



2140 Baseline Road

Planning Rationale + Design Brief
Minor Zoning By-law Amendment and Site Plan Control Revision
November 29, 2022



Prepared for 2140 Baseline Limited

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1.0 Introduction

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

1.1 Application History

The subject lands have previously undergone various development approvals as the site was the subject of both a Zoning By-law Amendment and Site Plan Control applications. These applications were submitted concurrently and approved on October 23, 2019 and April 9, 2020, respectively.

The **Zoning By-law Amendment (D02-02-18-0057)** sought relief from several zoning provisions relating to height, density, and vehicular parking, rezoning the property from “Mixed-Use Centre, Maximum FSI of 2.0, Maximum building height of 34 metres - MC F(2.0) H(34)” to “Mixed-Use Centre, Urban Exception 2588, Maximum FSI of 4.4, Maximum building height of 45 metres – MC [2588] F(4.4) H(45)”. The following amendments, among others, were approved and enacted as a part of By-law 2019-362:

- / Increased maximum Floor Space Index (FSI) from 2.0 to 4.4;
- / Increased maximum building height from 35 metres to 45 metres;
- / Decreased minimum parking rates for both residential and ground floor commercial uses; and,
- / Rooming houses as a permitted use within the building.

The **Site Plan Control Application (D07-12-18-0084)** was originally submitted on May 28, 2019, and later revised in a subsequent version on December 16, 2019, which increased the number of residential units and parking spaces and no longer proposed the student residence function. The building shape, massing, and design were not revised. The application received final approval on April 9, 2020.

The overall proposal was to permit the development of a 14-storey mixed-use building consisting of a total of 271 dwelling units, 429.1 m² of ground-floor commercial-retail space fronting onto Baseline Road, and 1,013.2m² of amenity space. The building footprint was proposed to be 1,575.0 m² with a Floor Space Index (FSI) of 4.4. The proposed development included 118 below-grade vehicular parking spaces accessed from Gemini Way, and 7 surface parking spaces.



Figure 1: Approved (2020) Building Elevations (Left: View from Gemini Way; Right: View from Baseline Road).

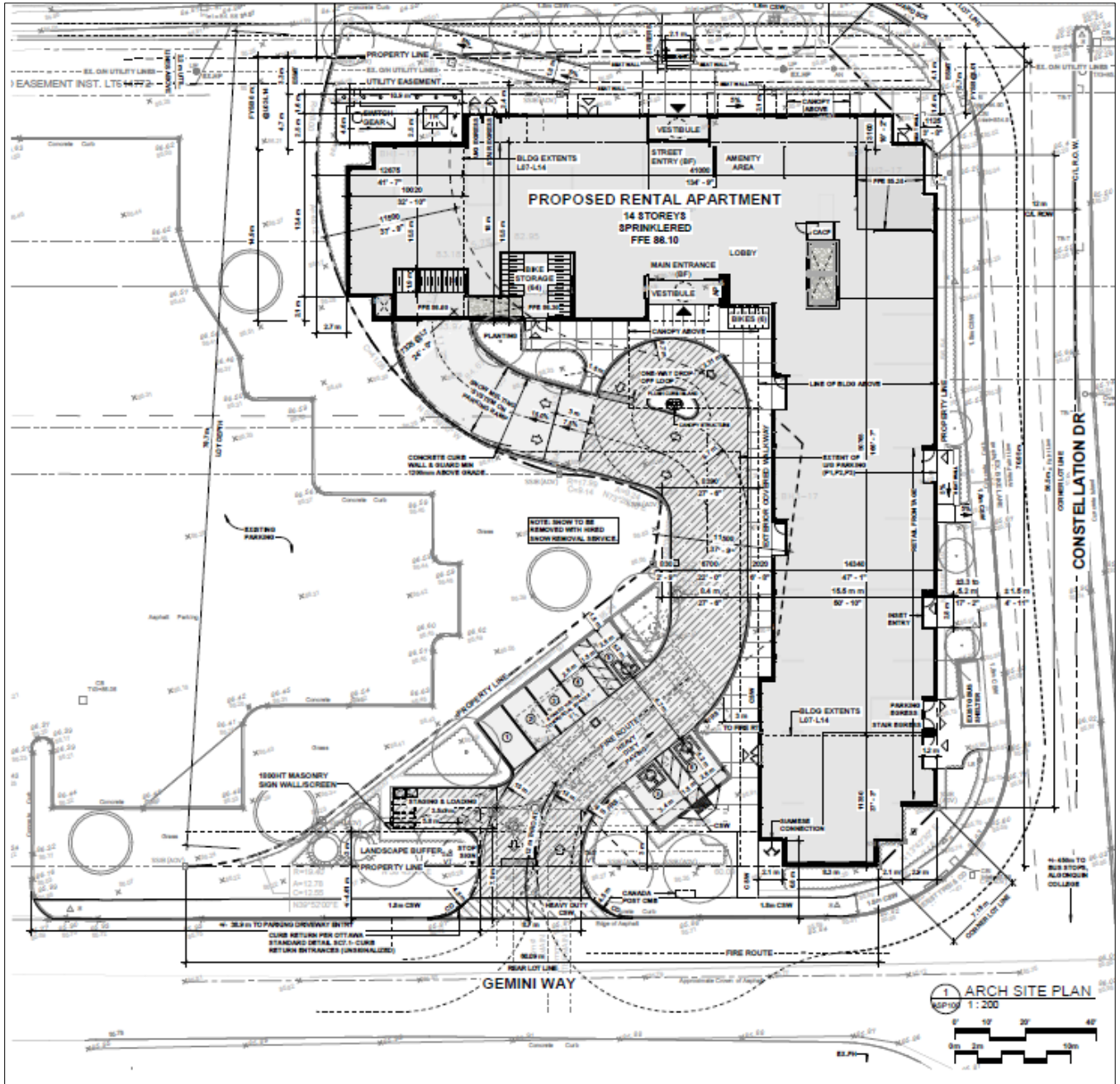


Figure 2: Approved (2020) Site Plan.

