



222 Baseline Road

Planning Rationale + Design Brief
Zoning By-law Amendment
November 24, 2022



Prepared for HP Urban Inc

Prepared by Fotenn Planning + Design
396 Cooper Street, Suite 300
Ottawa, ON K2P 2H7

November 2022

© Fotenn

The information contained in this document produced by Fotenn is solely for the use of the Client identified above for the purpose for which it has been prepared and Fotenn undertakes no duty to or accepts any responsibility to any third party who may rely upon this document.

1.0 Introduction	1
2.0 Site Context and Surrounding Area	2
3.0 Proposed Concept and Urban Design Brief	7
4.0 Policy and Regulatory Framework	12
5.0 Supporting Plans and Studies	26
6.0 Conclusion	28

1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by HP Urban Inc. to prepare this Planning Rationale and Design Brief in support of a Major Zoning By-law Amendment (ZBA) application to facilitate the proposed development on the lands municipally known as 222 Baseline Road (the “subject property”) in the Carleton Heights neighbourhood of the City of Ottawa.

The intent of this Planning Rationale is to assess the proposed Zoning By-law Amendment against the applicable policy and regulatory framework and to demonstrate how the proposed amendment is appropriate for the subject property and compatible with surrounding land uses, existing infrastructure and planning policy framework.

1.1 Purpose of Application

The purpose of the Zoning By-law Amendment Application is to rezone the subject property from R1 – First Density Residential to R4UD – Fourth Density Residential, subzone UD. This will allow for the redevelopment on the subject property with a four (4) storey, 18-unit, low-rise apartment building on an existing corner lot that is currently occupied by a detached dwelling.

Site Context and Surrounding Area

2.1 Subject Property

The subject property, municipally known as 222 Baseline Road, is located in River Ward (16) of the City of Ottawa. The subject property is currently occupied with a detached dwelling with attached single car garage and car port. The subject property is a corner lot that has a total area of 691.2 square metres, and frontage of approximately 19.8 metres along the south side of Baseline Road and 23.7 metres on the east side of Lexington Avenue. The lot depth (taken from Baseline Road) is approximately 28 metres.



Figure 1: Aria Image showing the subject property in relation to the surrounding context

2.2 Surrounding Area



North: Directly north of the subject property is the Central Experimental Farm (CEF), a National Historic Site which occupies 4 square kilometres of land within Ottawa’s urban area with characteristics typical of farmlands (pastures, limited barn buildings). Baseline Road, a 4-lane arterial roadway with landscaped median, separates the subject property from the CEF. In front of the subject property there are eastbound and westbound bus stops servicing Route 88, further discussed below. North of the CEF is Carling Avenue, a key arterial road servicing traffic east to west throughout the City.

East: The adjacent lot to the east is approximately the same size and shape as the subject property and is occupied by a detached dwelling. Along this stretch of Baseline Road there is a row of lots with low-rise, detached dwellings that face the CEF to the north. Further east is Prince of Wales Drive where there is an employment office plaza at the northeast corner of Prince of Wales Drive and Baseline Road and a small commercial plaza on the southwest corner.

South: The adjacent lot to the south is occupied by a low-rise, detached dwelling at 221 Wilshire Ave. Further south is the Courtland Park Subdivision made up of predominantly low-rise, detached dwellings and a local park.

West: Immediately to the west of the subject property runs Lexington Street, a local street, beyond which and are detached dwellings along Baseline Road. Fisher Avenue is approximately 250 metres west of the subject property where there is a small retail plaza. This site is currently subject to an active ZBLA to permit three (3) high-rise residential buildings. The future Baseline rapid transit will have a stop at Fisher Avenue.

2.3 Transportation Network

2.3.1 Transit Network

The subject property is well positioned with regard to current and future transit connectivity. As shown on Schedule C2 – Transit Network in the new Official Plan, the subject property will be within 300 metres walking distance of the forthcoming Fisher Bus Rapid Transit Station (BRT) that will form part of a Rapid Transit Corridor running east-west along Baseline Road. The subject property currently has access to local transit Route 88 with both eastbound and westbound stops located in front of the subject property. Fisher Avenue is identified as a Transit Priority Corridor on Schedule C2- Transit Network of the New OP.

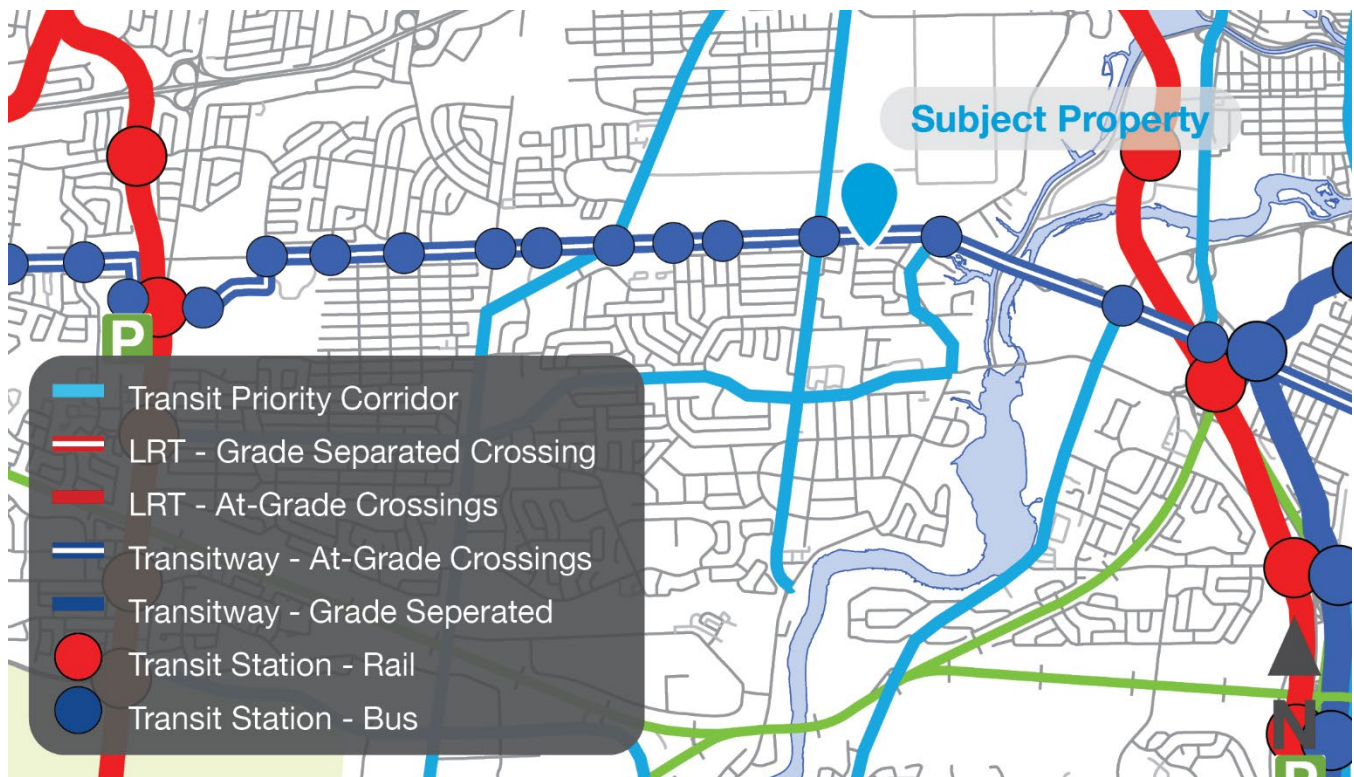


Figure 2: City of Ottawa Official Plan Schedule C2 - Transit Network Ultimate

2.3.2 Active Transportation Network

The area surrounding the subject property offers multiple active transportation options. There are several NCC Multi-Use Pathways that run through the CEF to the north and along the Rideau River and Canal to the east. There are sidewalks on both sides of Baseline Road and pedestrian connection across the median between the westbound and eastbound traffic is in front of the subject property.

