



December 24, 2014

Melissa Jort-Conway, MCIP, RPP
Planner, Planning and Growth Management
City of Ottawa
4th Floor, 110 Laurier Avenue West
Ottawa, ON, K1P 1J1

Dear Ms. Jort-Conway,

**RE: SITE PLAN CONTROL APPLICATION
BRIGIL HOMES - 2940-2946 BASELINE ROAD**

FOTENN Consultants Inc. has been retained by Brigil Homes to assist in preparing a Site Plan Control application for the properties known as 2940 and 2946 Baseline Road. In addition to the Planning Rationale previously submitted as part of the Zoning By-law Amendment application, please accept this Letter Report as part of the Site Plan Control Application.

The Letter Report addresses Official Plan policy direction and in particular urban design considerations, in addition to compliance with the Ottawa Comprehensive Zoning By-law.

In support of the Site Plan Control Application, the following reports/studies and plans have been submitted:

- 'Site Servicing and Grading Plan', prepared by Novatech (55 copies);
- 'Site Servicing and Stormwater Management Study', prepared by Novatech (6 copies);
- 'Geotechnical Study', prepared by SPL Consultants (4 copies);
- 'Transportation Study', prepared by Parsons (9 copies),
- 'Noise Study', prepared by GME (3 copies);
- 'Plan Showing Layout of Parking Garage', prepared by Neuf Architects (2 copies);
- 'Cover Letter, including Planning Rationale and Urban Design Brief', prepared by FOTENN Consultants (3 copies);
- 'Site Plan', prepared by Neuf Architects (55 copies);
- 'Landscape Plan', prepared by Levstek Consultants (55 copies);
- 'Survey Plan', prepared by Stantec (2 copies);
- 'Shadow Analysis', prepared by Neuf Architects (3 copies);
- 'Building Elevations', prepared by Neuf Architects (3 copies);
- Phase 1 & 2 Environmental Site Assessment, prepared by Inspec-sol (5 copies);
- Tree Conservation Report, prepared by Bowfin Environmental Consultants (10 copies).



APPROVED ZONING BY-LAW AMENDMENT

The Zoning By-law Amendment was recommended for approval at the May 13th, 2014 Planning Committee meeting, and was subsequently approved by Council at the May 28, 2014 meeting. The Zoning By-law Amendment rezoned the lands from GM H(18.5) and IP [1530] to GM [2138] S[325]-h.

- *2940 Baseline:* Rezoned from IP [1530] – Light Industrial Zone with Exception [1530] to GM – General Mixed Use Zone, Exception 2138 to permit high-rise residential apartment buildings and at-grade commercial uses; adjust maximum permitted height to accommodate heights up to 46 metres, or 16 storeys (subject to Schedule 325).
- *2946 Baseline:* Permit blended parking rates between the two (2) properties (2940 and 2946 Baseline Road); permit shared commercial and visitor parking spaces; permit an eight (8) storey (30m) medium-profile apartment building (subject to a Schedule 325).
- *Both Properties:* Harmonize building setbacks and drive aisles through the GM zone and Exception 2138 to allow for coordinated development in response to the project's technical review.

DEVELOPMENT PROPOSAL

Since the original Zoning By-law Amendment Application submission, the proposal has gone through several modifications.

The updated development proposal includes three (3) residential buildings with a common podium providing access to building lobbies, amenity areas and below-grade parking. As per the approved zoning (Area A, Schedule 325) the building tower heights are thirteen (13) storeys along Baseline Road, sixteen (16) storeys in the central portion of the property and ten (10) storeys on the southernmost portion of the property, abutting the low-rise multiple-attached area to the south.

The development proposal also includes an eight (8) storey (Area B, Schedule 325), 23-metre, mid-rise residential building, to be located to the rear of the existing commercial building at 2946 Baseline Road along Sandcastle Drive. The combined four (4) residential towers on the entire property will accommodate 492 apartment units, and approximately 10,000 m² in total building area.

The proposal includes a 2,000-square-metre retail food store, incorporated into the podium beneath the thirteen-storey building and fronting Baseline Road. The food store is intended to service both new residents



and the broader community, and would be constructed as part of Phase 1 of the project along with the 13-storey building. Construction of Phase 2, 3 and 4 is intended to follow sequentially.

The development proposal also includes the revitalization and refurbishment of the existing surface parking areas and landscaping, as well as the mixed-use building (retail, community service and medical office) currently located at 2964 Baseline Road. In total, the proposal includes 2,364 square metres of office space, and 3,331 square metres of retail.

The proposed development will include a combination of surface, garage, and underground parking. At-grade surface parking spaces are to be located in front of and in the rear of the existing commercial building, and along the internal roadway. The development proposes one level of underground parking spanning the entire three phases. In addition, there will be one level of above grade parking that spans Phase 2 and 3, while a third level of parking is proposed to be accessed between Phases 2 and 3. It is important to note that the site has a substantial grade change, with grades increasing towards the rear of the subject site. As a result, the proposed parking for Phases 2 and 3 will be located below grade. In total, 901 parking spaces will be provided, exceeding the By-law requirement of 859 spaces. Visitor parking spaces for the residential uses are to be shared with the commercial uses, given the complementary nature of these uses. Finally, 288 spaces bicycle parking spaces are proposed, exceeding the By-law requirement of 269.

The penthouse levels of each building will feature the majority of the buildings' amenities, including outdoor pools, spa areas and general amenity space, while the top of the podium features a green roof which provides 7,296 square metres of landscaping, in addition to the 2,930 square metres of landscaped open space at grade.

