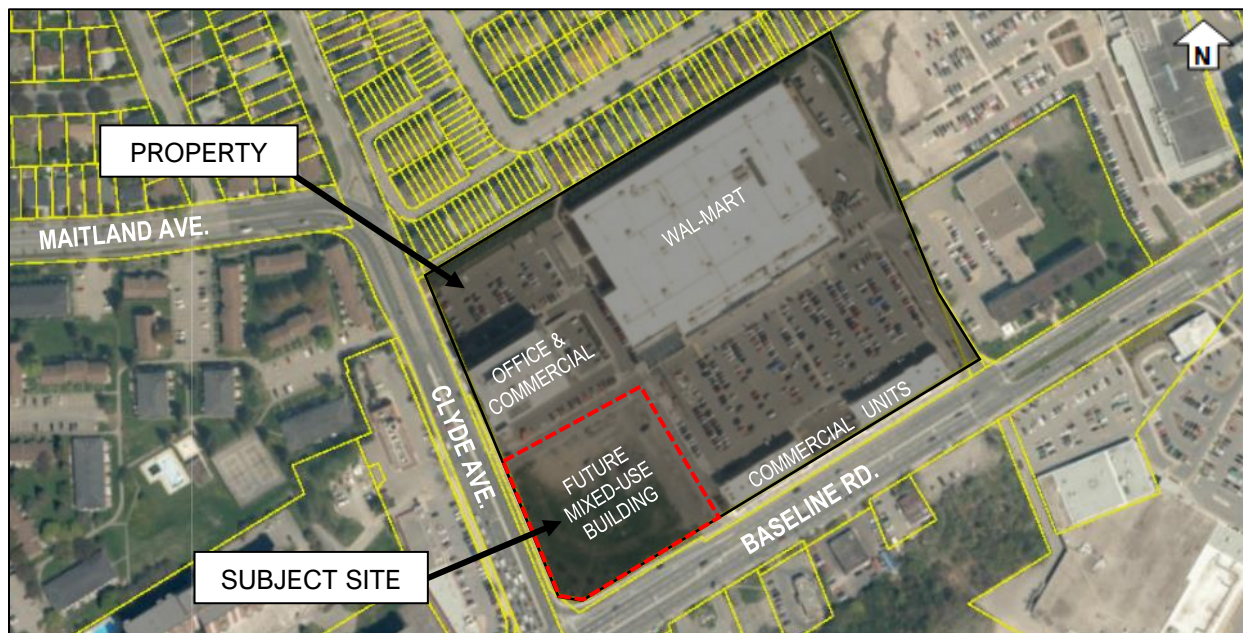


Figure 2. Property Context

## 2.3 SITE CONTEXT

The subject site is bound by Baseline Road and Clyde Avenue to the south and west respectively, and by internal drive aisles to the north and east. There are no buildings or vegetation on the site, with the exception of five trees on the southwest corner, all of which are to be removed as part of the development.

The grade of the site slopes in a general southwest direction towards the intersection of Baseline Road and Clyde Avenue, with the highest elevation on the site being along its easterly boundary.

The site has an approximate area of 9,120.7 m<sup>2</sup> (2.2 ac) and contains 94.5 m of frontage on Baseline Road and 101.01 m of frontage on Clyde Avenue.



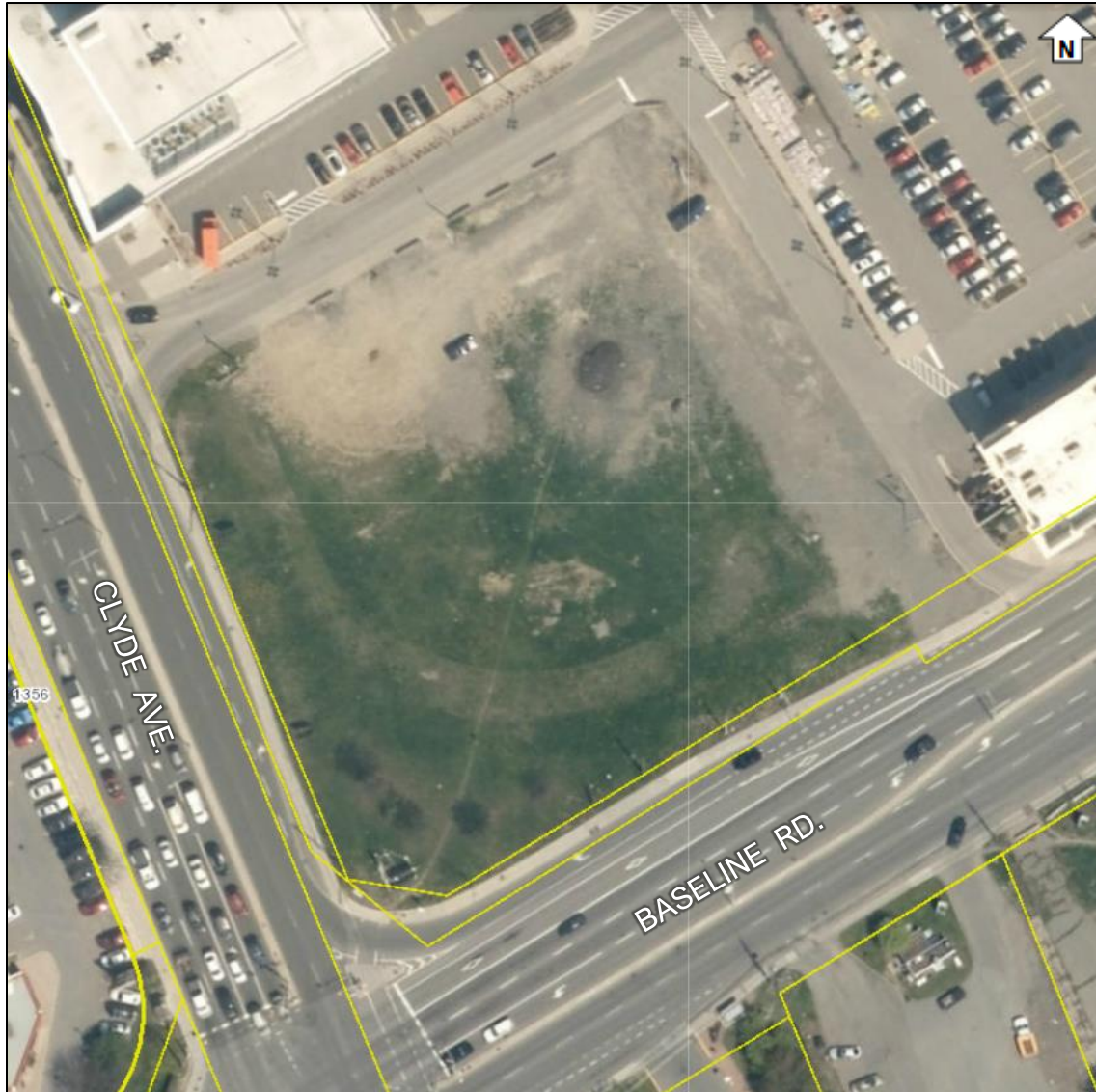


Figure 3. Site context (2017 City of Ottawa aerial imagery)