2.3.3 Road Network

The subject property is located on Baseline Road, identified as an Arterial Roadway on Schedule C4 – Urban Road Network in the new Official Plan. Arterial Roadways are roads within the City that carry higher volumes of traffic to local and regional destinations. These roadways function as major public and infrastructure corridors that are intended to accommodate not only vehicular traffic but also pedestrians, public utilities, cyclists and public transit as well.

Due to their ability to accommodate increased capacity, Arterial Roadways are generally best suited for increased activity stimulated by residential and commercial intensification. In addition to Baseline Road, the subject property is located in close proximity to Arterial Roadways, Fisher Avenue and Prince of Wales Drive, which direct traffic north-south. The combination of these Arterial Roadways crates easy access from the subject property to Highway 417, allowing for travel throughout the rest of the City.

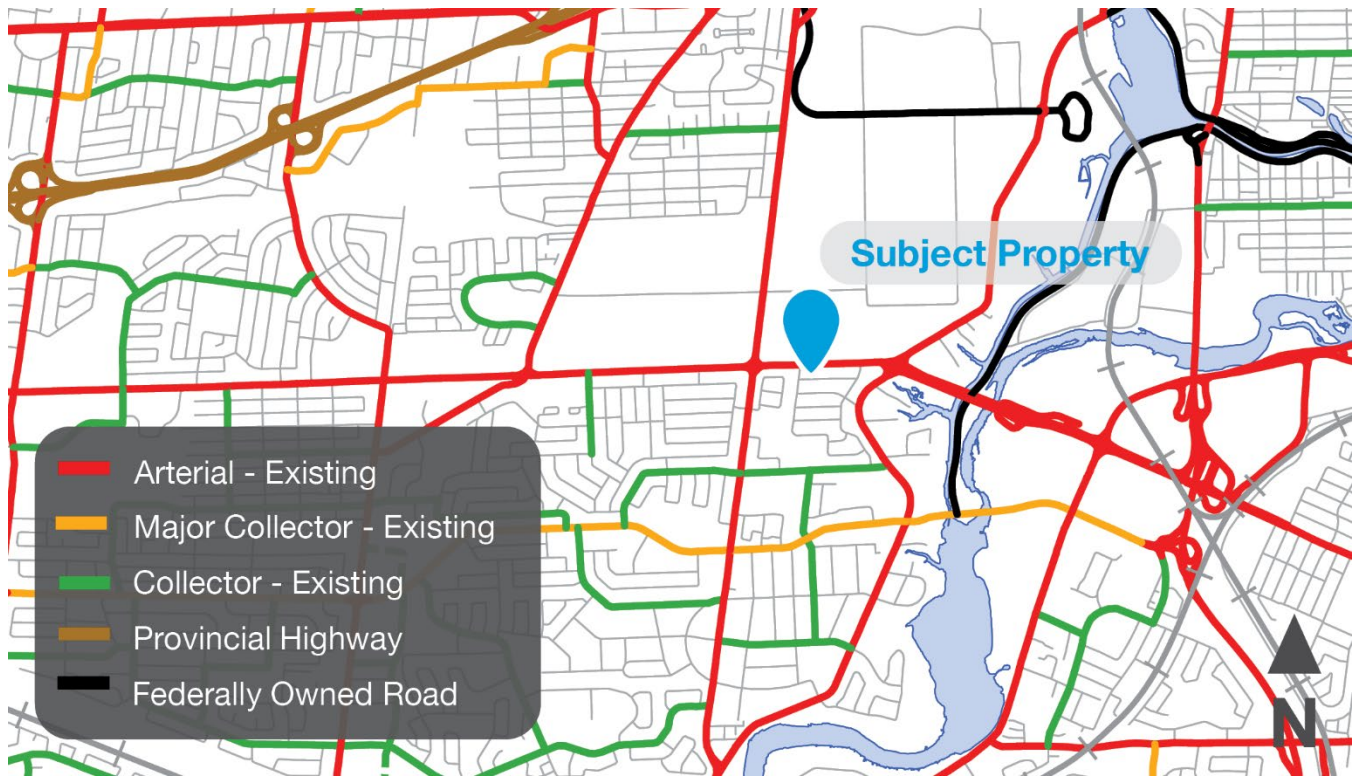


Figure 3: Schedule C4 - Urban Road Network

3.0

Proposed Concept and Urban Design Brief

3.1 Proposed Development

HP Urban Inc. has retained Varia Architecture to prepare development concepts which illustrates the low-rise, four (4) storey residential building that is proposed to replace the existing detached dwelling on the subject property..

The proposed development consists of low-rise (4-storey), multi-unit, residential building with a total of 18 units proposed, including a mix of one (1) and two (2) bedroom units. The building proposes an elevator, and an at-grade entrance for universal access.



Figure 4: Corner View of the proposed development

The proposed redevelopment of the lands includes no vehicular parking spaces. Eight (8) indoor bicycle parking spaces for tenants will be provided on the ground floor and an additional nine (9) spaces will be provided in the basement of the proposed development. The garbage and recycling facilities are provided on the ground floor with access to the street and through the interior of the building.

What is presented in this Planning Rationale is to provide an understanding of the potential massing, setbacks and building placement for the subject property. The specific details relating to the layout and operation of the bicycle and waste collection, amongst other elements will be finalized as the building get resolved, conforming with required regulations.

3.2 Urban Design Brief

3.2.1 Massing, Scale and Building Design

The proposed low-rise (4-storey), multi-unit, residential building is of a built form that provides for intensification along a Bus Rapid Transit Line while being sensitive to the existing context of the neighbourhood. While the built form is taller

than the surrounding context, it is in keeping with the objective to recognize Mainstreet Corridors as having a different context than surrounding neighbourhoods.



Figure 5: Baseline Road Frontage

The Low-rise building height of four storeys is appropriate given the direction of the new Official Plan for intensification to occur along Mainstreet Corridors (Baseline Road) in the Evolving Neighbourhood Overlay (further detailed in Section 4.2). It provides for a transition in built form and massing to adjacent low-rise residential neighbourhoods.

Reflecting on the comments received at the Pre-Application Consultation meeting, the building has been shifted by 0.5 metres to the north to provide for a greater setback at the rear, while bringing the built form closer to Baseline Road, framing the Mainstreet Corridor.