1.2 Zoning By-law Amendment and Site Plan Control Revision

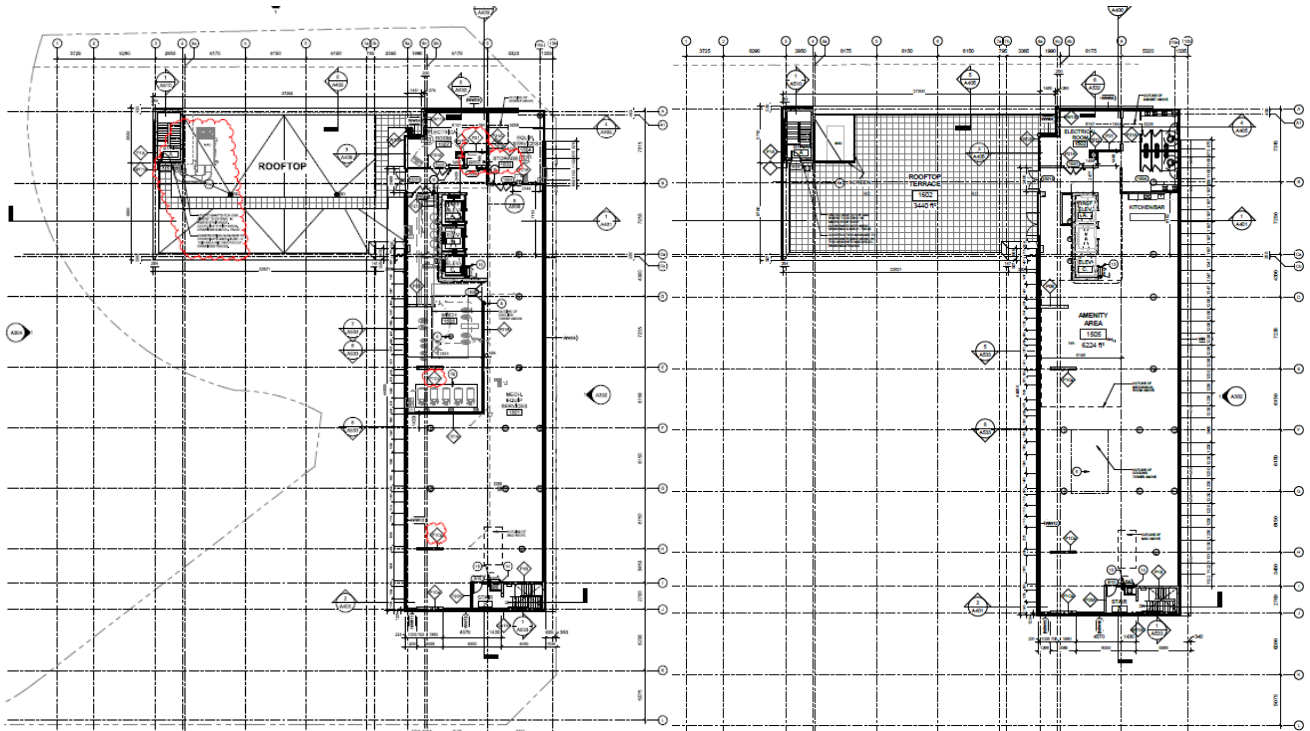


Figure 3: Floor Plan Comparison – (Left) Approved (2020) 15th-storey Floor Plan; (Right) Revised (2022) 15th-storey Floor Plan with the reconfigured indoor amenity space and rooftop terrace.

As noted, the subject site is currently under construction and will be developed with a 14-storey mixed-use apartment with a four (4) storey underground parking garage. The updated site plan and building statistics includes a total of 267 dwelling units, 163 vehicular parking spaces, and 548 m² of ground-floor retail space in the southern wing of the building. The revised building layout includes 1,645.9 m² of amenity space in the form of a 310.9 m² rooftop terrace, a 636 m² indoor amenity space above the 14th storey, and a 699 m² resident lounge on the ground floor.

The purpose for this application is to revise the approved Site Plan Control application to reflect minor changes to the amenity spaces and building materiality, as well as amend the Zoning By-law in order to permit the projection of an indoor amenity space above the maximum permitted building height.

1.2.1 Minor Zoning By-law Amendment

The approved development on the subject site included an enclosed rooftop mechanical penthouse located above the 14th storey, as permitted by Section 64 of the Zoning By-law. This application seeks to convert a portion of the approved mechanical penthouse into a 636 m² indoor amenity space for use by the residents of the apartment building. The addition of this indoor amenity area, alongside the permitted rooftop terrace above the 14th storey and ground floor amenity areas, will result in a total of 1,645.9 m² of amenity space across the development. Indoor amenity areas are not a permitted projection under Section 64 of the Zoning By-law, therefore a variance to the by-law is required to permit this space as a permitted projection above the maximum building height (45 metres).

1.2.2 Site Plan Control Revision

This application seeks to revise the previously-approved Site Plan Control application through minor changes to building amenity areas, floor layout, and materiality, specifically:

- / Partially-convert the mechanical penthouse into a 636 m² indoor amenity area above the 14th storey;

As noted above, the concurrent Minor Zoning By-law Amendment application seeks to allow for an indoor amenity space as a permitted projection above the 14th storey. This additional amenity space is proposed to include a variety of programable spaces, including: washrooms, a lounge area, a screening room, a games room, co-working, meeting, presentation, and studio spaces, as well as a flexible programmable space to be used for fitness classes and parties, helping to enhance the viability of the rooftop terrace and resident experience. In addition to converting a portion of the mechanical penthouse into indoor amenity area, the applications will also provide:

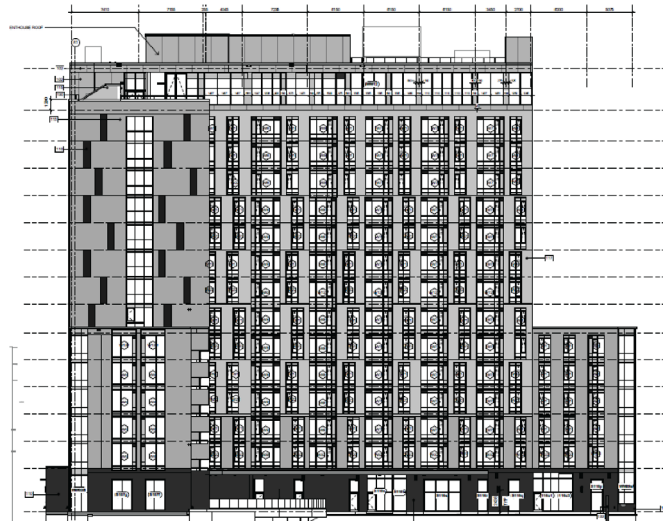
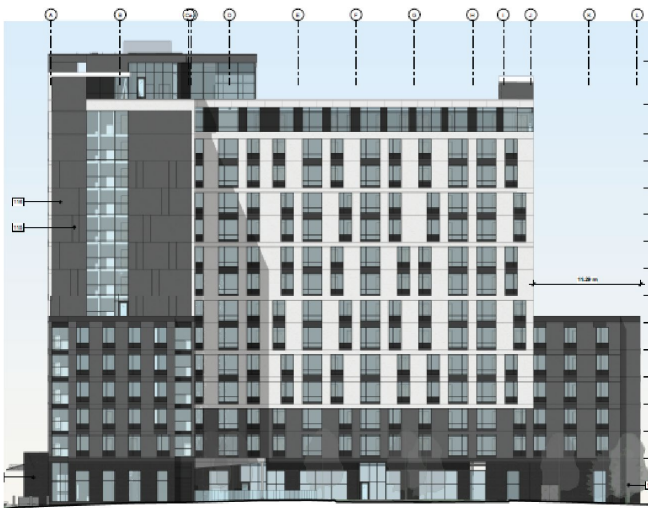
- / 310.9 m² of rooftop terrace above 14th storey;
- / Ten (10) balconies at the south and west ends of the building on floors 2 through 6;
- / Partially relocate mechanical equipment above 15th storey (permitted projection area);
- / Changes to floor-to-ceiling height as a result of the changes made to the rooftop area (see Table 1);
- / Minor changes to window glazing; and,
- / Minor changes to materiality from pre-fabricated metal paneling to brick veneer.

The proposed Site Plan Control revisions to the exterior elements of the approved development are illustrated below on the compared elevations.