Existing vehicle access along both Baseline Road and Sandcastle Drive are proposed to be relocated for safety and functional considerations, in keeping with the recommendations of the Parson Report. The relocated access drives allow for a more efficient and organized site and parking layout.

ROAD WIDENINGS AND LANDSCAPE BUFFERS

Baseline Road is an arterial road with a ROW protection of 44.5 metres. Sandcastle Drive is a collector road with a ROW protection of 24.0 metres. Baseline Road is currently shown as a 45.5-metre Right-of-Way, while Sandcastle Drive is shown as a 21.3-metre ROW. Given that all municipal roadway and sidewalks are currently accommodated within the existing ROW for Sandcastle Drive, it is Brigil's intent to request a waiver for the additional ROW. The proposal does not require expanded facilities beyond the current ROW. The waiver should be considered, in large part because it would negatively impact the existing commercial building and drive aisle to the immediate east on 2946 Baseline Road. Equally impactful, the additional, equal ROW would be required from existing residential lots along Brookhaven Court.

Expansion of the Sandcastle Drive and Baseline Road Rights-of-Way is required in the Official Plan. However, a widening of Sandcastle Drive would reduce or eliminate the existing western landscape buffer and reduce



the corner yard setbacks of the existing buildings, rendering the site non-compliant with the applicable Zoning provisions. Through discussions, City Staff has agreed to waive the Sandcastle Drive ROW widening, rather than correct the resulting landscape buffer and building setback deficiencies through the Zoning By-law Amendment.

REVIEW AND DISCUSSION OF APPLICABLE OFFICIAL PLAN POLICIES

The following discussion relates to Official Plan policy direction related to building height, density, and transition on the subject property.

The site is designated as *General Urban Area* on Schedule B of the City of Ottawa Official Plan. The *General Urban Area* designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. A broad scale of uses is found within this designation, from ground-oriented single-purpose to multi-storey mixed-use; from corner store to shopping centre.

Managing Growth (Section 2.2)

Definition of Intensification

1. Residential intensification means intensification of a property, building or area that results in a net increase in residential units or accommodation and includes:
 - a. Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of Brownfield sites;
 - b. The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification.
 - c. Infill development.

The proposed development meets the criteria set out above in that:

- The redevelopment of this existing underutilized lot will introduce approximately 492 residential apartment units to the area, in located on an arterial roadway, in proximity to employment uses, community open space, existing and future commercial services.
- This 'infill' type of development will help to attract new residents and support the above community-uses , in a building typology and form contemplated along an arterial roadway.
- The combined property is a former heavy-industrial uses and commercial site, in close proximity to existing residential dwellings. The redevelopment of the property provides an opportunity to eliminate the previously-intrusive and incompatible use, and encourage a reasonable and appropriate level of intensification and density on the edge of a neighbourhood.

General Urban Area Policies (Section 3.6.1)



3. When considering a proposal for residential intensification through infill or redevelopment in the *General Urban Area*, the City will:
 - a. Recognize the importance of new development relating to existing community character so that it enhances and builds upon desirable established patterns and built form;
 - b. Apply the policies of Section 2.5.1 and Section 4.11 (Urban Design and Compatibility);
 - c. Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the *General Urban Area*;

5. The *General Urban Area* permits uses that may generate traffic, noise or other impacts that have the potential to create conflicts with the surrounding residential community. These types of uses are often large and serve or draw from broader areas. The City will ensure that anticipated impacts can be adequately mitigated or otherwise addressed. Such uses will be directed to:
 - a. Locations along the rapid-transit system, or an arterial or major collector road with sufficient capacity to accommodate the anticipated traffic generated and where frequent, all-day transit service can be provided;
 - b. Suitable locations on the perimeter of, or isolated from, established residential neighbourhoods. In this regard, existing or proposed building orientation, massing and design, and the presence of mitigating circumstances such as distance, changes in topography, or the presence of features such as significant depths of mature forest may be taken into account.

6. Throughout the *General Urban Area*, the City will encourage the provision of a variety of small, locally-oriented convenience and service uses that complement adjacent residential land uses, and are of a size and scale consistent with the needs of nearby residential areas. The City will ensure that these uses:
 - a. Are compatible and complement surrounding land uses, and can be developed in accordance with Section 2.5.1 and Section 4.11;
 - b. Are conveniently located with respect to concentrations of residential development and provide direct access for pedestrians and cyclists from adjacent residential areas;
 - c. Are permitted to cluster with other community-oriented uses, such as parks, pedestrian linkages, community centres or leisure facilities, in order to facilitate interaction among residents and contribute to a sense of community;
 - d. Are situated to take advantage of pedestrian and cycling patterns;
 - e. Are of a size and scale that will not result in the attraction of large volumes of vehicular traffic from outside the immediate area.

The proposed development meets the criteria set out above in that:



- The property is located along a four (4) lane arterial roadway, with sufficient capacity to accommodate the proposed use.
- With respect to above Policy a), the Community Character and built-form policies, the surrounding suburban neighbourhood already accommodates high-rise apartment buildings. These developments, further south (and west) into the existing community, include 80 Sandcastle Drive, approximately twelve (12) storeys, and located 150m away and 91 Valley Stream Drive, approximately eight (8) storeys, approximately 350m away. The property is strategically located abutting three (3) medium-profile office buildings and a three (3) storey parking structure, immediately to the east.
- The site is located in a suitable location on the perimeter of an established residential neighbourhood. Building heights and placement have been designed to increase separation to residential dwellings, minimizing loss of privacy, overlooking and other community considerations. The 12-storey (34.2 m), residential building is located approximately 90m from the existing dwellings on the north side of Baseline Road. The 10-storey (28.5 m) residential building is located approximately 19.7 m to the property line and 25m to the dwellings. The lands to the south are also located at a higher ground elevation, minimizing views and the appearance of height. The tallest building, 16 storeys and approximately 45.6 m in height (plus rooftop mechanical equipment) is strategically located the furthest possible from abutting residential neighbourhoods.
- The proposal is appropriate for its context, and the proposed height and density is compatible with the surrounding community. Several high-rise apartment buildings exist in the broader area, including:
 - 80 Sandcastle Drive – approximately twelve (12) storeys;
 - 91 Valley Stream Drive – approximately eight (8) storeys;
 - 2604 Draper Avenue – approximately seventeen (17) storeys; and
 - 1314 Pinecrest Road – approximately twenty (20) storeys

The proposed overall Floor Space Index (FSI) is approximately 3.0. Given the project area, and the Development Concept's ability to meet zone provisions including setbacks, landscaped areas and parking, the increased FSI project is not considered over-development of the lands.

- The proposed high-rise building will not generate undue traffic noise and/or other impacts given its location on an arterial road and on the periphery of an established residential neighbourhood. The built form and mass of the building has also been conceived to further mitigate negative impacts, in terms of shadowing, overlook and impacts to outdoor amenity space.
- The development will provide additional apartments units to the neighbourhood, thereby adding to a mix of housing types and tenures within the broader community.



- Street level development will include a community-serving food store, small convenience and service uses that will help to compliment adjacent residential land uses, and contribute to animation and a pedestrian-focus along Baseline Road.

Urban Design & Compatibility (Official Plan Sections 2.5.1 & 4.11)

All intensification is intended to occur in accordance with the provisions of Section 2.5.1 and 4.11 (Urban Design and Compatibility) of the City's Official Plan. As demonstrated below, the proposal meets the criteria outlined in Section 2.5.1 and Section 4.11, resulting in an appropriately designed residential infill development.

Issues of compatibility are addressed in the Official Plan through the appropriate land use designation, in this case through the *General Urban Area* designation. Through the proper zoning, individual sites will be able to establish more specific permitted use lists and development regulations in a manner that achieves compatibility among surrounding uses and built form.

When developing individual properties, issues such as noise, spillover of light, accommodation of parking and access, shadowing, and micro-climatic conditions are all prominent considerations when assessing the relationship between the proposal and the surrounding existing neighbourhood. As such, the issue of 'context' is important where it speaks to compatibility and design.

The Official Plan encourages infill development on vacant or underdeveloped properties. New developments that are similar in use and size as adjacent buildings are easier to justify, however, compatibility could be more difficult to achieve in other situations. The Official Plan states that development parcels along arterial roads and located at the periphery of neighbourhoods may allow for more intensive development. In such cases, amendments to the zoning by-law with regards to height and increased density may be required.

The proposal for 2940 / 2946 Baseline Road responds well to the aforementioned criteria. The previously approved zoning responds to the site's location along an arterial road, in a broader area already characterized by mid- to high-rise buildings on the edge of an existing neighbourhood.

Urban design deals with details related to how buildings, landscapes, and adjacent public spaces look and function together. Compatibility is defined as development that is not necessarily the same as or similar to existing buildings in the vicinity, but nonetheless enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties. It 'fits well' within its physical context and 'works well' among those functions that surround it. Generally speaking, the more a new development can incorporate the common characteristics of its setting in its design, the more compatible it will be. Nevertheless, a development can be designed to fit and work well in a certain existing context without being 'the same as' the existing development"

The City's growth management strategy includes intensification of development in the urban area over the next 20 years. Allowing for some flexibility and variation that complements the character of existing communities is central to successful intensification.



The proposal generally recognizes the character of Baseline Road, but also provides physical and visual separation to the abutting neighbourhood to the south, in this case approximately 19.7m to the closest property line and 25m to the closest residential dwelling to the south. The lands to the south are also located at a higher ground elevation, minimizing views and the appearance of height.

Creating places that are safe, accessible and are easy to get to, and move through: Vehicular access to the site is provided from Baseline Road and Sandcastle Drive. Within the site, the rational design of the parking lot allows for safe and smooth movement for automobiles with minimal conflict with pedestrians.

Creating places and spaces that are visible and safe and can confidently be used at all hours of the day and at night where it is appropriate to do so: The mix of uses proposed for the site allows for overlapping and constant use of the site, ranging from neighbourhood serving commercial to residential uses.

Reflecting a thorough and sensitive understanding of place, context and setting: The proposals design responds to its surroundings by providing high-density development along an Arterial Road intended to accommodate intensified development. Building heights and siting are arranged to transition to the surrounding community, particularly to the established residential neighbourhood to the south. The open space at the southeast corner of the property also contributes to this transition.

Accommodating the needs of a range of people of different incomes and lifestyles at various stages in the life cycle: The proposed residential development will contribute to the range of housing types offered in the neighbourhood. Additionally, the provision of retail uses on the site would introduce easily-accessible services to meet the needs of residents on the site and in the surrounding area.

Defining and enclose spaces using buildings, structures, and landscaping: The large lot provides opportunities for taller buildings to frame the edges of the site, with minimal impacts on abutting lands.

Addressing the relationship between buildings and between buildings and the street: The proposed mixed use building is oriented toward Baseline Road, with a large retail tenant. The existing surface parking lot associated with the retail and medical office building will be softened by a landscape buffer along the arterial road.

Creating distinctive places while integrating new development into local patterns of development: The proposal contains local-serving retail and communal areas, thereby creating a destination for the surrounding community.