Figure 4. Google Streetview context





Figure 5. Google Earth renders

### 3. PROPOSED DEVELOPMENT

The proposed development is for a mixed-use building of primarily retirement home use, which consists of a single podium and two towers that disconnect from a u-shape after the fifth storey. Both towers will be 15 storeys in height (different measured heights), with the westerly tower intended for independent retirement living, and the easterly tower intended for a retirement lifestyle requiring a higher level of service. The portion that connects the towers up until the fifth storey will be associated with the easterly tower, with respect to internal functionality.

The ground floor of the podium will contain a mix of residential and non-residential uses, with the residential components consisting primarily of lobbies, dining, amenity area, and various ancillary uses which are associated with and to be shared between the retirement towers. The remaining podium space will be allocated towards service and utility space, internalized parking, and purpose-built commercial units facing Baseline Road.

The podium rooftop will contain a large open-space courtyard associated with the retirement towers. The courtyard will be bound along the north, east, and west by the towers, and will be fully exposed to the south towards Baseline Road. Extensive amenity area and landscape programming has been prepared for this area, as demonstrated by the submitted landscape plan.

Figures 6 to 8 provide extracts of the proposed site plan and building renders, whereas the below table outlines the development statistics.

*Table 1. Proposed development statistics*

USE (Mixed-use Building)	GFA	UNITS	PROVIDED PARKING STALLS (detailed analysis provided in Section 7)			
			Regular	Accessible	Bicycle	Loading
Retirement Home	24,697.4 m <sup>2</sup>	374 Dwelling Units	287 + 37 visitor	9	156	1
Residential Care Facility (≤ 25% of the total retirement home GFA)	1,055.2 m <sup>2</sup>	28 Rooming Units				
Ancillary health, personal service, and recreational services	226.6 m <sup>2</sup>	NA				
Commercial (i.e., retail store)	548.3 m <sup>2</sup>	3 Commercial Units				
TOTAL	26,527.5 m <sup>2</sup>	<ul style="list-style-type: none"> <li>374 Dwelling Units</li> <li>28 Rooming Units</li> <li>Ancillary uses to a retirement home</li> <li>3 Commercial Units</li> </ul>				



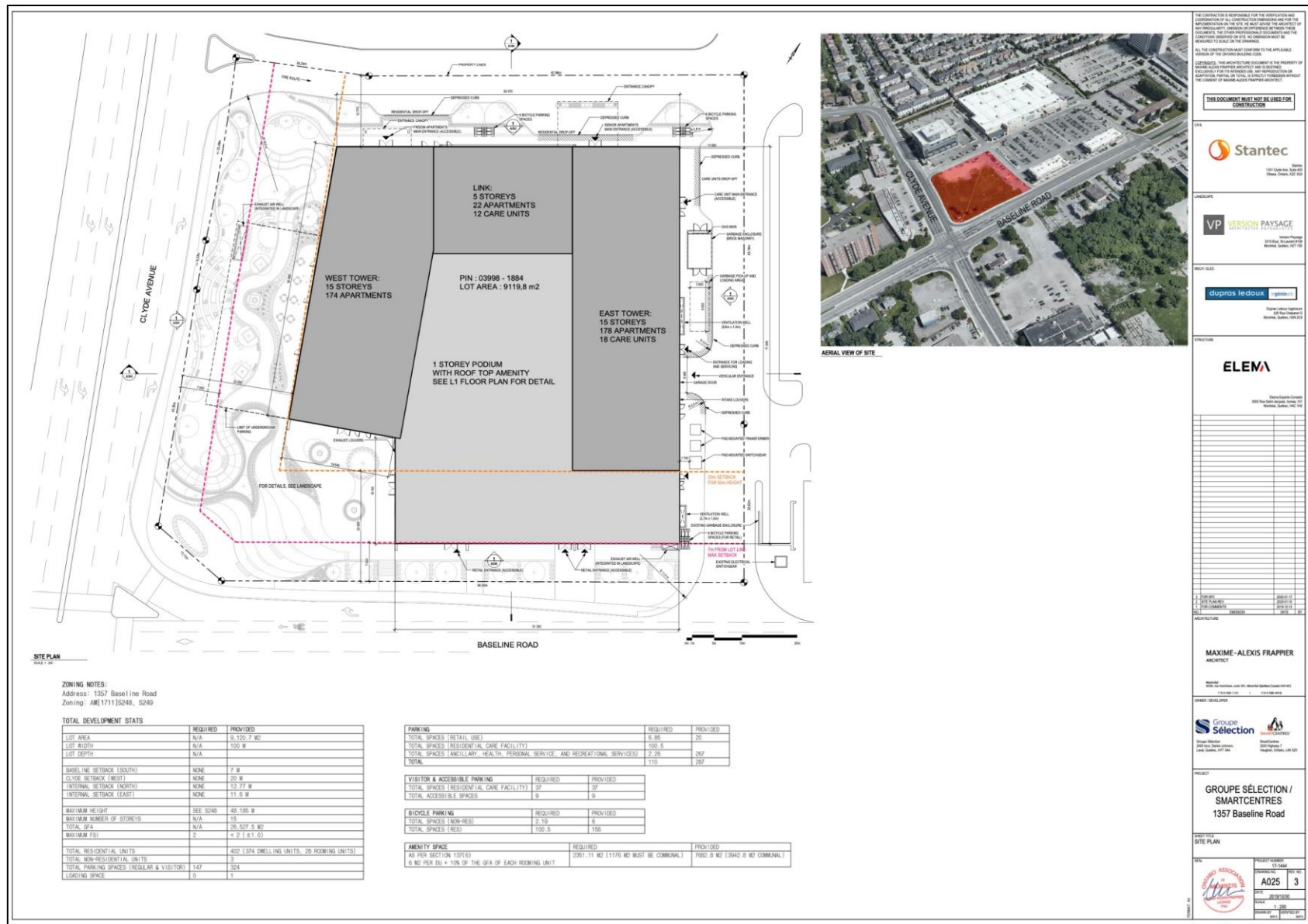


Figure 6. Site Plan





*Figure 7. Street Level Visualization*

## 4. PROVINCIAL POLICY STATEMENT 2014

The Provincial Policy Statement (PPS) provides policy direction on planning matters for the Province of Ontario. Decisions affecting all planning matters shall be consistent with the policies of the PPS.