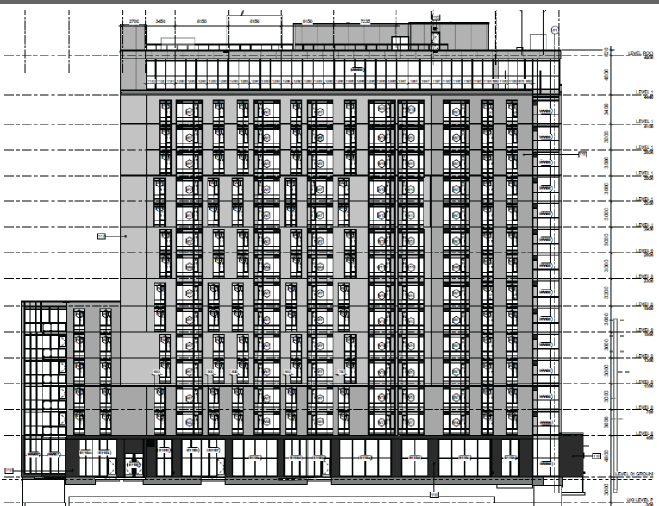
Approved Elevations

Proposed Elevations

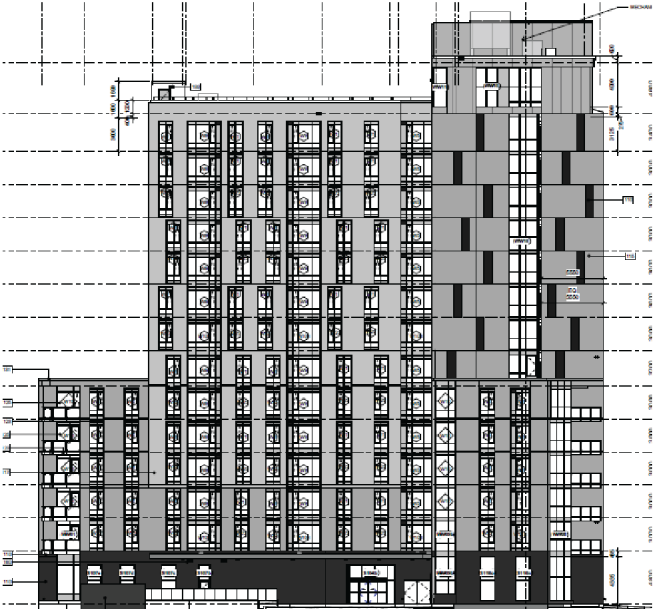
West



East



South



North

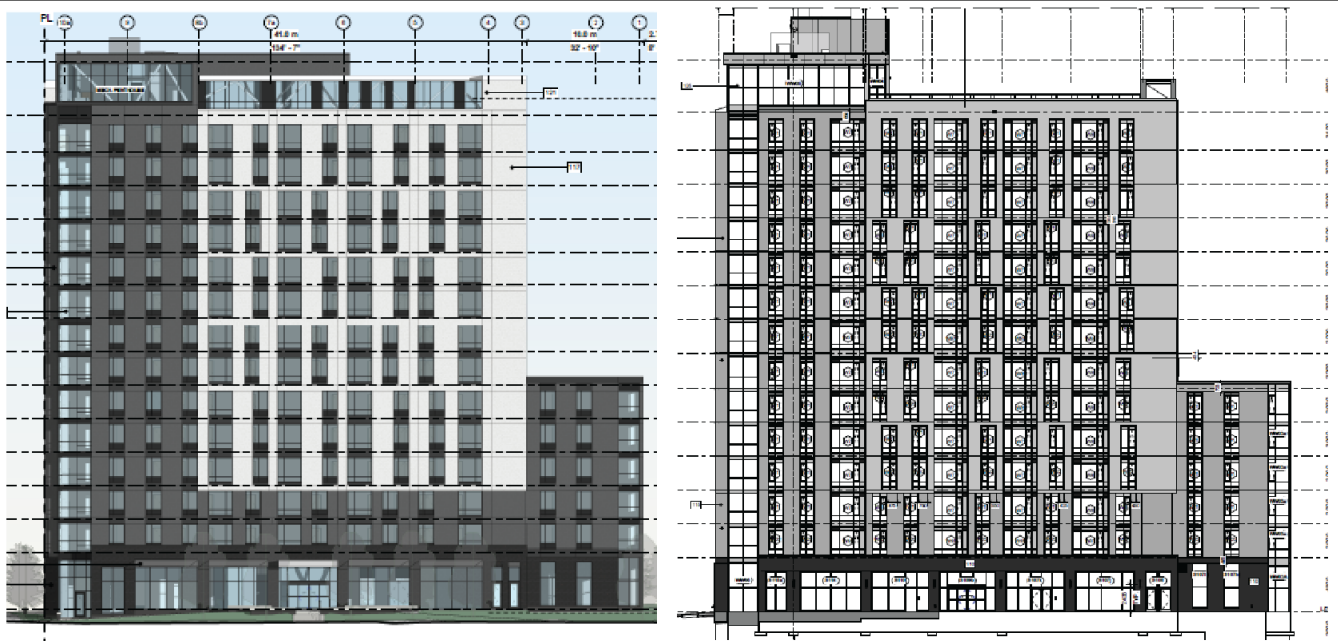


Table 1: Updated floor-to-ceiling heights resulting from the Site Plan Control revision application.

	Approved	Proposed
Ground floor	4.9m	4.8m
Level 2 to 13	2.85m	3.0m
Level 14	3.1m	3.4m
Level 15 (amenity)	5.2m	4.6m
Building Height	42.2m	44.4m
TOTAL Building Height (level roof)	46.8m	49m

1.3 Supporting Studies, Reports, and Plans

The previously approved applications on the subject site included the studies, reports, and plans necessary for approval. The development has received site plan control approval and has been rezoned, allowing for construction to start on the site. The following are the supporting studies, reports, and plans approved as a part of the previous applications on the subject site:

- / Planning Rationale and Design Brief, prepared by Fotenn Planning + Design, dated June 6, 2018;
- / Site Servicing and Stormwater Management Report, prepared by EXP, dated May 25, 2018;
- / Geotechnical Investigation, prepared by Paterson Group, dated July 17, 2018;
- / Noise Impact Study, prepared by Gradient Wind Engineering, dated May 28, 2019;
- / Tree Conservation Report, prepared by IFS Associates, dated May 26, 2018;
- / Transportation Impact Assessment, prepared by Stantec, dated June 5, 2018;
- / Phase 1 Environmental Site Assessment, prepared by SNC Lavalin, dated January 23, 2017;
- / Phase 2 Environmental Site Assessment, prepared by SNC Lavalin, dated January 23, 2017;
- / Site Servicing Plan, prepared by EXP, dated May 24, 2018;

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

As a result of the Site Plan Control revisions and Zoning By-law Amendment sought through this application, additional supporting documents are to be submitted in support of this application. The following are the required studies, plans, and reports for this application, as indicated by City staff:

- / Planning Rationale and Design Brief, prepared by Fotenn Planning + Design, dated November 29, 2022;
- / Stormwater Management Roof Drain Updates, prepared by EXP, dated November 21, 2022;
- / Revised Site Plan, prepared by Fabiani Architect Ltd., dated November 23, 2022; and,
- / Architectural Building Elevations, prepared by Fabiani Architect Ltd., dated September 13, 2022.

1.3.1 Stormwater Management Roof Drain Updates

EXP was retained to update the Stormwater Management Report as it relates to the updated roof plan and the drainage details required by the City of Ottawa. The roof discharge rate and 100-yr ponding volumes and depths were re-evaluated as the updated roof design reduced the number of roof drains to 16 and has resulted in a reduction of areas available for the storage of stormwater on the roof. **The report concludes that although the revised roof design reduces the number of drains and stormwater storage capacity, the total combined ponding on the roof and underground chambers exceeds the required 100-yr volume.**

The studies, reports, and plans identified above have been reviewed and support the proposed 14-storey mixed-use development as well as the proposed Site Plan Control revisions and Zoning By-law Amendment.

2.0 Surrounding Area and Site Context

2.1 Site Description



Figure 4: Aerial Image of Property, 2017.

The property consists of an irregularly shaped parcel with frontage on Baseline Road, Constellation Drive, and Gemini Way. The site has a total area of 3,049.3 m² (0.75 acres) and consists of lands formerly owned by the City of Ottawa which have been sold to Baseline Constellation Limited Partnership (legally 2140 Baseline Limited), the new owner of the lands. The building is currently under construction based on the approved plans for the previous Site Plan Control application. Prior to 2009, Constellation Drive and Gemini Way crossed over the subject property (Figure 4) until being realigned, thereby creating the rectangular block upon which the site is located.



Figure 5: Former configuration of Constellation Drive, 2008.