Reflecting a thorough and sensitive understanding of place, context and setting: The adjacent properties along Baseline Road and in the broader community are characterized by large portion of open space, tree preservation and landscaping at-grade, located with deep front, side and rear yard building setbacks. Transition of building typology and massing, in large part occurs by retaining large portions of open space on the property, including landscape buffers along Baseline Road and at the rear of the property. Rather than proposing a medium-profile building with a larger at-grade building footprint taking up the majority of the



site, the proposed buildings are more slender, with a reduced footprint and a single-level podium accommodating internally oriented retail uses. The intent is to retain land area for open space, reduce the mass of the building, and minimize shadowing impacts on adjacent properties.

Section 4.11

Policy 2 of Section 4.11 of the Official Plan builds upon the general principles of compatibility outlined in Section 2.5.1 by providing the following evaluative criteria: traffic, vehicular access, parking requirements, outdoor amenity areas, loading areas, services areas and outdoor storage, lighting, noise and air quality, sunlight, microclimate and supporting neighbourhood services. The proposed development satisfies the compatibility criteria, as outlined below:

Traffic

A Community Traffic Study, and subsequent addendums, was prepared by Delcan Corporation (now Parsons) assessing the existing road network and its potential to accommodate traffic generated by the proposed development. It was determined that the existing capacity of the road network is sufficient to safely accommodate the traffic generated by the proposed development. The site is well-served by arterial and major collector roadways, functioning at acceptable Levels-of-Service (LOSs). The project is also well-served by local bus routes and is close proximity to a future transit corridor.

Vehicular Access

The proposed development will have one (1) vehicular access from Baseline Road, and two (2) vehicular accesses from Sandcastle Drive, a signaled intersection. The development proposal's location on a corner lot along an arterial street minimizes traffic infiltration through adjacent neighbourhoods. As an arterial road, Baseline Road will absorb the moderate traffic levels generated by the new uses of the proposal. Glare and noise will be mitigated through landscaping and the large distance separation between the proposed development and surrounding properties.

Parking Requirements

All parking for the residential units will be accommodated in the underground parking garage. The parking access ramp is located on the subject property without disruption to traffic flow or design of Baseline Road. Surface parking will be provided for the commercial uses, totaling approximately 170 parking spaces. These surface parking spaces will also serve as visitor parking for the residential units during off-peak retail hours. Given the size of the dwelling units, available transit and sufficient parking will be available to serve the development.

Outdoor Amenity Areas

A large open space / amenity space component is included at the south side of the property, with smaller landscaped spaces interspersed throughout the site. Ample rear and side yard setbacks around the perimeter of the property also contribute to open space on the property. This setback coupled with significant landscaping and tree coverage will provide sufficient separation and protection for future adjacent development. In addition, each of the proposed residential towers will include private amenity areas located



on the rooftop. The outdoor amenity areas of adjacent residents will be protected. In order to ensure there is no loss of privacy resulting from this proposal, the buildings are set back approximately 19-25m from the low-rise residential dwellings to the south. Additionally, landscaping features will prevent views into adjacent amenity areas.

Loading Areas and Outdoor Storage:

There will be no outdoor storage on-site. Services and storage for the proposed development will be contained internally. Operational activities will be minimal, limited to waste pickup and snow removal in the winter. Residential uses with a ground floor commercial use on the property would not be out of character with other developments along Baseline Road, which already features a range of office, commercial, and residential uses. The proposed commercial area building will feature a loading area for deliveries. Access to the loading area will be provided from Sandcastle Drive, away from the lower-profile residential area.

Lighting

The proposed development will be well-lit for safety, comfort, and aesthetic purposes. Parking lots and landscaped areas in particular will have high-quality lighting facilities. Lighting will be designed and installed to provide a safe and secure environment, without impacting (glaring) onto adjacent properties.

Noise and Air Quality

The proposed development is not anticipated to create any adverse impacts on noise or air quality. The location of sound generating facilities, such as the building's mechanical equipment, will be installed away from nearby residences and other sensitive receptors.

Sunlight

A Sun-Shadow Study has been prepared and submitted with the Zoning By-law Amendment Application as well as the Site Plan Control Application. The proposed development will not have a shadow impact on the abutting residential properties.

Microclimate

The proposed development is designed to minimize the impacts of wind, snow, and temperature on the surrounding area. The design and orientation of the buildings ensure no undue impacts of microclimate on adjacent properties.

Supporting Neighbourhood Services

The subject site is situated in proximity to many established community amenities. Surrounding neighbourhood services include schools, community centres, parks, daycares, and commercial services. New residents will strengthen existing local amenities and services and will contribute to the critical mass required to attract other amenities and services to the surrounding area.

The site is designated *General Urban Area* which provides for a range in forms and density. The proposed mid-high rise uses are permitted under the Council-approved zoning. The proposed height is not out-of-



character with other building profiles in the community, or intended heights along arterial roadways, and no undue adverse impacts are measured on abutting properties. Other buildings within the broader community range from 8-20 storeys in height.

The building design incorporates elements that can contribute to a human scale and enhance pedestrian comfort and liveability. These features include a strong at-grade presence at the northeast portion of the property along Baseline Road, with main entrance doors and windows for a retail unit. The corner of the building will be recessed with a wide sidewalk, contributing to pedestrian comfort. As a result of the height and mass, this building will help to foster new views and vistas all the while creating a new point of reference for the surrounding community and the city at large.