Figure 6: Lexington Avenue Frontage

It should be noted that the images of the proposed building presented in this report are preliminary to show the direction the building design is taking. Specific building materials will be determined as the design evolves.

3.2.2 Public Realm

The proposed building entrance faces the public street with direct access onto the sidewalk. A lobby is proposed to be located inside the entrance with glazing to provide a more permeable view to the street. The proposed front entrance will allow for residents to directly access the sidewalk and public transit.

The proposed development also includes ground floor units that will have direct access onto Lexington Avenue along the west property line. Semi-private outdoor patio space is also proposed to be provided for the ground floor units that front Lexington Avenue. This treatment will create an inviting space along the public realm, that will be enhanced with private landscaping (owners' patios) but also as part of the common building areas. The details of the landscaping will be determined at a future stage of the approval process.



Figure 7: Front entrance detail and Lexington façade

3.2.3 Sustainability

The proposed development is designed to encourage bicycle and transit usage reducing reliance on private automobiles. Bicycle parking is located on the ground floor within a secure bicycle storage room, which will discourage bicycle theft and protection from the elements.

Sustainable building elements will be explored for the proposed development as the building gets finalized prior to construction.

3.2.4 Heritage

The subject lands are not located within a Heritage Conservation District and otherwise have no applicable heritage restrictions.

3.3 Response to Pre-Application Consultation Comments

The proposed building design and layout has evolved since it was first presented at a Pre-Application Consultation meeting with City of Ottawa Staff held on April 27, 2022. The following design comments have been addressed through design alterations to the proposed development.

Comment	Design Response
The main entrance to the building should be at-grade and provide direct access to the street.	The main entrance is now proposed to be located at-grade with direct access to the street.
Explore ways to transition the massing to address the abutting lower-scale residential detached dwellings.	The building has been shifted 0.5 metres to the north to allow for more space in the rear yard.
Explore ways to minimize the visual prominence of the roof guard rail and the projecting access to the rooftop amenity area.	The roofline has been ‘softened’ and the railing is set back from the building edge, particularly on the south. Rooftop amenity space will be directed toward the north to avoid overlook into the adjacent property to the south.

<p>Explore creating more variation in the building façade. Reconsider the sizing and panel treatments on the windows. Staff appreciate the desire to bring light into the indoor spaces; however, consider the context of the placement of each window in relation to the floor plan/indoor living space.</p>	<p>The building façade includes more variation including articulations and varying materiality. Building materials will be determined as the building design progresses. Window design and placement has yet to be formally determined.</p>
<p>Address the blank façade behind the refuse area abutting Lexington.</p>	<p>The blank wall has been removed.</p>

4.0 Policy and Regulatory Framework

4.1 Provincial Policy Statement 2020

The Provincial Policy Statement (PPS) establishes policy direction for land use planning in the Province of Ontario that encourages planning and development that is environmentally sound, economically strong, and that enhances quality of life. The PPS promotes intensification of built-up areas to efficiently use land where existing infrastructure and public service facilities are readily available to avoid unjustified and uneconomic expansions. The policies relevant to the subject application are as follows:

- 1.1.1 Healthy, liveable and safe communities are sustained by:
- / promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
 - / accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs; avoiding development and land use patterns which may cause environmental or public health and safety concerns;
 - / promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
 - / ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;
 - / promoting development and land use patterns that conserve biodiversity; and,
 - / preparing for the regional and local impacts of a changing climate.
- 1.1.3.1 Settlement areas shall be the focus of growth and development;
- 1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
- / efficiently use land and resources;
 - / are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; and
 - / support active transportation; and,
 - / are transit-supportive, where transit is planned, exists, or may be developed.
- 1.1.3.3 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 taking into account exiting building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.
- 1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment, and compact form, while avoiding or mitigating risks to public health and safety.

1.4.3 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 are by:

- / permitting and facilitating: All types of residential intensification, including additional residential units and redevelopment;
- / 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;
- / promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
- / requiring transit-supportive development and prioritizing intensification, in proximity to transit, including corridors and stations; and,
- / establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

1.6.7.4 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 uses of transit and active transportation.

1.7.1 Long-term economic prosperity should be supported by:

- / encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce; and
- / optimizing the long-term availability and use of land, resources, infrastructure and public service facilities.

The redevelopment of the subject property in an efficient, cost-effective manner will make efficient use of existing infrastructure, public service facilities, and will support the City's investment and commitment to public transit. The subject property is adjacent to the City's future Baseline Bus Rapid Transit (BRT). The proposed development will also contribute to the range and mix of housing options within the City's urban area.

The proposed development is sensitive to surrounding land uses and promotes residential intensification and housing in a settlement area designated for growth. The proposed development of the subject property is consistent with the policies of the PPS (2020).

4.2 City of Ottawa Official Plan (2022)

The new Official Plan was adopted by Ottawa City Council in November 2021 and approved by the Minister of Municipal Affairs and Housing on November 4, 2022. The Plan provides guidance on the future growth of the City.

Policy directions include:

- / Achieve an intensification target of 60% by 2046;
- / Orient land use designations around nodes, corridors, and neighbourhoods;
- / Evolve to denser, walkable, 15-minute neighbourhoods; and
- / A renewed emphasis on building form.

In summary, the new Official Plan policies trend toward a greater focus on transit-oriented development, intensification, and urban design.

4.2.1 Growth Management Framework

The City of Ottawa's Growth Management Framework is set out in Section 3 of the Official Plan and is premised on the ability to provide sufficient development opportunities to increase sustainable transportation mode shares and use of existing and planned infrastructure, while reducing greenhouse gas emissions.

The policy intent of the City's Growth Management Framework is:

- / To provide an appropriate range and mix of housing that considered the geographic distribution of new dwelling types and/or sizes to 2046;
- / To provide a transportation network that prioritizes sustainable modes over private vehicles, based on the opportunities to mode shifts presented by each transect area context;
- / To prioritize the location of residential growth to areas with existing municipal infrastructure, including piped services, rapid transit, neighbourhood facilities and a diversity of commercial services;
- / To reduce greenhouse gas emissions in the development and building sectors and in the transportation network; and,
- / To establish a growth management framework that maintains a greater amount of population and employment inside the Greenbelt than outside the Greenbelt.

The proposed development meets the following Growth Management Framework policies among others:

Policy 3 in Section 3.1 states that the urban area and villages shall be the focus of growth and development.

Policy 1 in Section 3.2 sets the target amount of dwelling growth in the urban area that is to occur through intensification at 51%, representing the proportion of new residential dwelling units, excluding institutional and collective units such as senior's and student residences, based upon building permit issuance within the built-up portion of the urban area.

The proposed development replaces a single detached dwelling and intensifies the subject property with a low-rise, apartment building providing 18 residential units, which contributes towards the City's intensification target.

Policy 3 in Section 3.2 states that the vast majority of residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors, and adjacent Neighbourhoods.

The subject property is designated Mainstreet Corridor (Baseline Road). The intensification of the subject property will provide residential units within close proximity to commercial services and rapid transit in support of the creation of a 15-minute neighbourhood.

