



PLANNING RATIONALE

Zoning By-law Amendment Application for
1345 Baseline Road

June 20, 2022

Prepared for:
Scouts Canada

Prepared by:
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Project Number:
160410394

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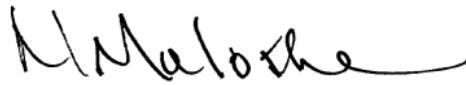


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1 OVERVIEW

Stantec Consulting Ltd. ('Stantec') has been retained by Scouts Canada ('Scouts') for the purpose of preparing this planning rationale in support of a Zoning By-law Amendment application for the property municipally described as 1345 Baseline Road ('site') within the City of Ottawa.

The site contains Scouts' national office which has occupied the site since the 1960s. Scouts' utilization of the existing building has reduced over the years due to factors including online retail growth and permission for employees to work from home during the Covid-19 pandemic and into the future. With a reduced need for the space, Scouts would like to amend the zoning of their property to permit primarily added height and density. The current zoning of the subject site was implemented at a time when the urban environment and planning context was different than today, and it limits the site from achieving the current planning policy direction of the Province of Ontario and the City of Ottawa. Accordingly, the proposed rezoning will serve to permit high-density mixed-use development to support the objectives of transient oriented communities.

2 CONTEXT ANALYSIS

2.1 Surrounding Context

The site is located in Ward 16 - River and is generally situated to the south of Highway 417 in proximity to the intersection of Clyde Avenue and Baseline Road. Specifically, the site fronts onto the north side of Baseline Road between Laurentian Place shopping centre to the immediate east (1357 Baseline Road) and a federal government office complex to the west (1339 Baseline Road).



Figure 1. Location Plan (GeoOttawa 2019 Aerial Imagery)



Planning Rationale - 1345 Baseline Road

Although the site has frontage along Baseline Road, its vehicle access is provided from the west via an easement (Inst. No. OC1137532) over a signalized portion of drive aisle on 1357 Baseline Road. This stretch of Baseline Road has four lanes of median-separated traffic and is classified as an arterial roadway in the City's Official Plan ('OP'). The OP requires that a rights-of-way ('ROW') width of 44.5 metres be protected for this stretch of Baseline Road, whereas approximately 37.4 metres is currently provided.

Schedule D of the OP represents the City's rapid transit and transit priority network, and identifies an at-grade bus rapid transit ('BRT') route along Baseline Road with various transit stations along the route. Schedule B3 of the City's New Official Plan ('New OP') identifies a BRT transitway station immediately adjacent to the subject site. It is understood that the City's detailed design for the Baseline BRT is complete and that construction is intended to begin in the coming years.

Baseline Road is a major east-west corridor within the City, and the stretch of it between Merivale Road and Clyde Avenue currently consists of a mix of non-residential uses including shopping centre, office, restaurant, and retail. West of the site, at the intersection of Clyde Avenue and Baseline Road, are properties (1356 Clyde Avenue and 1405 Baseline Road) subject to redevelopment for high-rise residential uses, including a retirement home which is currently under construction.

2.2 Site Context

The site consists of Scouts' national office and associated surface parking and landscaping. The total area of the site is approximately 13,156.21 m² (1.31 ha) and it contains 109.67 metres of frontage along the north side of Baseline Road. The site is described legally as Part of Lot 'N' Concession 'A' City of Ottawa, and it benefits from an easement over the abutting drive aisle to its west, which is described legally as instrument number OC1137532, and serves to provide the site with vehicle access from the signalized drive aisle. Figures 2-4 provide site context from GeoOttawa aerial imagery, Google Earth and Streetview, and a recently completed survey.



Figure 2. Site context (GeoOttawa 2019 Aerial Imagery)



Planning Rationale - 1345 Baseline Road



Figure 3. Site context (Google Earth and Streetview)



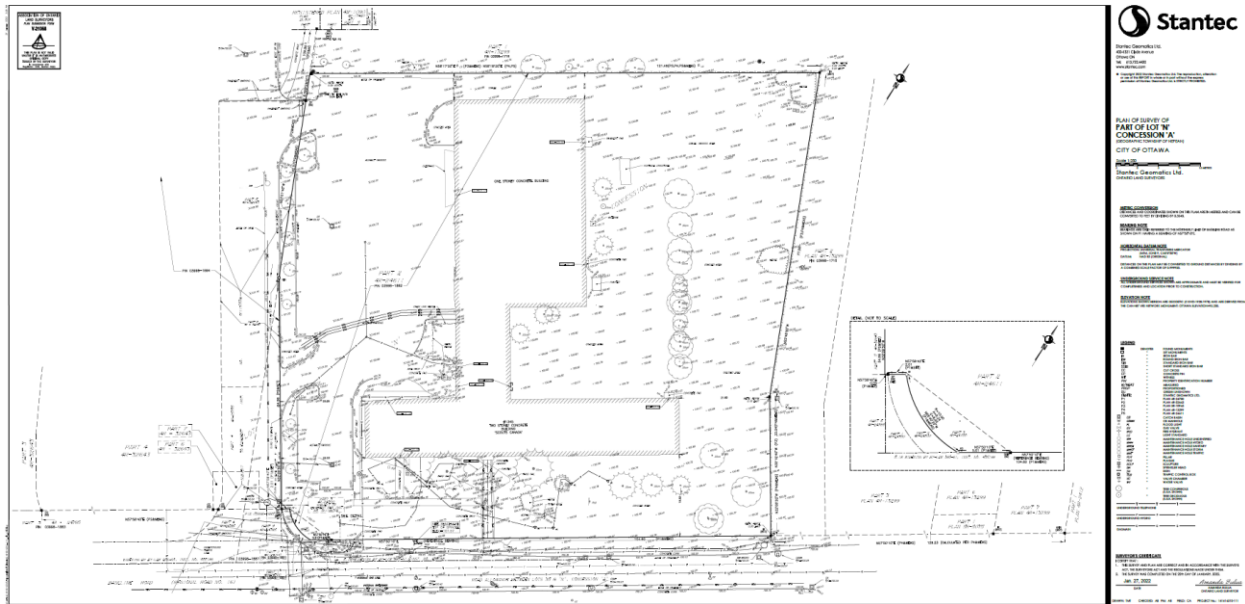


Figure 4. Survey Plan (Stantec Geomatics Ltd.)

In the front yard of the site is a totem pole which has been in place since 1961 and was carved the year prior by Chief Mungo Martin, one of Canada’s most famous indigenous carvers. The totem pole was commissioned by the BC Government as a gift to Scouts Canada in celebration of the new national headquarters at 1345 Baseline Road. The totem pole has remained largely untouched for 60 years and is showing both its age and the effects of weathering, and will need to be relocated for the City’s Baseline BRT Project in the coming years.

Scouts engaged Chief Mungo Martin’s family on the totem pole’s restoration in 2017, and had applied for Canada150 grants to help with restoration costs. Although unsuccessful in securing grants at that time, Scouts has remained in contact with the family, and they continue to be supportive of the totem pole’s restoration. At this time, Scouts is soliciting proposals for the totem pole’s restoration, while also working to understand the family’s role in the restoration process.

As part of the proposed rezoning and future redevelopment of the site, Scouts would like to see the totem pole removed and restored in a culturally appropriate way. Given the heritage value and the family’s wishes that the totem pole remain in a public space to be enjoyed by all, Scouts would look to work with the city and/or purchaser of the property to have the totem pole reinstalled on site, either in the proposed public park space or as part of a future redevelopment.

3 PROPOSAL

The proposal is for a zoning by-law amendment (‘ZBA’) to permit primarily additional height and density on the subject site (see Section 5 for further detail). A concept site plan (see Figure 5) has been prepared in support of the application, and contemplates redevelopment of the site, as detailed in Table 1. Scouts is a not-for-profit organization that no longer requires the site and its existing office and retail building, and



Planning Rationale - 1345 Baseline Road

their intent is to explore sale and partnership options as part of their corporate strategy so that the value of the site can be utilized to support other areas of their not-for-profit services, programing, and infrastructure.

The concept site plan consists of three high-rise buildings in the form of podiums (four storeys) and point towers (26, 28 & 30 storeys) oriented along the perimeter of the site. The single building fronting Baseline Road will be mixed-use whereas the other two buildings are designed solely for residential use, with all three buildings providing unit types ranging from studios to three bedrooms (tenure to be rental/condo). Indoor amenity space will be provided as private (balconies) and communal spaces (primarily at grade). Parking, storage lockers, utilities, and waste storage is provided on three below-grade levels serving all three buildings, and provides vehicle access from two separate ramps out of sight from the public realm. The mixed-use building consists of primarily ground floor commercial uses oriented towards the street to support the streetscape objectives of active frontage and a well-animated public realm.

Vehicle access to the site is provided by two separate entrances, one from Baseline Road providing right-in and right-out movements, and a second at the site's northwest corner coming from the drive aisle associated with the Laurentian Place shopping centre. The site's accesses connect through an internal network of drive aisles providing convenient circulation for residents, visitors, deliveries, waste collection, and emergency services. The internal drive aisles form a central green space intended to be landscaped and animated for resident use.