The proposed mixed-use development will be situated in a built-up urban area that consists of commercial, service, office, residential, and open space type uses. The proposed development will infill the last remaining vacant portion of land on the property, will animate a high-traffic intersection, will diversify local rental options, and will provide opportunity for seniors to age within a community well-served by essential amenities (i.e., shopping centre type uses, personal service establishments, greenspace and recreational uses, public transit infrastructure, etc.).

Section 1.1.1 of the PPS sets out the criteria whereby healthy, livable, and safe communities are sustained. In short, these are: to promote efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long turn; avoiding development and land use patterns which may cause environmental or public health and safety concerns; promote cost-effective development patterns; improve accessibility for persons with disabilities and older persons by identifying, preventing, and removing land use barriers which restrict their full participation in society; ensuring there is necessary infrastructure; and, promoting development and land use patterns that conserve biodiversity.

Section 1.4.1 of the PPS states that planning authorities shall provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area, and that such housing types and densities be directed towards lands that are suitably zoned and serviced to accommodate them.

Section 1.6.6 of the PPS states that planning for sewage and water services shall direct and accommodate expected growth or development in a manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services.

Section 1.6.8.1 of the PPS states that Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs.

Section 1.6.8.3 of the PPS states that Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified. New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.

Section 1.7.1 of the PPS states that long-term economic prosperity should be supported by: promoting opportunities for economic development and community investment-readiness; [...] and, where possible, enhancing the vitality and viability of downtowns and mainstreets; [...].

The proposed development is consistent with and supportive of the above policy statements that aim to achieve healthy and sustainable communities. A range of benefits arise from locating high-density residential uses within mixed-use areas, such as:

- Encourages healthy modes of transportation and a reduction in personal vehicle trips given the abundance of commercial and service related establishments within proximity to the development;
- Supports the viability of surrounding uses by expanding the local consumer base;
- Contributes to the notion of an efficient and compatible complete community by having the site evolve from being primarily destination-based (employment and commercial) to also origin-based (residential);

Integrating a serviceable mixed-use development at the intersection of two Arterial Mainstreets will go a long way in diversifying this large node of primarily retail and commercial uses, which will serve to provide benefits such as:

- appropriate transition of uses and building mass towards the low-density residential development that exists to the north of 1357 Baseline Road;
- provision of housing to meet the demands of an aging population;
- provision of new employment opportunities (full and part time positions);
- improved accessibility for older persons;
- contributing to an appropriate supply and mix of retirement rental options;
- supporting the City's objectives for well-designed intensification in Target Areas, especially those supported by higher-level public transit options (i.e., future Baseline Bus Rapid Transit Corridor)

The proposed development will introduce a desirable symbiotic relationship that, among other benefits, will contribute to housing stability and economic vitality. For these reasons, and the ones noted above, the proposed mixed-use development is consistent with the policies of the PPS 2014.

## 5. OFFICIAL PLAN REVIEW

Schedule B of the City of Ottawa Official Plan designates the property at 1357 Baseline Road as Arterial Mainstreet, as shown below in Figure 8.

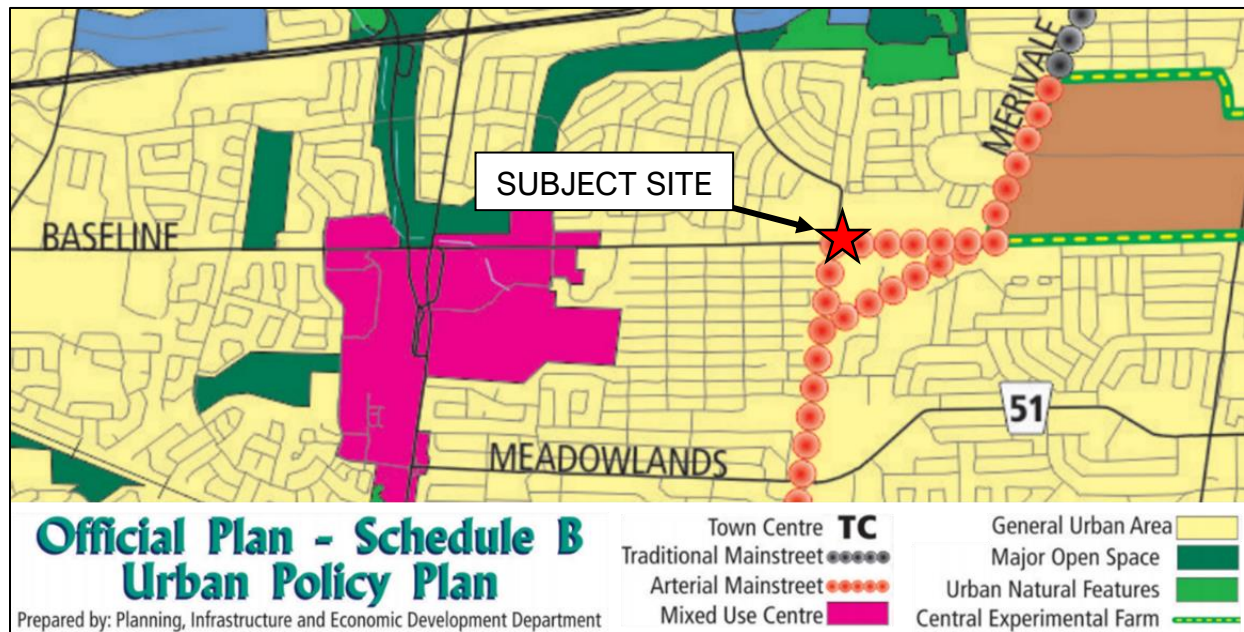


Figure 8. Excerpt of Schedule B of the Official Plan

### 5.1 SECTION 3.6.3 – MAINSTREETS

Section 3.6.3 of the Official Plan provides policy direction for Arterial Mainstreets, and provides the following description for this designation:

“The Mainstreet designations identify streets that offer significant opportunities for intensification through medium-density and mixed-use development, along streets that are Transit Priority Corridors or are well-served by transit. [...]