Policy 4 in Section 3.2 states that intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable.

The subject property has municipal water and sewer services and as explained in later sections of this Rationale conforms to the policies of the applicable transect and overlay.

Policy 8 in Section 3.2 states that intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices.

The proposed development seeks to provide apartment dwelling units in an area of predominantly single detached dwellings. The proposed development provides for a diversity of housing choice within the urban area.

4.2.2 Housing

Section 4.2 of the Official Plan outlines policies to promote the provision of housing and affordable housing throughout the city. The Official Plan strives to facilitate a diversity of housing options including missing middle housing.

Policy 2 in Section 4.2.1 states that the City shall support the production of a missing middle housing range of mid-density, low-rise multi-unit housing, in order to support the evolution of healthy walkable 15-minute neighbourhoods by:

- / Allowing housing forms of eight or more units in appropriate locations as-of-right within the Zoning By-law

The proposed development is considered missing middle housing as defined in the Official Plan as low-rise, multiple unit residential development of between three and sixteen units.

4.2.3 Urban Design

Urban Design is the process of giving form and context to a city to create the theatre of public life. It concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses. **Section 4.6** of the new Official Plan provides framework to outline the City's urban design program. The proposed development meets the following Urban Design policies among others:

Policy 2 in Section 4.6.5 states that development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.

Policy 3 in Section 4.6.5 states that development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

Policy 6 in Section 4.6.5 states that low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.

The proposed development acts to frame the Baseline Road corridor with an appropriately scaled building that provides a front entrance directly onto the sidewalk. Outdoor amenity space is directed towards the rear of the subject property with an appropriate interior yard area that provides separation from the adjacent rear and side abutting lots.

4.2.4 Transect Policy Areas

The subject property is located within the **Outer Urban Transect** as outlined on Schedule A – Transect Policy Areas of the Official Plan, Figure 8 below. The Outer Urban Transect applies to lands within the greenbelt that have a classic suburban model of development. The objective of the Outer Urban Transect is to introduce more viable public transit and active mobility options and encourage more diverse housing forms.

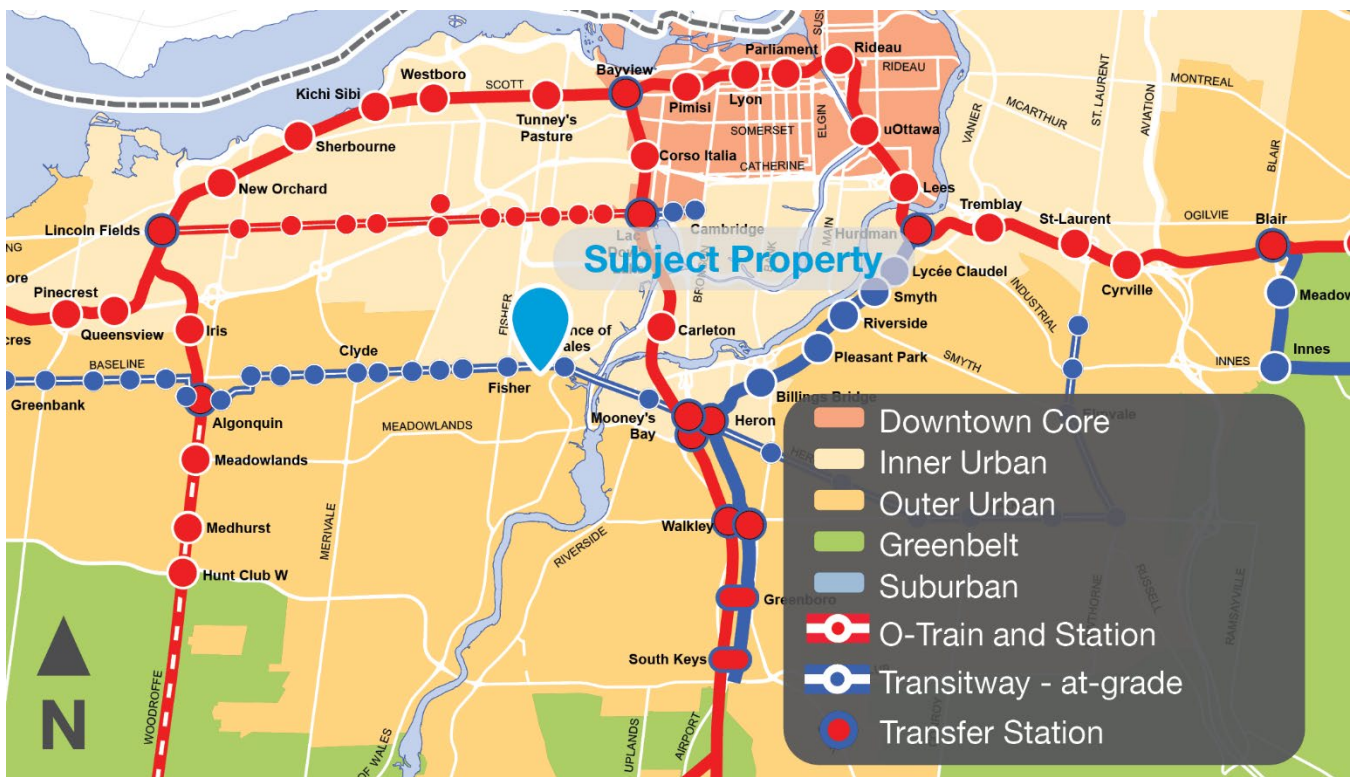


Figure 8: Schedule A New Official Plan - Transect Policy Areas

Policy 1 in Section 5.3.1 states the over the medium- to long-term, the Outer Urban Transect area will evolve towards an urban (15-minute) model. The OP allows for this evolution to happen gradually.

Policy 2 in Section 5.3.1 states that the Outer Urban Transect is generally characterized by low- to mid-density development. Along Mainstreets, development shall generally be mid-rise or high-rise, 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.

Policy 3 in Section 5.3.1 states that in the Outer Urban Transect, the City shall support the rapid transit system and begin to introduce urban environments through the designation and overlay policies of the plan, by:

- / Supporting the introduction of more urban developments at strategic locations close to rapid transit stations; and;
- / Targeting selected segments of Mainstreets for mid-density development to reinforce or establish an urban pattern of built form.

Policy 4 in Section 5.3.1 states that in the Outer Urban Transect, the Zoning by-law shall provide for a range of dwelling unit sizes including multi-unit dwellings on Corridors.

As discussed below, the subject property is designated Mainstreet Corridor. **Policy 3 in Section 5.3.3** establishes the permitted building heights along Mainstreets within the Outer Urban Transect. On sites that front on segments of streets whose right-of-way (after widening requirements have been exercised) is 30 metres or greater and where the parcel is of sufficient size to allow for transition in built form massing, the permitted building heights shall be not less than two (2) storeys and up to High-rise (40-storeys).

The proposed development provides for low-rise, infill development along a Mainstreet Corridor within the Outer Urban Transect that is appropriate for the lot size. It supports and is supported by rapid transit and is sensitive to the established low-rise neighbourhood to the south.

