FOTENN

1345 Baseline Road

Planning Rationale
Zoning By-law Amendment
September 14, 2026

FOTENN

Prepared for Bertone

Prepared by Fotenn Planning + Design
420 O'Connor Street
Ottawa, ON K2P 1W4

September 2026

© Fotenn Planning + Design

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

Fotenn Planning + Design has been retained by Bertone to prepare this Planning Rationale in support of Zoning By-law Amendment for the site municipally known as 1345 Baseline Road in the City of Ottawa (“the subject site”).

The intent of this Planning Rationale is to assess the proposed development against the policy and regulatory framework to determine if the development is appropriate for the subject site and compatible with the surrounding community. This Planning Rationale should be read in conjunction with the suite of materials submitted as part of this complete application package. Specifically, the submitted Urban Design Brief and full Architectural package (submitted under separate cover) prepared collaboratively Fotenn and RLA Architects which provides additional analysis on the architectural and urban design merits of the proposal.

1.1 Purpose of Application

The proposed development includes four high-rise residential towers situated at the four corners of the subject property, commercial uses are proposed within the proposed tower podiums with opportunities to include retirement housing and programed care at a later date. The proposed redevelopment may also include a municipal park with an additional POPS area provided which will all be determined at the time of Site Plan Control approval.

To facilitate the proposed development, Zoning By-law Amendment, and Site Plan Control Applications are being submitted.

The zoning by-law amendment will establish site specific zoning provisions (via Zoning Exception and Schedule) that align with the overall zoning direction for the area. The exception and schedule will control built form, height, uses, and the provision of amenity space, and ensure an adequate transition to protect the low-rise, character of the neighbourhood to the north, while recognizing the potential for increased residential density on the site. The application will facilitate the proposed uses on the site such as Park, Residential Care Facility, Dwelling Unit in a high-rise building, and various commercial uses.

Furthermore, a Site Plan Control Application is required to facilitate the proposed development. The site plan control process allows the City to influence land development so that it is safe, functional and orderly. It is also used to ensure that the development standards approved by the City and other agencies are implemented and maintained. Building use, location, site programming, landscape treatment, pedestrian/vehicle access, servicing & drainage control, and parking layout are addressed during the Site Plan Control review

2.0 Subject Site and Surrounding Context

2.1 Subject Site

The subject site is located in Ward 16 (River) in the Carlington community of the City of Ottawa. The subject site is a square-shaped lot with a total area of approximately 13,156 square metres (3.25 acres), with approximately 109 metres of frontage on Baseline Road. The subject site can be legally described as Plan of Survey of Part Of Lot 'N' Concession 'A' (Geographic Township of Nepean) City Of Ottawa.

The subject site currently accommodates a two-storey office use building with associated parking on the west and landscaped space on the east on the building. The building is arranged in a T-shape with a two-storeys parallel to Baseline Road and a one-storey extension to the north. Scouts Canada Council previously occupied the buildings, but operations on the subject site have since ceased. The subject site also features a totem pole, fronting Baseline Road.

Access to the subject is site is from the drive aisle easement from the abutting property to the west, while a sidewalk runs continuous along the southern edge of the property.

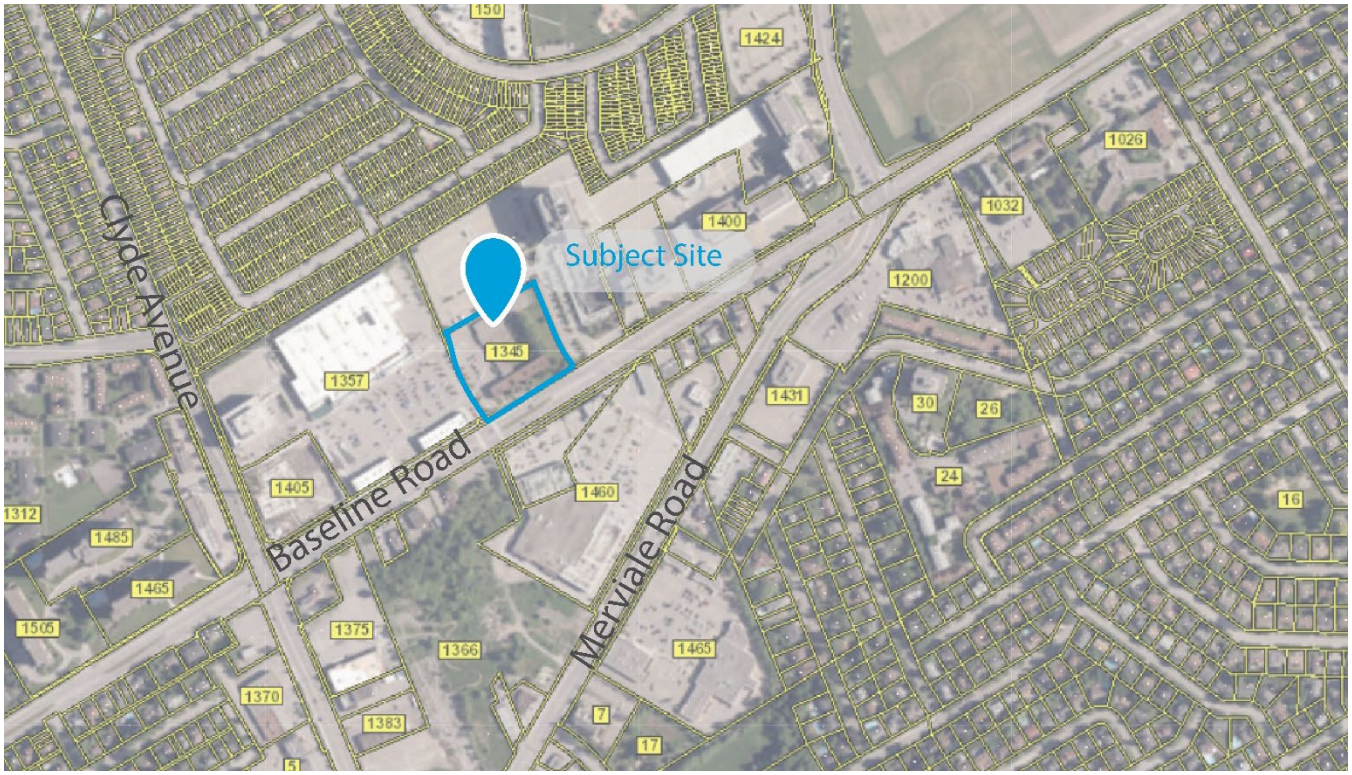

Figure 1: Site Context

2.2 Surrounding Context

The surrounding community is characterized by a mix of land uses, including residential, institutional, and commercial properties with the nearby Central Experimental Farm and Canada Agriculture and Food Museum as a focal point of the area. The neighbourhood surrounding the subject site includes a range of building heights including low-rise, mid-rise and high-rise buildings.

/ **North** of the subject site is surface parking associated with the office use building to the east. Further to the north is a residential neighbourhood generally characterized by low-rise detached dwellings with high-rise buildings. Also north are large community amenities and infrastructure, including Carlington Park and Carlington Recreation Centre, and Highway 417 which can be accessed via Maitland Avenue.

/ **East** of the subject site are non-residential use (office/commercial) buildings with a range of building heights, including low-rise and mid-rise buildings. Further east is the Central Experimental Farm.

/ **South** of the subject site is Baseline Road. This portion of Baseline Road consists of large-format and convenience retail & employment uses. Further south is a commercial plaza, accommodating several buildings fronting Baseline Road and Merivale Road. Also south is the Fisher Heights residential neighbourhood, generally characterized by low-rise detached dwellings, with townhomes and mid-rise residential buildings. Lands south of the subject site have zoning permission for up to 40-storeys.

/ **West** of the subject site is a large-format commercial plaza accommodating low-rise buildings fronting onto Baseline Road, a large box store on the interior of the property, and a mid-rise building fronting onto Clyde. West of Clyde Avenue is the Braemar Park – Bel Air Heights – Copeland Park neighbourhood, a generally low-rise residential neighbourhood with a concentration of high-rise buildings at the intersection of Baseline Road and Clyde Avenue. The drive-aisle servicing the site (through legal easement) is immediately west of the subject site.

Figure 2 Site Context

1) Subject Site.

2) Commercial plaza, with big box store
3) Existing, high-rise residential building.
4) Existing low-rise residential neighbourhood, Braemar Park-Bel Air Heights-Copeland Park
5) Existing and adjacent low profile residential neighbourhood on north side of Baseline Road.
6) Existing neighbourhood park, Celebration Park
7) Experimental Farm Pathway trail
8) Central Experimental Farm
9) Office use buildings, known as Skyline Complex
10) Commercial plaza
11) Existing low-rise residential neighbourhood, Fisher Heights

2.3 Transportation Network

The subject site is well situated to promote multi-modal transportation options and provide additional residential density in close proximity to services and amenities as well as local and rapid transportation options. The subject site is located on a future bus rapid transitway as identified on Schedule C2 – Transit Network of the City of Ottawa's Official Plan, Figure 4 below.

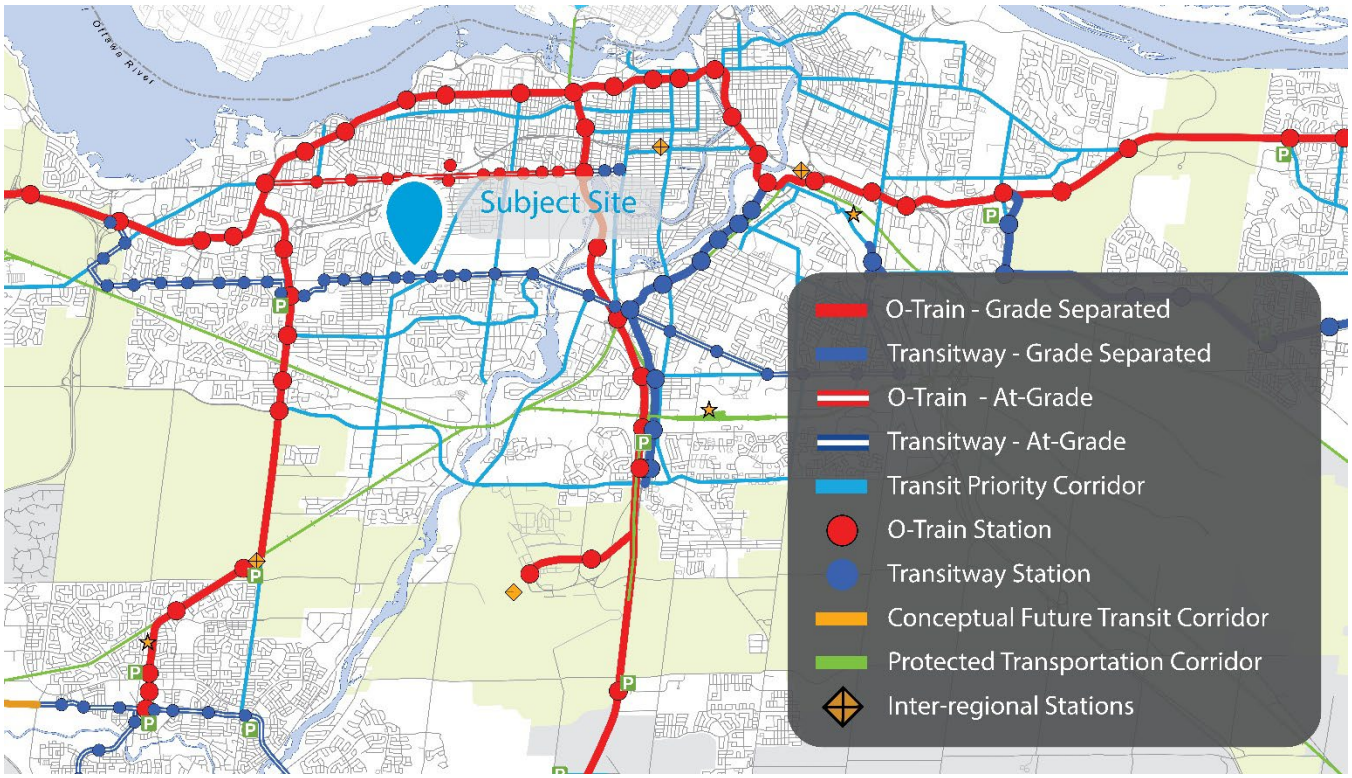

Figure 3: Schedule C2 – Transit Network (City of Ottawa Official Plan, 2022)