The policies of Section 4.11.1 note that the City, in assessing development proposals, will give careful consideration as to whether the design improves the character and quality of the area and its functions. New buildings should be massed to fit harmoniously with the surrounding area and properly integrated to maintain and improve the character of well-established neighbourhoods. The proposed building is designed to integrate and transition well to the surrounding context, including the adjacent low-rise residential communities.

Current Official Plan policies have been established to specifically address the location, design and integration of taller buildings within the *General Urban Area*. In particular, policy 4.11.9 states that high-rise buildings may be considered in the following locations:

- a) Within areas characterized by high-rise buildings that have direct access to an arterial road; or
- e) Within areas where a built form transition as described in policy 12 is appropriate.

The proposal meets both of the criteria above, as the site has direct access to Baseline Road (arterial road) and achieves a built form transition, as outlined below.

As per Policy 4.11.12, Building Transitions, the integration of taller buildings within an area characterized by a lower built form is an important design consideration. Development proposals must address issues of compatibility and integration with surrounding land uses by ensuring an effective transition in built form to link the proposed development with both planned and existing uses. In particular, transitions should be accomplished through a variety of means including such measure as:

- a) Incremental changes in building height (e.g. angular planes or stepping building profile up or down);
- b) Massing (e.g. inserting ground oriented housing adjacent to the street as part of a high profile development or incorporating podiums);
- c) Character (e.g. scale and rhythm, exterior treatment, use of colour and complementary building finishes);
- d) Architectural design (e.g. the use of angular, cornice lines), and;
- e) Building Setbacks.

The proposed development utilizes the above techniques to achieve the desired transition. The tallest of the proposed buildings is located in the central portion of the site, to trace an arc shape that rises from Baseline



Road and lowers to the established residential neighbourhood in the south. Approximately 21-24 metres separate the high-rise buildings from each other, contributing to separation between balconies and windows, and enhancing views and liveability. The separation, consistent with the City's Urban Design Guidelines for High-Rise Buildings provides for circulation of air, and sunlight.

Massing is articulated to incorporate visual enhancements, with landscape features surrounding the buildings. Transition to the established neighbourhood to the south is established in several ways. Building heights transition down towards the south portion of the property. Approximately 19-25m separate the proposed development from neighbouring properties south of the subject property. Trees and other landscaping features will be installed along the south property line to reduce visual impacts to neighbouring properties. Additionally, a grade separation exists south of the subject property, lessening the impact of the building heights.

As a result of the above, 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 compatibility criteria outlined in Section 4.11. In addition to the policies of the Official Plan, the approved zoning for the subject property includes rigorous urban design criteria for Site Plan Approval, outlined later in this report.

URBAN DESIGN CONSIDERATIONS

The two (2) storey common podium (6.7 m in height) will benefit from good visibility along Baseline Road, an arterial roadway, and will function as a defining design element of this new residential development.

The tallest building, sixteen (16) storeys and approximately 46 metres in height is strategically located in the centre of property, away from the abutting residential neighbourhoods and in closest proximity to the existing medium-profile office buildings and three (3) storey parking structure, located immediately to the east.

Through the re-zoning process, building heights and placement have been designed to increase separation from residential dwellings, minimizing loss of privacy, overlooking, and other community considerations. The thirteen-storey, 35-metre residential building is located approximately 90 metres from the existing dwellings on the north side of Baseline Road. The ten-storey, 29 metre residential building is located approximately 19 metres from the property line and a further 25 metres from the dwellings. The lands to the south are at a higher ground elevation, minimizing views and the appearance of height.

Neuf Architects has prepared architectural drawings and plans of the proposed developments. In addition, Neuf has prepared architectural renderings of the proposed buildings as shown in the illustrations below.



ARCHITECTURAL RENDERING – SOUTH EAST VIEW

The proposed buildings will continue the established patterns and built form of the community around Baseline Road. Specifically, denser development is located on the south side of Baseline Road, as evidenced by the residential towers to the west and the office buildings to the east. The proposal is an attractive addition to the street, with architectural design and a variety of building heights that add visual interest to the area. Generous landscaping features in the front of the development contribute to an attractive streetscape to welcome visitors to the nation's capital.

The development proposal includes a 2,000 m² (20,000-square feet) retail food store, incorporated in the ground-floor of the building along Baseline Road. The food store and additional community-oriented retail will service the needs of both new residents and the broader community, and has been designed as an organizing / defining design element of the new residential district. The retail food store, incorporated in the ground-floor of the 12-storey building along Baseline Road and the additional community-oriented retail will create a walkable community, destination for the broader residential community, and the abutting employment uses.

The proposal aims to improve the public realm through the incorporation of wide sidewalks along Baseline Road to improve the pedestrian activity at grade. The residential buildings will abut the sidewalk, and generous fenestration will animate the streetfront. The primary pedestrian access to the residential buildings is from Baseline Road. Residential and retail uses will ensure activity along the street approximately 18 hours of the day.



The existing trees along Baseline Road will be preserved. A network of pedestrian paths, sidewalks, and pedestrian crossings is shown on the Site Plan. Connections are located along the north and west sides of the property, adjacent to vehicular access points. An additional 2m sidewalk into the neighbourhood is proposed along the east side of Sandcastle Drive. The sidewalk will be installed immediately abutting the existing curb, to not impact a row of existing, healthy trees. The sidewalk will also replace a portion of a informal, unpaved pathway.