Figure 5. Excerpt of the concept site plan (RLA Architecture)



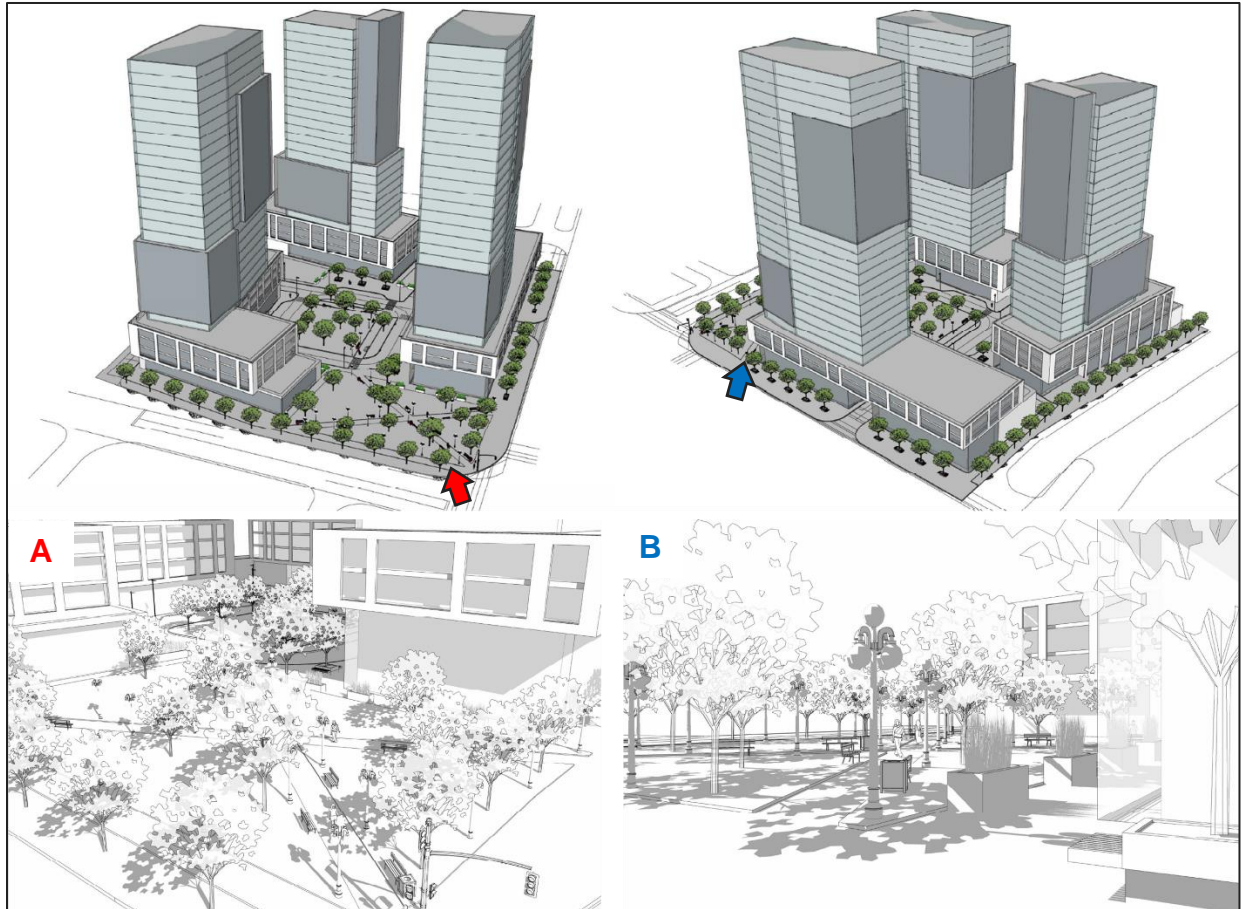


Figure 6. Concept massing and street level renderings (RLA Architecture)

The pedestrian network provides connections throughout the site to each building and outdoor amenity space, including to a proposed public park at the southwest corner of the site and a north-south sidewalk to improve the connection from the Central Park residential neighbourhood to Baseline Road. The extents of the underground parking garage have been intentionally setback from the property lines and the park space to avoid park encumbrances and to ensure soil volumes around the site are adequate for supporting a wide range of appropriate large tree species.

The site has access to full municipal services (water, sanitary, storm) and a serviceability report has been prepared in support of the proposal. The site design along Baseline Road takes into consideration the available plans for the Baseline BRT and associated requirement for a ROW widening. The proposed public park has been sized to meet the full parkland requirement anticipated for the proposed build-out of the site, and is envisioned as an urban plaza which will be programmed by the City once they assume ownership (rendered park space in Figure 6 is for illustrative purposes only). The location and dimensions of the park ensures it has public road frontage, can be integrated with the proposed extension of a north-south sidewalk, and can serve as a community amenity providing urban green space for future residents and the surrounding community. As noted previously, the park space may provide an ideal location for the site's totem pole, which for the last 60 years, has been a landmark on the site.



Table 1. Conceptual development details

Feature	Building A	Building B	Building C	Total
Land use	Residential	Residential	Mixed-use	Mixed-use
Gross floor area	± 19,720 m ²	± 18,004 m ²	± 21,146 m ² (853.3 m ² as commercial)	± 58,870 m ²
Dwelling units	339	260	353	952
Maximum height	28 storeys (89 m)	26 storeys (83 m)	30 storeys (96 m)	Maximum height of 30 storeys (96 m)
Public park area	See total	See total	See total	± 1,232.91 m ²
Bicycle parking	195 ground floor + parking garage stalls	119 ground floor + parking garage stalls	62 ground floor + parking garage stalls	1,158 total stalls - 3 exterior - 376 ground floor lobby - 229 P1 - 275 P2 - 275 P3
Vehicle parking	See total	See total	See total	748 total stalls - 218 P1 - 265 P2 - 265 P3

4 POLICY REVIEW & JUSTIFICATION

The following section consists of a policy review and corresponding rationale in support of the proposal. The review covers the Provincial Policy Statement 2020, the City of Ottawa Official Plan, Zoning By-law 2008-250, and applicable urban design guidelines. The policy review also has consideration for the Council-approved New Official Plan that is awaiting ministerial feedback and is not in full force and effect.

4.1 Provincial Policy Statement 2020

The Provincial Policy Statement 2020 ('PPS') provides policy direction on planning matters in the Province of Ontario, and is issued under Section 3 of the Planning Act. Generally, this direction is for the planning of strong, sustainable, and resilient communities for all people, for clean and healthy environments, and for strong and competitive economies. Decisions affecting planning matters in Ontario shall be consistent with the policies of the PPS.

The below review demonstrates that the proposed development is consistent with the applicable policies of the PPS.

Section 1.1.1 of the PPS sets out the criteria whereby healthy, livable, and safe communities are sustained. In short, these include: promoting efficient development and land use patterns; accommodating an appropriate affordable and market-based range and mix of residential types; avoiding development and land use patterns which may cause environmental or public health and safety concerns; promoting cost-effective development patterns such as transit-supportive intensification; improving



accessibility by identifying, preventing, and removing land use barriers; ensuring there is necessary infrastructure to meet current and future needs; promoting development and land use patterns that conserve biodiversity; and, preparing for the regional and local impacts of a changing climate.

Section 1.1.3.2 of the PPS states, generally, that land use patterns within settlement areas shall be based on densities and a mix of land uses which efficiently use land and resources, support active transportation, and are transit-supportive.

Section 1.1.3.3 of the PPS states, generally, that Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated.

Section 1.1.3.6 of the PPS states, generally, that new development taking place in designated growth areas should have a compact form and a mix of uses and densities that allow for the efficient use of land, infrastructure, and public service facilities.

Section 1.4.1 of the PPS states, generally, 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 1.4.3 of the PPS states, generally, that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by: directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs; and, promoting intensification that efficiently uses land, resources, infrastructure and public service facilities, and supports the use of active transportation and transit in areas where it exists or is to be developed.

Section 1.5.1 of the PPS states, generally, that healthy, active communities should be promoted by: planning public spaces to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity.

Section 1.6.6 of the PPS states, generally, 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 1.6.7.4 states that a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

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, generally, that long-term economic prosperity should be supported by: promoting opportunities for economic development and community investment-readiness.

Section 1.8.1 of the PPS states, generally, that Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which promote intensification and compact form in a structure of nodes and corridors, active transportation and public transit, and design that maximizes energy efficiency and green space, where feasible.

The proposed rezoning to permit mixed-use intensification is consistent with and supportive of the above policy statements of Section 1 of the PPS, as it will help to support and contribute to the following:

- encourage healthy and efficient modes of transportation by providing ample communal amenity area, parkland dedication (urban plaza), a logical internal pedestrian network, and a bicycle parking ratio of approximately one space per dwelling unit;
- incentivize a reduction in personal vehicle trips by locating high-density housing in proximity to an abundance of complementary land uses and public transit infrastructure (i.e., future Baseline Road BRT; pedestrian linkages; and, shopping centre, personal business, and office land uses; etc.);
- support the City's substantial investment in rapid transit by proposing high-density housing adjacent to a future Baseline BRT station;
- support the viability of surrounding non-residential uses by expanding and diversifying the local consumer base with the provision of high-density housing;
- provide an appropriate and desirable renewal of serviceable land identified as a mainstreet for mixed-use intensification;
- contribute to the supply of rental/condo units with a range of unit sizes to address the City's housing availability crisis; and,
- promotes the efficient use and optimization of existing municipal sewage, water, and stormwater services, with the understanding that there may be a need for improvements to the sanitary infrastructure fronting the site.