Focusing intensification on Mainstreets allows for less disruption and more convenient services for adjacent communities and more efficient use of transit. The objective of the Mainstreet designation is to encourage more dense and mixed-use development that supports, and is supported by, increased walking, cycling and transit use.

Intensification is most likely to occur over time through the redevelopment of sites such as vacant lots, aging strip malls, and former automobile sales lots, parking lots and gas stations, as well as through additions to existing buildings.”



The general character of the Arterial Mainstreet designation is described in Section 3.6.3 of the Official Plan, and summarized below as such:

- being built after 1945;
- having larger lots and buildings;
- displaying varied setbacks;
- having lower densities;
- being primarily automobile-oriented;
- typically, four or more traffic lanes; and,
- having large parking areas separating predominantly large commercial and retail buildings from the street.

A wide range of uses and densities are permitted in the Arterial Mainstreet designation, including the proposed mixed-use building. The below policies from Section 3.6.3 are particularly relevant to the proposed development, as they speak to the intent for Arterial Mainstreet developments to support multi-modal connectivity, high-quality urban design (i.e., landscaping, amenities, and the public realm), and appropriate building relationships to the street. These policies are further detailed in Sections 2.5.1 and 4.11 of the Official Plan, which speak to the compatibility of new development.

#### Policies

1. [...] [Arterial Mainstreet] are planned to provide a mix of uses and have the potential to evolve, over time, into more compact, pedestrian-oriented and transit friendly places. To facilitate this evolution, the zoning by-law may define the portion of the street frontage of an Arterial Mainstreet to be occupied by buildings located at or set back minimally from the sidewalk. Both Traditional and Arterial Mainstreets will fulfill and take advantage of their multi-modal transportation corridor function. [...]
5. A broad range of uses is permitted on Traditional and Arterial Mainstreets, including retail and service commercial uses, offices, residential and institutional uses. Uses may be mixed in individual buildings or occur side by side in separate buildings. [...]
10. Redevelopment and infill are encouraged on Traditional and Arterial Mainstreets in order to optimize the use of land through intensification, in a building format that encloses and defines the street edge with active frontages that provide direct pedestrian access to the sidewalk.
12. On Arterial Mainstreets, unless a secondary plan states otherwise, building heights up to 9 storeys may be permitted as of right but High-rise buildings may only be permitted subject to a zoning amendment and where the building will be located at one or more of the following nodes:

- a. within 400 metres walking distance of a Rapid Transit Station on Schedule D of this Plan; or
  - b. directly abutting an intersection of the Mainstreet with another Mainstreet or a Transit Priority Corridor on Schedule D of this Plan; or
  - c. directly abutting a Major Urban Facility;
- and where the development provides a community amenity and adequate transition is provided to adjacent low-rise.

The Zoning By-law may establish as-of-right building heights lower than nine storeys where site conditions, existing character and compatibility with adjacent development dictate that a lower building form is appropriate.

14. In order to demonstrate its commitment to development on Mainstreets, the City will consider them to be priority locations for considering:
- h. Exploring partnerships between the public and private sectors.

The proposal conforms to the intent and purpose of the Arterial Mainstreet designation and its applicable policies found within Section 3.6.3 of the Official Plan. The proposal will introduce a high-rise mixed-use development to an area that provides a variety of amenities, services, and retail options supportive of the primarily retirement home use.

The lands surrounding the site are also designated Arterial Mainstreet, and are subject to the same general policies relating to multi-modal connectivity, compatibility of land uses, and high quality urban design. Collectively, these lands result in a mixed-use node that plays an important role in supporting the City's objectives for intensification along transit priority routes, which in this case, is the future Baseline Bus Rapid Transit Corridor as shown on Schedule D of the Official Plan and on Schedule 2A of Zoning By-law 2008-250.

## **5.2 SECTION 2.2.2 – MANAGING GROWTH WITHIN THE URBAN AREA**

The proposal conforms to the applicable growth management policies of Section 2.2.2 of the Official Plan. The zoning of the site was tailored specifically for the type of development being proposed, which will provide a form of high-rise intensification within a Target Area (Arterial Mainstreet) that represents a desirable and appropriate use of land.

## **5.3 SECTION 2.5.1 – DESIGNING OTTAWA**

The proposal conforms to the applicable design and compatibility policies of Section 2.5.1 of the Official Plan. This Section of the Official Plan provides general direction, through City-wide objectives and high-level policies, for the implementation of quality urban design within target areas. The intent of these objectives and policies is to ensure that areas

targeted for growth can appropriately evolve over time while ensuring a compatible relationship with the character of established surrounding development. Specifically, this Section states the following with respect to growth and design:

“As the City grows and changes over time, design of these elements should work together to complement or enhance the unique aspects of a community’s history, landscape and its culture. Encouraging good urban design and quality and innovative architecture can also stimulate the creation of lively community places with distinctive character that will attract people and investment to the City.

[...] The objectives of this Plan are to direct growth and intensification to identified rapid transit and transit priority locations and to develop those areas with a mix of uses and a greater focus on active transportation. Good urban design is critical in making these places enjoyable places to live, work and socialize. Many of these areas contain existing communities. New development must enhance the existing character and the way they function”

Section 2.5.1 provides the following design objectives:

- To enhance the sense of community by creating and maintaining places with their own distinct identity;
- to define quality public and private spaces through development;
- to create places that are safe, accessible and are easy to get to, and move through;
- to ensure that new development respects the character of existing areas;
- to consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice;
- to understand and respect natural processes and features in development design; and,
- to maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

As demonstrated by the architectural submissions and the contents of this report, the proposal conforms to the design objectives of Section 2.5.1 by contributing to, providing, or maintaining the following:

- providing a high-density mixed-use development that will contribute to the success of the Baseline Bus Rapid Transit Corridor;
- maintaining a similar building height and residential density as is provided to the immediate west of the subject site on the northwest quadrant of the intersection;
- contributing to the rental and retirement market to address demand for housing availability and a broadened range in unit options;

- maintaining a clear delineation between private and public spaces by having the outdoor amenity area for the retirement home use located above the podium, where an extensive program of landscaping, leisure, and recreational opportunities will be implemented (i.e., pickle ball court, lawn shuffleboard, communal garden, outdoor kitchen, seating areas, etc.);
- providing a sizeable space along the Clyde frontage to function as a privately-owned public space (POPS). This space has been designed with end-users in mind, and with a balanced focus on both aesthetics (i.e., landscaping materials and programing that provides a natural setting amongst the adjacent arterial intersection) and functionality (i.e., accessibility, safety, stormwater management, and noise control);
- providing ground-floor commercial units which are sized and dimensioned to maximize flexibility for a variety of potential tenants, and to allow for adjustment to a changing marketplace; and,
- contributing to the beautification of the Baseline and Clyde intersection with the above noted POPS, a human-scaled building podium with active frontages for retail units, and a tower design that creates a visually appealing gateway for this high-traffic transportation and mixed-use node.