4.2.5 Land Use Designation

The subject property is designated **Mainstreet Corridor** with an evolving neighbourhood overlay, on Schedule B3 – Outer Urban Transect of the Official Plan, Figure 9 below. **Section 6.2** of the Official Plan sets out the policies for Corridors. 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.

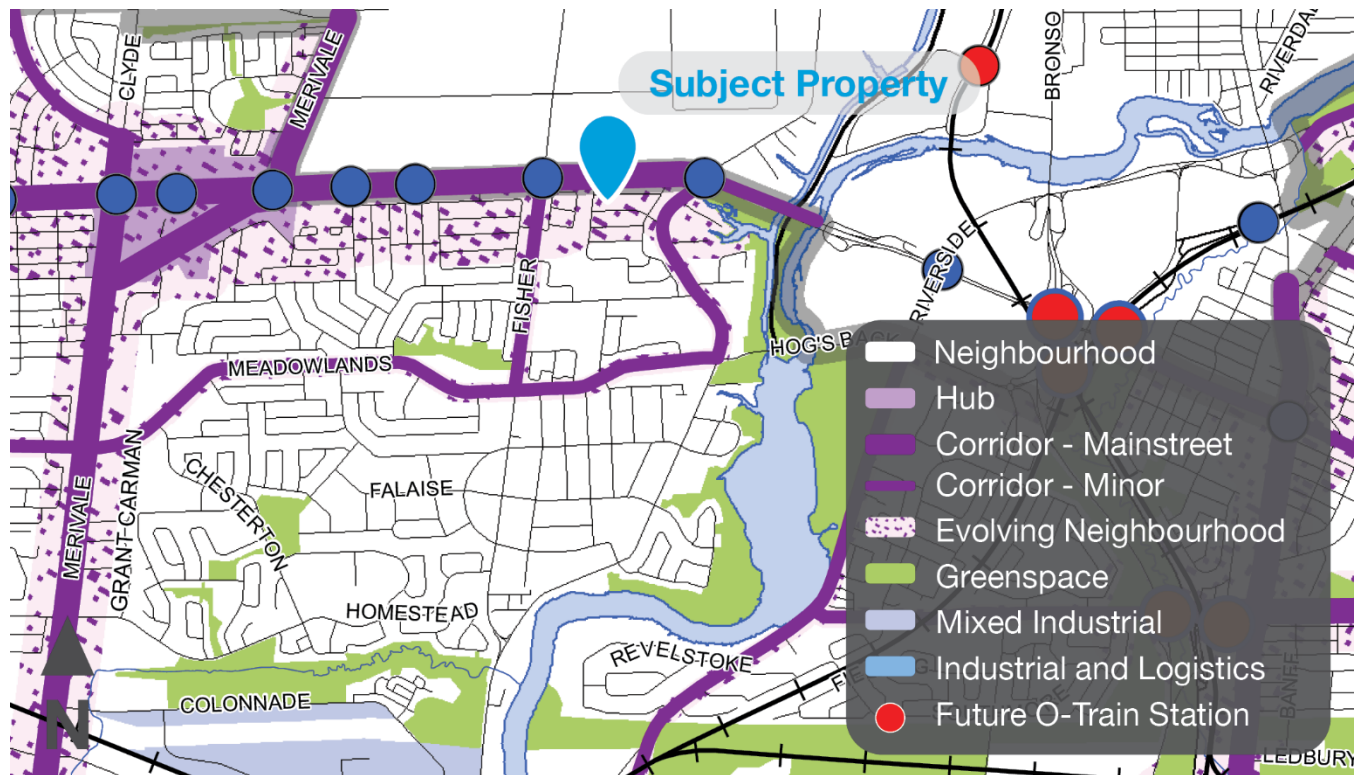


Figure 9: Schedule B3 of the New Official Plan - Outer Urban Transect

Policy 2 in Section 6.2.1 states that development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to the building setback where appropriate. Further Development:

- / Shall ensure appropriate transitions in height, use of land, site design, and development character through the site, to where the Corridor designation meets abutting designations.

The proposed development locates the maximum building height closest to the corridor while being sensitive to the adjacent low-rise neighbourhood. The building height will remain low-rise and rear yard amenity space will provide for the transition and separation to the neighbouring properties and will help to minimize any potential concerns including shadow, wind or privacy concerns.

4.2.6 Evolving Neighbourhood Overlay

The Evolving Neighbourhood Overlay is applied to areas that are located or at a stage of evolution that create the opportunity to achieve an urban form in use, density, built form, and site design. The evolving overlay generally applies to lands with 150 metres from a Corridor or Hub.

The following polices in **Section 5.6.1.1** apply to the subject site.

Policy 1 states that the Evolving Neighbourhood Overlay will apply to areas that are in a location or stage of evolution that creates the opportunity to achieve an urban form in terms of use, density, built form and site design.

The overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, providing:

- a) Guidance for a gradual change in character based on proximity to Hubs and Corridors;
- b) Allowance for new building forms and typologies, such as missing middle housing;
- c) Direction to built form and site design to support an evolution towards more urban built form patterns and applicable transportation mode share goals

Policy 2 states that where an Evolving Neighbourhood Overlay is applied:

- a) The Zoning By-law shall provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area; which may differ from the existing characteristics of the area to which the overlay applies; and
- b) The Zoning By-law shall include minimum-density requirements as identified in Table 3a, and permissions to meet or exceed the density targets of Table 3b.

Policy 3 States that in the Neighbourhood Overlay, the City:

- a) will be supportive of applications for low-rise intensification that seek to move beyond the development standards of the underlying zone where the proposal demonstrates that the development achieves objectives of the applicable transect with regards to density, built form and site design in keeping with the intent of Section 3 and 5 of the Official Plan;

The proposed development supports the objective of an evolution towards a more urban built form within the Outer Urban Transect by introducing greater density along a Mainstreet corridor with planned frequent rapid transit.

Overall, the proposed development conforms with the policies of the New Official Plan by providing for appropriate development that responds to the surrounding context and that is supported by and supports rapid transit.

4.3 Carleton Heights Secondary Plan (New Official Plan)

As a component of the new Official Plan, a revised version of the Carleton Heights Secondary Plan was adopted by Council. While substantively similar to the 1994 Secondary Plan, it differs in some key ways as noted below:

Schedule A in the Carleton Heights Secondary Plan as found in the Official Plan is outlined in Figure 10, below.