Section 2.0 of the PPS states, generally, that Ontario's long-term prosperity, environmental health, and social well-being depend on conserving biodiversity, protecting the health of the Great Lakes, and



protecting natural heritage, water, agricultural, mineral and cultural heritage and archaeological resources for their economic, environmental, and social benefits.

The subject site is not anticipated to contain any of the above noted resources, as it has been developed since the 1960s. The site consists of building footprint, surface parking lot, and manicured grass and landscaped open space. The City's list of required plans and studies to support the proposal did not include an Environmental Impact Statement, but did include a Tree Conservation Report which is to be submitted with the proposed application, and indicates that five of the site's 47 trees would be retained based on the concept site plan, while 46 new trees would be planted, resulting in a net increase of four trees. Other relevant studies and plans, such as a geotechnical study and a functional site servicing and stormwater management report, have been provided in support of the proposed application.

Section 3.0 of the PPS states, generally, that development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.

In accordance with supporting plans and studies, the proposal is not anticipated to result in any unacceptable risk to public health and safety. The required submissions include a functional site servicing and stormwater management report which reviews potential storm events, as well as a geotechnical study which reviews soil conditions. The report findings will be reviewed and further discussed, if necessary, through consultation with the City of Ottawa and Rideau Valley Conservation Authority. A Phase I ESA was also completed for the site (Paterson Group, 2022) and noted that a Phase II ESA was not required at this time.

The proposed rezoning will allow the site to accommodate a desirable form of high-density, mixed-use development, which among other benefits, will support housing stability, economic vitality, uptake in public transit ridership, the efficient use of land and public infrastructure, and urban greening (provision of parkland and ample open space). For these reasons, and the ones noted in the above review, the proposal is consistent with the policies of the PPS 2020.

4.2 Official Plan

The City of Ottawa Official Plan is the primary long-term policy document that guides growth and development within the City. The current in-force Official Plan ('OP') was enacted in 2003 and has since gone through a number of major updates to comply with legislative requirements and to adapt to evolving context at a provincial-wide, City-wide, and community-wide scale.

The City recently went through an extensive process to prepare and adopt a New Official Plan ('New OP'), which received council approval on October 27, 2021. The New OP is currently under review by the Ministry of Municipal Affairs and Housing and will not be in full force and effect until ministerial approval is granted, which is anticipated to occur in the summer or fall of 2022.

In this current period, between Council approval of the New OP and the Minister's approval of the New OP, the City has been directed to apply whichever provision, as between the current in-force and New



OP, is more restrictive. The proposal conforms to the Official Plan and the following subsections provide a review of both the in-force OP and the New OP as they relate to the proposal.

4.2.1 IN-FORCE OFFICIAL PLAN

4.2.1.1 Section 3: Designation and Land Use

The subject site is designated Arterial Mainstreet on Schedule B of the OP (see Figure 7), which permits a wide range of uses and densities up to high-rise building heights. Section 3.6.3 of the Official Plan provides policy direction for Arterial Mainstreets and includes the below description for lands subject to this designation:

“The [Arterial] Mainstreet designation identifies streets well-served by transit that offer significant opportunities for intensification [...]. The objective of the Arterial Mainstreet designation is to encourage more dense and mixed-use development that supports, and is supported by, increased walking, cycling and transit use. Focusing intensification on Mainstreets allows for less disruption and more convenient services for adjacent communities and more efficient use of transit.”

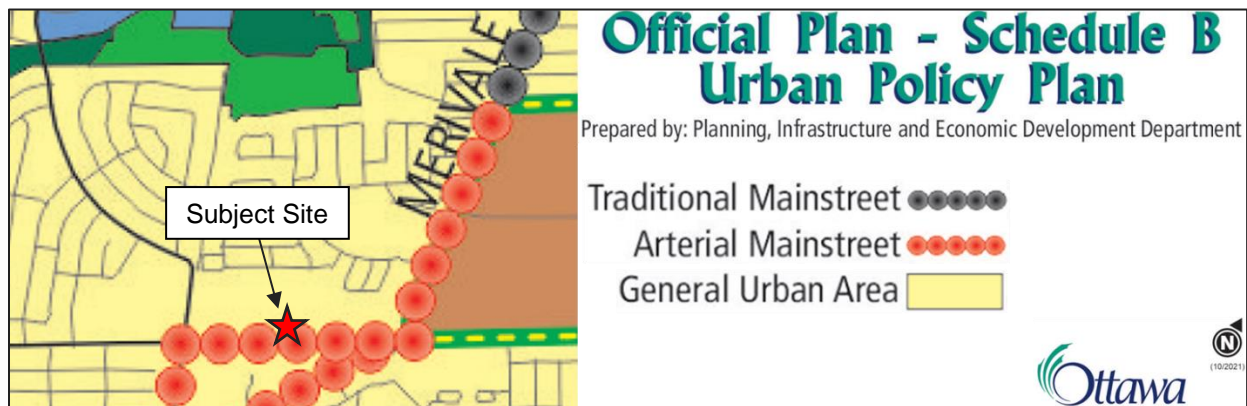


Figure 7. Excerpt of Schedule B of the Official Plan

Policies

1. [...] [Arterial Mainstreets] 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. [...] 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. [...]

7. [...] development proposals on Mainstreets will be evaluated in the context of the policies in this section and the Design Objectives and Principles in Section 2.5.1, and the Compatibility policies set out in Section 4.11.

10. Redevelopment and infill are encouraged on [...] 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;

[...] and where the development provides a community amenity and adequate transition is provided to adjacent low-rise.

14. To achieve the vision for Mainstreets, changes within the public environment as well as within the abutting private property environment may be necessary. The function and design of a road may influence the nature of land use along it and changes to the street may be necessary in order to facilitate a more intense, pedestrian-oriented form of development adjacent to it. Where the City is proposing public works within a Mainstreet's right-of-way, it will consider changes such as the institution of on-street parking, improvements to the pedestrian and cycling environment, streetscape enhancements, lane reductions and measures to enhance transit ridership in the area.

15. In order to demonstrate its commitment to development on Mainstreets, the City will consider them to be priority locations for considering:

f. The use of techniques such as increased height and density provisions.

The proposed rezoning to permit mixed-use intensification conforms to the applicable policies of Section 3.6.3, as summarized below:

- Proposes a mix of permitted land uses with building heights and a residential density that will optimize the land through intensification;
- Orients development toward the mainstreet to enhance the streetscape and public realm, while accounting for the known design and space requirements for the Baseline BRT;
- Will support active and public modes of transit through the provision of parkland, an improved pedestrian network to and around the site, and through the inclusion of high-density housing adjacent to complementary land uses and a future BRT Station;
- Includes various community amenities, such as: public park; formalized pathway extension between Baseline Road and the Central Park community; opportunity to integrate the site's totem pole into the public park or on adjacent private lands as part of future redevelopment; and,



- Conforms to the applicable policies of Section 2.5.1 and 4.11 of the Official Plan, as demonstrated later in this report and in conjunction with the Design Brief and architectural submissions prepared by RLA Architecture. Similarly, the Design Brief and architectural submissions demonstrate that adequate transition can be achieved to the adjacent properties and land uses.

4.2.1.2 Section 2.2.2: Managing Intensification within the Urban Area

Section 2.2.2 states that the Official Plan supports intensification throughout the urban area where there are opportunities to accommodate more jobs and housing and increase transit use. Intensification is directed to Target Areas for Intensification which have the potential to develop at moderate to high densities in a compact form. The following is a review of the applicable policies of Section 2.2.2 as they relate to the proposal:

Target Areas for Intensification

3. Target areas for intensification are the Central Area, Mixed Use Centres, Mainstreets, and Town Centres defined on Schedule B, and the Community Core in Riverside South. These areas are located on the Rapid Transit and Transit Priority Network as defined on Schedule D.

Intensification and Building Height

10. Intensification may occur in a variety of built forms from low-rise to high-rise provided urban design and compatibility objectives are met. Denser development, that often means taller buildings, should be located in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses. [...]

11. The distribution of appropriate building heights will be determined by:

a. The location in a Target Area for Intensification identified in policy 4 above or by proximity to a Rapid Transit station or Transit Priority corridor, with the greatest density and tallest building heights being located closest to the station or corridor; and

b. The Design and Compatibility of the development with the surrounding existing context and planned function, as detailed in Section 4.11, with buildings clustered with other buildings of similar height.

16. The Location of High-Rise and High-Rise 31+ buildings is influenced by the need to provide an adequate separation distance from other existing and potential future High-Rise buildings. Separation distances between buildings are to be considered when considering sites for development of High-Rise buildings and High-Rise 31+ buildings. The City may implement separation distances through the Zoning By-law. [...]