#### **5.4 SECTION 4.11 – URBAN DESIGN AND COMPATIBILITY**

The proposal conforms to the applicable policies of Section 4.11 of the Official Plan. This Section contains a number of design policies that seek to address the matter of compatibility between new and existing development. This relationship is primarily assessed by reviewing design elements relating to built form and functionality.

In the context of the proposal, the purpose of the policies of Section 4.11 are to set the stage for requiring design excellence, as the subject site is located within a Design Priority Area. Accordingly, the design and compatibility of the proposal will be evaluated, at the time of application submission, in the context of this Section, and in the context of the design objectives of Section 2.5.1, which were addressed previously in this report.

Section 4.11 lists the following over-arching design themes to be addressed, where applicable, through proposed development:

- Views
- Building design
- Massing and scale
- High-rise buildings
- Outdoor amenity areas
- Public art
- Design priority areas
- First Nations Peoples design interests



As demonstrated by the architectural submissions and the contents of this report, the proposal conforms to the policies of Section 4.11 by contributing to, providing, or maintaining the following:

- Maintaining use compliance with the zoning by-law, as well as with provisions specific to height and certain setbacks (relief from other provisions is intended to be sought through minor variances);
- contributing a high-density residential use to an Arterial Mainstreet intersection, which will support transit, provide incentive for reduced automobile use, and strengthen the viability of surrounding shopping centre and service type land uses;
- providing street facing ground floor commercial units with opportunity for tenants and their spaces to evolve over time to suit market demand;
- introducing a building height and scale compatible with the existing high-rise residential buildings to the west of the intersection, and that demonstrate a sensitive understanding of place by ensuring an appropriate transition to the medium and then low-rise buildings north of the site;
- providing subtle articulations to tower materials and orientation to have the effect of reducing visual mass, and enhancing visual interest and solar exposure;
- introducing a building form and materiality that will create a distinct identity of visual prestige for the streetscape and skyline along the intersection;
- working with the existing grades of the site to achieve a public realm that is human-scaled and accessible in relation to the proposed podium, the store fronts facing Baseline, and the POPS along Clyde;
- providing a curvilinear landscaping theme along Clyde Avenue, which will contrast with the geometry of the adjacent buildings and road network, and will enhance the effect of a “natural” setting that flows to and from the site;
- providing a focal point at the corner of Baseline and Clyde, which will consist of a landscaped open space pronounced by the cascading staircase leading up towards the building base and connecting to the storefronts along Baseline and the POPS along Clyde; and,
- as a company that specializes in the development of mixed-use retirement homes, the proponent has ensured that the proposal has been tailored to address the accessibility, personal service, and amenity needs of the future residents:
  - meeting lighting requirements, and having clear signage and visibility of entrances/exits;
  - proposed parking exceeds what is required, and is provided below grade;
  - internal drive aisles, drop-off/pick-up locations, and pedestrian pathways have been designed with the end-user in mind to maximize efficiency, safety, and functionality;
  - proposed building orientation and glazing will encourage solar exposure for tenant units, outdoor amenity spaces, the POPS, and the store fronts facing Baseline; and,

- the provision of extensive on-site amenity area (providing over three times the amount required by zoning), recreational programming, and personal services will reduce the need for off-site trips.

The proposed development conforms to Sections 2.5.1 and 4.11 of the Official Plan, and will function as a mixed-use landmark of high-quality design along the intersection of Baseline Road and Clyde Avenue.

The proposal has been presented to the Urban Design Review Panel (UDRP) through the informal pre-consultation process, and will go through a formal presentation at some point after the Site Plan Control application has been submitted and deemed complete. The comments from the informal pre-consultation process were generally supportive, a reflection of the high-degree of detail that went into the design of the proposal, knowing the contribution it would have on the visual and functional identity of the area.

The comments received from the UDRP led to revisions that helped break up the building and achieve a more appropriate distribution of mass, improve the building relationship to the street, and achieve a more functional separation of public and private space, all of which is reflected in the current proposal. The proposed development conforms to the Official Plan.

#### **5.4 OFFICIAL PLAN AMENDMENT 150**

On December 11, 2013, City Council adopted Official Plan Amendment 150 (OPA 150) to implement the completion of the five-year review of the Official Plan. While not technically in force, OPA 150 provides Council's intended and adopted policy direction.

With respect to the proposal, there are no material differences in the applicable policies of the currently enforced Official Plan and the policies of OPA 150 still under appeal. The proposed development conforms to the general intent and purpose of OPA 150.

## **6. URBAN DESIGN GUIDELINES**

### **6.1 URBAN DESIGN GUIDELINES FOR DEVELOPMENT ALONG ARTERIAL MAINSTREETS**

The purpose of these guidelines is to provide urban design guidance at the planning application stage in order to assess, promote, and achieve appropriate development along Arterial Mainstreets. There are six objectives of the guideline, which are listed below.

1. To foster compatible development that will contribute to the recognized or planned character of the streets;

2. To promote a comfortable pedestrian environment and create attractive streetscapes;
3. To achieve high-quality built form and establish a strong street edge along Arterial Mainstreets;
4. To facilitate a gradual transition to more intensive forms of development on Arterial Mainstreets;
5. To accommodate a broad range of uses including retail, services, commercial, office, institutional and higher density residential; and,
6. To enhance connections that link development sites to public transit, roads and pedestrian walkways.

The proposal satisfies the general intent and purpose of the above objectives by contributing to, providing, or maintaining the following:

- a safe and comfortable street edge defined by a robust landscaping program, street-facing storefronts, a human-scaled podium, and an open space corner treatment that addresses the intersection;
- provision of universally accessible pathways and spaces that provide a seamless connection from the ROW (i.e., crosswalks, transit stops, etc.) to the ground floor commercial units along Baseline;
- internalized below-grade parking is out of sight from the adjacent streets, which allows visual attention to be drawn to the design elements and the land uses of the proposal;
- the height reduction of the connecting arch between the two towers (reduced from 13 to 5 storeys) helps improve the skyline vistas from Baseline Road (Design Priority Area), as does the orientation of the rooftop amenity area above the podium which opens towards the south; and,
- provision of a high-density retirement use will have a positive impact on the viability of existing shopping centre, office, and personal service type uses immediately surrounding the site.