ARCHITECTURAL RENDERING – SOUTH WEST VIEW

URBAN DESIGN GUIDELINES FOR HIGH-RISE HOUSING

The Urban Design Guidelines for High-Rise Housing address the compatibility of the proposed high-rise development within its context. While recognizing that the guidelines do not apply to all contexts, it generally favours the integration within the site's design of appropriate parking, services, utilities and public transit. The Guidelines promote a mix of uses, open spaces, and human-scaled, pedestrian-friendly streets as well as high-rise buildings that contribute to the image of the City. The Guidelines also promote design that is responsive to the physical environment and microclimate.



As outlined in the Official Plan (Policy 2.5.1), design guidelines are not interpreted as policy framework and are therefore not prescriptive. They are intended as a tool to promote the City's Design Objectives and are meant to enable developers to present appropriate projects.

The following are the design guidelines which are most applicable and pertinent to the development proposal:

Guideline # 1a states that in an established urban fabric, the orientation of high-rise buildings should integrate into the context and address compatibility with the existing context through massing, setbacks, transitions to building heights and through design qualities and character. The guidelines promote maintaining a building line along the street and to define the lower portion of building with a base or podium. The proposed development is consistent with this key guideline.

Guideline # 5 notes the value of transition between high-rise buildings and adjacent low-profile areas. In the proposal, transition has been achieved through a gradual decrease in building heights southward, landscaped open space along the south property line, and towers built upon single-storey podiums. The south building transitions well to the low-profile neighbourhood to the south, as it rises to approximately half of the tower heights in the centre of the proposal.

Guideline # 10 & 11 speaks to the orientation, size and location of high-rise towers and its importance to minimizing the extent or duration of shadowing on adjacent sites streets and open spaces. The sun-shadow study demonstrates that there are no undue shadow impacts on abutting residential properties, streets and open spaces.

Guideline # 12 establishes building form and massing through three primary components, a podium, tower and top. The proposed development is consistent with this approach to building design with a strong building base along the Baseline frontage, a well-articulated tower and a top that integrates building mechanical systems and amenity areas.

Guideline # 16 promotes the location of active uses along the street facade in order to enhance the building's relationship to the public realm. The north building and podium is consistent with this guideline as it proposes retail uses along the street facing facade.

Guideline # 20 highlights the importance of providing sufficient space between buildings to allow for appropriate sun exposure and privacy. A minimum 21 metre separation distance has been provided between the residential towers.

Guideline # 23 encourages the good design of building tops in areas where they may contribute to the city's skyline and to therefore to the image of the city. The towers in the proposal feature generous glazing and articulation of architectural features.



Guideline # 29 encourages the creation of safe, accessible barrier-free pedestrian links and outdoor spaces that connect the public street, transit stops, parking areas and other buildings. The proposed development is consistent with these design criteria.

Guideline # 38 recommends a range of uses and amenities in the open spaces to meet the needs of a diversity of potential users. The proposal features landscaped open space at the south end of the property, which is intended to complement Brucelands Park on the west side of Sandcastle Drive. Brucelands Park features a play structure, soccer goalposts, and generous open fields, and is approximately 100 metres from the subject lands.

Guideline # 40 encourages the creation of sufficient amenity space. The proposal provides generous amenity space in and around the residential buildings, including indoor spaces. Outdoor greenspaces and landscaped open spaces are also included in the proposal.

Guideline # 52 recommends the public sidewalk being continuous across private vehicle access and egress points in order to minimize interference with pedestrians. The proposed development has been designed with vehicular conflicts with pedestrian crossings.

Guideline # 56 recommends avoiding parking lots, drive lanes and garage entrances that are adjacent to the street, consistent with the proposed development.

Guideline # 63 recommends locating service and utility areas away from public view and open spaces. The proposed development has been designed to minimize the visual and other impacts on the streetscape and public spaces.

VEHICULAR PARKING

Section 101 of the Zoning By-law (2008-250) requires 1.2 parking spaces per dwelling unit for apartment dwellings, totaling 590 required parking spaces for the development. The required number of visitor parking is 0.2 spaces per dwelling unit, totaling 96 required spaces for the proposal. Based on existing (retail and office) and proposed (retail food store) commercial uses, a total of 170 parking spaces are required.

The proposal provides a total of 901 parking spaces for all uses, meeting all of the parking requirements outlined above.