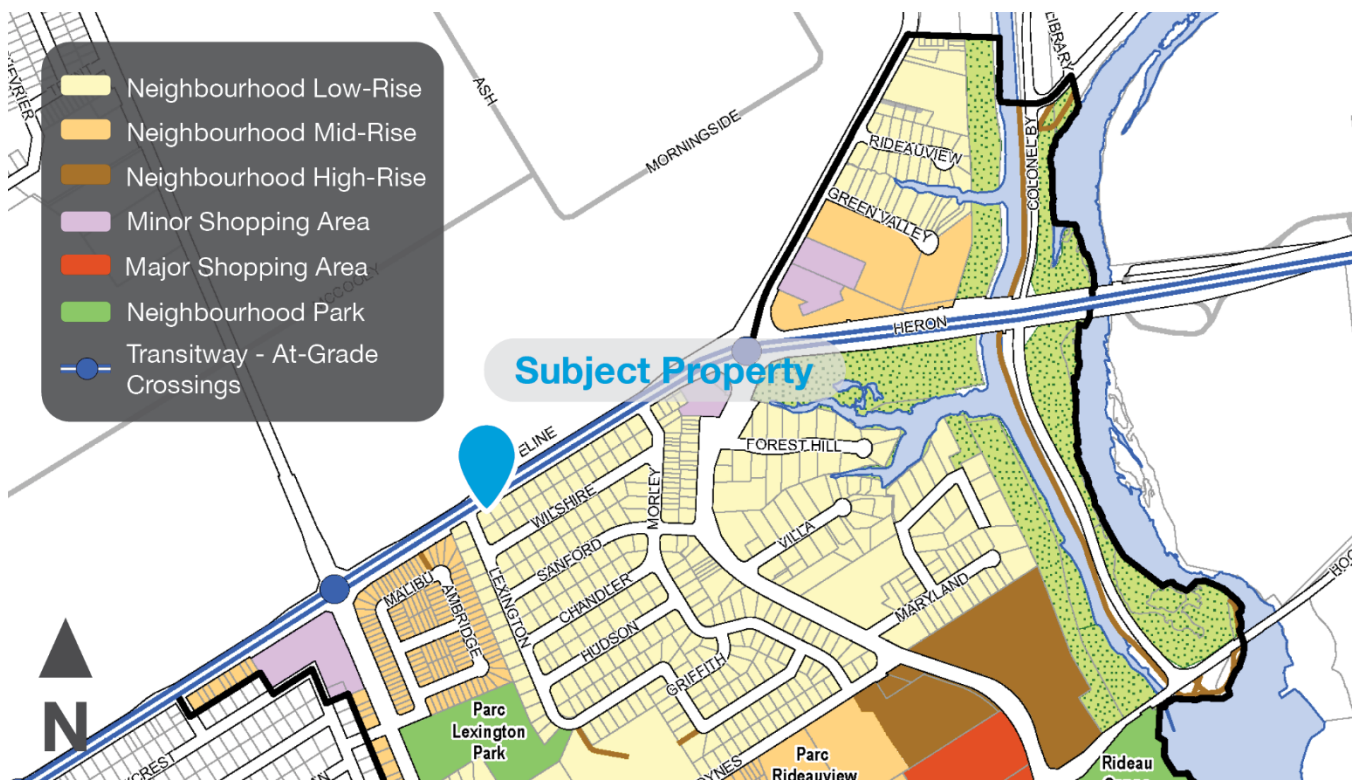


Figure 10: Carleton Heights Secondary Plan - Schedule A - Designation Plan

The subject property is designated “Neighbourhood Low-Rise” a carryover of the “Low Density Residential Area” from the previous secondary plan. However, as stated in **Policy 4 in Section 2.4** of the Secondary Plan: The Neighbourhood low-rise designation generally **permits a built form of four full storeys**. Neighbourhood Low-Rise areas will predominately feature single-detached and semi-detached dwellings and may also include other typologies consistent in form. Along Mainstreets and Minor Corridors, greater densities compatible with a dense mixed-use urban environment, may be permitted.

The prosed development conforms with the Carleton Heights Secondary Plan by providing for low -rise intensification of four stories that is compatible with urban environments along a Mainstreet.

4.4 Urban Design Guidelines for Low-Rise Infill

The City’s Urban Design Guidelines for Low-Rise Infill Housing provide guidance for the design of infill housing on lots within established urban areas. Low-rise, residential infill helps to achieve Ottawa’s intensification objectives while supporting a compact and connected city. Design guidelines are a useful tool to implement the policies of the Official Plan and facilitated the approvals process by highlighting the desired types of development.

The Guidelines have targets and attributes that guide the development of streetscapes, landscapes, building design, parking, and service elements. **The following guidelines are met by the proposed redevelopment:**

Streetscapes

- Guideline 1.1 Contribute to an inviting, safe, and accessible streetscape by emphasizing the ground floor and street façade of infill buildings. Locate principal entries, windows, porches and key internal uses at street level.

- Guideline 1.2 Reflect the desirable aspects of the established streetscape character. When new built form typologies are introduced to the streetscape, a sensitive design approach that is informed by the existing streetscape character allows for good integration.

Landscape

- Guideline 2.1 Landscape the front yard and right-of-way to blend with the landscape pattern and materials of the surrounding homes. Where surrounding yards are predominantly soft surface, reflect this character.
- Guideline 2.3 Design buildings and parking solutions to retain established trees located in the right-of-way, on adjacent properties, and on the infill site. To ensure survival, trenching for services and foundations must take into account the extent of the tree's critical root zone. Replace trees with new ones if removal is justifiable.

Building Design (Built Form)

- Guideline 3.1.1 Ensure that new infill faces and animates the public streets. Ground floors with principal entries, windows, porches and key internal uses at street level and facing onto the street contribute to the animation, safety and security of the street.
- Guideline 3.1.2 Locate and build infill in a manner that reflects the desirable planned neighbourhood pattern of development in terms of building height, elevation and the location of primary entrances, the elevation of the first floor, yard encroachments such as porches and stair projections, as well as front, rear, and side yard setbacks.
- Guideline 3.1.3 In determining infill lot sizes, recognize the provisions of the Zoning By-law, the Official Plan's Transect-, Overlay-, and Neighbourhood policies, and local lot sizes, including lot width, the existing relationship between lot size, yard setbacks and the scale of homes.
- Guideline 3.3.1 Design all sides of a building that face public streets and open spaces to a similar level of quality and detail. Avoid large blank walls that are visible from the street, other public spaces, or adjacent properties.

Parking and Garages

- Guideline 4.1 Limit the area occupied by driveways and parking spaces to allow for greater amounts of soft landscape in the front and rear yard.
- Guideline 4.9 Where front garages are permitted, recess garages behind the front façade and make windows, projecting balconies, living space and landscaping the dominant elements facing the public streetscape.

4.5 Transit Oriented Design Guidelines

Approved by City Council on September 26, 2007, the City of Ottawa's Transit-Oriented Development Guidelines seek to provide guidance to assess, promote and achieve appropriate Transit-Oriented Development within the City of Ottawa. These guidelines are to be applied to all development throughout the City within a 600 metre walking distance of a rapid transit stop or station to provide guidance to the proper development of these strategically located properties. Enhanced cycling facilities and cycling infrastructure should be considered within a 1,500 metre cycling distance. Areas served by high-quality transit (frequent service, numerous routes, extended hours of service) rather than rapid transit will also benefit from applying these guidelines.

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

Land Use

- Guideline 1 Provide transit supportive land uses within a 600 m walking distance of a rapid transit station.
- Guideline 7 Locate buildings close to each other and along the front of the street to encourage ease of walking between buildings and to public transit.