## **6.2 URBAN DESIGN GUIDELINES FOR HIGH-RISE BUILDINGS**

The purpose of these guidelines is to provide urban design guidance at the planning application stage in order to assess, promote, and achieve appropriate high-rise development. These guidelines are not intended to be used as a checklist for evaluating a proposal, nor are all guidelines always applicable.

The context of each development proposal will inform the application of, and the emphasis on, the particular guidelines that are relevant to the site. In the case of this proposal, the subject site is the last remaining portion of vacant land on a site that consists of shopping centre and office type uses. The subject site is situated at the corner of a major intersection, and will be well-served by the future Baseline Bus Rapid Transit Corridor.

The surrounding land uses and building forms consist of a wide range that includes residential and non-residential type uses of low, medium, and high-rise heights.

This context, and the fact that the proposal is for a building height in the lower end of the range for buildings defined as high-rises (10 to 30 storeys, as per the Guideline), is important to keep in mind when reviewing the applicability of the Guideline. There are five objectives of the guideline, which are listed below.

1. promote high-rise buildings that contribute to views and vistas and enhance the character and the image of the city;
2. address compatibility and the relationship between high-rise buildings and their existing and planned context;
3. create human-scaled, pedestrian-friendly streets, and attractive public spaces that contribute to liveable, safe and healthy communities;
4. coordinate and integrate parking, services, utilities, and public transit into the design of the building and the site; and
5. promote development that responds to the physical environment and microclimate through design.

The proposal satisfies the general intent and purpose of the above objectives by contributing to, providing, or maintaining the following:

- the proposed tower heights will allow the development to achieve the City's objective for high-density transit-supportive uses along Arterial Mainstreets, while also providing appropriate transition to the built form of the residential neighbourhoods to the north (Central Park and Bel Air Heights), and demonstrating a compatible fit with other tall buildings of the surrounding skyline, which include the condominium buildings at 1465 and 1485 Baseline Road (12 storeys), the apartment building at 1000 Castle Hill Road (22 storeys), and the Government of Canada office building at 1339 Baseline Road ( $\pm$  10 storeys), all of which are within 70 to 800 metres of the site;
- the building consists of elements of both a point tower and bar building, and provides a distinctive and integrated base (podium), middle (5-storey tower connection), and top (two towers of 15 storeys in height), which helps to balance and transition its distribution of mass;
- the proposed building will consist of a variety of materials, colours, and articulations/projections which help to break-up its mass and add visual interest;
- the use of a podium, POPS, and active entrances fronting Baseline will promote a human-scaled pedestrian environment along the site's street frontages that is inviting, accessible, and well-animated for enhancing end-user experience;
- the building mass has been configured in a way that enhances energy efficiency and solar exposure for its tenants and amenity areas;



- the vistas created from the height of the towers will provide a break in the shopping centre landscape which currently dominates Baseline Road to the east and Clyde Avenue to the south;
- The height, orientation, and ground-level relationship of the building complies with the zoning requirement of Provision 20(3) under Exception 1711; and,
- the proposed building height of approximately 47.9 metres (15 storeys) is respectful of the zone's maximum permitted height of 50 metres, and will allow for a denser use of land and more desirable distribution of building mass.

The proposal supports the objectives of the applicable urban design guidelines, as demonstrated above and in the architectural submissions with the application. Other Guidelines were also reviewed as part of the design refinement process for the proposal, as certain aspects of them were relevant to the design of the pedestrian environment along Baseline and Clyde (i.e., Park Development Manual – 2<sup>nd</sup> Addition 2017 and Regional Road Corridor Design Guidelines and Arterial Road Cross-Sections).

Lastly, it is important to note that a previous iteration of the proposed development was brought forth UDRP for an informal pre-consult, and that through this process, a number of substantial design improvements were made, as reflected by the package submitted for Site Plan Control.

## 7. ZONING REVIEW

The subject site is zoned AM[1711] S248,249 – Arterial Mainstreet, Urban Exception 1711, Schedules 248 & 249. This zone permits residential and non-residential uses at a range of densities and heights. Notably, the zoning permits the proposed uses of retirement home and retail store, which together, meet the By-law's definition of a mixed-use development/building.

Urban Exception 1711 provides a number of site-specific provisions, some of which apply to the entire property (1357 Baseline Road), and others which are specific to the subject site at the corner of Baseline and Clyde. As per Provision 3 of Urban Exception 1711, all of 1357 Baseline Road is to be considered one lot for zoning, regardless of any future severances or other land divisions.

Schedule 248 details the minimum and maximum permitted building heights for the property at 1357 Baseline Road. The Schedule divides the entire property into three distinct areas, with each having a different maximum permitted building height. The portion of the property where the proposal will be located is subject to two of the three different building height maximums, one for 25 metres which covers the portions of frontage setback 20 metres from the property edge, and the other for 50 metres.

Schedule 249 was created as part of a previous rezoning for the property, and is not relevant to the proposed development. Figure 9 provides a zoning extract, whereas Tables 2 to 4 provide performance standard matrices.