COMMUNITY ENGAGEMENT

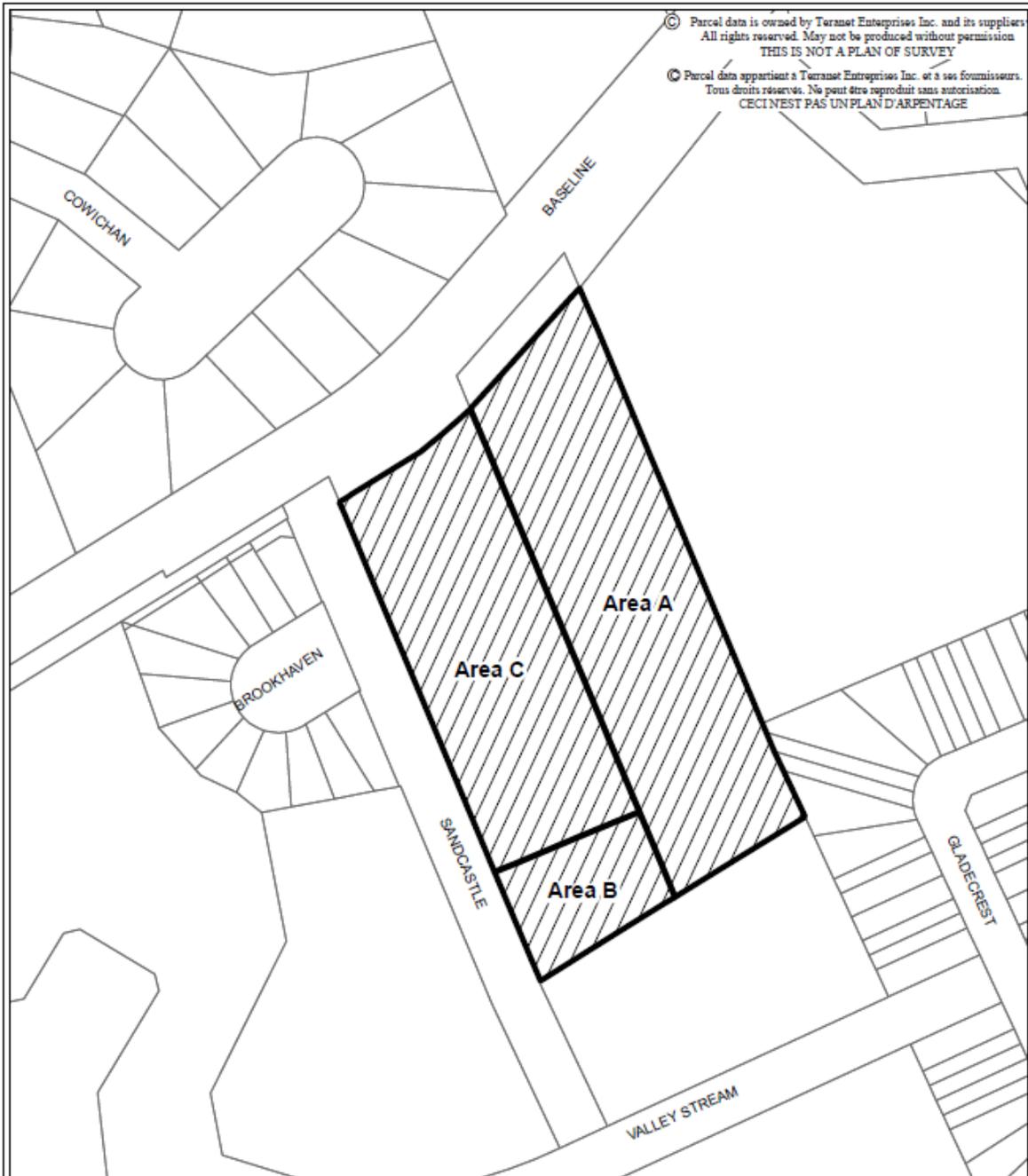


Numerous meetings with the neighbouring community association and the Ward Councillor over the span of the project have informed the final design. Inclusion of the retail food store, adjustment of building heights, and a reduction in the total number of units were all incorporated in response to community concerns.

ZONING COMPLIANCE

The lands are zoned General Mixed Use, Exception 2138, Schedule 325-h GM [2138], Sc 325-h zone in the City of Ottawa Comprehensive Zoning By-law 2008-250.

The approved zoning established zone-specific provisions for the subject property. Some of these provisions apply to the entire property, while some apply to one of the three Areas – Area A, B and C – delineated in the proposed zoning schedule (see figure below). Area A comprises 2940 Baseline Road, while Areas B and C comprise 2946 Baseline Road. These Areas are illustrated on the Site Plan.



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 D02-02-12-0077 14-1085-Y / 046940570 M:\Zoning_Bylaw\bylaws\ Produced by Infrastructure Services and Community Sustainability Produit par le Services d'Infrastructure et Viabilité des collectivités	<p>This is Schedule 325 to Zoning By-law No. 2008-250 Annexe 325 au Règlement de zonage n° 2008-250</p> <p>This is Attachment 2 to By-law Number 2014-204, passed May 28, 2014 Pièce jointe n° 2 du Règlement municipal n° 2014-204, adopté le 28 mai 2014</p>	Échelle N.T.S. Mètres  Scale N.T.S. Metres
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A site-specific Exception Zone has been established for the site. Exception 2138 includes the following provisions:

- All uses, until such time as the holding symbol is removed, except in Area C on Schedule 325, where non-residential uses are permitted provided they are located in no more than two buildings with a total cumulative gross floor area of 4,200 square metres and with a maximum height of two storeys (11 metres).
- Floor Space Index (FSI): No maximum

Site-specific Performance Standards – Area A:

ZONING PROVISIONS	REQUIRED	PROVIDED
Maximum Building Height (m)	North to South: 13 storeys (42m); 16 storeys (49m); 10 storeys (29.5m)	North to South: 13 storeys (42m); 16 storeys (49m); 10 storeys (29.5m)
Maximum Front Yard Setback (m)	4	3.8
Maximum Corner side yard setback (m)	4	N/A
Maximum tower setback from rear property line (m)	19	19.7
Minimum Rear Yard Setback (m)	7.5	19.7
Minimum Interior Yard Setback (m) Abutting a residential zone All other cases	3 No minimum	3+ 2.7
Separation distance between towers	21 m	21.48 m
Minimum width of drive aisles	6 m	6 m
Maximum height projection of indoor amenity space	4.5 m	4 m
Maximum number of towers permitted	3	3
Maximum floor plate for each tower	1,200 m ²	1,093 m ²

Site-specific Performance Standards – Area B(until the holding provision is removed):

ZONING PROVISIONS	REQUIRED	PROVIDED
Number of Residential Use Buildings	1	1
Max. Building Height (storeys)	8	8
Max. Corner Side Yard Setback	4	3.1

Site-specific Performance Standards – Area C (until the holding provision is removed):