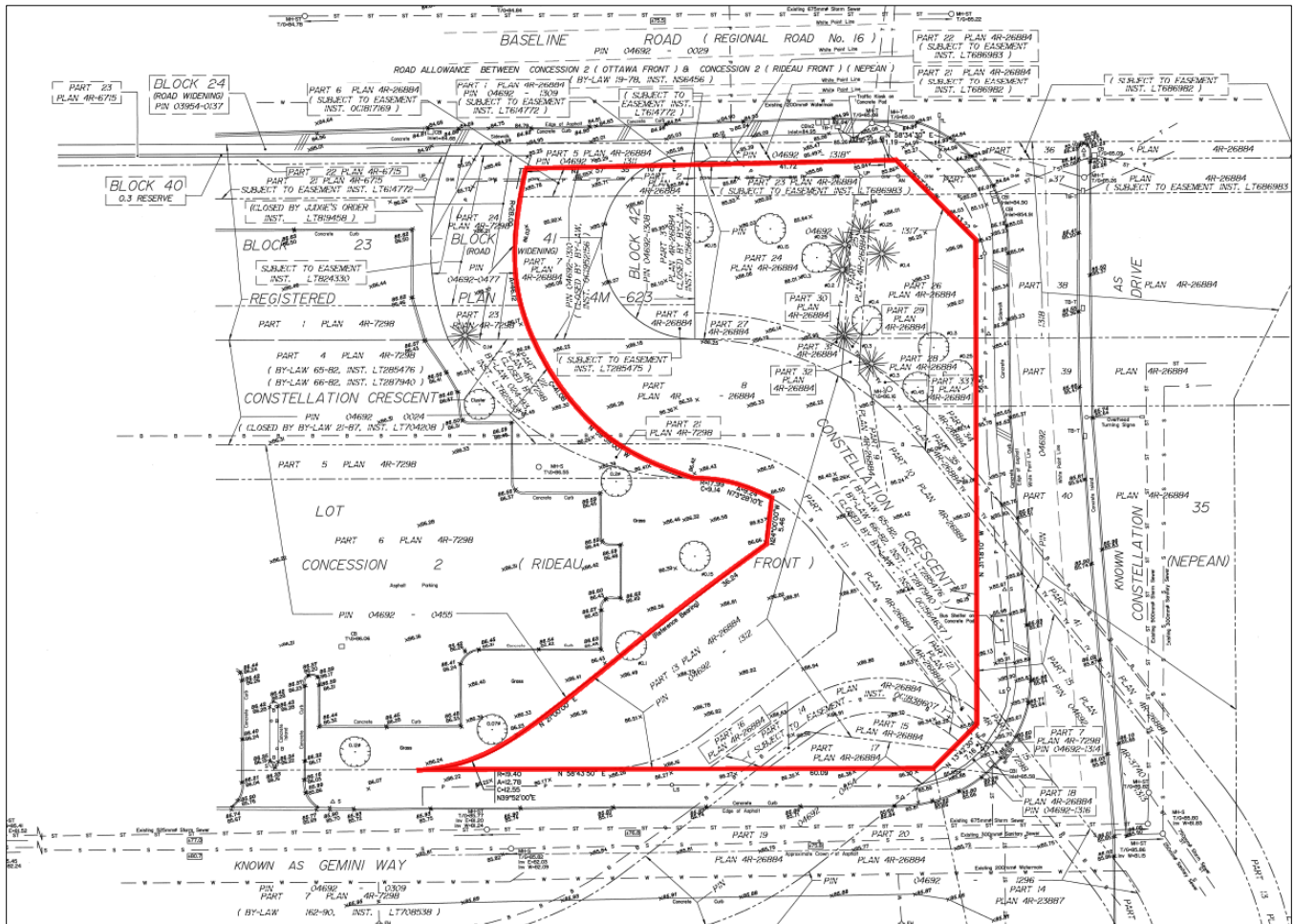


Figure 6: Plan of Survey, property lines highlighted.

2.2 Surrounding Area

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

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

2.2.1 Baseline Road BRT Proposal

The approved plans for the Baseline BRT Proposal were addressed in the previous applications relating to the subject site. The design is based on the principle of running a protected centre lane along Baseline Road in order to more effectively support the need for efficient transit in the immediate area. This BRT line will stop at Baseline Station (within 500m radius of site). Additional BRT stations, to be confirmed through the City's design process, will also be in close proximity to the subject property.

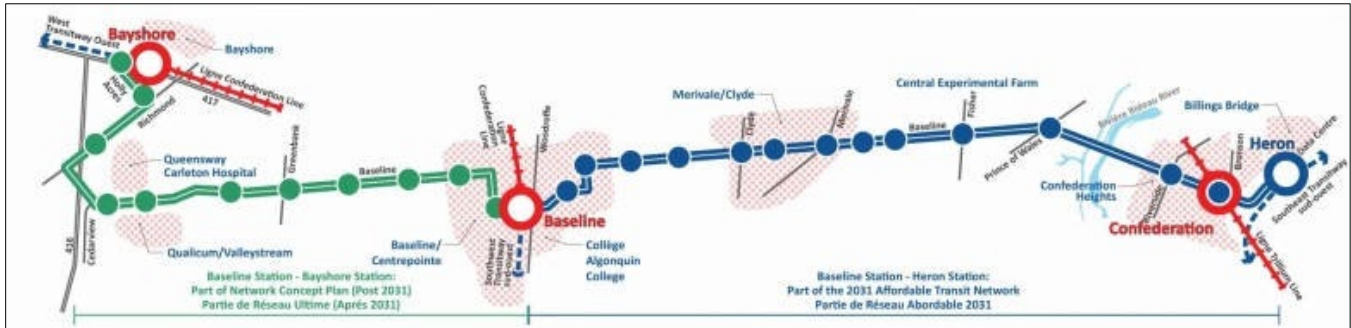


Figure 7: Proposed BRT Route.



Figure 8: Conceptualization of Baseline Road BRT.

3.0 Policy Framework

The following subsections will review the existing policy frameworks that apply to the proposed development. Given both applications seek additional changes to those previously approved, specific policies that relate directly to the proposed changes will be reviewed and discussed.

3.1 Provincial Policy Statement

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

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

“Healthy, liveable and safe communities are sustained by:

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

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

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

The development proposal will introduce residential apartments and at-grade commercial uses serving the building residents as well as the greater community as a whole. The additional indoor amenity space provides semi-private space for building residents to enjoy and help to make the community more livable for long-term and short-term tenants.

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

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

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

The proposed building footprint is appropriately sized for the parcel of land. It does not leave excess vacant area that can be perceived as creating a sense of empty space. The additional amenity space above the 14th storey utilizes space which was previously designed for a mechanical penthouse. The repurposing and expansion of additional indoor amenity space improves the viability of the rooftop terrace, while more effectively utilizing existing floor area.

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

a) densities and a mix of land uses which:

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

The proposed development makes efficient use of land and resources; is appropriate for the planned and available infrastructure; minimizes climate change impacts, supports active transportation; and located in close proximity to the existing and planned transportation network.

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

The proposed development is adjacent to an existing built-up area, is compact in form, mixes compatible uses, and includes a density that constitutes efficient use of land and infrastructure. The additional amenity space will help to place less strain on existing public amenity space resources by providing a greater GFA dedicated to residents.

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

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

Overall, the proposed Zoning By-law Amendment and Site Plan Revision aligns with the priorities and provisions set out by the Provincial Policy Statement.

3.2 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa was approved November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the city will accommodate this growth over time and set out the policies to guide the development and growth of the City. This section will review the applicable policies and provide a brief summary of how the overall development, the proposed amendment and site plan revisions conform to the specific policies and provisions of the New Official Plan.

3.2.1 Outer Urban Transect

Schedule A divides the City into six (6) concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural).

The subject property is located within the Outer Urban Transect area as defined on Schedule A of the Official Plan (Figure 13). The Outer Urban Transect consists of neighbourhoods within the Greenbelt, built in the latter part of the twentieth century. The dominant urban form is that of the classic suburban model with the distinct separation of uses and car-oriented infrastructure. The Plan sets out strategies to transform these spaces into versatile areas capable of supporting multi-modal transportation. The policies of the Outer Urban Transect outline growth strategies for existing established neighbourhoods as well as areas with greater potential for intensification, including hubs and corridors.



Figure 9: Schedule A - Transect Policy Areas.

3.2.2 Hub

The subject property is designated as a Hub on Schedule B2 of the Official Plan. Hubs are areas centred on planned or existing rapid transit stations and/or frequent street transit stops. The planned function of Hubs is to concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity than the areas abutting and surrounding the Hub.

3.2.3 Protected Major Transit Station Areas (PMTSAs)

Most Hubs, including the Algonquin Hub, are designated as Protected Major Transit Station Areas (PMTSAs) in the Official Plan. The Plan sets out the minimum density of people and jobs for PMTSAs in an effort to increase the future density of development around transit. Specifically for the Algonquin Hub, the Official Plan identifies a minimum density of 150 dwellings per net hectare.