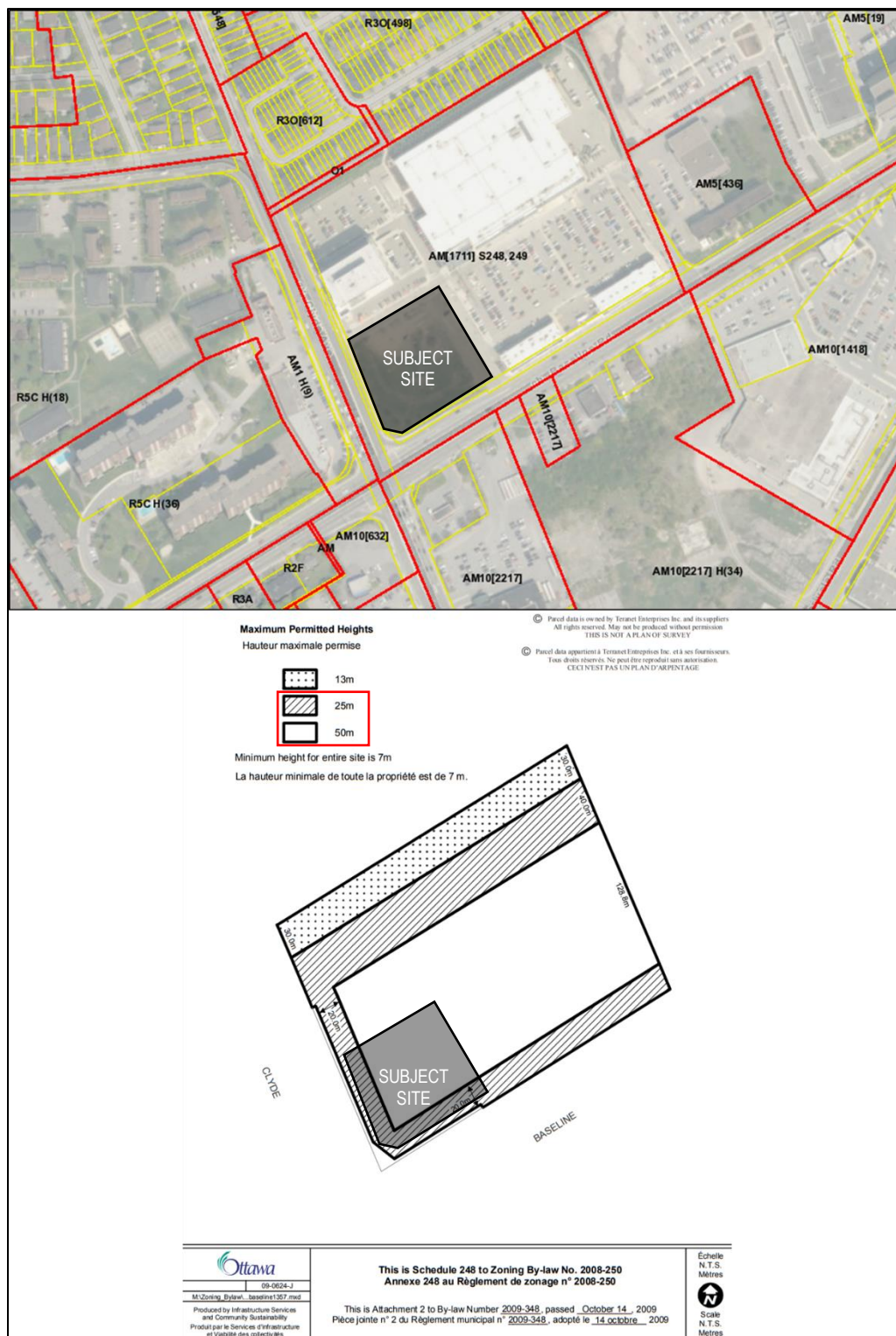


Figure 9. Zoning Extract

Table 2 Development Statistics and Parking Matrix

USE (Mixed-Use Building)		GFA	UNITS	REQUIRED PARKING									
				Regular (By-law Sec.101(5)(a) applies)		Visitor (By-law Sec. 102(5) applies)		Accessible		Bicycle		Loading	
				Rate	Required & Provided	Rate	Required & Provided	Rate	Required & Provided	Rate	Required & Provided	Rate	Required & Provided
Retail Store		548.3 m²	3 Commercial Units	<b>Minimum</b> Table 101(N79) 1.25 per 100 m² of gross floor area  <b>Maximum</b> Table 103(h) 3.6 per 100m² of GFA	- Min. required: 6.85  - Max. permitted: 19.73  - Provided: 20	-	-	Total proposed parking is between 301-350 spaces	- Min. required: 9 (at least 4 Type A)  - Provided: 9 (all Type A)	Table 111A(e)  1 per 250 m2 of gross floor area	- Min. required: 2.19  - Provided: 6	≤ 1,999 m²	- Min. required: 0  - Provided: 1
Retirement Home		24,697.4 m²	374 Dwelling Units	<b>Minimum</b> Table 101(R20)  0.25 per dwelling unit or rooming unit plus 1 per 100 m² of gross floor area used for medical, health or personal services	- Min. required: 102.76  - Provided: 267	Table 102 0.1 per dwelling unit	- Min. required: 37.4 (rooming units not counted in provision)  - Provided: 37			Table 111A(a)  0.25 per dwelling unit or rooming unit	- Min. required: 100.5  - Provided: 150	-	-
Residential Care Facility (≤ 25% of the total GFA)	1,055.2 m²	28 Rooming Units											
ancillary health, personal service, and recreational services	226.6 m²	NA											
TOTAL		26,527.5 m²	402 Residential 3 Non-residential	-	- Min. required: 110 - Provided: 287	-	- Min. required: 37 - Provided: 37	-	- Min. required: 9 - Provided: 9	-	- Min. required: 103 - Provided: 156	-	- Min. required: 0 - Provided: 1

Table 3 Zoning Matrix – AM [1711] S248, S249

PROVISIONS	BY-LAW SECTION	REQUIRED & PERMITTED	PROPOSED
Minimum lot area	185(3)(a)	No Minimum	9,120.7 m² (subject site)
Minimum lot width	185(3)(b)	No Minimum	± 100 m (subject site)
Minimum front and corner side yard	185(3)(c)(i)	No Minimum	- FY = 7 m - CSY = 20 m
Minimum interior side yard	185(3)(d)(ii)	No Minimum	11.6 m (east lot line)
Minimum rear yard	185(3)(e)(iv)	No Minimum	12.77 m (north lot line)
Maximum building height	Part 17, Schedule 248	50 metres, 25 metres & 13 metres (see Schedule 248)	48.185 m
Minimum building height	Part 17, Schedule 248	7 metres	NA
Maximum floor space index	185(3)(h)(i)(2) *because it is considered one lot for zoning, as per Exception 1711(3), the existing surface parking and buildings must be considered for determining the application of this provision	2	< 2 (± 1.0)
Minimum width of landscaped area around a parking lot	110	NA (parking is below grade)	NA (parking is below grade)
Maximum non-commercial ground floor GFA consisting of lobby areas and access area for upper floor uses	240 [1711](5)	15% aggregate of the ground floor GFA	The ground floor contains non-commercial lobby areas, access areas, amenity areas, ancillary use areas, and parking, loading, and service areas which require zoning relief to be sought through a minor variance, as confirmed with City staff.
Buildings located within 20 metres of Baseline or Clyde must comply to the following setbacks	240 [1711](13)	- Minimum of 6.0 metres between the curb of any widened right-of-way secured through a site plan approval along Baseline Road and Clyde Avenue - Maximum of 7.0 metres from the street edge lot line	- Baseline: 7 metre setback from the property line complies with both provisions (minimum & maximum setback) - Clyde: Building located outside the 20 metre setback from the property line, therefore the minimum and maximum do not apply