2.3.1 Transit Network

The subject site is serviced by existing frequent and rapid bus service including the following routes:

- 88 Hurdman ↔ Bayshore with connection to Line 2 at Mooney's Bay Station, and Baseline Station at Adjidjàk.
- 81 Tunney's Pasture ↔ Bayshore with connections to Westboro, Iris, and Pinecrest Stations.
- 53 Tunney's Pasture ↔ Baseline

2.3.2 Baseline Cross-Town Bus Rapid Transit Corridor

In 2017, Ottawa City Council approved a proposal to build a cross-town bus rapid transit corridor along Baseline and Heron Roads. The new transit corridor would see 24 new stations built about 600 metres apart, and would eventually connect Heron Station near Billings Bridge to Bayshore Shopping Centre. The portion of the corridor from Baseline to Bayshore stations is not being considered until after 2031 with funding yet to be secured.

Of note, the draft materials for the City's updated Transportation Master Plan note that cross-town rapid transit corridors such as the Baseline Transitway that have completed the Environmental Assessment process are also expected to proceed to construction, once funding is secured. The project will accommodate the anticipated growth in transit ridership as contemplated in the draft TMP and support the growth management policies identified in the City's Official Plan (2022).

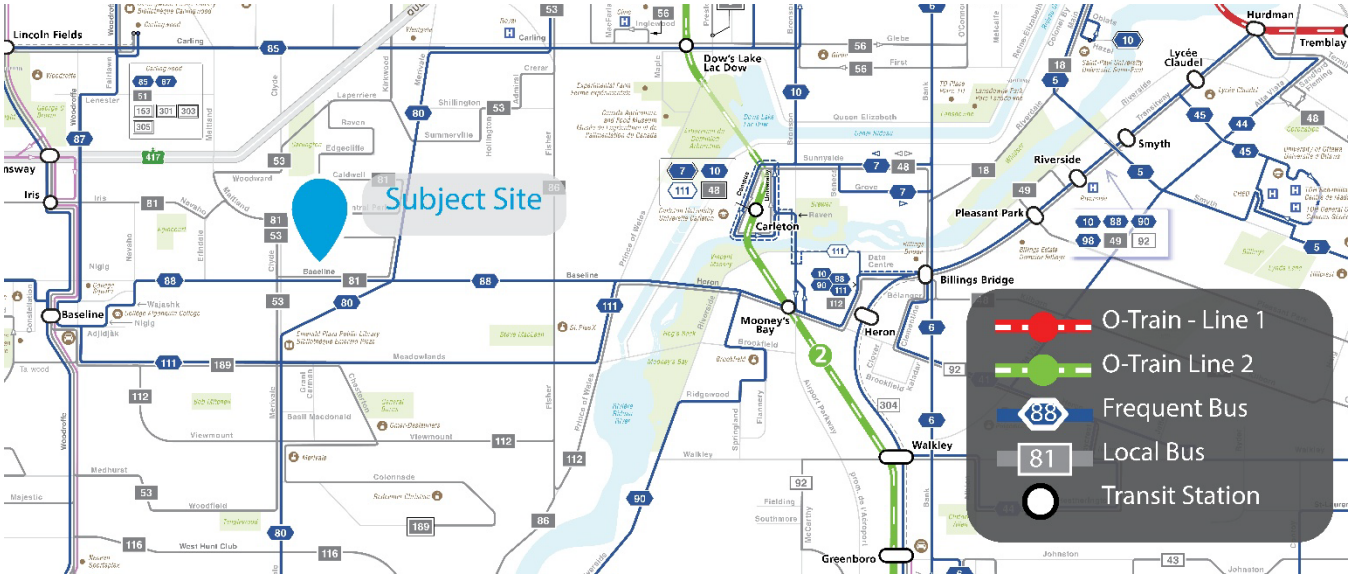

Figure 4: Nearby OC Transpo bus routes (OC Transpo System Map, accessed May 12, 2022)

2.3.3 Road Network

The nearby road network is well suited to accommodate additional traffic demands generated by the proposed increased residential population in the area. As per Schedule C4 of the Official Plan, Baseline Road is designated an Arterial Road. Nearby, Clyde Avenue and Merivale Road are also classified as Arterials Road.

Arterials function as major public and infrastructure corridors in the urban communities and villages they traverse. They not only accommodate private and commercial vehicles and public transit buses, but also serve other modes of travel including such as people walking and cycling as well as provide corridors for public infrastructure and utilities. To support this function arterial roads are generally large enough to be well suited to handle increased activity stimulated by residential and commercial intensification Nearby roads and their classifications are shown on Figure 6, below.

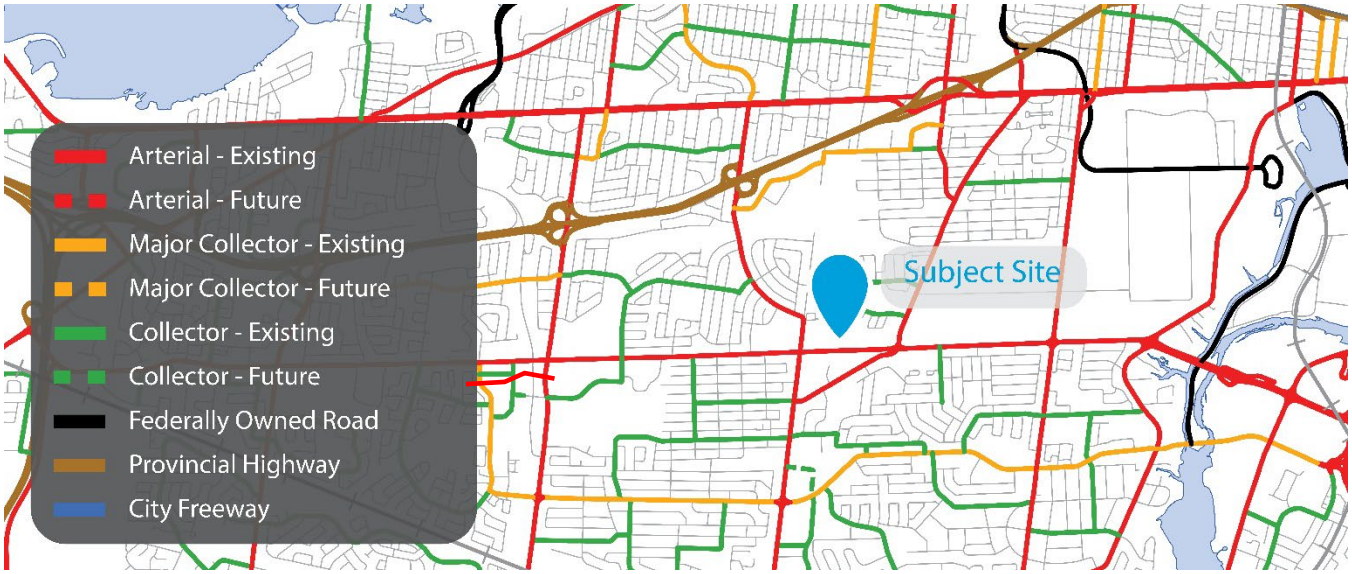

Figure 5: Schedule C4 - Urban Road Network (City of Ottawa Official Plan, 2022)

2.3.4 Cycling Network

The subject site is directly served by the existing cycling lane along Baseline Road which provides east-west access to the surrounding community and the greater Ottawa Cycling Network. Moreover, the site is located near multiple cycling routes, including Fisher Avenue which is identified as part of the Crosstown Bikeway in the City's Transportation Masterplan. The Pinecrest Creek and Experimental Farm Multi-Use Pathway systems are located north of the subject site.

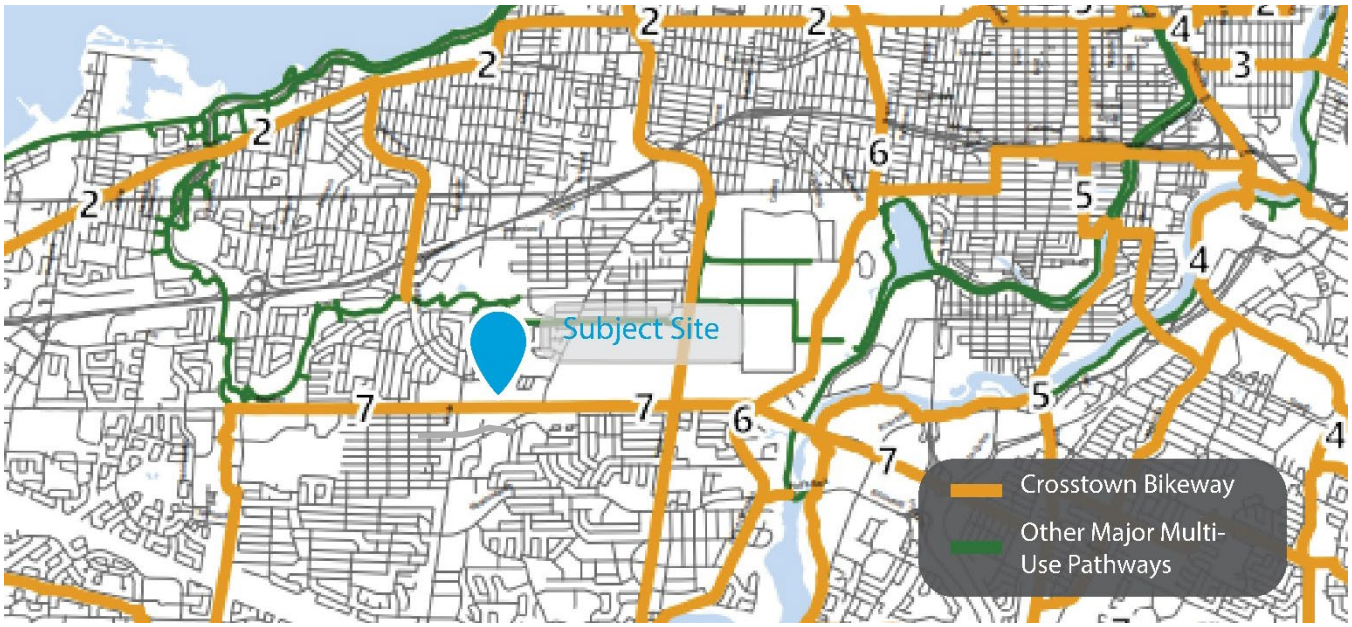

Figure 6: Crosstown Bikeway Network - City of Ottawa Transportation Master Plan.