3.2.4 Evolving Overlay

Section 5.6.1 describes how the Evolving Overlay will help to guide development near “Hubs” and “Corridors”, with regards to their evolving built form, functional use, and character as they undergo intensification. Intended to provide opportunities to reach the City’s growth management framework for intensification through the Zoning by-law by providing:

- / Guidance for a gradual change in character;
- / Allowance for new building forms and typologies, like the missing middle;
- / Provide direction to built form and site design that support more urban built form patterns and applicable transportation mode share goals; and,
- / Provide direction to govern the evaluation of development.

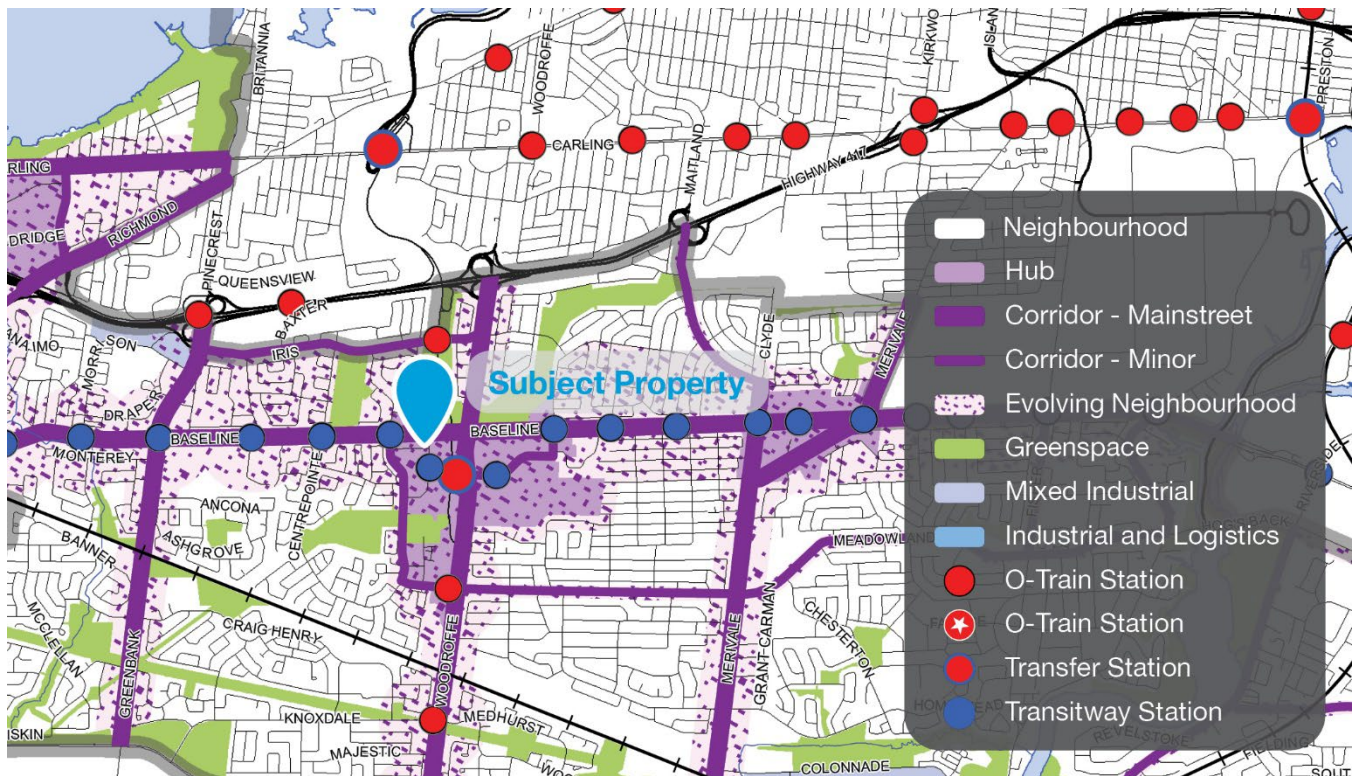


Figure 10: Schedule B - Transect Designation

The proposed development is located within the Hub and Mainstreet Corridor designation within the Outer Urban Transect of the New Official Plan. Although located in both Hub and Mainstreet Corridor designations, Hubs take precedence and are recognized as the sole applicable designation on the subject property. The subject site is an under-utilized site within a designation that promotes infill and intensification under such conditions. The building provides a mix of uses, a range of unit types, and density in proximity to transit nodes and access to a prominent arterial road. The proposed Site Plan Revision and Zoning By-law Amendment applications are consistent with the policies of the New Official Plan. The revisions and changes do not impact the previously approved design or function to contradict the policies and provisions of the Official Plan.

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

The subject property is located within the Mixed-Use Centre (MC) Zone, Exception 2588, limited to 4.4 Floor Space Index and 45 metre building height – MC[2588] F(4.4) H(45). The purpose of the MC zone is as follows:

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

- (3) impose development standards that ensure medium to high profile development while minimizing its impact on surrounding residential areas.

The proposed development is consistent with the purpose of the by-law and reflects appropriate development for this area. Except for the proposed amendment seeking relief from Section 64 of the Zoning By-law, the proposed changes addressed in this application do not detract from the consistency of the overall development with the provisions highlighted within the Mixed-Use Centre Zone.



Figure 11: Zoning Map, subject site indicated (excerpt from GeoOttawa)

The permitted uses in the MC zone are exhaustive, including a wide range of commercial/service uses in addition to numerous residential uses including the intended mixed-use residential.

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

Zoning Mechanism	Requirement	Provided
Lot Area (min)	No minimum	3,049.3 m ²
Lot Width (min)	No minimum	53.8 metres

Front and Corner Side Yard Setback (minimum)	Abutting the Rapid Transit Corridor: 2 m Other Cases: No minimum	3.3 metres
Interior Side Yard Setback (minimum)	Abutting the Rapid Transit Corridor: 2 m Other Cases: No minimum	0 metres
Rear Yard Setback (minimum)	Abutting the Rapid Transit Corridor: 2 m Other Cases: No minimum	0 metres
Floor Space Index (maximum)	4.4	4.4
Building Height (minimum)	Within 400 m of a rapid transit station: 6.7 m Other Cases: No minimum	45 metres
Building Height (maximum)	45 m (Suffix)	45 metres
Width of Landscaped Area (minimum)	No minimum, except that where a yard is provided and not used for required driveways, aisles, parking, loading spaces or outdoor commercial patio, the whole yard must be landscaped	Complies
Residential Parking (minimum)	Exception 2588; By-law 2019-362 0.2 spaces / dwelling unit	Residential: 53 required; 137 provided (0.37/du)
Residential Parking (maximum)	Area C (Schedule 1) 1.75 per dwelling unit (combined total of resident and visitor parking)	Visitor: 26 required; 26 provided (0.1/du)
Visitor Parking (minimum)	Exception 2588; By-law 2019-362 No parking for the first 12 units. 0.1 spaces per dwelling unit	Retail: 0 required; 0 provided
Commercial / Retail Parking (minimum)	Commercial Unit #1 (0 required for Mixed Use <1,500m ² , Sec. 101(4)(d)) Commercial Unit #2 (0 required for Mixed Use <1,500m ² , Sec. 101(4)(d))	Total: 89 required; 163 provided (7 surface; 156 underground)
Bicycle Parking	Mid-high rise apartment building: 0.5 per dwelling unit	134 required; 286 provided
Amenity Area	6 m ² per dwelling unit (50% of total required area must be communal): 1,602 m ² required, at least 801 m ² communal	Amenity area breakdown (communal): L01: 699.0 m ² L15 (Indoor): 636.0 m ² L15 (Outdoor): 310.9 m ² Total: 1,645.9 m²

4.0 Design Brief

Given the nature of this application, the Design Brief will solely address the policies and guidelines as they apply to the proposed revisions and Zoning By-law Amendment. The City of Ottawa ensures high-quality building and site design in key areas of the City through the provision of applicable Official Plan policies and urban design guidelines. These policies and guidelines are intended to ensure compatibility with neighbouring areas, safety, functionality, flexibility, and positive aesthetics as they contribute to the identity of the City.