ZONING PROVISIONS	REQUIRED	PROVIDED
Number of Non-Residential Use Buildings	2	1



ZONING PROVISIONS	REQUIRED	PROVIDED
Max. Cumulative Gross Floor Area	4,200 m ²	3,695 m ²
Max. Building Height	11 m	~10 m
Max. Front Yard Setback	4	4+
Max. Corner Side Yard Setback	4	4+

The holding symbol may be removed in whole or in part to provide for phased development, provided that the development phases correspond to the Areas shown in the schedule above, and that the following conditions are met:

ZONING PROVISIONS	COMPLIANCE
I. A site plan, including building elevations, has received approval through a formal site plan approval process for the entire site that reflects an end state development for the entire site incorporating the design features and elements set out in (iii) and (v) and where phased development is proposed, the site plan for a phase of development shall allow for an end state development that incorporates design features and elements set out in (iii) and (v). The features set out in (iii) and (v) are in addition to all other applicable City of Ottawa Planning and Design Guidelines as approved by City Council.	
II. Where phased development is pursued, for each phase of development proposed subsequent to approval of the site plan for the first phase, a revised site plan control application with all applicable studies shall be approved.	
III. The end state development and each phase of development where phased development is proposed shall provide for the following design features to be achieved:	
a) Buildings must have at least one public entrance on all facades facing a public street.	All street facing facades have at least one public entrance.
b) No blank / uninterrupted walls may face streets, access drives, sidewalks, outdoor amenity spaces or other public use spaces. For purposes of this provision, public use spaces includes spaces that are useable by owners/occupants of the development	In addition to the street facing facade, all building facades include architectural qualities, such as fenestration and materiality, as a means to achieve the urban design objectives of the City of Ottawa.
c) Outdoor circulation corridors within the site, which includes vehicular corridors and pedestrian circulation routes, and along	All vehicular and pedestrian circulation routes have been animated through the design of podium and buildings. The proposed landscape plan also provides for hard and soft landscaping opportunities



ZONING PROVISIONS	COMPLIANCE
<p>public road ways shall incorporate elements that provide for animation through the design of the adjacent building facades and through the uses to be accommodated within adjacent buildings and provide for amenities within the corridor including sidewalks, hard and soft landscaping and lighting. The animation and amenities provided shall support the functioning of the corridors as dynamic outdoor places and spaces that provide for activity and interest for users of the corridors.</p>	<p>throughout the site. Interior and exterior amenity spaces have been designed in a complimentary way, providing for a functional and dynamic space.</p>
<p>d) Providing well-defined direct pedestrian connections between all uses, existing and future on the site and from adjacent properties, and to the public right-of-way.</p>	<p>The site plan has been designed to provide for well-defined pedestrian connections throughout the site and with adjacent properties.</p>
<p>e) Any commercial use located on the ground floor within a building must provide clear glass doorways and windows that provide for unobstructed views into the commercial space and from the commercial space to the outside.</p>	<p>The design of the ground floor commercial building includes a high amount of transparency in the form of fenestration.</p>
<p>f) Any residential use located on the ground floor for podiums shall provide direct access from the outside to the unit.</p>	<p>All ground floor residential units will have direct access to the exterior of the building.</p>
<p>IV. Details related to required site access have been confirmed and approved by the General Manager, Planning and Growth Management. These details will identify any roadway modifications that may be required as part of each phase of the development.</p>	<p>The details related to site access have been agreed upon between Brigil and the City of Ottawa.</p>



ZONING PROVISIONS	COMPLIANCE
V. The sanitary flows from the subject site cannot exceed 14 litres/second until such time that the capacity study has been completed for the West Nepean trunk sewer, after which the allowed flows to be permitted for development for the site are to be in accordance with determinations made through the above noted study.	Details related to the sanitary flows are under separate cover.

CONCLUSION

In considering the proposed developments, the supporting studies, and applicable policy framework, it is FOTENN's professional opinion that the proposed Site Plan Control application represent good planning and are in the public interest for the following reasons:

Conforms to the Official Plan

The proposal is in conformity with the City of Ottawa Official Plan, including the General Urban Area designation policies. The designation encourages infill development, in this case a high-rise residential building (Policy 3.6.3).

The proposed project fulfills the Official Plan's intent to sponsor intensification by connecting and using existing municipal infrastructure (water, sanitary and storm services and roads) and on the ability for the development to access and use existing community facilities and services (parks, schools, retail, etc.).

The proposed units contribute to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area.

The proposed development will not generate undue adverse impact on the neighbouring properties and fulfill the compatibility objectives and principles outlined in Section 2.5.1 and the compatibility criteria outlined in Section 4.11.

The proposed development conforms to the intent and provisions of the Urban Design Guidelines for High-Rise Housing. Although not identical to the existing adjacent dwellings, the proposed building provides an infill opportunity to achieve a good fit in terms of form and design.

Maintains the General Intent of Zoning By-law 2008-250



The proposed development maintains the general intent of the General Mixed Use, Exception 2138, Schedule 325-h GM [2138], Sc 325-h zone in the City of Ottawa Comprehensive Zoning By-law 2008-250. The proposed Site Plan complies with the applicable zone provisions, including setbacks and building height. The proposed residential and commercial uses are compatible with the surrounding neighbourhood.

Feasible in accordance with the technical studies conducted

Several independent studies were completed. All of the studies prepared support the proposed development and demonstrate that it is appropriate within the context.

We trust you have received all the required submission materials, and that the application is deemed complete and ready for technical circulation. Please do not hesitate to contact the undersigned at 613.730.5709 x232 or x233 should you require anything further.

Sincerely,

Matthew McElligott, MCIP RPP
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Senior Planner | Manager, Development Planning
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