Figure 7 Existing Painted Bicycle Lane along Baseline Road.

3.0
Proposed Development

The proposed development consists of four high-rise mixed-use towers situated at the four corners of the subject property. Each tower has been designed to conform to the City's high-rise guidelines, with ample separation between the towers and clear distinctions between podium, tower, and top of the building. In total, the full development may provide 1,251 residential units with an option for a portion of the total units to be allocated to a residential care use.

Figure 8 Proposed Site Plan.

The proposed towers range in height from 30 to 40 storeys, and feature four storey podiums for towers A and B, with six-storey podiums for towers C and D. The podiums are designed to accommodate future active commercial or residential amenity uses at grade. A major focus of the site is the proposed centralized municipal park, this park is approximately 10% of the total site area with an additional POPS area provided that acts as a plaza for residents and brings green space further into the site. The municipal park fronts onto Baseline Road providing easy access to the broader community, and is situated equal distance between to the two southern-most high-rise towers with ample southern exposure. Although it is the applicant's intent to provide a municipal park as part of this development, it is understood that future considerations and

detailed discussions will occur throughout the Site Plan Control approvals process with the City, Ward Councillor, and community stakeholders. The eventual location, size, and programming have not been determined at this time.

Access to the site is off the existing shared right-of-way to the west, beside the existing retail plaza. An internal private way has been added to the site to provide vehicular access to all four buildings, with the primary access to the site located in the middle of the western property line. The private way continues east from the entrance, where the main lobbies of towers A and B are located, along with the entrance to their shared underground parking, the road passes the park and then turns north and connects to the road the runs along the northern property line. This private way on the north of the site connects to the existing right-of-way and provides access to the shared underground parking for buildings C and D, and could potentially connect to sites further to the East, if the opportunity arises.

The vast majority of the proposed parking is located below grade, with additional on grade parking spots for short term parking, drop off/pick-up, loading, and maintenance vehicles. At this time, the proposal includes a total (resident, visitor, commercial) parking ratio of 0.7 per unit as this site is very well served by public transit, and has access to services located nearby.

Figure 9 Conceptual Rendering of proposed development.

Regarding servicing capacity, it is understood that future infrastructure upgrades will be necessary to accommodate full build-out as proposed. Therefore, it should be noted the proposed development is intended to be constructed in phases. Phase 1 will proceed with tower A, with towers C and D following after that, while tower B will be held in reserve until the site has adequate access to municipal services that can accommodate the full number of occupants. When built out the site could contain 1,200 residential units within a total of 960,000sqft.

In addition to the proposed parkland dedication, the proposed development will include a privately owned public space (POPS) in the southeast corner of the site along Baseline Road. The plaza is intended to be a gathering place for the public along interface of the private and public realm. Adjacent to the POPS, the ground floor of building A will include active commercial uses at grade which foster a lively/active atmosphere along Baseline Road. Street trees are proposed to be planted along the Baseline Road ROW in addition to a wide sidewalk which enhances the public realm. The entrance to buildings A and D will have direct frontage onto the Baseline Road public realm.

Additional pedestrian connectivity pathways are included through the centre of the site connecting to Baseline Road, the shared drive aisle to the east, and the internal drive aisles, amenity spaces, and Building entrances throughout the overall site. Future connectivity is considered to the rear of the site to accommodate the planned future function of the area as the community evolves. This includes robust tree planting along the rear of the property where in interfaces with a large surface parking lot, and the rear-drive aisle design and location that allows for a future roadway extension and connection to adjacent properties. This provides for through block connections that support active transportation use and connectivity to active transportation infrastructure.

Figure 10 Conceptual Rendering of proposed development.

The proposed development may include commercial uses at-grade to animate the street and provide important services and commercial amenities to existing and future residents. The commercial space will interface positively with the public realm including the parkland, and POPS. In total, 938m^2 of commercial area is included. The zoning amendment will also proposed to include “Residential Care Facility” as a permitted use to allow for future opportunities to provide for housing opportunities for residents at various stages of life and to promote the objectives of aging in place within this community.

3.1 Building Design

Please refer to the submitted Urban Design Brief for a fulsome understanding of the Design Approach for this project.

The proposed development is proposed to include four high-rise buildings, each with a distinct podium, tower and top approach. The design will incorporate four (4) to six (6) storey, mid-rise podiums at the base of each tower, which will serve as the primary interface at the street level. The podiums' materiality will be determined at Site Plan Control, (could consist of a mix of brick and glazing) and larger floorplates, which extends beyond the tower, will establish as a strong visual base and distinguish them from the towers above.

The portion of the towers feature a floorplate ranging between 768m^2 to 787m^2 with a design approach that provides for more slender point towers. To allow for flexibility and accommodate future adjustments that may arise at detailed design through the Site Plan Control and building permitting process, it is proposed that the total floorplate will not exceed 800m^2.

A tower separation of 23 to 52 metres between the towers proposed. This provides for adequate space to minimize shadow and wind impacts, and loss of skyviews, and allow for natural light into interior spaces. The proposed tower separation will adhere to the minimum recommended tower separation in the Ottawa Official Plan, Zoning By-law, and Design Guidelines.

3.2 Relationship with the Surrounding Planned Context

Given the subject property's immediate surrounding context along a prominent Arterial Roadway that is designated and zoned mostly within the Mainstreet Corridor category, the proposed high-rise towers will not have any undue adverse impacts on adjacent properties, including their development potential. The abutting lands to the north, east, and west will possibly be redeveloped with higher density residential uses, the proposed towers feature generous separation distances from lot lines to the east (10 metres) and north (13 metres). To the west, the towers are setback between 2 and 7.6 metres, however, the property in this location abuts the existing drive-aisle that will be utilized through established legal agreement which adds an additional 15 metre buffer to the nearest developable lands.

Further, the tower's articulated positioning and slender floorplates will minimize shadowing and microclimate impacts on abutting properties. The proposed tower locations and floorplates will permit the redevelopment of adjacent properties with high-rise buildings that are appropriately distanced from the subject property and proposed development.

3.3 Unit Typology

The proposal includes a diversity of unit typologies including bachelor, 1-bedroom, 2-bedroom apartments, which is shown below in Table 1 below.

Table 1 Unit Typology

Unit Type	Number of Units	Percentage of Total Units
Studio	50	4%
1-bedroom	231	18%
1-bedroom + Den Unit	457	37%
2-bedroom	483	39%
2-bedroom + Den Unit	30	2%
Total	1,251	100%

3.4 Amenities

A central element of the proposed redevelopment program is the provision of outdoor, landscaped and programmed amenity space as well as a parkland dedication fronting onto Baseline Road. Amenity space will be provided through a combination of indoor spaces, and private balconies. The total amenity area proposed is 10,640 m² of which 6,940 m² is communal amenity space, whereas the zoning by- law requires a total of 7,506.0m² of amenity space of which 3,753.0m² is required to be communal.

The total amenity spaces provided is over 30% greater than the requirement under the zoning by-law with the communal amenity area close to double the required amount. Further, as is discussed in greater detail throughout this report, the redevelopment program for the subject property also includes a public parkland dedication, and publicly accessible POPS.

Figure 11 Conceptual Rendering of proposed development.

3.5 Access and Parking

Vehicular parking is proposed in two underground parking garages accessed from two locations off the private drive aisle via Baseline Road with a total of 952 spaces provided consisting of 790 spaces for residents, 113 spaces for visitors, and 24 spaces for the commercial uses. The proposed bicycle parking spaces for the entire development will consist of 650 spaces with 626 for residents, 10 for commercial uses, and 14 for short-terms spaces at grade.

The proposed parking ratio reflects the subject property's location within proximity to proposed future rapid transit and other amenities.

3.6 Parkland Dedication

Although it is the applicant's intent to provide a municipal park as part of this development, it is understood that future considerations and detailed discussions will occur throughout the Site Plan Control approvals process with the City, Ward Councillor, and community stakeholders. The eventual location, size, and programming have not been determined at this time.

The following policies from Sub-section 4.4 Parks and Recreation Facilities apply to the development proposed for the subject property.

Section 4.4.1 Identifies park priorities within Ottawa's growth areas

1) The City shall provide parks through the following three mechanisms:
    a) As a condition of development, the City shall acquire land for parks or cash-in-lieu as directed by the Planning and the City's Parkland Dedication By-law or any successor By-law;
2) All development, regardless of use, shall meet all of the following criteria to the satisfaction of the City:
    a) Consider land acquisition for parks as directed by the Parkland Dedication By-law to meet community needs for both residential and non-residential development, with an emphasis on active recreation amenities and potential cultural development with new parks acquired to address gaps or community needs; and
    b) Prioritize land for parks on-site over cash-in-lieu of parkland. Cash-in-lieu of parkland shall only be accepted when land or location is not suitable. The land to be conveyed shall, wherever feasible:
        i) Be a minimum of 400 square metres or as described in the upcoming Land First Policy and updated Park Development Manual as directed by the Parks and Recreation Facilities Master Plan;
        ii) Be free of encumbrances above and below ground when land for parks is obtained by parkland dedication; or in the case of land purchases for the creation of new parks in established areas, unless the encumbrances have been approved by the City where reasonable;
        iii) Be of a usable shape, topography and size that reflects its intended use;
        iv) Meet applicable provincial soil regulations; and
        v) Meet the minimum standards for drainage, grading and general condition.
3) For Site Plan Control applications in the Downtown, Inner Urban, Outer Urban and Suburban Transects, where the development site is more than 4,000 square metres, the City shall place a priority on acquisition of land for park(s) as per the Planning Act and the Parkland Dedication By-law.
4) The Parkland Dedication By-law, or any successor by-law, shall include provisions for the rate of parkland dedication. As per the Planning Act the following rates apply at the time of adoption of this Plan:

a) The City shall require the dedication of land for parks in an amount not exceeding 5 per cent of the area of land that is developed or redeveloped for all other purposes except that the City will calculate the park dedication for residential development or redevelopment at densities that exceed 18 units per net hectare using the 'alternative requirement' of 1 hectare for every 300 dwelling units as provided in the Planning Act or some lesser amount based upon this requirement. The Parkland Dedication By-law will identify circumstances when a lesser amount will be considered;

b) In the case of land that is developed or redeveloped for more than one purpose, the owner shall be required to convey land at the rate applicable to the predominant proposed use of the land for the entire site;

5) The Park Development Manual will set out the park typologies to define and standardize the park development process for projects to the satisfaction of the Department responsible for parks and recreation.