Table 4. Amenity Area Matrix

PROVISION		BY-LAW SECTION	REQUIRED		PROPOSED	
Amenity Area		137(6)	Total Amenity Area	Communal Amenity Area	Total Amenity Area	Communal Amenity Area
			6 m <sup>2</sup> per DU  = 6(374 DU) = 2,244 m <sup>2</sup>	A minimum of 50% of the required total amenity area, with at least one area being 54 m <sup>2</sup> in size	7,682.8 m <sup>2</sup>	3,942.8 m <sup>2</sup> with at least one communal space being 54 m <sup>2</sup>
			10% of the GFA of each rooming unit  = 0.1(1,071.1 m <sup>2</sup> GFA) = 107.11 m <sup>2</sup>	= 0.5 (2,244 + 107.11) = 1,175.55		
			2,351.11 m <sup>2</sup>	1,176 m <sup>2</sup>		
Additional provisions		<div>1) Amenity area must be provided for a residential use that is a permitted use in the zone in which it is located, in accordance with Table 137.</div> <div>2) Amenity area must be located on the same lot as the use for which it is provided.</div> <div>3) Amenity area provided outdoors must not be located in a required front or corner side yard.</div> <div>4) Where amenity area is located outside at grade, it may be included in the calculation of landscaped area requirements.</div> <div>5) Minimum required communal amenity area may only be included as part of a required landscaped buffer where it is aggregated into areas of 54m2 or more.</div> <div>6) Layout of communal amenity area: aggregated into areas up to 54 m<sup>2</sup>, and where more than one aggregated area is provided, at least one must be a minimum of 54 m<sup>2</sup>.</div>				

## 8. URBAN DESIGN REVIEW PANEL

On May 3, 2019, the proposal was presented to the UDRP. The comments received from the panel were generally supportive and resulted in a number of design refinements reflected in the architectural package submitted with the application for Site Plan Control.

The comments received from the panel following the informal pre-consult spoke to amenity area, the proposed POPS, grade level design, and architectural expression, with a summary of the stating the following:

“The Panel is pleased with the revisions to the project articulated by the applicant. These improvements include the lowering of the connecting piece, the U-shape form, the massing of the two tower elements, the strengthened elevated courtyard facing south, and the general siting of the buildings which compliment the site configuration, and provide for appropriate tower separation. The Panel looks forward to seeing the formal review of this proposal.



Although the Panel appreciates the idea of the landscape folding down to meet the street, the Panel feels strongly that this approach does not fit with the proposed use. Instead, the Panel recommends a clear distinction between the private space for the residents, and publicly accessible space at the grade level.

The Panel recommends further contextual analysis in order to consider transit stops, other nearby development proposals, cross walks, and the location of utilities, in order to ensure the project fully integrates into the neighbourhood.

The Panel advises that sustainability considerations such as green roofs, landscaped terraces, and energy reduction schemes are explored in order to lessen the impact of the building, and save operating costs in the long term.“

The submitted plans have built on the strengths and desirable design features noted in the above summary comments, and have been refined to better address the aesthetics and functionality of the ground-level pedestrian environment and private amenity spaces, as detailed throughout the above Section of this report.

Following receipt of the first round of circulation comments on the submitted application, the intent is to concurrently provide responses to comments and to submit a formal presentation package to the UDRP.

## 9. SUPPORTING DOCUMENTATION

As per the Submission List Requirements issued by City staff on March 26, 2019 following the formal pre-application consultation on March 21, 2019, the following plans and studies have been prepared in support of the Site Plan Control application:

### **Required Plans**

- Survey Plan
- Site Plan
- Parking Garage Plans
- Elevation Plans
- Landscape Plan
- Grading Plan
- Site Servicing Plan
- Erosion and Sediment Control Plan

## Required Studies/Reports

- Planning Rationale
- Geotechnical Investigation
- Environmental Site Assessment
- Servicing & Stormwater Management Study
- Transportation Impact Assessment
- Noise Study
- Wind Study
- Tree Conservation Report
- Sunshadow Study
- Street level visualization of the proposed development in pdf or jpg format

## 10. CONCLUSION

The proposed application for Site Plan Control is for the purpose of approving a mixed-use development that will infill the last portion of vacant land at 1357 Baseline Road.

The development contains retirement home and commercial type land uses within a building consisting of a podium and two towers. The westerly tower is intended for independent living whereas the easterly tower allows for a retirement lifestyle that requires a higher level of service. The portion that connects the towers up until the fifth storey will be associated with the easterly tower, with respect to internal functionality.

The ground floor of the podium will contain a mix of residential and non-residential uses, with the residential components consisting primarily of lobbies, dining, amenity area, and various ancillary uses which are associated with and to be shared, in part, between the retirement towers. The remaining podium space will be allocated towards service and utility space, internalized parking, and purpose-built commercial units facing Baseline Road.

The development includes a total of 374 dwelling units, 28 rooming units (care units), 333 internalized and below grade parking stalls, 156 bicycle parking spaces, and 3 commercial units, all of which accounts for approximately 26,527.5 m<sup>2</sup> of GFA.

As the third and final phase of development for the site, which was anticipated as part of its full build-out through previous phases, the proposal is both timely and appropriate. The primarily residential use of the proposal will fit well and work well with the surrounding land uses, will introduce a mix of employment opportunities (approximately 40 full-time positions with the retirement home, and a number of part-time positions for the commercial uses), will support the existing and future public transit infrastructure along Baseline and Clyde, will encourage healthy lifestyles for an aging population through

active transportation (on-site amenities and proximity to essential services), and will provide a visually interesting building design that adds new life to the corner of Baseline and Clyde, and sets a high standard for urban design (i.e., inclusion of POPS, expansive landscaping program, well-designed building, etc.).

This report, together with the contents of the submission, demonstrate how the proposed development is consistent with the PPS, conforms to the City's Official Plan, and complies with the general intent and purpose of Zoning By-law 2018-250 (minor provisions to be varied).

As such, it is our opinion that the proposal represents good land use planning that is in the public interest, that it provides a compatible, appropriate, and flexible use of land, and that it is supported from a land use planning perspective. Accordingly, we recommend the proposal for Site Plan Approval.

Respectfully submitted,

Lloyd Phillips & Associates Ltd.

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