Layout

- Guideline 8 Locate the highest density and mixed uses (apartments, offices, etc.) immediately adjacent and as close as possible to the transit station.

Vehicles and Parking

- Guideline 32 Provide no more than the required number of vehicle parking spaces, as per the Zoning By-law.

As shown on Figure 11 below, the subject property is currently zoned Residential First Density, Subzone GG – R1GG.

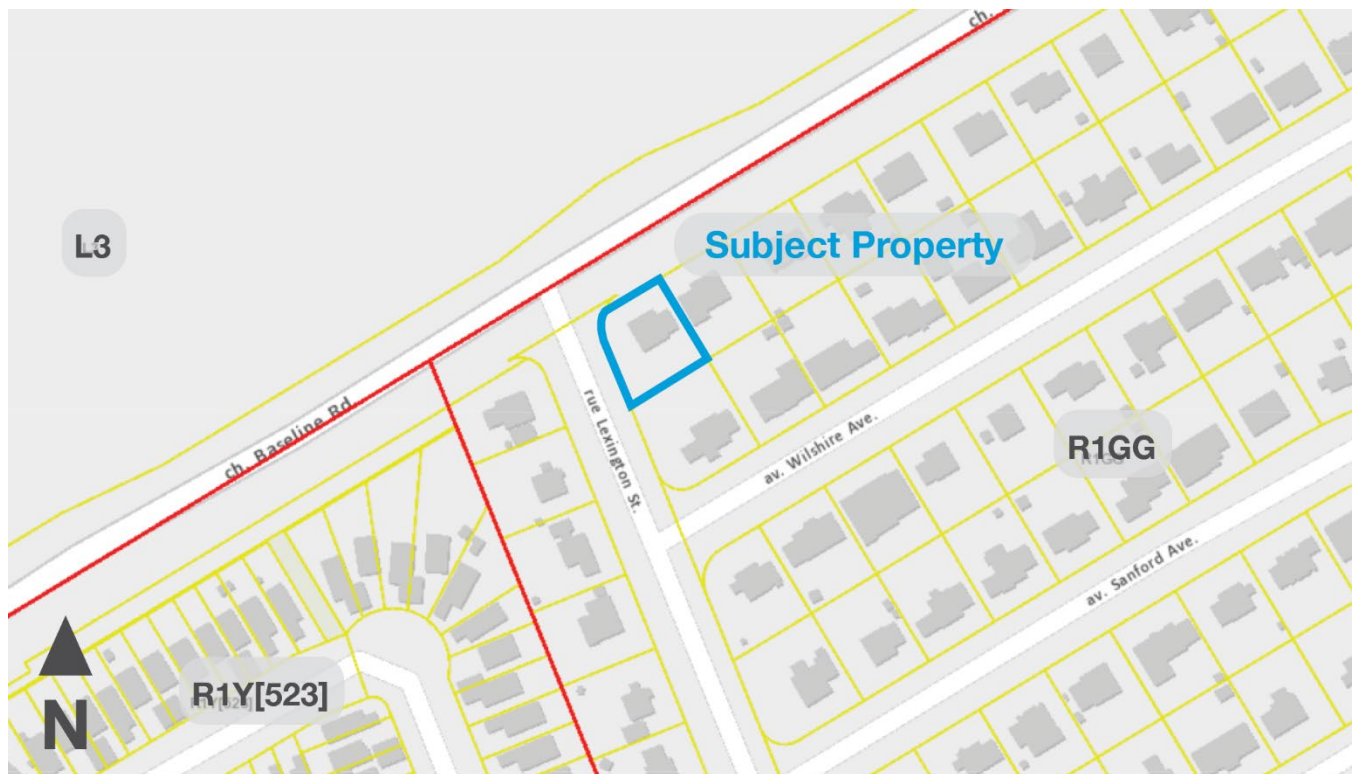


Figure 11: Excerpt from the City of Ottawa Zoning By-law map (GeoOttawa)

4.7 Proposed Zoning By-law Amendment

The proposed Zoning By-law amendment seeks to rezone the subject property to Residential Fourth Density, Subzone UD with exceptions (R4-UD [XXXX]). The purpose of the R4 – UD zone is to:

- / Allow a wide mix of residential building forms ranging from detached to low-rise apartment dwellings, limited to four storeys, in areas designated *General Urban Area* in the old Official Plan;
- / Allow for a number of other residential uses to provide additional housing choices within the fourth density residential area;
- / Permit ancillary uses to the principal residential use to allow residents to work at home; and
- / Regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced.

The R4UD subzone is appropriate for the subject property as it aligns with the policies of the Official Plan for limited sized lots along Corridors within the Outer Urban Transect. It will allow a low-rise, apartment dwelling, as a permitted use, subject to the following performance standards (Table 1), including the provisions under *section 144 – Alternative Yard Setbacks affecting Low-rise development in the R1 to R4 Zones within the Greenbelt*.

Table 1 - Residential Fourth Density, Subzone UD Zoning Provisions

R4-UD Zone Provisions	Required	Provided	Compliance
Minimum Lot Width	15 m	23.13 m	Yes
Minimum Lot Area	450 m ²	691.78m ²	Yes
Maximum Building Height	14.5 m	14.3 m	Yes
Minimum Front Yard Setback Section 144 (1) (d)	4.5 m	4.0 m	No
Minimum Corner Side Yard Setback Section 144 (1) (d)	4.5 m	4.5 m	Yes
Minimum Rear Yard Setback (South) Section 144 (5) (b)	1.2 m	1.7 m	Yes
Minimum Interior Side Yard Setback (East)	1.5 m	1.5 m	Yes
Interior Yard Area Section 144 (6)	Interior yard width: 30% of lot width = 7.63 m	7.63 m	Yes
	Interior yard depth: minimum required rear yard of abutting lot = 7.85 m	8.36 m	Yes
Landscaped Area	30% of the lot area must be provided as landscape area	TBD	Yes
Minimum Vehicular Parking Area X on Schedule 1A First 12 units do not require spaces	Residential: (18 units - 12) x 0.5 = 3 required	Residential: 0 spaces	No
	Visitor: (18 units-12) x 0.2 = 1 required	Visitor: 1 space	Yes
Parking Space Dimensions	Width: 2.6 to 3.1m Length: 5.2m		Yes
Maximum width of a double driveway where the minimum lot width is 18 m or greater	6.0 m	6.0 m	Yes
Bicycle Parking	Residential: 0.5 spaces per unit 50% can be vertical; 25% must be indoors; 50% of horizontal spaces must be at-grade (allowing for stacked spaces)	8 indoor spaces, not stacked	Yes
Bicycle Parking Dimensions	Horizontal: 0.6m x 1.8m Vertical: 0.5m x 1.5m	0.6 m x 1.8 m	Yes
Bicycle Parking Access	Minimum Aisle Width: 1.5m		Yes