Section 4.4.3 discusses the provision of new parks in the Downtown Core and Inner Urban Transects

1) To provide new parks in the Downtown Core and Inner Urban Transects, as identified in the Parks and Recreation Facilities Master Plan, the following will apply:

   b) New park sites will be supported in Hubs, Corridors and, when in Neighbourhoods, in the centre of neighbourhoods;

The proposed parkland dedication fronts onto Baseline Road, with an area of 1,109 square metres and is a keystone feature of the proposed development. Given the proposed size, the park is considered an "Urban Plaza" as per Section 2.4.5 of the Park Development Manual, however, the new urban plaza is envisioned to be 'green' – while meeting public amenity and facility needs and contributing to urban forestry canopy targets. As a "small park associated with the urban fabric", the park will serve the existing and new demographic of the neighbourhood.

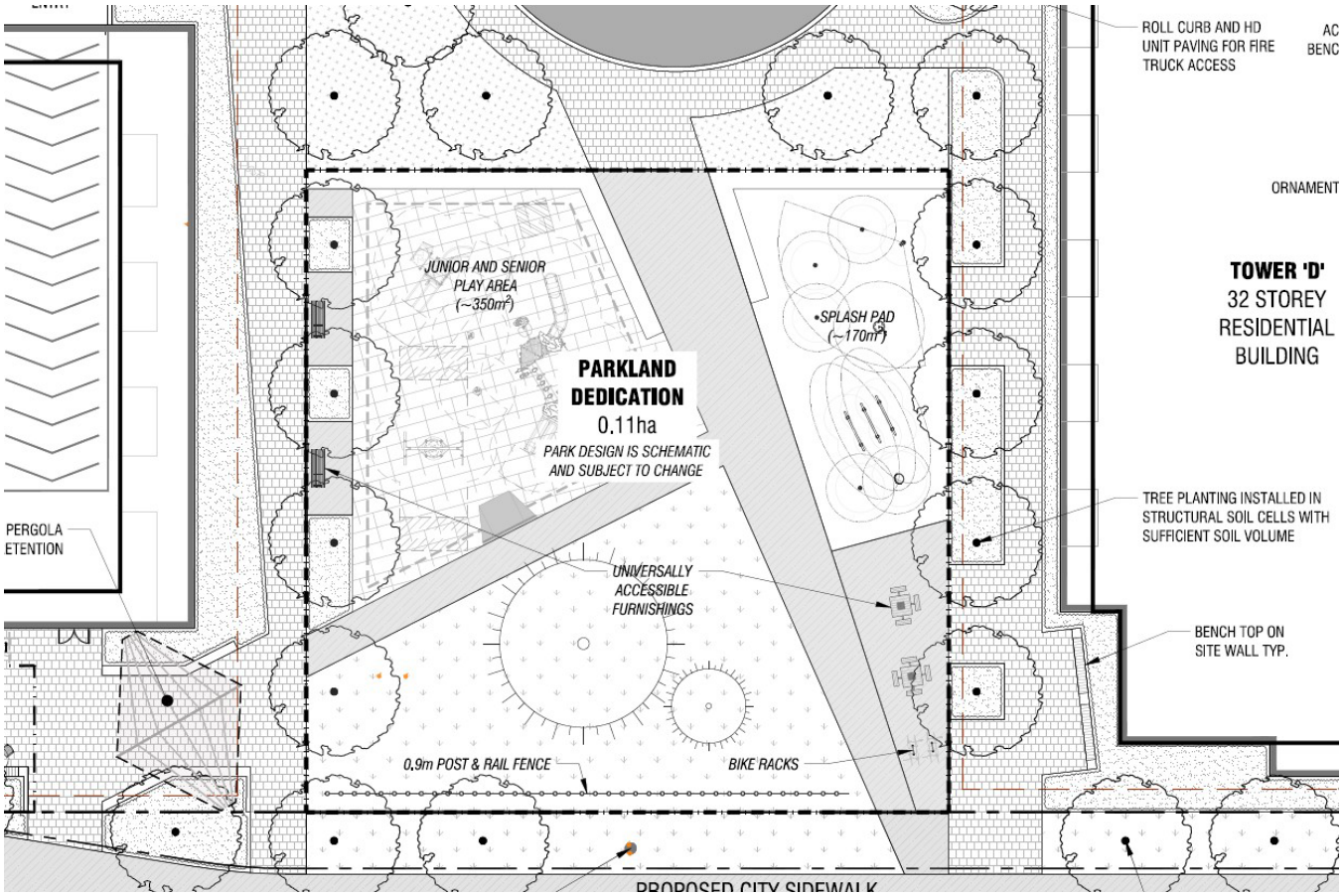

Figure 12 Demonstration Plan for potential central park location.

3.7 Privately Owned Public Space

One Privately Owned Public Space (POPS) is proposed for the site to complement the private amenity area and public parkland also proposed. The POPS is located at the South-West corner of the site along Baseline Road and consists of land area of 200 square metres.

3.8 Airport Influence Area Overlay

Section 503 of Zoning By-law 2026-50 and Official Plan Section 10.2.2 apply to development in the area subject to the Airport Influence Area Overlay.

Building heights proposed in this rationale as subject to the restrictions about Airport Influence Area Overlay including the Ottawa Internal Airport Authority Zoning Regulations and are therefore subject to reduction or re-location pending the results of that review. Regardless, the proposed heights will remain generally consistent with those demonstrated in the submission materials for this application and in no case exceed 40-storeys.

4.0 Policy and Regulatory Review

4.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) is a policy document issued under the Planning Act which provides policy direction for housing supply in the province, supporting development and alignment with infrastructure. It also provides policy direction on opportunities for job creation and economic development, increasing the supply of developable land, protections for the environment and natural resources, and protections for communities, resources, and properties from natural and man-made hazards. Generally, the PPS prioritizes ”compact and transit-supportive design, where locally appropriate, and optimizing investments in infrastructure and public service facilities will support convenient access to housing, quality employment, services and recreation for all Ontarians”.

The following PPS policies are applicable to the proposed development:

2.1.6: Planning authorities should support the achievement of complete communities by:

a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;

b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and,

c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

2.2.1: Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

b) permitting and facilitating:

   1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and,

   2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;

c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and,

d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

2.3.1: General Policies for Settlement Areas:

1. Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.

2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:

   a. efficiently use land and resources;

   b. optimize existing and planned infrastructure and public service facilities;

c. support active transportation; and,

d. are transit-supportive, as appropriate.

3. Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

5. Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.

6. Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.

2.4.1: General Policies for Strategic Growth Areas

1. Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.
2. To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:

    a. to accommodate significant population and employment growth;

    b. as focal areas for education, commercial, recreational, and cultural uses;

    c. to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and,

    d. to support affordable, accessible, and equitable housing.

3. Planning Authorities should:

    a. prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;

    b. identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas; and,

    c. permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form.

2.4.2: Major Transit Station Areas

2. Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of:

    b. 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit.

3. Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by:
4. planning for land uses and built form that supports the achievement of minimum density targets; and,
5. supporting the redevelopment of surface parking lots within major transit station areas, including commuter parking lots, to be transit-supportive and promote complete communities.

2.4.3: Frequent Transit Corridors

1. Planning authorities shall plan for intensification on lands that are adjacent to existing and planned frequent transit corridors, where appropriate.

2.9: Energy Conservation, Air Quality and Climate Change

1. Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:
    a. support the achievement of compact, transit-supportive, and complete communities;

The proposed development is consistent with the Provincial Planning Statement, 2024, ensuring that the proposed transit-supportive intensification efforts maintain the social, health, and economic well-being of current and future residents.

Given the subject lands location in proximity to a proposed future high-order Bus Rapid Transit (BRT) Station, the proposed amendment for an underutilized property seeks to advance the provincial goals of building complete and safe communities that efficiently use existing infrastructure to provide a mix of housing types in established areas. The site also benefits from being in a central area, in proximity to employment uses along Baseline Road and along the Merivale Road corridor that will further support this type of high-density development, supporting the long-term economic prosperity of the area and its future residents.

The proposed development facilitates intensification in a compact, mixed use form while avoiding and mitigating risks to public health and safety. The proposed development provides additional residential intensification within an existing evolving community and is within close proximity both to existing bus routes and planned rapid transit. Further, the proposed development will offer a mix of uses, and create a sense of place along this portion of Baseline Road. The proposed buildings are located on an infill site characterized by surface parking and low-rise built-form, and will have environmental benefits as it will reduce development pressure on outlying areas which, in turn, helps to safeguard lands that serve important ecological functions and reduce the amount that people drive, improving air quality and reducing greenhouse gas emissions.

In summary, through the provision of residential and commercial intensification on a serviced lot that is currently underutilized along Baseline Road, identified as a Mainstreet Corridor in the Ottawa Official Plan (2022), the proposed development is consistent wit the policies and objectives of the Provincial Planning Statement (2024).

4.2 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa 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.

The Official Plan designates the site Hub and Mainstreet Corridor in the Outer Urban Transect. Both urban designations and the associated policies apply; however, the building height and density policies governing Hubs prevail:

- Minimum building height of 2 storeys
- Maximum building height up to high-rise (i.e., 40 storeys)

4.2.1 Strategic Directions

The Official Plan proposes five (5) broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century.

1) **Achieve, by the end of the planning period, more growth by intensification than by greenfield development.** Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions. The remainder of growth will take place through greenfield development in undeveloped greenfield lands and additional developable land assigned through urban boundary expansion.

As an infill development within the established Outer Urban Transect, the proposed development advances the objective to achieve more growth through intensification.

2) **By 2046, the majority of trips in the city will be made by sustainable transportation.**
   The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities. Achieving this goal relies on the City's investments in transit, particularly the construction of further stages of Light Rail Transit (LRT) and funding of other rapid transit initiatives.

As a property with convenient and nearby access to a range of transportation options including the existing bus service along Baseline Road, existing and future bicycle routes, and within walking distance of the federal government office buildings to the east (important employment hub) , this project supports the objective to ensure the majority of trips in the city will be made by sustainable transportation by 2046.

3) **Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.**
   A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city. Policies associated with land use designations, including Hubs, Corridors, Neighbourhoods and Rural Villages are specific to the context of each transect.

Through proposing a context sensitive design that incorporates significant building separation distances while also promoting increased residential density, improvements to the public realm, and environmentally responsive design approaches, the proposal contributes towards stronger, more inclusive, and more vibrant neighbourhoods.

4) **Embed environmental, climate and health resiliency and energy into the framework of our planning policies.**
   The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.

The introduction of more-dense residential developments within the existing well-serviced community will reduce the overall loss of open green space to development and discourage urban sprawl and avoid natural habitat loss. Further, the project will encourage a healthy modal split that is not overly reliant on personal vehicle trips.