The proposed rezoning to permit mixed-use intensification conforms to the applicable policies of Section 2.2.2, as summarized below:

- Proposes a mix of permitted land uses with building heights and a residential density that is appropriate for accommodating intensification within a target area immediately adjacent to a future BRT station;



- Considers surrounding context in its proposed built form (see also the submitted Design Brief) by ensuring adequate building setbacks, stepbacks, and height transitions are provided in accordance with applicable urban design guidelines for high-rise buildings; and,
- Conforms to the applicable policies of Section 2.5.1 and 4.11 of the Official Plan, as demonstrated later in this report and in conjunction with the Design Brief and architectural submissions prepared by RLA Architecture.

4.2.1.3 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 provides general direction, through City-wide objectives and high-level policies, for the implementation of quality urban design within target areas. The intent of the objectives and policies is to ensure that areas targeted for growth can appropriately evolve over time while ensuring a compatible relationship with the established surrounding character. 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 and policies:

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.

Policies

1. In [...] the review of development applications, studies, other plans and public works undertaken by the City, the Design Objectives set out above will apply, as applicable. Proposed of new development or redevelopment will also be required to demonstrate how their proposal addresses the Design Objectives.

2. The City recognizes the following lands as Design Priority Areas

b. Traditional and Arterial Mainstreets as identified on Schedule B of this Plan

As demonstrated by the architectural submissions and the contents of this report, the proposal, which will be subject to the Urban Design Review Panel, is in general conformity with the applicable policies and design objectives of Section 2.5.1 as detailed below:

- Will enhance the sense of community by introducing high-density housing with complementary non-residential land uses, including commercial uses fronting Baseline Road and animating the public realm, as well as parkland to enliven the southwest corner of the site, which is proximate to a future BRT station and a main pedestrian crossing and linkage. Furthermore, there is opportunity for the City to design the parkland space to include the Scouts totem pole, which is a symbolic art piece that has contributed to the site's identity for 60 years;
- Will provide opportunity for quality public and private spaces through the inclusion of appropriately distributed parkland, private outdoor amenity, and public realm space (enliven Baseline Road with commercial uses). Although the design is conceptual in nature to support the proposed rezoning, through a future site plan control process, these spaces would be designed to be safe, accessible, well lit and landscaped, and easy to get to and move through;
- Will respect the character of the existing area, which consists of shopping centre, office, and existing and proposed high density residential uses along the Baseline Road mainstreet. Although the design is conceptual in nature to support the proposed rezoning, the submissions have demonstrated that the proposal can be appropriately integrated into the immediate and surrounding context;
- Will consist of spaces that can adapt and evolve over time, including: appropriately sized ground floor commercial units fronting Baseline Road to maximize flexibility for potential tenants; provision of communal indoor and outdoor amenity spaces that exceed the minimum required by zoning; a public park space that the City can design and program; and a network of pedestrian pathways providing efficient connection to the proposed park, adjacent future BRT Station, and to the shopping centres west and south of the site; and,
- Maximize energy efficiency by proposing a rezoning to permit high-density, mixed-use redevelopment in a phased approach that supports surrounding complementary land uses as well as existing and future city infrastructure (i.e., piped services, transit infrastructure, road and park network, etc.).



4.2.1.4 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 in design priority areas (i.e., mainstreets). The current proposal is only for rezoning, and so the design elements are high-level and conceptual in nature, with the expectation that detailed design will be addressed as part of a future site plan control process. The below review demonstrates that the proposal conforms to the applicable policies of Section 4.11.

Building Design

5. Compatibility of new buildings with their surroundings will be achieved in part through the design of the portions of the structure adjacent to existing buildings and/or facing the public realm. Proponents of new development will demonstrate, at the time of application, how the design of their development fits with the existing desirable character and planned function of the surrounding area in the context of:

- a.** Setbacks, heights and transition;
- b.** Façade and roofline articulation;
- c.** Colours and materials;
- d.** Architectural elements, including windows, doors and projections;
- e.** Pre- and post-construction grades on site; and
- f.** Incorporating elements and details of common characteristics of the area.

6. The City will require that all applications for new development:

- a.** Orient the principal façade and entrance(s) of main building(s) to the street.
- b.** Include windows on the building elevations that are adjacent to public spaces;
- c.** Use architectural elements, massing, and landscaping to accentuate main building entrances.

8. To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. If they cannot be internalized these services are to be screened from public view (i.e. trees, landscaping, decorative walls and fences etc.) and are to be acoustically dampened where possible. The location and operation of these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.



9. Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building.

As demonstrated by the architectural submissions and the contents of this report, the proposal, which will be subject to the Urban Design Review Panel, is in general conformity with the applicable policies of Section 4.11 as detailed below:

- Detailed design elements relating to such things as landscaping, building articulations, projections, fenestration, etc. will be addressed as part of a future site plan control process;
- Concept plan has been designed to meet or exceed applicable minimum recommended setbacks established in the City's Urban Design Guidelines for High Rise Buildings;
- Variation in building stepbacks, height, and orientation provide for appropriate transition to surrounding lands also designated Arterial Mainstreet;
- Principal façade and entrances of the main building have been oriented towards Baseline Road; and,
- To the extent known for the purpose of the proposed rezoning, servicing, loading areas, and other required mechanical equipment and utilities have been conceptually designed to be internalized into the site and buildings to maintain a high quality, obstacle free pedestrian environment.

Massing and Scale

10. [...] Where there are no established criteria provided in an approved Plan, the City will assess the appropriateness of the proposal relying upon its approved Design Guidelines, as applicable, and the following criteria:

- a.** Building height, massing and scale permitted by the planned function of adjacent properties as well as the character established by the prevailing pattern of abutting development and development that is across the street;
- b.** Prevailing patterns of rear and side yard setbacks, building separation and landscaped open spaces and outdoor amenity areas as established by existing zoning where that pattern is different from the existing pattern of development;
- c.** The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this section.

12. Transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of Low-Rise development. Proponents for developments that are taller in height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as a stepping down or variation in building form has been incorporated into the design.



13. Building height and massing transitions will be accomplished through a variety of means, including:

- 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 along a Mainstreet);
- c.** Building setbacks and step-backs.

As demonstrated by the architectural submissions and the contents of this report, the proposal, which will be subject to the Urban Design Review Panel, is in general conformity with the applicable policies of Section 4.11 as detailed below:

- The proposed height, massing, and scale takes into account the planned function of adjacent properties that are similarly designated under the current and New Official Plan to permit up to high-rise buildings. Some of the adjacent properties already contain or are under construction for high-rise buildings; and,
- The surrounding lands along Baseline Road consist primarily of shopping centre, office, and high-rise residential uses. This area is intended to evolve over time to a more dense, mixed-use environment in support of the Baseline BRT. The proposed concept has consideration for the redevelopment potential of abutting lands through building placement, orientation, setbacks, and height transitions.

High Rise Buildings

14. High-Rise Buildings are a form of high-density development that can contribute to intensification, housing and employment opportunities and provide new view, skyline and landmark possibilities. High-Rise buildings should be designed to achieve the objectives of this Plan and avoid or reduce impacts or disruptions associated with:

- a.** pedestrian comfort, safety and usability resulting from changes to wind and shadow patterns in outdoor amenities and adjacent public and private spaces surrounding the building;
- b.** public views, including view planes and view-sheds referred to in Policy 3 above;
- c.** proximity to heritage districts or buildings;
- d.** reduced privacy for existing building occupants on the same lot or on adjacent lots.

15. Generally, High-Rise buildings, which consist of three integrated parts, a base, a middle and a top, can achieve many of the urban design objectives and address the impacts described above in the following ways:

- a.** The base of a high-rise building should respect the scale, proportion, and character of the surrounding buildings, adjacent streets, parks, and public or private open spaces and animate such spaces.
- b.** The tower, which typically includes a middle and a top, should step back from the base where possible. The tower design can reduce the building impacts identified above by incorporating an appropriate



separation from existing or future adjacent towers located on the same lot or on an adjacent lot. The responsibility for providing an appropriate tower separation shall generally be shared between owners of abutting properties where high-rise buildings are permitted. A separation distance of 23m has been the City's general guidance but actual separation requirements may vary in different parts of the City depending on the context.

c. Floor plates may also vary depending on the uses and the context. Generally, towers with a larger floor plates may require a greater separation from adjacent towers.

As demonstrated by the architectural submissions and the contents of this report, the proposal, which will be subject to the Urban Design Review Panel, is in general conformity with the applicable policies of Section 4.11 as detailed below:

- Wind and shadow analyses were prepared in support of the application. At a high-level, pedestrian spaces, landscaping, and building orientation have been designed with consideration of pedestrian comfort, with further details to be determined through a future site plan control process;
- The architectural submissions are the result of multiple design iterations which considered such things as existing and future views as well as approved and under-construction developments to the west of the site; and,
- All three proposed buildings take the form of a podium and tower design. The four storey podiums provide for a human scale appropriate for this stretch of Baseline Road. The impact of the towers and their floorplates on the pedestrian realm and abutting properties is minimized through the use of appropriate tower setbacks from the property lines, podiums, and other proposed building towers, as per the applicable Urban Design Guidelines for High Rise Buildings.