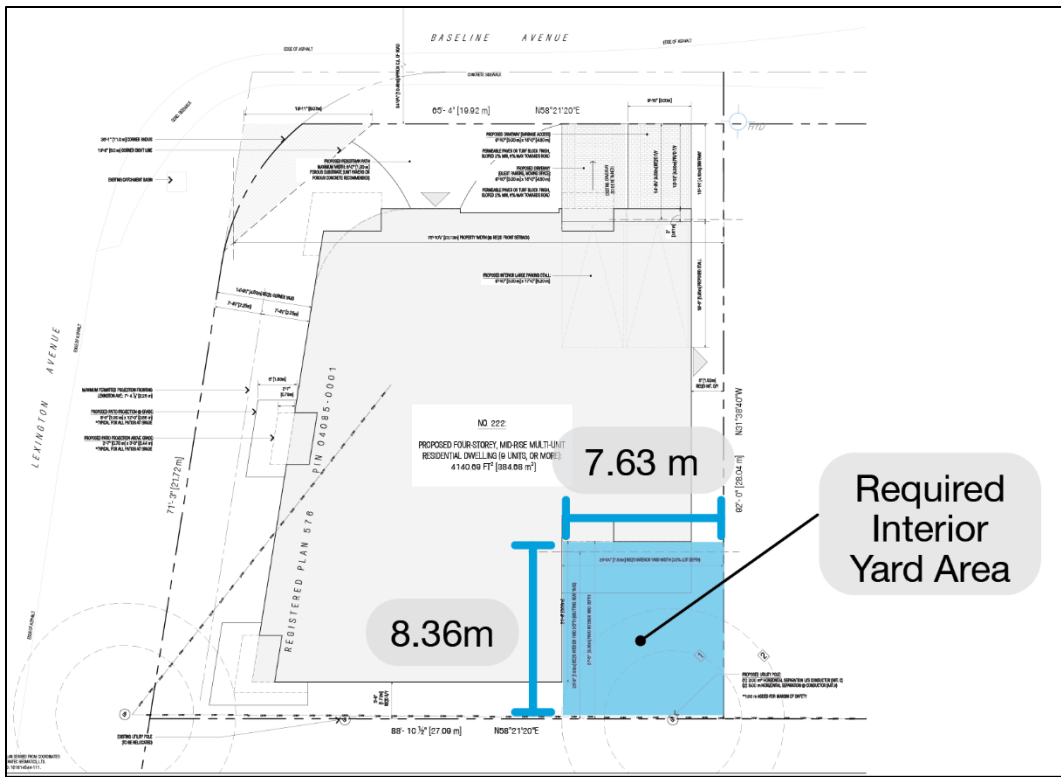


Figure 12: Required Interior Yard Area (Section 144 (6))

4.7.1 Proposed Exceptions

The following exceptions to the R4UD Zone are considered appropriate for the subject property to facilitate the proposed development:

Minimum Front Yard Setback: A reduction of the required front yard setback from 4.5 metres to 4.0 metres on Baseline Road is proposed.

The reduction in the front yard setback by 0.5 metres allows the building to be brought closer to the street edge, providing a larger rear yard setback and a front yard consistent with the setbacks for lands along arterial roadways. As the Baseline Road evolves into a transit supportive, urban corridor aligning with the policies of the Official Plan, it is expected that the setbacks for new developments will be closer to the street to promote more active street frontages.

The 0.5 metre shift also allows for a greater rear yard setback allowing for a greater separation between the proposed development and the adjacent low-rise residential lot to the south.

Minimum Vehicular Parking: A reduction in the number of required parking spaces from 0.5 spaces per unit (9 spaces) to 0 spaces per unit proposed.

The proposed parking reductions will encourage active transportation and the use of transit, which exists in proximity to the site and is anticipated to be improved in the future (e.g. BRT along Baseline Road). The reduction in car parking is also offset by the increased bike parking spaces. 17 indoor bike parking spaces are provided in the proposed development.

Given the small size of the lot, at least one level of underground parking would be required to meet the current zoning standard. Below-grade parking spaces are costly to construct, negatively impacting the affordability of created dwelling units.

The requested zoning by-law amendment will facilitate an appropriate development, in conformity with the policies of the new Official Plan.

5.0 Supporting Plans and Studies

5.1 Assessment of Adequacy of Public Services Report

An Assessment of Adequacy of Public Services Report was prepared for the subject property by McIntosh Perry Consulting Engineers, dated May 31, 2022. The report concludes that the subject property has access to sufficient public services to support the proposed development. The report addresses capacities related to water, sanitary, and storm sewer services.

5.2 Geotechnical Investigation

A Geotechnical Investigation was conducted by Paterson Group for the subject property. The investigation concluded that the subject property is suitable for the proposed development and outlines recommendations for excavation and construction.

5.3 Environmental Noise Control Study

An Environmental Noise Control Study was prepared for the subject property by Paterson Group. The Study concludes that no further noise attenuation measures are required for the outdoor amenity areas as the noise levels are below the 55 dBA threshold value specified by the Engineering Noise Control Guidelines (ENGCG). However, the noise levels will exceed the 55 dBA threshold on the northern, western, and eastern elevations. Therefore, the installation of a central air conditioning unit will be required for the units on the northern, western, and eastern elevations. Further notice on title related to exceeded noise levels will be required.

5.4 Phase I ESA

A Phase I Environmental Site Assessment was conducted by Paterson Group. The purpose of the Phase I ESA was to research the past and current use of the site and 250 m study area and to identify any environmental concerns with the potential to have impacted the subject property. Based on the findings, a Phase II ESA is not required.

6.0

Public Engagement Strategy

A Public Engagement Strategy is planned to ensure adequate consultation with the community. The applicant, Peter Hume has discussed the proposal with the local ward Councillor prior to application submission.

The following are proposed as part of the consultation strategy:

- / Email notification to Councillor Brockington's office and the Carleton Heights and Area Residents Association following application submission;
- / Notification of neighbouring property owners and posting of public signage, to be completed by City staff;
- / Hosting of an informal public information meeting using a virtual format, with details to be determined in consultation with City of Ottawa staff;

In partnership with the City of Ottawa, all public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting.

7.0 Conclusion

It is our professional opinion that the application for a Zoning By-law Amendment is appropriate, represents good planning, and is in the public interest for the following reasons:

- / The proposed Zoning By-law Amendment is **consistent with the Provincial Policy Statement (PPS)** by providing efficient and appropriate development on lands within a settlement area, making efficient use of existing and planned infrastructure;
- / The proposed Zoning By-law Amendment **conforms to the policies of the City of Ottawa Official Plan (2022)** and is appropriate within the Outer Urban Transect and the Mainstreet Corridor designation;
- / The proposed Zoning By-law Amendment **conforms to the policies of the Carleton Heights Secondary Plan (2022)**;
- / The proposed Zoning By-law Amendment **responds to the Urban Design Guidelines for Low-Rise Infill Housing and Transit Oriented Development** by proposing context sensitive infill, encouraging use of transit for a property within 300 metres of a future Bus Rapid Transit Station.
- / The proposed **Zoning By-law Amendment aligns with the policies of the Official Plan** and will foster intensification in proximity to high order transit. order transit proposed Zoning By-law Amendment is **supported by submitted plans and studies**.

Sincerely,



Thomas Freeman, B.URPL
Planner



Lisa Dalla Rosa, MCIP RPP
Associate