5) **Embed economic development into the framework of our planning policies.**
   In the Official Plan, an economic development lens is taken to policies throughout. While land use policies in the Official Plan alone do not ensure economic development, they provide a foundation for other City initiatives and programs to support economic development. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

Infill development with both residential and commercial components will contribute to economic vibrancy in the Outer Urban Transect. Further, infill development in an already established and serviced area is proven as a more efficient and cost-effective development pattern for municipalities.

4.2.2 Cross-Cutting Issues

The Official Plan establishes a number of cross-cutting issues. Some of the City's policy goals require implementation policies that span multiple themes and fall under a number of other City policies, plans, by-laws and practices. Six cross cutting issues have been identified that are essential to the achievement of a liveable city, which are implemented through the policies in multiple sections of the Official Plan:

- Intensification
- Economic Development
- Energy and Climate Change
- Healthy and Inclusive Communities
- Gender Equity
- Culture

These cross-cutting issues are implemented through the policies in multiple sections of the Official Plan.

As discussed above, the proposed development implements and complements several of the Official Plan's Cross-Cutting Issues. The proposed development intensifies an underutilized property within the Outer Urban Area that is within close proximity to future higher-order transit infrastructure along Baseline Road.

Further, the development will significantly contribute towards the creation of 15-minute neighbourhoods as directed by the OP with opportunities to suite many of future resident's day-to-day needs. With over 30 two-bedroom plus den units, and 483 two-bedroom units, the unit make-up also includes variety of unit-type options offering potential to attract a wide-selection of new tenants to the community.

The proposed design includes space for ground floor retail/commercial occupancies which will benefit from new residents within the buildings as well as the existing and evolving nearby community. In summary, these merits facilitate the above-mentioned cross cutting issues and promote the overall objectives of the Official Plan.

4.2.3 Growth Management Framework

Section 3 of the Official Plan establishes policies to support intensification. Ottawa's population is projected to grow by 40 per cent between 2018 and 2046 with 51% of that growth targeted to occur through intensification within the built-up areas of the City. This overall intensification target is anticipated to be achieved through a gradual increase in intensification over the life of the Official Plan (stepping from 40% in 2018 up to 60% by 2046).

The proposed development supports the intensification policies of the Official Plan by working towards density requirements established within the Hub and Corridor Designations of the Outer Urban Transect of the Official Plan. Although meant to apply to the area wholistically, the minimum density target above 120 units per net hectare for the Mainstreet Corridor and 200 for the Hub is exceeded in the proposed development. With 30 large two-bedroom plus den units included in the proposed development along with 483 large two-bedroom units, the 5% minimum for large-household target is achieved.

Table 2: Height and Density Requirements (Consolidated Tables 3b and 7; City of Ottawa Official Plan).

Applicable Transect and Designation within the Outer Urban Transect	Minimum and Maximum Building Height	Minimum Residential Density Requirement for Intensification (Dwelling Units per Net Hectare)	Minimum Proportion of Large-household Dwellings within Intensification
Mainstreet Corridor Designation within	Low-rise, Mid-rise and High-rise; minimum 2 storeys and maximum 40 storeys,	Mainstreet: 120 dwelling units per net hectare	Minimum: 5% Target 10%

the Outer Urban Transect	dependant on road width and transition	Hub: 200 dwelling units per net hectare	

4.2.4 Transect and Land Use Designation

Schedule A of the Official Plan 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 to rural.

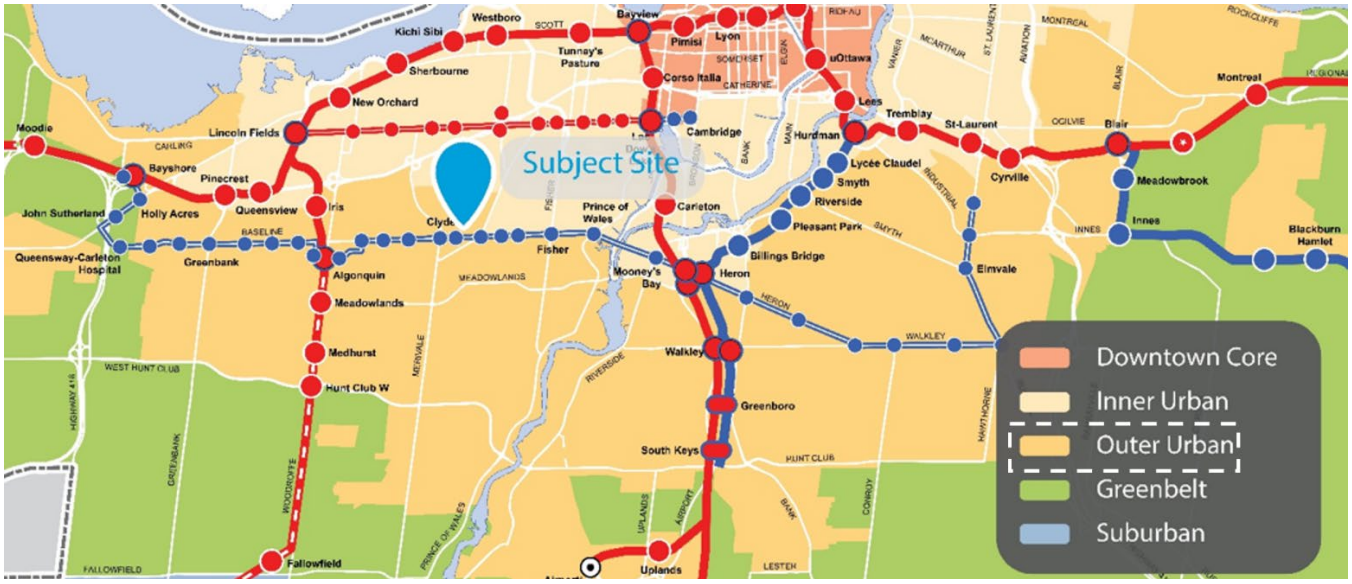

Figure 13 Schedule A - Transect Policy Area

The subject site is designated **Hub** and **Mainstreet Corridor** within the **Outer Urban Transect**.

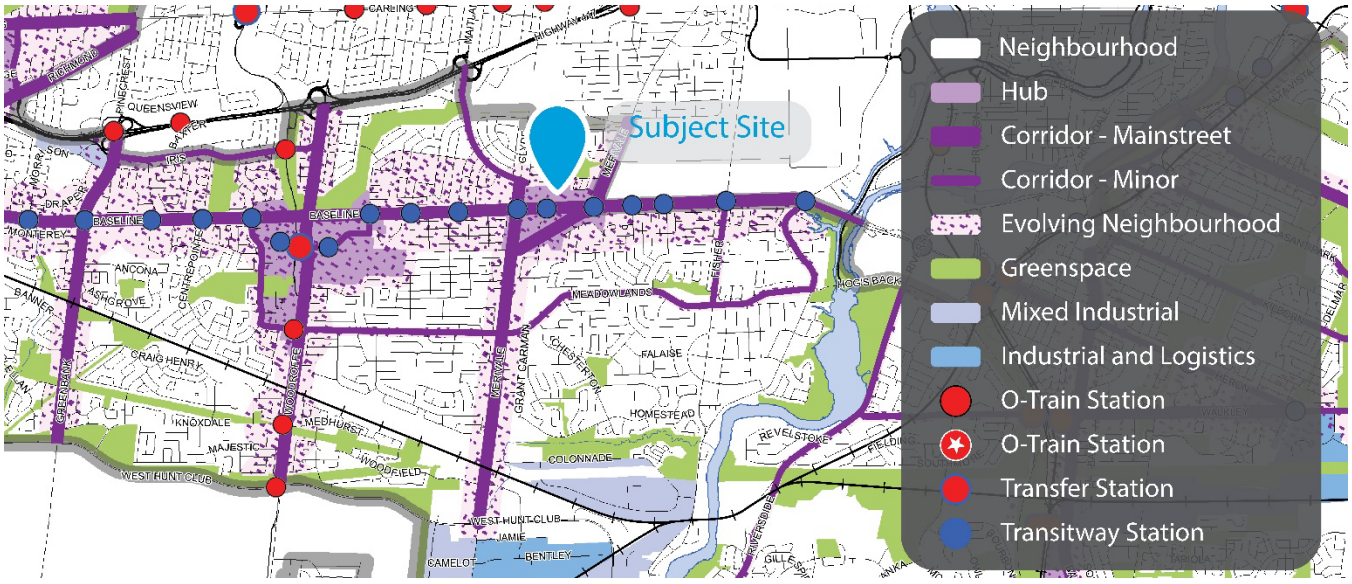

Figure 14: Schedule B3 – Outer urban Transect

The Outer Urban Transect comprises neighbourhoods inside the Greenbelt built in the last third of the twentieth century. The neighbourhoods represent the classic suburban model and are characterized by the separation of land uses, standalone buildings, generous setbacks and low-rise building forms. The planning challenge is to introduce more viable public transit and active mobility options, help functional local hubs and corridors to emerge and develop, and encourage more diverse housing forms to meet the changing needs of an evolving demographic. Intensification within the Outer Urban Transect is directed to Hubs and Corridors that are serviced by rapid transit.

Section 5.3 of the Official Plan outlines policies for lands within the Outer Urban Transect. The following policies apply to the subject property:

Policy 5.3.1.2 states that the Outer Urban Transect is generally characterized by low- to mid-density development. Development shall be:

a) Low-rise within Neighbourhoods and along Minor Corridors;

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

c) Mid- or High-rise in Hubs.

The proposed development is within the High-rise category as directed for Hubs and Mainstreet Corridors.

Policy 5.3.1.3 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 Official Plan, by:

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

b) Targeting Hubs as selected segments of Mainstreets for mid-density and mixed-use development to reinforce or establish an urban pattern.

Policy 5.3.1.4 states that in the Outer Urban Transect, the Zoning By-law shall provide for a range of dwelling unit sizes in:

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

b) Predominantly ground oriented forms in Neighbourhoods located away from frequent street transit and Corridors, with Low-rise multi-unit dwelling permitted near rapid transit and frequent street transit routes; and

c) In Hubs, a range of housing types to accommodate individuals not forming part of a household.

The proposed development includes 30 two-bedroom plus den, 483 two-bedroom, 688 one-bedroom units, and 50 studio units.

Policy 5.3.3.1 states the within Hubs, except where a secondary plan or area-specific policy specifies different heights, permitted building heights are as follows:

a) Up to 300 metre radius or 400 metres walking distance of an existing or planned rapid transit station, whichever is greatest, at least 3 storeys and up to High-rise; and

b) Outside the area described by Policy a), up to High-rise where the parcel is of sufficient size to allow for a transition in built form massing.

Policy 6.1.1.6 is discussed later in this report, and establishes that where a Hub and Corridor overlap, the height permissions of the Hub designation prevails. The development complies with the policy direction for building heights in the Hub Designations within the Outer Urban Transect, as it proposes a maximum building height of forty (40) storeys. The buildings are compatible with the nearby low-rise community through ample step-backs, and tower separation. By

doing so, the development integrates well with the existing and planned community character and also complements the surrounding area and context.