Outdoor Amenity Areas

20. Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development. These areas may include private amenity areas and communal amenity spaces such as: balconies or terraces, rooftop patios, and communal outdoor at-grade spaces (e.g. plazas, courtyards, squares, yards). The specific requirements for the private amenity areas and the communal amenity spaces shall be determined by the City and implemented through the Zoning By-law and site plan agreement.

21. Proponents of prominent developments, such as Major Urban Facilities and High-Rise Buildings, are encouraged to include site-specific public art. Public art may be identified as a means to satisfy the policies of Section 5.2.1 where proponents of development are seeking an increase in height and density. Where public art is provided as part of a private development proposal, the City will assist by providing consultation services in adherence with the Municipal Public Art policy.

As demonstrated by the architectural submissions and the contents of this report, the proposal, which will be subject to the Urban Design Review Panel, is in general conformity with the applicable policies of Section 4.11 as detailed below:



- The proposal includes four outdoor communal amenity spaces distributed throughout the site, a public park, and buildings that each contain indoor communal amenity space and private amenity space (balconies), all of which will exceed the minimum amount required by zoning. The size and configuration of these spaces are appropriate for ensuring flexibility in their ultimate design, which would be addressed as part of a future site plan control process; and,
- As noted previously, Scouts would like to see the totem pole removed and restored in a culturally appropriate way. Given the heritage value and the family's wishes that the totem pole remain in a public space to be enjoyed by all, Scouts would look to work with the city and/or purchaser of the property to have the totem pole reinstalled on site, either in the proposed public park space or as part of a future redevelopment.

Design Priority Areas

22. The portion of the building(s) which are adjacent to the public realm will be held to the highest building design standards by incorporating specific building design features:

- a.** Design the building(s) first storey to be taller in height to retain flexibility or opportunity for ground floor uses in the future;
- b.** Locate front building façades parallel to the street; however, consideration may be given to allow for interruptions of continuous building facades at strategic locations to provide pocket parks, plazas or other open spaces that provide a supportive function to the street activity or enable views and vistas;
- c.** Transparent windows at grade to give views into the building to observe the function of the building and out of the building to enhance natural surveillance;
- d.** Using architectural treatments (e.g. projections from continuous building lines, awnings, canopies, alcoves and bays) to soften the interface between buildings and the public realm;
- e.** Sufficient lighting sources for public uses after dark and to accentuate and animate buildings, natural features, public monuments and public spaces;
- f.** Utilize façade treatments to accentuate the transition between floors and interior spaces to provide visual interest and relief; and
- g.** Signage that contributes to the character of the surrounding area and architectural design of the building through appropriate architectural design elements, materials, and colour.

23. The portion of the development which impacts the public realm will be held to the highest site design standards and should incorporate enhanced public realm improvements, such as:

- a.** weather protection elements, (e.g. colonnades, and awnings);
- b.** shade trees, median planting and treatments and other landscaping;
- c.** wider sidewalks and enhanced pedestrian surfaces;



- d. coordinated furnishings and utilities, transit stops, and decorative lighting; and
- e. memorials and public art commissioned for the location.

24. The massing and scale of development will define and enclose public and private spaces (e.g. streets, parks, courtyards, squares) using buildings, structures and landscaping; and relate to the scale and importance of the space they define (e.g. street width to height ratios).

As demonstrated by the architectural submissions and the contents of this report, the proposal, which will be subject to the Urban Design Review Panel, is in general conformity with the applicable policies of Section 4.11 as detailed below:

- The first storey of the building fronting Baseline Road has been designed with higher than typical ceilings to ensure the space can be flexible to accommodate a wide range of potential uses and tenants. The front façade of this building parallels Baseline Road for the majority of the site's frontage, with the exception of the proposed public park at the southwest corner of the site and a single break for the site's right-in-right-out access. The façade of this building will be designed in detail as part of a future site plan control process, and will contain transparent glazing to permit views into the building and natural surveillance;
- Detailed design elements relating to such things as lighting, signage, building materials and colours, and other architectural features will be addressed as part of a future site plan control process;
- The concept includes sufficient space to accommodate new trees, as the extents of the underground parking garage have been intentionally setback from the property lines and the park space to avoid park encumbrances and to ensure soil volumes around the site are adequate for supporting a wide range of appropriate large tree species; and,
- The proposed pedestrian network provides connections to and through the site, and will connect to the public park and the north-south connection from Baseline Road to the Central Park community.

4.2.2 NEW OFFICIAL PLAN

The site is designated Corridor - Mainstreet on Schedule B3 of the New OP (see Figure 8), which permits a wide range of uses and densities, including high-rise mixed-use built form.

The site is also situated within a Hub designation, but since it fronts onto Baseline Road, it is designated Corridor - Mainstreet and not Hub. Section 6.2 of the New OP provides policy direction for the Corridor - Mainstreet designation and includes the below description for lands subject to this designation:

"The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. The Corridor designation includes two sub-designations, Mainstreet Corridors (also referred to as Mainstreets) and Minor Corridors."



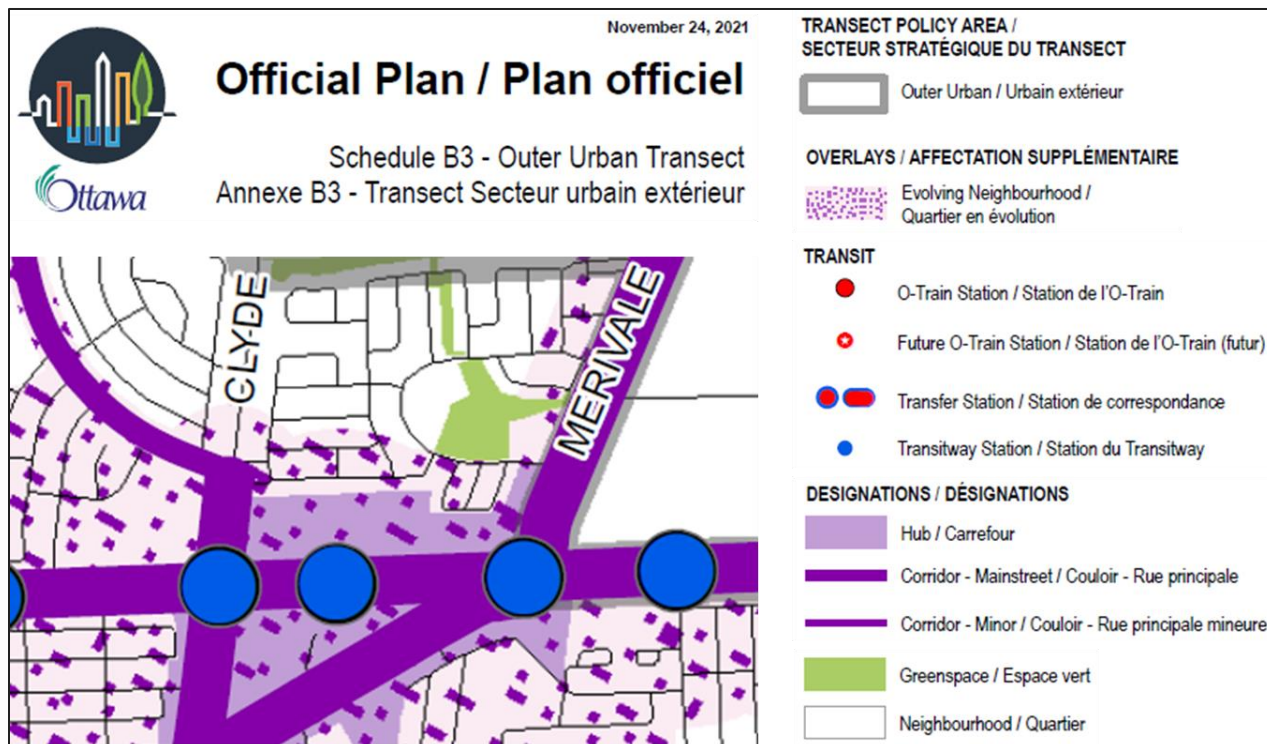


Figure 8. Excerpt of Schedule B3 of the New OP

Policies

6.2.1 Define the Corridors and set the stage for their function and change over the life of this Plan

2) Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building stepbacks where appropriate. Further, development:

- c) For sites generally of greater than one hectare in area or 100 metres in depth:
 - i) Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users; and
 - ii) Where development is proposed to occur in phases, may be required to build phases closest to the Corridor before phases located at the back of the site, subject to any overlay that may apply;

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

- a) Commercial and service uses on the ground floor of otherwise residential [...] buildings with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods;
- c) Minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building.

6.2.2 Recognize Mainstreet Corridors as having a different context and setting out policies to foster their development



1) In the Mainstreet Corridor designation, this Plan shall permit a mix of uses including offices. These uses are permitted throughout the building, however the Zoning By-law may require active commercial or service uses on the ground floor, which include those that support cultural development in order to maintain, extend, or create a continuous stretch of active frontages along a Mainstreet.