Schedule C7-A of the Official Plan indicates that the subject site is located within a Design Priority Area. The subject property is defined in Section 4.6 as a Tier 3 – Local (Major) Design Priority Area. This designation is reserved for Mainstreet Corridors and Hubs outside of the Downtown Core Transect as well as other key nodes. In Design Priority Areas, all development within and adjacent to the public realm will be reviewed for its contribution to an enhanced pedestrian environment and its response to the distinct character and unique opportunities of the area.

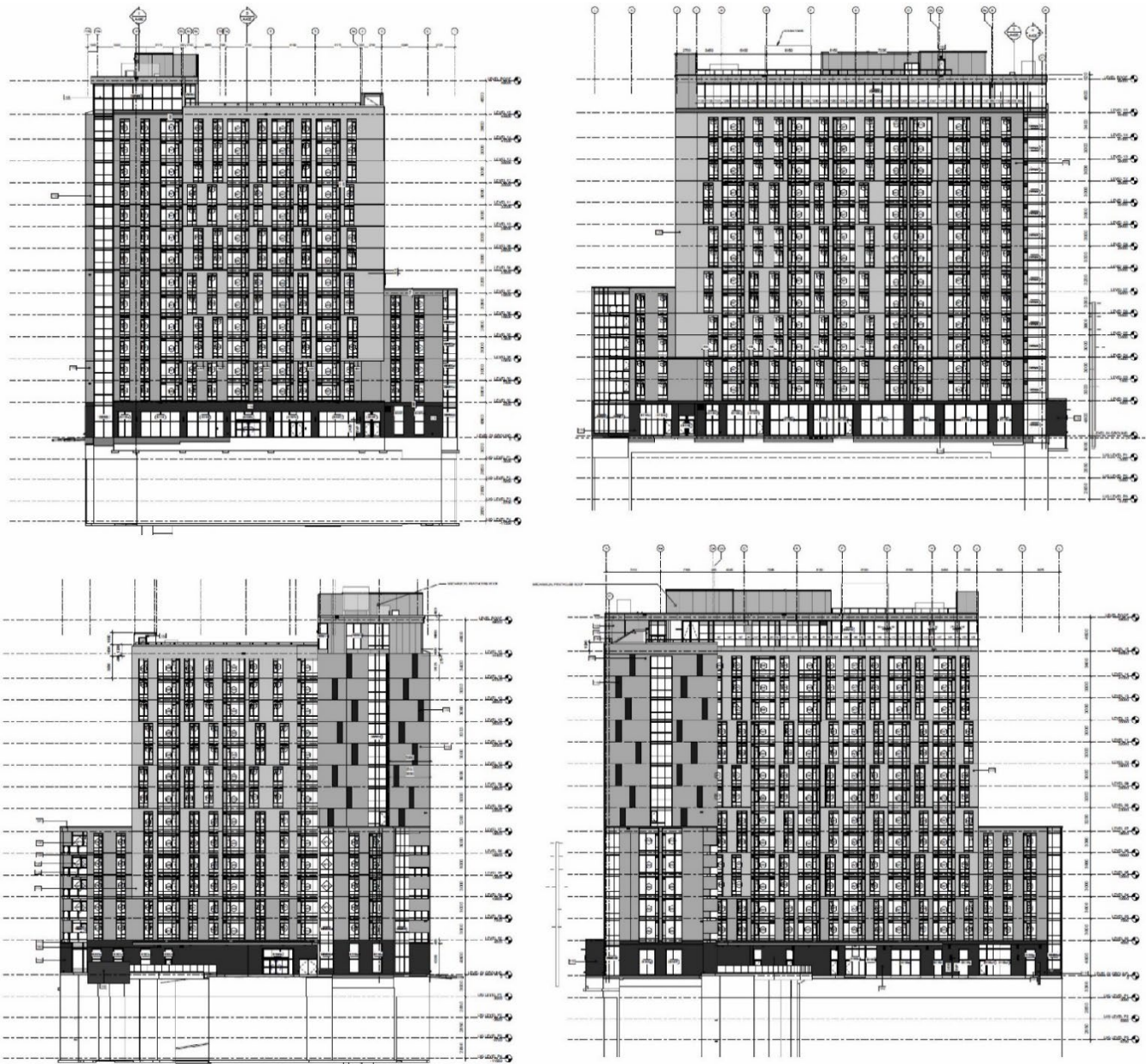


Figure 12: Proposed Building Elevations; (Clockwise starting at the top left) East, North, South, and West.

4.1 Urban Design (Section 4.6 – Official Plan)

The Official Plan establishes a set of urban design strategies aimed at encouraging excellence in the design of both new developments and the public realm, contributing to the overarching vision of the Official Plan. Specific policies related to high-rise development highlight context-sensitivity, amenity space provisions, accessibility, and the development's relationship to the public realm. The Plan's overall aim of creating 15-minute neighbourhoods is encouraged through the intensification of existing neighbourhoods along Corridors and within Hubs, acknowledging the role of good urban design in making these spaces walkable, inviting, and supportive of growing neighbourhoods.

The applicable policies of this section, as they relate to urban design, are outlined below:

Section 4.6.1

- 5) *Development and capital projects within DPAs shall consider four season comfort, enjoyment, pedestrian amenities, beauty and interest through the appropriate use of the following elements:*
 - a. *The provision of colour in building materials, coordinated street furniture, fixtures and surface treatments, greening and public art, and other enhanced pedestrian amenities to offset seasonal darkness, promote sustainability and provide visual interest; and,*
 - c. *Mitigating micro-climate impacts, including in the winter and during extreme heat conditions in the summer, on public and private amenity spaces through such measures as strategic tree planting, shade structures, setbacks, and providing south facing exposure where feasible.*

Section 4.6.3

- 1) *Development and capital projects shall enhance the public realm where appropriate.*

Section 4.6.5

- 1) *Development throughout the City shall demonstrate that the intent of applicable Council-approved plans and design guidelines are met;*
- 2) *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; and,*
- 3) *Development shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards. Designing universally accessible places ensures that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.*

Section 4.6.6

- 1) *To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines;*
- 2) *Transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning Bylaw or by other means in accordance with Council-approved Plans and design guidelines;*
- 4) *Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential*

- a. *Provide protection from heat, wind, extreme weather, noise and air pollution; and*
 - b. *With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.*
- 8) *High-rise buildings shall be designed to respond to context and transect area policies, and should be composed of a well-defined base, middle and top;*
 - 10) *Development proposals that include High-rise buildings shall demonstrate the potential for future High-rise buildings or High-rise 41+ buildings on adjacent lots or nearby lots in accordance with the relevant policies of this Plan.*



Figure 13: Rendering of the proposed development, looking north from Gemini Way, illustrating the changes to the rooftop profile and the addition of balconies on the south and west wings of the building's 2-6 floors facing Constellation Drive and the interior of the lot.

The proposed development and revisions to the site plan are consistent with the policies related to urban design identified in the Official Plan, as they are applicable to the development, as well as the Council-approved design guidelines. The proposed Site Plan Control Revisions will help to enhance the overall building design and enhance interior spaces and livability while maintaining the positive attributes from the approved building design.

The proposed reconfiguration of the rooftop mechanical penthouse to include an indoor amenity area and the addition of the rooftop terrace contribute to the design and functionality of the development through the provision of all-season and accessible spaces for residents. The provision of both an indoor as well as outdoor amenity space

ensures that residents can utilize the space regardless of the time of year and weather conditions. Further, it allows for accessible washrooms to be located on the same level as the rooftop terrace. The permitted projection of this amenity space above the maximum permitted height is also an opportunity to enhance the design of the tower top and overall building expression.

The addition of balconies of the south-west and south-east ends of the building as well as the change in cladding to a brick veneer, improve the interpretation of the façade from the pedestrian realm. The balconies facing areas of potential future pedestrian travel networks provides a more human-scaled base expression of the building.