Policy 5.3.3.3 states that along Mainstreets, permitted building heights are as follows, subject to appropriate height transitions, stepbacks and angular planes:

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

Although the Hub height permissions prevail, it is also important to note that as identified in Schedule C16 of the Official Plan, the right-of-way protection on this stretch of Baseline Road is 46.7 metres and therefore, High-Rise development (up to 40-storeys) is also permitted as per the Mainstreet height permissions of the OP.

Section 6.2 of the official Plan outlines policies for lands designated Corridor.

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.

Policy 6.2.1.2 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 building stepbacks where appropriate. Further, development:

a) 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;

b) May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;

c) For sites generally of greater than one hectare in area or 100 metres in depth:

    i. Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users; and

The proposed development ensures appropriate transition and distribution in height and uses of land by the allocation of towers, tower separation distances, and appropriate floorplate sizes through the site, with the tallest building being located closest to the Baseline Corridor. The four buildings range in height from 40 and 30 storeys along Baseline to 34 and 32 storeys at the northern end of the site, farthest from the Corridor.

The proposed development provides for mid-block public park, and pedestrian connections to improve the permeability of the site and foster a vibrant public realm that is well integrated with the surrounding community.

Policy 6.2.1.3 states that Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment. The City may require through the Zoning By-law and/or development applications to amend the Zoning By-law:

a) Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods;

b) Residential and/or office uses on the upper floors of otherwise commercial buildings; and/or

c) Minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building.

The proposed development aligns with the Official Plan's policy direction for Mainstreet Corridors and creates a well-designed, mixed-use development that integrates with its surroundings and site context.

The development offers ground-floor commercial, retail spaces as well as a residential portion above. Active entrances are proposed to the street, thereby contributing the animation of the public realm. The presence of ground floor retail units, and the location of the site along a prominent commercial corridor, the development is well situated to contributing to the creation of 15-minute neighbourhoods.

Policy 6.2.1.4 states that unless otherwise indicated in an approved secondary plan, the following applies to development of lands with frontage on both a Corridor and a parallel street or side street;

a) Development shall address the Corridor as directed by general policies governing Mainstreet Corridors, particularly where large parcels or consolidations of multiple smaller parcels are to be redeveloped; and

b) Vehicular access shall generally be provided from the parallel street or side street.

Vehicular access is proposed to be provided from the pre-existing adjacent private aisle and not directly from the Corridor.

Policy 6.2.2.1 states that in the Mainstreet Corridor designation, a mix of uses which support residential uses and the evolution of a neighbourhood towards 15-minute neighbourhoods shall be permitted.

The development offers ground-floor commercial, retail uses that help support the residential uses on the upper floors, contributing to the evolution towards 15-minute neighbourhoods.

Section 6.1 of the Official Plan outlines polices for lands designated Hub.

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.

Appropriate development densities shall create the critical mass essential to make transit viable. They will lead to reduced revenue-cost ratios and help provide cost-effective high levels of transit service. For these reasons, the City is pursuing a strategy that would ensure the implementation of more compact, higher density and mixed-use communities around transit stations.

Section 6.1.1 Policy 1 states that Hubs are defined areas that may include lands adjacent to, or within a short walking distance of an identified rapid transit station or major frequent street transit stop, and:

a) Hubs generally include lands up to 600 metre radius or 800 metres walking distance, whichever is greatest, from an existing or planned rapid transit station or major frequent street transit stop, and are shown on the B-series of schedules;

b) Despite Policy a), the specified walking distance may be reduced where the pedestrian route abuts or crosses features of real or perceived friction to pedestrian movement such as tunnels, grade changes, major intersections and pedestrian dead zones; and

c) In any case, Hubs do not include any lands identified as a Special District on the B-series of schedules.

Section 6.1.1 Policy 2 states that the strategic purpose of Hubs is to:

a) Focus major residential and non-residential origins and destinations including employment within easy walking access of rapid transit stations or major frequent street transit stops;

The proposed development provides for increased residential housing within an easy walking distance of future rapid transit station supporting and encouraging transit use.

b) Integrate with, and provide focus to, Downtown Core and Inner Urban Neighbourhoods and Downtown Core, Inner Urban, Outer Urban and Suburban Corridors to establish a network of residential, commercial, employment and institutional uses that allow residents of all income levels to easily live, work, play and access daily needs without the need to own a private automobile;

The proposed development provides future residents with the opportunity to live without the need of a private automobile given the sites access to transit and amenities within the immediate area including grocery stores and employment opportunities.

c) Establish higher densities than surrounding areas conditional on an environment that prioritizes transit users, cyclists and pedestrians, as well as excellent urban design; and

The proposed development represents a higher density than the surrounding neighbourhood and prioritizes transit use and active transportation given its proximity to active transportation routes and existing and future transit.

d) Reduce greenhouse gas emissions and contribute to the goals of 15-minute neighbourhoods be concentrating residential and non-residential uses, including compatible employment uses, within the network referenced in Policy b).

Section 6.1.1 Policy 3 states that development within the Hub:

a) Shall direct the highest density close to the transit station or stop so that transit is the most accessible means of mobility to the greatest number of people;

b) Shall encourage large employment, commercial or institutional uses locate close to the transit station;

c) May be required, through the Zoning By-law, to include mixed uses on sites and within buildings located within 300 metre radius or 400 metres walking distance, whichever is greatest of an existing or planned transit station, through measures including but not limited to:

    i. Requiring commercial and service uses on the ground floor of otherwise residential, office and institutional buildings;

    ii. Requiring residential and/or office uses on the upper floors of otherwise commercial buildings; and

    iii. May require minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building;

d) Shall establish safe, direct and easy-to-follow public routes for pedestrians and cyclists between transit stations and all locations within the Hub;

e) Shall create a high-quality, comfortable public realm throughout the Hub that prioritizes the needs of pedestrians, cyclists and transit users;

f) Shall establish buildings that:

    i. Edge, define, address and enhance the public realm through building placement, entrances, fenestration, signage and building facade design;

    ii. Place principal entrances so as to prioritize convenient pedestrian access to the transit station and the public realm; and

    iii. Place parking, loading, vehicle access, service entrances and similar facilities so as to minimize their impact on the public realm.

The proposed buildings define the public realm with facades that include fenestration, active entrances at grade and convenient access to sidewalks. Parking is located underground away from the public realm with vehicular access directed to the rear of the site.

g) Shall be subject, through the Zoning By-law, to motor vehicle parking regulations that support the Hub's prioritizing of transit, walking and cycling, including as appropriate:

i) Reduction or elimination of on-site minimum parking requirements;

ii) Maximum limits on parking supply;

iii) Prohibition of surface parking lots as a main or accessory use, other than publicly-operated parkland- ride facilities;

iv) Regulation, pricing, metering and enforcement of public on- and off-street parking to balance supply and demand;

v) Establishment of residential on-street parking permit zones; and

vi) Despite the above, visitor parking shall continue to be required for high-density residential uses, in order to prevent visitor demand for parking from creating undue demand on public parking facilities; and

The proposed development prioritizes walking, cycling and transit use while supporting reduced automobile use where reduced parking is proposed within an underground parking structure.

h) Prohibit uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.

The proposed development aligns with the above policies for Hubs as the proposal aims to direct the highest density close to the Baseline Road Corridor, and future BRT infrastructure, provides for at-grade commercial space, and encourages transit and active transportation over private automobile use. The proposed density creates the critical mass essential to make transit viable.

Section 6.1.1 Policy 6 states that where Corridors intersect or overlap with Hubs, the building height policies governing Hubs shall prevail.

In this report, both the policies pertaining to Mainstreet Corridors and Hubs have been reviewed, with the height direction for Hubs prevailing in the proposed design.

4.2.5 Urban Design

Section 4.6 of the Official Plan contemplates an urban design framework to outline the City's urban design program. The Official Plan states that Urban Design 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.

The proposed development meets the following Urban Design policies among others:

Policy 4.6.4.1 states that Innovative, sustainable and resilient design practices and technologies in site planning and building design will be supported by the High-performance Development Standard, which will apply to site plans, draft plans of subdivision and local plans in accordance with Subsection 11.1, Policy 3). The Standard addresses matters of exterior sustainable design and will align urban design with climate change mitigation and adaptation goals and objectives.

The proposal will incorporate modern and innovative design and building technologies to ensure the building is sustainable, resilient and promotes high-quality re-investment in this area of Ottawa.

Policy 4.6.5.1 states to minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines.

The proposed development is located within the Corridor, Mainstreet and Hub Designations on a site that is located on an Arterial Road with a Right-of-Way (ROW) width over 30-metres. The building is currently vacant and was previously used as a commercial office building with a surface parking lot at the side of the site. The proposed development is adequately separated from existing low-rise rise neighbourhoods, and has been reviewed comprehensively with respect to potential impacts as further discussed in this Planning Rationale.

Policy 4.6.5.2 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.

The proposed development animates the street edge with a appropriate podium heights from four to six storeys that feature an appropriate scaled ground floor The towers generally setback 2-metres from the podium. The street edge will be animated with large panels of glazing, active entrances to the sidewalk, and active uses along the street.

As part of the development, the public realm will be enhanced. As the site along Baseline Road is a vacant office building and surface parking lot, the development will improve the pedestrian realm providing a continuous street edge that provides pedestrian activity. Along the Baseline Road ROW, the proposed development also proposes a public park and POPS to further enhance the public realm.

Sidewalks and landscaping elements are provided adjacent to the buildings. The massing and scale of the proposed development is designed to define and enclose public and private spaces along all street frontages, while creating a positive pedestrian-level experience.

Policy 4.6.5.3 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 access should be used to limit interruptions along sidewalks.

The proposed development integrates the garbage room, as well as loading and storage access, into the below grade garage portion of the podiums with a driveway located away from the Arterial Roadway site in order to minimize interruptions to the pedestrian realm and vehicular traffic along Baseline Road.

Policy 4.6.6.2 states that transition between mid-rise and high-rise buildings, and adjacent properties designated as Neighbourhood, 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 or other means in accordance with Council-approved Plans and design guidelines.

Tower separation distances, and appropriate floorplate areas have been used as a frame or reference for transition in scale from the proposed high-rise buildings abutting the corridor to the surrounding neighbourhood area. The proposed development provides an appropriate transition across the site from the corridor to the adjacent neighbourhood area.

Policy 4.6.6.3 state that where two or more High-rise buildings exist within the immediate context, new High-rise buildings shall relate to the surrounding buildings and provide a variation in height, with progressively lower heights on the edge of the cluster of taller buildings or Hub.

The proposed tower heights vary from 40-storeys at the south-east corner of the site to 30-storeys at the south-west. The two remaining towers are 34-storeys and 32-storeys. The surrounding zoning to the north and east of the property permits up to 102-metres (approx.. 32 storeys) further facilitating the variation in height as per this policy.

Policy 4.6.6.4 states that amenity areas shall be provided within residential development to serve the needs of all age groups, and in consideration of all seasons.

The proposed development includes interior and exterior amenity area for residents through private balconies, at-grade outdoor landscaped space, communal amenity rooms, and an enclosed amenity room and landscaped terrace on the rooftop of the building podiums.