The proposed rezoning to permit mixed-use intensification conforms to the applicable policies of Section 6.2, as summarized below:

- Proposes the greatest heights and densities nearest the Corridor and adjacent to a future BRT station, with the intent that the conceptual first phase would be for the building nearest Baseline Road;
- Proposes an enhanced circulation network throughout the site that prioritizes pedestrians (i.e., no surface parking; multiple private green spaces; public park; enhanced pedestrian connection between Baseline Road and the Central Park community; adequate space for public realm animation and tree planting; etc.); and,
- Proposes a mix of permitted land uses with building podium heights of four storeys.

Schedule A - Transect Policy Areas identifies the site as being located within the Outer Urban transect Policy Area. Section 5.2 of the New OP contains policies for the Outer Urban Transect, with the below reviewed policies being relevant to the proposal.

Policies

5.3.1 Recognize a suburban pattern of built form and site design

2) The Outer Urban Transect is generally characterized by low- to mid-density development.

Development shall be:

- b) Generally Mid- or High-rise along Mainstreets, except where the lot is too small to provide a suitable transition to abutting low-rise areas, in which case only low-rise development shall be permitted; and
- c) Mid- or High-rise in Hubs.

3) In the Outer Urban Transect, the City shall support the rapid transit system and begin to introduce urban environments through the designation and overlay policies of this Plan, by:

- a) Supporting the introduction of mixed-use urban developments at strategic locations close to rapid transit stations; and

4) In the Outer Urban Transect, the Zoning By-law shall provide for a range of dwelling unit sizes in:

- a) Multi-unit dwellings in Hubs and on Corridors

5.3.2 Enhance mobility options and street connectivity in the Outer Urban Transect

1) The transportation network for the Outer Urban Transect shall:

- a) Acknowledge the existing reality of automobile-dependent built form that characterizes the Outer Urban Transect while taking opportunities as they arise to improve the convenience and level of service for walking, cycling and public transit modes;



- b)** Further to a), introducing mid-block connections to, from and within residential areas, particularly where doing so would materially reduce walking and cycling distances imposed by discontinuous street networks; and
- c)** Reducing automobile trips into the Inner Urban and Downtown Core Transects while improving first- and last-kilometre transportation options at the Outer Urban trip ends by:
 - ii)** Maximizing direct pedestrian access from residential areas to street transit stops.

5.3.3 Provide direction to the Hubs and Corridors located within the Outer Urban Transect

3) Along Mainstreets, permitted building heights are as follows, subject to appropriate height transitions, stepbacks and angular planes:

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

The proposed rezoning to permit mixed-use intensification conforms to the applicable policies of Section 5.3, as summarized below:

- Proposes land uses and building heights permitted by the Corridor - Mainstreet designation and that are adjacent to a Hub and future BRT station;
- Proposes housing within walking distance of a broad range of complementary uses (i.e., shopping centres; employment uses; personal service businesses; etc.); and,
- Proposes an enhanced circulation network throughout the site that prioritizes pedestrians (i.e., no surface parking; multiple private green spaces; public park; enhanced pedestrian connection between Baseline Road and the Central Park community; adequate space for public realm animation and tree planting; etc.).

Section 2.2.1 of the New OP contains high-level policy intents on intensification and housing, with the below reviewed policy intents being relevant to the proposal.

Policy Intent:

i) Direct residential growth within the built-up urban area to support an evolution towards 15-minute neighbourhoods

This Plan envisions directing residential intensification towards Hubs, Corridors and surrounding Neighbourhoods where daily and weekly needs can be accessed within a short walk. [...]

ii) Provide housing options for larger households

[...] Smaller dwelling units in the form of one- and two-bedroom apartments will continue to be located adjacent to transit stations, within commercial clusters, along corridors with transit stops and commercial services and within Neighbourhoods. [...]

iii) Improve public amenities and services



The supportive policies for growth management, housing, transportation, urban design and parks and greenspace throughout this Plan will provide some of the necessary elements to facilitate achieving a 60 per cent intensification target. [...] To support the City's strategy to achieve a 60 per cent intensification target by 2046, the City will:

- Direct residential intensification to Hubs, Corridors [...]
- Require an appropriate proportion of housing with three or more bedrooms [...]

The proposed rezoning to permit mixed-use intensification conforms to the applicable policy intents of Section 2.2.1, as summarized below:

- Proposes land uses and building heights permitted by the Corridor - Mainstreet designation and that are adjacent to a Hub and future BRT station;
- Proposes housing within walking distance of a broad range of complementary uses (i.e., shopping centres; employment uses; personal service businesses; etc.); and,
- Proposes conceptual buildings with appropriate proportions of dwelling unit sizes.

Table 3a of the New OP contains density and large-household targets and minimum requirements for lands in a Hub, Corridor - Mainstreet, or Protected Major Transit Station Area (PMTSA). The minimum required residential density for the subject site is 120 dwellings per net hectare, whereas the minimum proportion of large-household dwellings is 5 percent. The proposed zoning by-law amendment will permit building heights and densities capable of meeting the minimum requirements of Table 3a of the New OP.

The proposed rezoning to permit mixed-use intensification conforms to the applicable policies of the New OP.

4.3 Urban Design Guidelines

The purpose of the City's Urban Design Guidelines is to provide urban design guidance at the planning application stage in order to assess, promote, and achieve appropriate development within specified areas throughout the City. Where these guidelines apply, their objectives will not necessarily be relevant in all cases or in their entirety. Compliance with the guidelines is not a statutory requirement, as in the case of policies of the Official Plan or regulations of the zoning by-law, but instead, is encouraged to promote quality design and consistency throughout the City. There are three specific guidelines that apply to the subject site and proposal, which include High Rise Buildings, Transit Oriented Development, and Development Along Arterial Mainstreets.

The proposal is to rezone the site for additional building height and density. Accordingly, the proposed design in support of the rezoning application is conceptual in nature, and a more detailed analysis of the applicable design guidelines would be provided at the time of a formal site plan control application.

4.3.1 HIGH RISE BUILDINGS

Ottawa City Council adopted the Urban Design Guidelines for High-Rise Buildings in 2018. The guidelines apply to all proposed high-rise development throughout the City, with the purpose of the guidelines being 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 an evaluative checklist, nor are all guidelines necessarily 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. There are six objectives of the guideline, which are listed below.

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

The proposal satisfies the general intent and purpose of the above objectives as detailed below.

Context

- Guideline 1.12, 2.18: proposed building bases relate to the existing and planned streetwall along this segment of Baseline Road.
- Guideline 1.14, 1.16: lot is of a regular and appropriate size to incorporate building height transition through design.
- Guideline 1.15: lot will abut the public realm on at least two sides (Baseline Road to the south and a public park facing south and west from the site).

Built Form

- Guideline 2.1, 2.13: base of the buildings, particularly along the site's road frontage and public park, have been sized and oriented to frame and animate the pedestrian environment.
- Guideline 2.2, 2.3, 2.35: middle and top of the buildings will be designed to express quality views, with floorplates that are appropriately sized for their intended residential use.



Planning Rationale - 1345 Baseline Road

- Guideline 2.15, 2.17: height of the proposed building base is proportionate to the City's identified protected width of the Baseline Road ROW.
- Guideline 2.20: the entrance to the site from Baseline Road will break-up the mass of the street fronting building base.
- Guideline 2.23: ground floor of the base is intended to be animated and highly transparent.
- Guideline 2.24: tower floorplates are appropriately sized for their intended residential use.
- Guideline 2.25, 2.29: appropriate tower separations have been proposed from the property lines and other towers on site through the use of building place, setbacks, and stepbacks.
- Guideline 2.31: towers have been oriented and shaped to minimize shadow and wind impacts while addressing other urban design principles.
- Guideline 2.36: roof-top mechanical equipment is intended to be integrated into the design of the buildings.

Pedestrian Realm

- Guideline 3.4: the proposed public park will complement the public realm and private amenity spaces of the proposal.
- Guideline 3.8: the proposal includes an internal pedestrian network that is well-connected with the proposed park and walkway extension between Baseline Road and the Central Park community.
- Guideline 3.11: the proposal will provide clearly identifiable connections and accesses for users.
- Guideline 3.12: animation will be provided through street facing storefronts, a highly transparent building base along Baseline Road, wide sidewalks, a public park, and outdoor and at-grade private amenity space and pedestrian network. The proposal also considers opportunity to re-locate the site's existing totem pole to an appropriate location on site (i.e., public park or private amenity space).
- Guideline 3.14, 3.15, 3.16, 3.17, 3.18: parking will be located on two levels of a below-grade garage. Short-term lay-by parking, servicing, and loading has been located internal to the site to be out of sight from the public realm.
- Guideline 3.19: service openings and garage doors have been located to minimize their visual impact and to maintain safe patterns of circulation through the site.
- Guideline 3.26, 3.27: wind and shadow studies were conducted in support of the proposal.

4.3.2 TRANSIT ORIENTED DEVELOPMENT

The Transit-Oriented Development Guidelines was completed in 2007 with the purpose of providing guidance to assess, promote, and achieve appropriate Transit Oriented Development within the City of Ottawa. These guidelines are to be applied throughout the City for all development within a 600 metre



Planning Rationale - 1345 Baseline Road

walking distance of a rapid transit stop or station, which includes the subject site, as it is located adjacent to a future Baseline Bus Rapid Transit (BRT) station.