4.2 Urban Design Guidelines for High-Rise Buildings

The Urban Design Guidelines for High-Rise Buildings presents a set of guidelines that reflect ways to highlight high-quality architecture and integration into the City of Ottawa's skyline through an approach that examines the context in which the building is sited, the built form itself, and the interaction within the pedestrian realm. The following sections address the specific guidelines as they relate to the proposed development, specifically the proposed changes addressed by the Site Plan Control Revision and Zoning By-law Amendment applications.

1 – Context

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

2 – Built Form

- / The proposed building has been designed with a distinctive base, middle, and top through the use of materials and glazing.
- / The proposed building is considered a bar building. It is oriented to frame the street corner at a significant intersection.
- / The base of the proposed building is appropriately dimensioned given the width of the existing ROWs.
- / The ground floor of the base has been designed to be animated and highly transparent.
- / The middle section will minimize shadow and wind impacts while providing an appropriate fenestration pattern and other architectural considerations.
- / The revisions to the top of the building create additional articulation, softening the overall building expression within the surrounding context (Figure 13).
- / As a residential proposal in an area outside the downtown, no exterior illumination of the building features is proposed.



Figure 14: Rendering of the proposed southern wing of the development, looking north-west, illustrating the stepped-back building mass and the proposed balconies on floors 2-6, enhancing the pedestrian realm and ensuring a human scale of development.

3 – Pedestrian Realm

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

- / The proposed changes provide additional balconies along the west and south ends of the buildings from floors 2 through 6. The addition of these balconies activates the frontages and enhances the human-scaled expression of the bottom of the building (Figure 14).

The proposed design changes align well with the directives set by the Urban Design Guidelines for High-Rise Buildings. In addition to an aesthetic that compliments the existing built form, the projection of an indoor amenity space above the 14th storey provides benefits for residents. The changes to the rooftop profile, through the addition of a terrace space provides for an enhanced articulation of the proposed building.

The proposal also took reference from the comments provided by the Urban Design Review Panel, referencing the potential for an amenity space and outdoor terrace to both provide additional programming space to residents as well as provide for the opportunity to lighten the overall building expression. The additional balconies also activate the lower facades of the west and south ends of the building, improving the pedestrian interaction with the built form.

4.3 Transit-Oriented Development Guidelines

The purpose of the Transit-Oriented Development (TOD) guidelines are to provide guidance in achieving well-designed and successful transit-oriented development. It contemplates Land Use, Layout, Built Form, Pedestrians & Cyclists, Vehicles & Parking, and Streetscape & Environment as they can be implemented to create transit-supportive and accessible development. The previous applications dealt with the applicability of these guidelines to the development as a whole, while this application will solely regard the guidelines which apply to the revised changes proposed.

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

- / Guideline 12: **The ‘lantern’ appearance of the mechanical penthouse atop the new rooftop amenity space, creates a distinct landmark feature at the corner of the lot, a focal point visible from multiple directions.**

4.4 Urban Design Brief Addendum

The proposed Site Plan Control Revision and Zoning By-law Amendment seek to reconfigure the space previously housing the mechanical penthouse in order to permit a 636 m² indoor amenity space to project above the 14th storey (45 metres), among other changes to materiality and amenity space provisions. It is important to highlight that this addendum to the previous Urban Design Brief outlines how these minor changes reflect positively to the overall building design and built form. The Site Plan Control Revision application proposes the following changes:

- / Rooftop terrace above 14th storey;
- / Indoor amenity space – projected above 45 metres (see concurrent Zoning By-law Amendment);
- / Changes to floor-to-ceiling heights (see Table 1);
- / Addition of balconies to end units at floors 2 through 6 on south and west ends of the building; and,
- / Building cladding will be changed to brick veneer.

The proposed changes align with the directives set by the City’s new Official Plan, the Urban Design Guidelines for High-Rise Buildings, as well as the Transit-Oriented Development Guidelines. The projection of an amenity space above the 14th storey provides benefits for residents as well as an aesthetic that compliments the existing built form.

The addition of a rooftop terrace above the 14th storey utilizes existing rooftop areas, adding valuable amenity space for residents while activating the roofline across the building. The relationship of the terrace to neighbouring communities protects existing residents from overlook and privacy concerns. The terrace above the 14th storey

benefits from the buffering effect of Baseline Road, creating separation from the low-rise apartments to the north (Figure 15).



Figure 15: Graphic displaying the separation between the subject property and the low-rise apartments across Baseline Road. The distance between the two structures provides for adequate protection from the overlook of the rooftop terrace. The approximate 54 metre separation provides for a greater-than 45-degree angular plane to the base of the closest existing low-rise apartment. Figure 16 provides additional detail related to this relationship.

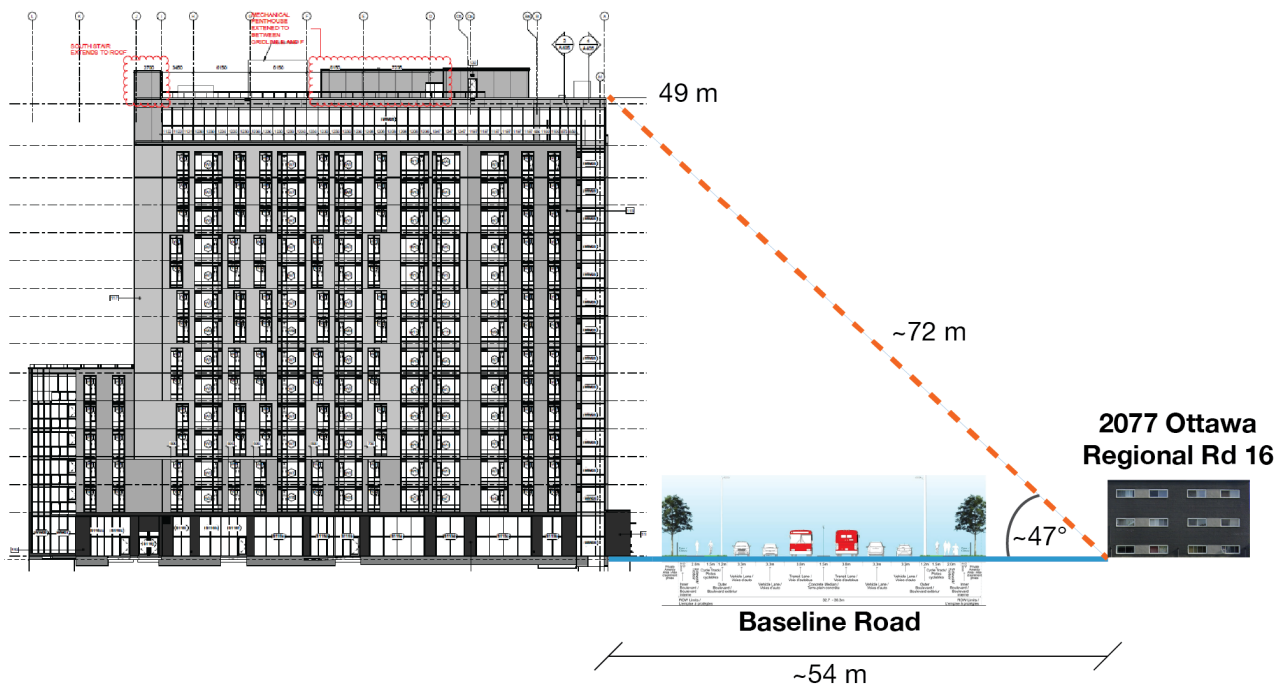


Figure 16: Approximate angular plane relationship between the proposed development and the neighbouring low-rise apartment building to the north of Baseline Road.

In summary, the proposed revisions are consistent with the City's policy framework and design guidelines, as applicable. The built-form changes and additional Zoning By-law Amendment improve upon the existing approved design through an enhanced roofline and building 'top', while also mitigating impacts related to overlook on abutting residential areas. Overall, these changes will provide tangible benefits to the building and its residents.