Adequate landscaping and greenspace is proposed including street trees along Baseline Road and the internal drive aisles. The proposed tree plantings and soft landscaping will help to minimize microclimate impacts on the public realm and proposed city park.

Policy 4.6.6.8 states that High-rise buildings shall be designed to respond to context and transect area policies, and should be comprised of a well-defined base, middle and top. Floorplate size should generally be limited to 750 square metres for residential buildings with larger floorplates permitted with increased separation distances. Space a-grade should be provided for soft landscaping and trees.

The proposed development includes four high-rise towers with floor plates of not to exceed 800m^2 square metres resting on podium of four to six-storeys for each building. Shadows will move quickly as is typical of a point point-tower within a semi-urban context. The proposed tower separation will ensure that there are no impacts to privacy of existing or planned development within the vicinity of the proposed development.

Policy 4.6.6.9 states that High-rise buildings shall require separation distances between towers to ensure privacy, light and sky views for residents and workers. Responsibilities for providing separation distances shall be shared equally between owners of all properties where High-rise buildings are permitted. Maximum separation distances shall be achieved through appropriate floorplate sizes and tower orientation, with a 23-metre separation distance desired, however less distance may be permitted in accordance with Council approved design guidelines.

Ranging from 52 to 23 metres, the proposed tower separation greatly exceed the recommendations of the Urban Design Guidelines, OP and new Zoning By-law, and will ensure that there are no impacts to privacy of existing or planned development within the vicinity of the proposed development.

The design of the proposed towers with a distinct base, middle, and top ensures the buildings respects the at-grade and low-rise scale and character of nearby properties while providing towers that further steps back from the interior and rear-yard property lines mitigating impacts on shadowing, overlook, and loss of sky views to those properties.

The setback and orientation of the tower elements with articulated window location and vertical glazing elements creates a visually interesting and attractive built form that will positively contribute to the skyline along Baseline Road.

4.2.6 Schedule C16: Road Classification and Rights-of-Way Protection

The section of Baseline in which the subject site abuts has a right-of-way protection of 44.7 metres as identified in schedule C16 of the Official Plan. C16 notes that this is subject to unequal widening outlined in the Baseline Road Rapid Transit Corridor (Bayshore Station to Heron Station) Planning and Environmental Assessment Study.

The ROW protection has been respected in the proposed site plan and building location submitted.

4.2.7 Housing

The Official Plan states that adequate, safe and affordable housing makes Ottawa a good place to live and do business. Housing that meets needs across ages, incomes and backgrounds and supports accessibility needs is a key requirement for health and well-being as well as attracting and retaining highly skilled labour and new businesses.

Market-based housing is the housing available in the city as a result of houses being sold by existing owners and housing that is constructed in new communities. As the city grows and changes with a larger population, more different types of housing will be needed. This includes housing units of different sizes and forms, some of which might not be common in Ottawa today.

The Official Plan strives to facilitate a diversity of housing options for both private ownership and rental. The City will promote a range of affordable and market-rate housing by providing a toolkit of planning incentives and direct supports that allows for a greater number of units within the permitted built form envelope; and application processing priority, and consider new policies or development application requirements through a housing- and mobility- affordability lens.

Policy 4.2.1.1 states that a diverse range of flexible and context- sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:

a) Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology;

b) Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;

c) Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure;

d) Establishing development standards for residential uses, appropriately balancing the value to the public interest of new policies or development application requirements against the impacts to housing affordability; and

e) The City shall maintain, at all times, land with servicing capacity sufficient to provide at least a three year supply of residential units available through lands suitably zoned to facilitate intensification and land in draft approved and registered plans.

Policy 4.2.1.2 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:

a) Allowing housing forms which are denser, small-scale, of generally three or more units per lot in appropriate locations, with lot configurations that depart from the traditional lot division and put the emphasis on the built form and the public realm, as-of-right within the Zoning By-law;

b) Allowing housing forms of eight or more units in appropriate locations as-of-right within the Zoning By-law; and

c) In appropriate locations allowing missing middle housing forms while prohibiting lower-density typologies near rapid-transit stations within the Zoning By-law.

As previously discussed, the proposed development provides for a diverse range of flexible and context sensitive housing options by providing dense residential high-rise buildings that include a diversity of unit sizes.

4.2.8 Support the shift towards sustainable modes of Transportation

Section 4.1.4 of the Official Plan supports the shift towards sustainable modes of transportation by permitting reductions in the minimum parking requirements within proximity to transit.

Policy 4.1.4.2 states that the City shall manage the supply of parking to minimize and to gradually reduce the total land area in the City consumed to provide surface parking. Minimum parking requirements may be reduced or eliminated, and maximum parking limits may be introduced, in all the following locations

a) Hubs and Corridors;

b) Within a 600 metre radius or 800 metre walking distance, whichever is greatest, to existing or planned rapid transit stations;

c) Within a 300 metre radius or 400 metre walking distance, whichever is greatest, to existing or planned street transit stops along a Transit Priority Corridor or a Frequent Street Transit route;

d) Other areas determined by Council.

The proposed development which provides for significant residential intensification along a future bus rapid transit route and includes appropriate residential vehicle parking spaces, ample bicycle parking spaces, and thoughtful connectivity to the existing community, facilitates a modal split supporting active & public transportation options thus reducing demand for personal vehicle usage.

In summary, it is our professional opinion that the proposed development conforms to the policies and objectives of the City of Ottawa Official Plan. The subject site is in a suitable location for high-rise buildings, along a right-of-way width greater than 30 metres, and a lot depth of over 100 metres.

The design of the proposed development, including the mid-rise podiums and the tower separation provide for sufficient and effective transition to abutting low-rise dwellings and surrounding uses. The proposed heights are aligned with the overarching direction for the Official Plan designations as well. Therefore, the proposed Zoning By-law amendment and Site Plan control applications conform to the policies of the City of Ottawa Official Plan (2022).

4.3 Urban Design Guidelines for High-Rise Buildings (2018)

The City of Ottawa's Urban Design Guidelines for High-rise Buildings (the "Guidelines") were approved by City Council on May 23, 2018, and provide recommendations for urban design and guidelines to be used during the review of development proposals. As stated on page 2 of the Guidelines, "they are not intended to be used as a checklist for evaluating a proposal and not all of the guidelines are applicable to every site." As the Guidelines note, the given context of a site will inform the development and that each site will have its own opportunities and challenges.

Further, the guidelines indicated that the context of each development proposal will inform the application of, and the emphasis on, the particular guidelines that are relevant to the site. Proponents of a development proposal and City staff participating in the review of the proposal should review these guidelines holistically and work collaboratively to determine which guidelines are priorities for implementation and how they may be applied in the preparation and review of the development proposal.

The proposed development responds to the guidelines in the following ways:

#	Guideline	Design Response
Section 1 – Context		
1.2	The Official Plan has established a series of views and angular planes in the Central Area and the vicinity to protect the visual integrity of the Parliament Buildings and other important national symbols. These views and angular planes must be respected in the development process.	**The proposed development does not impact any views or angular planes in the vicinity to protect the visual integrity of the Parliament Buildings and other important national symbols.**

		The proposed development respects and enhances the existing and planned views and vistas through the placement of buildings, height transitions, setbacks and step-backs, and landscaping; and respects and enhances the overall character of the existing and planned urban fabric and the skyline.
1.12	Include base buildings that relate directly to the height and typology of the existing or planned streetwall context.	**The mid-rise base of the four (4) buildings defines the street wall context along Baseline Road and offers adequate massing transition to the surrounding community.**
1.13	An angular plane, typically 45°, measured from the relevant property lines, should be used to provide a frame of reference for transition in scale from proposed high-rise buildings down to lower scale areas.	**The Agriculture and Agrifood Parking lot to the north of the property establishes a 104-metre buffer between the high-rise towers at the rear of the property and the nearest low-rise residential community. Therefore, a 45° angular plane has been used as a frame or reference for transition in scale from the proposed high-rise buildings abutting the Baseline corridor to the surrounding lower scale areas. The proposed development provides an appropriate transition across the site from the corridor to the surrounding lower scale areas.**
1.14	The lot should be in regular shape to allow for a design that incorporates effective transition measures	**The lot of the proposed development is regular in shape and permits the overall site program to transition appropriately to the north, and also allow for ample tower separation distances between each proposed high-rise tower.**
1.15	The lot should abut the public realm, including streets, parks, plazas, and privately owned public spaces (POPS) on at least two sides.	**The lot of the proposed development abuts the public realm on two (2) sides: Baseline Road to the south and the proposed parkland internal to the site. Further, the future secondary plan contemplated for the site is likely to establish additional public realm to the north of the subject site.** **Further, a second frontage abuts the publicly accessible private laneway of this development plan to the west.** **POPS is to be provided in addition to a public parkette which abuts a public street.**
1.16	When a proposed high-rise building abuts properties where a high-rise building is permitted, the lot should be of sufficient size to achieve tower separation, setback, and step back: a) b. 1,800m² for an interior lot or a through lot;	**The lot size is over 13,156.24 m², which is more than sufficient for multiple high-rise buildings and allows for a measured transition in heights, with the tallest building proposed abutting Baseline Road, an arterial roadway, Mainstreet Corridor, and future BRT route.**
Section 2 – Built Form		

2.1	Enhance and create the overall pedestrian experience in the immediate surrounding public spaces (including POPS) through the design of the lower portion, typically the base, of the building.	**Various elements integrated in the overall project design will ensure that the public realm will be enhanced.** **The site is currently characterized by surface parking directly abutting the public realm, and a vacant low-rise office building, and the proposal greatly improves on this condition.** **Sidewalks and landscaping elements are provided adjacent to the building. The massing and scale of the proposed development is designed to define and enclose public and private spaces along the street frontages, while creating a positive pedestrian-level experience.** **Active entrances and commercial uses at grade that front onto the public realm will enhance the overall pedestrian experience.** **The internal site layout also provides robust porosity between each phase of the overall development plan and fully integrating to the existing pedestrian network and future connections facilitated through the proposed new secondary plan.** **Moreover, POPS, and public parkland dedications are included within the site abutting the public realm, which further improve the overall pedestrian experience.**
2.3	Depending on the function and context, high-rise buildings can take many different forms to serve both the experience and expression functions: a) a high-rise building that includes three distinctive and integrated parts – base, middle, and top is generally accepted as a good approach to built form design in order to effectively achieve many urban design objectives. b) a high-rise building that has a tower (middle + top) with a small floor plate can effectively achieve many design objectives in the urban environment.	**The proposed high-rise buildings include a base-middle-top design with a smaller floor plate for the tower (middle-top) portion of the buildings.** **The podium and tower are differentiated with step-backs and a change in materiality & fenestration pattern emphasizing the different aspects of the building.**
2.13	2.13: Place the base of a high-rise building to form continuous building edges along streets, parks, and public spaces or Privately Owned Public Space (POPS): (a)where there is an existing context of street wall buildings, align the facades of the base with adjacent building facades;	**The proposal places the base of buildings A and D to form a engaging and well-articulated building edge along Baseline, accentuated by a public parkland dedication to the middle of the site and a POPS at the south-west corner.**