The Transit-Oriented Development (TOD) guidelines are organized into the six themes summarized below. As demonstrated in the below review of the applicable guidelines, the proposal satisfies the general intent and purpose of the TOD themes.

- Land Use – type and intensity of uses for supporting transit efficiency
- Layout – development, accessibility, and circulation patterns for supporting transit use
- Built Form – place making to establish attractive public realms around transit infrastructure
- Pedestrians & Cyclists – prioritizing the pedestrian experience
- Vehicles & Parking – efficient and safe designs for streets and parking environments
- Streetscape & Environment – attractive sidewalks, walkways, and transit stops
- Guideline 1: proposal will permit a high-density residential use in a mixed-use building form adjacent to a future Baseline BRT station and existing complementary land uses.
- Guideline 3: proposal will permit a multi-purpose destination consisting of high-density housing, street fronting commercial, and a public park, all of which is proximate to the future Baseline BRT and complementary land uses (i.e., shopping centre, office, personal service business, etc.)
- Guideline 4, 5, 6, 16, 18: internal pedestrian network will support circulation to and through the site, with efficient connections to adjacent transit infrastructure and signalized crossings.
- Guideline 7, 8, 10: the proposal has been coordinated with the City's project for the widening of Baseline Road and the introduction of the Baseline BRT. Building locations are proximate to a future BRT transit station and have been laid out to support efficient pedestrian access.
- Guideline 9: transition in scale can be achieved with the abutting lands, as the buildings have been located and designed in accordance with the City's Design Guidelines for High-Rise Buildings. The abutting lands currently consist of surface parking lots associated with a shopping centre (west) and office complex (east and north).
- Guideline 11, 13: building setbacks, stepbacks, and articulations in accordance with the City's Design Guidelines for High-Rise Buildings have been implemented in the conceptual design.
- Guideline 14, 15, 28: animation will be provided through street facing storefronts, a highly transparent building base along Baseline Road, wide sidewalks, a public park, and outdoor and at-grade private amenity space and pedestrian network.
- Guideline 36: the east access will come from an existing private drive aisle owned by the shopping centre to the east.



- Guideline 37, 38, 39, 43: appropriately located short-term parking (layby) is internal to the site and services each respective building. All other parking is provided below grade. Loading is internal to the site and out of sight from the public realm.
- Guideline 52: the site has been designed to allow for ample open space to accommodate trees.

4.3.3 DEVELOPMENT ALONG ARTERIAL MAINSTREETS

The Urban Design Guidelines for Development along Arterial Mainstreets was completed in 2006. 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 guidelines, which are listed below. As demonstrated in the below review of the applicable guidelines, the proposal satisfies the general intent and purpose of the guideline's objectives.

- To foster compatible development that will contribute to the recognized or planned character of the streets;
- To promote a comfortable pedestrian environment and create attractive streetscapes;
- To achieve high-quality built form and establish a strong street edge along Arterial Mainstreets;
- To facilitate a gradual transition to more intensive forms of development on Arterial Mainstreets;
- To accommodate a broad range of uses including retail, services, commercial, office, institutional and higher density residential; and,
- To enhance connections that link development sites to public transit, roads and pedestrian walkways.
- Guideline 1, 4, 13, 18: base of the buildings, particularly along the site's road frontage and public park, have been sized, oriented, and glazed to frame and animate the pedestrian environment.
- Guideline 7, 19: the proposal will enhance the existing pedestrian connection between Baseline Road and the Central Park community while also enhancing the relationship between the site and the shopping centre property to the west.
- Guideline 8: the proposal includes a public park at its southwest corner along Baseline Road, and the owner is interested in exploring ways to integrate the site's totem pole into the park.
- Guideline 9: height of the proposed building base is proportionate to the City's identified protected width of the Baseline Road ROW.
- Guideline 11: the proposal will facilitate opportunity for mixed-use intensification adjacent to a future BRT station.
- Guideline 14: transition in scale can be achieved with the abutting lands, as the buildings have been located and designed in accordance with the City's Design Guidelines for High-Rise Buildings. The



abutting lands currently consist of surface parking lots associated with a shopping centre (west) and office complex (east and north).

- Guideline 20: the proposal will provide clearly identifiable connections and accesses for users.
- Guideline 25: the east access will come from an existing private drive aisle owned by the shopping centre to the east.
- Guideline 31, 32, 33, 34, 35, 40, 41: continuous landscaping will reinforce pedestrian walkways, open space, and property lines. The site has also been designed to allow for ample unobstructed open space to accommodate trees.
- Guideline 50: service openings, utilities, waste storage, loading, and garage doors have been located and/or screened to minimize their visual impact and to maintain safe patterns of circulation through the site.

5 Zoning By-law

5.1 Existing Zoning

The subject site is zoned AM5[436], which is described as Arterial Mainstreet Zone, Subzone 5, Exception 436 under City of Ottawa Zoning By-law 2008-250 ('ZBL'). Exception 436 is a site-specific exception which limits the cumulative gross floor area to 15,550 square metres. The purpose of the AM zone is described in Section 185 of the ZBL, as detailed below:

- (1) *accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings or side by side in separate buildings in areas designated Arterial Mainstreet in the Official Plan; and*
- (2) *impose development standards that will promote intensification while ensuring that they are compatible with the surrounding uses.*



Figure 9. Zoning Excerpt



Planning Rationale - 1345 Baseline Road

The proposed zoning by-law amendment is for the purpose of:

- permitting an apartment dwelling, high rise;
- permitting all land uses listed under Section 186(5)(b);
 - o these land uses are currently only permitted on a site which includes a land use listed under Section 186(5)(a), and since apartment dwelling, high rise, isn't listed under 186(5)(a), then relief is required.
- removing the floor space index and gross floor area maximums that apply to the site;
- permitting a maximum building height 95 metres up to 30 storeys;
- make the site only subject to the maximum parking rates of Section 103;
 - o Section 186(5)(e) requires that the maximum permitted parking equal the minimum required parking

Tables 2-4 detail the existing and proposed zoning performance standards and related provisions.

Table 2. AM5[436] Zone Provisions (red text denotes required relief)

Section	Provision	Required / Permitted	Proposed
239, Exception 436	Maximum cumulative total GFA	15,550 m ² (166,840.61 ft ²)	58,870 m ² (633,671 ft ²)
186(5)(a) & (b)	Permitted uses	[list excludes proposed use of an apartment dwelling, high rise, which means the uses under 186(5)(b) are not permitted]	Apartment dwelling, high rise; retail store; restaurant
Table 185(a)	Minimum lot area	No minimum	± 13,156.21 m ²
Table 185(b)	Minimum lot width	No minimum	± 115.58 m
Table 185(c)	Minimum front yard and corner side yard	Non residential or mixed use buildings	No minimum
		Residential use building	3 m
Table 185(d)	Minimum interior side yard	Abutting a residential zone	7.5 m
		All other cases	No minimum
Table 185(e)	Minimum rear yard	Abutting a street	3m
		Rear lot line abutting a residential zone	7.5m
		For a residential use building	7.5m
		All other cases	No minimum
Table 185(f)	Maximum building height	in any area up to and including 20 metres from a property line abutting a R1, R2 or R3 residential zone	11 m
		in any area up to and including 20 metres from a property line abutting a R4 zone	15 m
		in any area over 20 metres and up to and including 30 metres from a property line abutting a R1, R2, R3 or R4 zone	20 m, or as shown on the zoning map
		more than 30 metres from a property line abutting a R1 – R4 zone	30 metres but in no case greater than nine storeys, or as shown on the zoning map
		In addition to Table 185(f)(i, ii, and iii), as applicable, the maximum building height for AM, AM1, AM4 and AM5 zones, on the following street segments: Baseline Road from St. Helen's Place to Merivale Road	25.0 metres, or as shown on the zoning map
		in all other cases	30 metres but in no case greater than nine storeys, or as shown on the zoning map



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Table 185(g)	Maximum floor space index	for AM, AM1, AM4 and AM5 zones, on specific street segments as noted in clause (g) above	if 80% or more of the required parking is provided below grade: 3.5	4.47
			in all other cases: 2 unless otherwise shown	NA
		in all other cases	None	NA

Table 3. Parking Space Rates (red text denotes required relief)