5.0 Zoning By-law Amendment

5.1 Zoning By-law Amendment

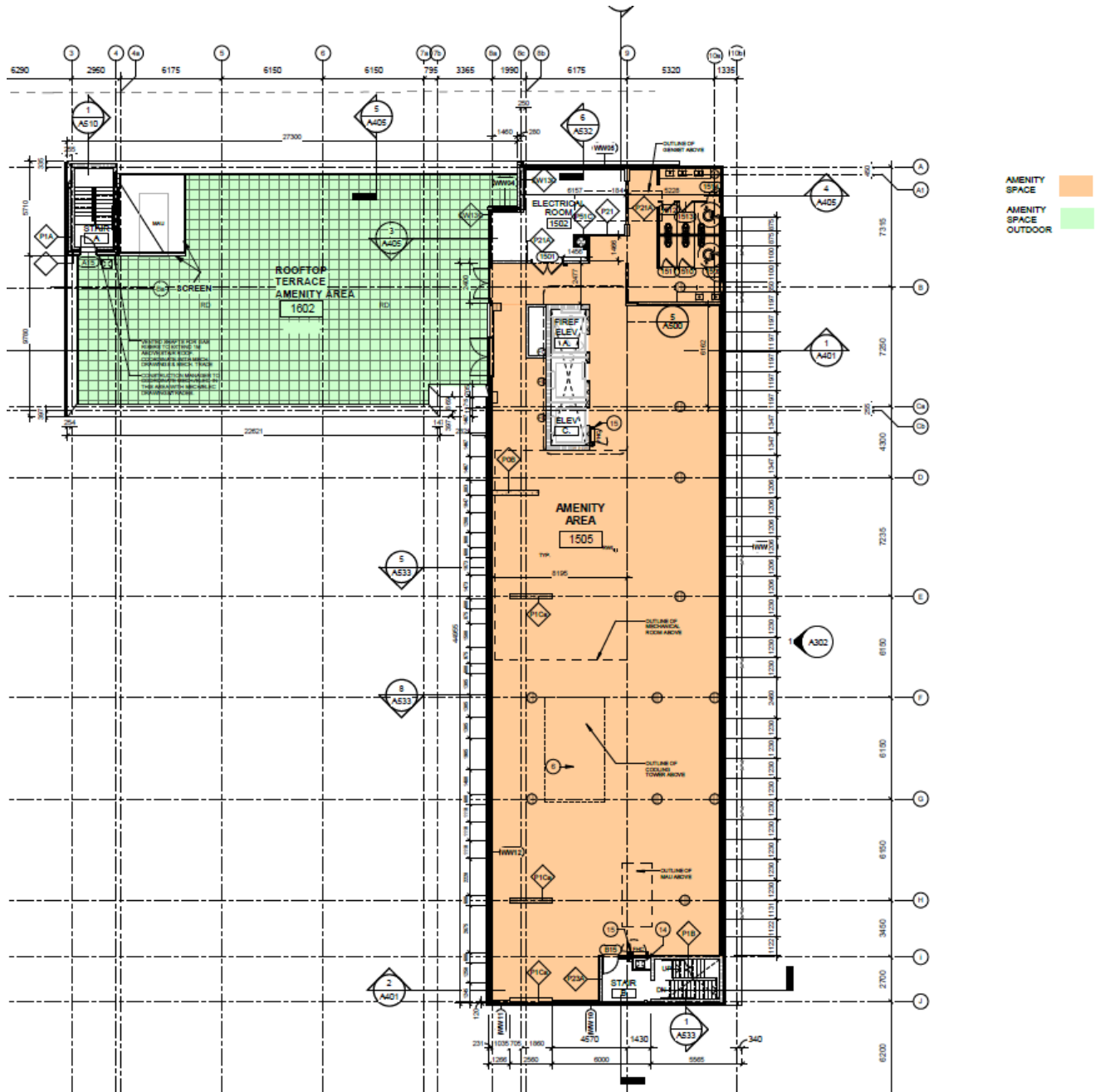


Figure 17: Graphic displaying the reconfiguration of the rooftop with the added indoor amenity space above the 14th storey – the purpose of this application. The green indicates the rooftop area and use already permitted by the Zoning By-law and the orange indicates the proposed indoor amenity space occupying the area previously housing the mechanical penthouse.

The proposed development is seeking to permit an indoor amenity space to project above the maximum building height of 45 metres. Seeking a zoning exception to allow for amenity area as part of a permitted projection (mechanical penthouse) is consistent with other residential developments within an urban context as it would increase the amount of amenity area for residents. The existing approved site plan provides for a mechanical penthouse across the majority of the roof, above the 14th storey. This proposal seeks to permit a portion of the mechanical penthouse to be converted to

an indoor amenity space and to have it considered as part of a permitted projection under Section 64 of the Zoning By-law. The mechanical penthouse will be moved partially above this permitted projection and partially within the projection, housed in-part by the indoor amenity space structure. The purpose of this application is to allow for the indoor amenity space to be included as a permitted projections above 45 metres.

The projection above the 14th storey will accommodate amenity space and mechanical equipment. No dwelling units or accessory uses will be incorporated into this space. The mechanical penthouse and rooftop terrace are both permitted projections, while the indoor amenity space requires relief from Section 64 of the Zoning By-law. The relief from this provision of the by-law can be justified through improved building functionality and design. The integration of additional amenity space will ensure the viability of the rooftop terrace through the provision of washrooms and expanding the overall utility of the roof to provide indoor conditions in case of inclement weather, all within the envelope of the existing permitted projection of the terrace and mechanical penthouse.



Figure 18: Rendering of the proposed development, looking south from Baseline Road, illustrating the indoor amenity area projection above the 14th storey sought through this application. The configuration and orientation of the indoor amenity space atop the building minimizes any overlook potential onto the residential area to the north of Baseline Road. The windows and façade that face north are primarily occupied by a mechanical penthouse space, further limiting the amount of space within the indoor amenity area that will be overlooking the low-rise apartments to the north.

The addition of communal amenity space above the 14th storey minimizes the potential of overlook onto neighbouring residential areas to the north. The reconfiguration of the projected amenity space and mechanical penthouse uses inside mitigates any significant overlook into the neighbouring residential areas to the north. As shown on Figures 17 and 18, the projection only extends approximately 11.5 metres along this frontage, with a majority of the space extending southwards towards Gemini Way. Further, 6.1 metres of the frontage is to be occupied by the electrical room of the mechanical penthouse, thereby reducing the available frontage for overlook. The orientation of the building, configuration of the indoor amenity space, and uses overlooking Baseline Road minimize and prevent significant overlook onto the low-rise apartment buildings located to the north of the proposed development.

The reconfiguration and design changes to this space can also be justified by the improvements to the overall building design. Comments from the UDRP, the City of Ottawa Urban Design Guidelines, and the Official Plan policies all support these design modifications as they enhance building articulation. As a bar building, the additional building articulation helps to soften the overall building expression and create a less imposing built form within the contextual skyline of the Centrepointe neighbourhood.

Overall, the value of the additional amenity area is matched with improvements to the overall design and architecture of the proposed building and through mitigation efforts to reduce any significant overlook, thereby justifying the proposed amendment to allow for the permitted projection of the indoor amenity space above the maximum permitted height.

5.1.1 Proposed Zoning By-law Amendment

The property is currently zoned MC [2588] F(4.4) H(45). The following is an inventory of revised zoning provisions.

I - Exception Number	II - Applicable Zones	III - Additional Land Uses Permitted	IV - Land Uses Prohibited	V - Provisions
2588 (By-law 2019-392)	MC [2588] F(4.4) H(45)	None	None	/ Indoor amenity area is a permitted projection above 45 metre height limit.

Conclusion

The proposed Site Plan Control Revision and Zoning By-law Amendment of the previously-approved applications on the subject site are consistent with the Provincial Policy Statement, conform to the policy directions of the new Official Plan as well as applicable urban design guidelines, and, aside from the minor zoning deficiency, meets the intent of the City's Zoning By-law (2008-250). In our opinion, the proposed changes to the approved development represents good planning and is in the public interest.

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



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