PARKING TYPE	APARTMENT, HIGH RISE (952 Dwelling Units)			COMMERCIAL (853.30 m ² of GFA)		
	Minimum Required	Provided	Compliance	Minimum Required	Provided	Compliance
Regular	Area X rates per Sec.101(5)(a) Rate: 0.5 / DU (first 12 DU excluded) = 940 (0.5) = 470 Per Sec. 101(6)(c)(ii), a reduction of 20 required spaces is permitted as all spaces are provided below grade = 470 - 20 = 450	566, which includes 22 barrier-free spaces (parking garage)	Compliant	Area X rates per Sec.101(5)(a) Retail Store Rate (commercial tenant land uses TBD as part of a future site plan control and leasing process): 1.25 / 100 m ² = 853.30 / 100 (1.25) = 11	11 (parking garage)	Compliant
Visitor	Area B rates 0.2 / DU (first 12 DU excluded, and a maximum requirement of 60 per building) = 60 + 60 + 51 = 171	171 (parking garage)	Compliant		NA	
Accessible	Required: 2 (TBD visitor spaces represent public parking) Provided: 22 (compliant) <i>By-law 2008-250: Section 106(2) & By-law 2017-301: Part C, Sec. 111(2)</i>					
Bicycle	0.5 / DU = 476	1,155 (parking garage and ground floor)	Compliant	1 / 250 m ² of GFA = 3	3 (outdoor)	Compliant
Loading	Required: none Provided: none - sufficient space for loading/servicing along layby associated with the single mixed-use building (compliant)					
MAXIMUM PERMITTED PARKING (EXCLUDES VISITOR)						
Section	Provision			Proposed	Compliance	
186(5)(e)	the provisions of Section 101 – Minimum Parking Space Rates, apply but the minimum rate is the maximum amount of parking permitted: 450 regular stalls			566 regular stalls	Non-compliant	

Table 4. Amenity Area Matrix

PROVISION	BY-LAW SECTION	REQUIRED		PROPOSED	
		Total Amenity Area	Communal Amenity Area	Total Amenity Area	Communal Amenity Area
Amenity Area	Section 137 (rates are the same for both Mixed-use Buildings of 9 or more dwelling units and for high rise apartment buildings)	6 m ² per DU = 6 (952 DU) = 5,712 m ²	A minimum of 50% of the required total amenity area = 0.5 (5,712) = 2,856 m ²	Total: 6,191 m ² (assumes balconies of approximately 6.5 m ²)	Total: 3,273.13 m ² (1,412.3 m ² indoor & 1,860.83 m ² outdoor)
Additional provisions	<ul style="list-style-type: none"> i. 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. ii. Amenity area must be located on the same lot as the use for which it is provided. iii. Amenity area provided outdoors must not be located in a required front or corner side yard. iv. Where amenity area is located outside at grade, it may be included in the calculation of landscaped area requirements. v. Minimum required communal amenity area may only be included as part of a required landscaped buffer where it is aggregated into areas of 54 m² or more. vi. Layout of communal amenity area: aggregated into areas up to 54 m², and where more than one aggregated area is provided, at least one must be a minimum of 54 m². 				



5.2 Requested Amendment

The proposal is for a zoning by-law amendment ('ZBA') for the purpose of permitting mixed-use intensification on the subject site. Specifically, the purpose of the ZBA is to address the required zoning relief detailed in Table 5. The proposed framework for the ZBA is in the form of a site-specific zoning exception. As part of this approach, the site's existing zoning exception (Number 436) would be removed, and a new exception number would be assigned to the site's zoning. The framework for this approach will be coordinated with City staff as part of the ZBA process, and a draft of it has been provided in Table 6.

Table 5. Summary of the requested zoning amendment

Section	Provision	Required / Permitted	Proposed	Rationale Summary
239, Exception 436	Maximum cumulative total GFA	15,550 m ² (166,840.61 ft ²)	58,870 m ² (633,671 ft ²)	Eliminate exception 436 and the single provision associated with it. We have conducted due diligence through the City, but confirmation of the intent behind the existing provision could not be located given the age of the provision pre-dating amalgamation. Given the amount of redevelopment and approved development in the surrounding area since the last known date of the provision being in place, we do not anticipate there to be concerns with the proposed removal of the GFA maximum, but trust that any material impacts would be drawn out during the development review process.
Table 185(g)	Maximum floor space index (i) for AM, AM1, AM4 and AM5 zones, on specific street segments as noted in clause (g) above i) Baseline Road from St. Helen's Place to Merivale Road 1) if 80% or more of the required parking is provided below grade	3.5	4.47	In the proposed new site-specific zoning exception, add a provision which states that the site is not subject to a maximum FSI. This meets the intent of the AM zone by removing a barrier to promoting intensification along a planned rapid transit corridor and in proximity to complementary land uses.
Table 185(f)	Maximum building height (v) In addition to Table 185(f)(i, ii, and iii), as applicable, the maximum building height for AM, AM1, AM4 and AM5 zones, on the following street segments: i) Baseline Road from St. Helen's Place to Merivale Road	25.0 metres, or as shown on the zoning map	96 m	In the proposed new site-specific zoning exception, add a provision which states that the site is subject to a maximum building height of 30 storeys up to 96 m. This meets the intent of the AM zone by permitting high-rise building heights on a site where the urban design guidelines for high-rise buildings can be generally complied with, where a rapid transit corridor and abutting station is planned, and where the policies of the in-force and New Official Plan provide support.
186(5)(a)	the following uses only are permitted	Excludes apartment dwelling, high rise	Apartment dwelling, high rise	Add apartment dwelling, high rise as a permitted use to a new site-specific zoning exception. This meets the intent of the AM zone by permitting a land use capable of promoting intensification along a rapid transit corridor and in proximity to complementary land uses.
186(5)(b)	the following uses are also permitted subject to: (i) being in the same building or on the same lot as a use or uses listed in subsection 186(5)(a) above; and (ii) the cumulative gross floor area not exceeding the total gross floor area of the use or uses listed in subsection 186(5)(a) above	artist studio bank bank machine bar car wash cinema convenience store day care instructional facility library municipal service centre nightclub parking garage parking lot payday loan establishment personal service business place of assembly	retail store; restaurant	In the proposed new site-specific zoning exception, add a provision which states that the land uses listed under 186(5)(b) are permitted when in the same building or on the same lot as an apartment dwelling, high rise and/or a use or uses listed in subsection 186(5)(a). This meets the intent of the AM zone by ensuring a broad range of complementary non-residential land uses are also permitted in a building and on a site with apartment dwelling, high rise being the primary land use.



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		place of worship post office recreational and athletic facility restaurant retail food store retail store service and repair shop theatre		
186(5)(e)	the provisions of Section 101 – Minimum Parking Space Rates, apply but the minimum rate is the maximum amount of parking permitted	450 stalls	630 stalls	In the proposed new site-specific zoning exception, add a provision which states that the site is subject to Section 103 - maximum limit on number of parking spaces near rapid transit stations. This meets the intent of the By-law as it applies the appropriate section of the By-law (Section 103) to the subject site for regulating the maximum limit on number of parking spaces near rapid transit stations.

Table 6. Proposed zoning exception

EXCEPTION NUMBER	APPLICABLE ZONE	ADDITIONAL LAND USES PERMITTED	LAND USES PROHIBITED	EXCEPTION PROVISIONS
				PROVISIONS
436 xxxx	AM5[436] AM5[xxxx]	Apartment dwelling, high rise		<p>— the cumulative total gross floor area must not exceed 15,550 m²</p> <p>The following provisions apply to the property described municipally as 1345 Baseline Road:</p> <ul style="list-style-type: none"> - No maximum FSI - Maximum building height is 30 storeys up to 96 m - Land uses listed under 186(5)(b) are permitted when in the same building or on the same lot as an apartment dwelling, high rise and/or a use or uses listed in subsection 186(5)(a) - Notwithstanding Section 186(5)(e), the site is subject to Section 103 - maximum limit on number of parking spaces near rapid transit stations

6 PUBLIC ENGAGEMENT STRATEGY

As part of the due diligence for the project, consultation was undertaken to explore and evaluate design options and early feedback regarding the proposal. These engagement processes included a meeting with the Councillor's office and a pre-application consultation with City staff and a representative of the Community Association.

Following each of the above noted consultation processes the design of the proposal was revisited to consider or address comments, where possible, while maintaining project feasibility. As part of ongoing public engagement, the project will be presented to the Urban Design Review Panel (UDRP), is likely to be presented to the local community on behalf of the Councillor's office, and will be subject to a statutory public hearing for the proposed zoning by-law amendment. It is important to note that the application is solely for a zoning by-law amendment at this time, and that further consultation is expected to take place as part of any future site plan control application.

7 SUPPORTING DOCUMENTATION

The following is a list of the plans and studies prepared and submitted as part of a complete application in support of the proposed zoning by-law amendment:



Planning Rationale - 1345 Baseline Road

- Planning rationale report
- Design brief
- Survey plan
- Site plan
- Architectural building elevation drawings
- Landscape plan
- Tree Conservation Report
- Wind analysis
- Shadow analysis
- Transportation Impact Study
- Site Servicing and Stormwater Management Report
- Geotechnical Study
- Phase 1 ESA

8 CONCLUSION

The proposal is for a zoning by-law amendment ('ZBA') to permit primarily additional height and density on the subject site, which will serve to support the objectives of transit oriented communities as detailed in policies of the Provincial Policy Statement and the City's Official Plan.

Through this report and other supporting materials submitted as part of a complete application, the proposed zoning by-law amendment has been demonstrated to be appropriate for facilitating the future redevelopment of the site. It is our opinion that the proposal is consistent with the Provincial Policy Statement, that it conforms to the City's Official Plan, and that it meets the general intent and purpose of the City's zoning by-law. Accordingly, we respectfully recommend the proposed zoning by-law amendment for approval.