	(b)in the absence of an existing context of street wall buildings, create a new street wall condition to allow for phased development and evolution.	**The proposed appropriately frames the public realm on Baseline, and the new public park.**
2.15	The maximum height of the base of a proposed high-rise building should be equal to the width of the ROW (Diagram 2-6) to provide sufficient enclosure for the street without overwhelming the street.	**The height of the four (4) storey podiums to the west (Buildings A and B) and 6-storey podium to the east (Buildings C and D) which are consistent throughout the proposal, responds to the road right of way (ROW) width for Baseline (44.7 metres). The height of the base ensures that the proposed development encloses the two streets without overwhelming either.**
2.16	Additional height may be appropriate through the provision of step backs and architectural articulation, particularly on wider streets and deeper lots.	**The proposed high-rise buildings include step-backs above the 4th and 6th storey to provide transition and articulation in height and scale.**
2.19	For sites where the adjacent context is lower-scale and not anticipated to change: a) the height of the base or the portion of the base immediately adjacent to the neighbouring lower-scale buildings should match the height of the neighbouring buildings.	**To the east and west, the area is characterised by low-rise commercial, and mid to high-rise residential and office buildings. To the north, a 104-metre parking lot buffer transitions to the existing low-rise residential community present.** **The future secondary plan is expected to established updated building height provisions in the surrounding area.** **The new zoning for the properties to the north now permits 102 metres (32-storeys) immediately north and up to 28-metres (8-storeys) in the existing low-rise residential community.**
2.20	2.20: Respect the character and vertical rhythm of the adjacent properties and create a comfortable pedestrian scale by: a) breaking up a long façade vertically through massing and architectural articulation to fit into the existing finer grain built form context; b) determining appropriateness of larger-scale façades in certain areas, such as along the ceremonial routes; and c) introducing multiple entrances, where possible, through creative store layout and organization where a large format retail use is located on the ground floor.	**The (4) storey podiums to the west (Buildings A and B) and 6-storey podium to the east (Buildings C and D) and tower represent a beneficial contribution to the public realm along the Baseline Road, that improves the existing edge condition. The materiality, articulated fenestration, and multiple active entrances help to promote an improved scale and rhythm to these streets.**

2.21	Use high-quality, durable, and environmentally sustainable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the facade.	**The proposed development will include high-quality, durable, and environmentally sustainable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the facades.**
2.22	2.22: Use bird-friendly best management practices in accordance with the City's guidelines. In particular, apply visual markers or use low reflectance materials on all exterior glazing within the first 20 m of the building above grade.	**The bird-friendly guidelines will be utilized and implemented where appropriate at the detailed design stage of this process.**
2.23	The ground floor of the base should be animated and highly transparent. Avoid blank walls, but if necessary, articulate them with the same materials, rhythm, and high-quality design as more active and animated frontages.	**The ground floors of the proposed development will include active frontages abutting both streets and public realm, as well as the proposed parkland dedication. Commercial uses and amenity areas will front onto and animate the sidewalk and are proposed to be highly transparent. Blank walls have been avoided as much as possible and are internal the site, where they are articulated through materiality.**
2.24	Encourage small tower floor plates to minimize shadow and wind impacts, loss of skyviews, and allow for the passage of natural light into interior spaces: a) the maximum tower floor plate for a high-rise residential building should be 750m²; b) the maximum tower floor plate for a high-rise office building should 2,000m²; c) larger tower floor plates may be considered in suburban locations with design features to mitigate shadow and wind impacts, maintain skyviews, and allow for access to natural lights.	**The proposed tower floorplates are 768 square metres (Towers B,C, & D) and 787 square metres (Tower A) and provide a narrow, articulated floorplate to minimize shadow and wind impacts, loss of sky views, and allow for the passage of natural light into the subject site and surrounding context. As per the guidelines, the tower floorplates are appropriate given the site's outer urban context, and ability to achieve ample separation distances to other sites, towers on the same property, to nearby lower rise built-form.** **The zoning provisions will be written to ensure no tower floorplate exceed 800m² GFA.**
2.25	Provide proper separation distances between towers to minimize shadow and wind impacts, and loss of skyviews, and allow for natural light into interior spaces: a) the minimum separation between towers should be 23m; b) a tower must provide a minimum 11.5m setback from the side and/or rear property lines when abutting another high-rise building;	**The proposed towers provide appropriate separation distance to adjacent property lines to minimize shadow and wind impacts, loss of sky views, and to allow for natural light into interior spaces.** **Tower A and B, in the western half of the site are setback 7.6 and 2.0 metres respectively from the property line to the west (abutting private drive aisle). This drive aisle is protected to remain in place and restrict any future development through an established access ROW easement on the lands in favour of the subject site. Therefore, the tower setbacks noted above, are augmented by the 15 metre additional buffering distance.**

	c) the minimum separation between a tower over 30-storeys and a neighbouring tower should be 25m; and d) a tower over 30 storeys should setback a minimum of 12.5m from the side and/or rear property line when abutting another tower over 30 storeys, and 13.5m when abutting a tower up to 30 storeys.	**Further, to the rear, Tower B is setback 14 metres from the rear property line while Tower C is setback 13.4 metres.** **To the east, Tower C is setback 9.5 metres to the property line and Tower D is setback 10 metres with an 8-metre landscape buffer also in place.** **The planned future Baseline Road ROW width as per Schedule C16 provides an additional 47.6 metre separation distance to the neighbourhood to the south.** **Internally, Tower Separation Distances are as follows:** - **Towers A and B: 28.2 metres** - **Towers A and D: 52 metres** - **Towers B and C: 24.8 metres** - **Towers C and D: 23.5 metres**
2.29	2.29: Step back the tower, including the balconies, from the base to allow the base to be the primary defining element for the site and the adjacent public realm, reducing the wind impacts, and opening sky-views: a) a step back of 3 m or greater is encouraged. b) the minimum step back, including the balconies, should be 1.5 m; and c) where development lots are very narrow (less than 30 m), such as in the Central Area and emerging downtown	**Along with the change in materiality, the tower portion of the buildings step back from the podium to allow the base to be the primary defining element for the site.**
2.31	Orient and shape the tower to minimize shadow and wind impacts on the public and private spaces.	**The tower locations and floorplates haves been oriented and shaped to minimize shadow and wind impacts on the public and private spaces. The slender tower design and ample setbacks from sensitive abutting properties ensures any shadows move quickly across impacted areas.**
Section 3 – Pedestrian Realm		
3.1	Provide a minimum 6m space between the curb and the building face along the primary frontages of a high-rise building, including the City-owned portion within the right-of-way (ROW) and the building setback area: a) the pedestrian clearway must be within the ROW;	**The minimum setback between the building façade and the front property line is 17.2 metres for the Podium of Tower A, and 9.3 metres from Tower D. The tower is setback a further 2-metres from the podium façade. The interface between the public realm and public ROW will be designed with tree planting, patio seating, and a POPS at the south-west corner to improve the public realm here. In the future, a portion of this setback will be**

	b) on a street with commercial character, introduce hard surfaces between the curb and the building face to maximize the walkable area and provide flexible spaces to accommodate seasonal uses such as outdoor patios, where appropriate;	**conveyed to the City for there ROW improvements including sidewalk and bicycle track upgrades.** **For Building D, the front facing interface also includes tree planting and ROW improvement through the future city-led initiative.** **The proposed parkland occupies 34 metres of frontage along Baseline Road as well, and private soft landscaping both east and west of the park, leading to the building podium facades.** **The proposed development includes a mix of hard and soft landscaping between the sidewalk and the façade of the building to maximize pedestrian access to the ground floor commercial uses, amenity areas, and building lobby.** **To the west property line, the site programming also includes wide sidewalks and ample tree planting. So although the western podiums face onto private lands, the treatment will improve this treatment for users.**
3.4	Where appropriate, particularly in densely populated areas such as the Central Area and the emerging downtown districts, provide at grade or grade-related public spaces such as plazas, forecourts, and public courtyards, which may be under public or private ownership.	**A POPS is proposed as part of the proposed development, in addition to the parkland dedication. The ground floor amenity space is intended to "spill onto" the public realm which will include seating and hard landscaping. This will assist in animating the ground-floor of the building as well as the adjacent proposed parkland.** **This treatment will facilitate a continuous public interface from the western property line not the heart of the site through the POPS, patio space, and parkland which are designed to be interconnected and seamless from a pedestrian perspective.**
3.8	Where appropriate, break up larger street blocks or larger development parcels by introducing mid-block pedestrian or multi-use connections, public or private, outdoor or indoor to increase and enhance the overall pedestrian accessibility and walkability of the area.	**Mid-block connections are proposed between the private street and internal areas of the site. Pathways along the parkland, and boundaries of the site and through the public park are proposed.**
3.10	Locate the main pedestrian entrance at the street with a seamless connection to the sidewalk.	**The main pedestrian entrances to at-grade commercial and residential uses are linked with a seamless connection to the sidewalk along Baseline Road the private access aisle and glazing is provided at the pedestrian level to better frame and animate the public realm.** **Direct access from the City ROW is provided for pedestrians to access the at grade commercial uses and residential building lobby.**
3.11	Where the main pedestrian entrance is located away from the sidewalk provide a direct, clearly defined pedestrian connection such as a walkway or a pedestrian plaza, between the main pedestrian entrance and the sidewalk.	
3.12	Animate the streets, pathways, parks, open spaces, and POPS by:	

	a) introducing commercial and retail uses at grade on streets with commercial character; b) incorporating ground-oriented units with useable front entrances, and front amenity spaces on streets with residential character; c) providing greater floor to ceiling height at the ground floor to allow for flexibility in use over time; d) providing a minimum of 50% of clear bird-friendly glazing on the portions of the ground floor that face the pedestrian realm; e) providing a range of amenities appropriate to the context to meet the needs of a diversity of potential uses, including seniors and children, residents and employers, local people and visitors; and f) providing public arts that suits the scale and character of the high-rise building and the surrounding pedestrian realm.	**Animated at-grade conditions are proposed along Baseline Road and the private drive aisle to help animate the street with a residential character. This also provides for a transition in the intensity of use from commercial along Baseline Road to Residential towards the rear of the site.** **Greater floor to ceiling heights at grade are proposed for the commercial uses at grade.** **A range of outdoor and indoor amenity spaces are proved to offer a range of programable, and passive amenity uses for all ages.** **Commercial and amenity space is proposed with glazing and entrances along the public plaza and with connectivity to the proposed public park.** **In total, 938m2 of at-grade commercial space is proposed in Buildings A and B both along Baseline Road, the private drive aisle, and interfacing with the public park.**
3.14	Locate parking underground or at the rear of the building.	**Parking is located underground o and accessed away from the primary pedestrian realm along Baseline Road. Loading, servicing, and utilities are screened from view and underground.**
3.15	Locate drop-off and pick up areas on private lands and where possible, at the rear of the property.	
3.16	Internalize and integrate servicing, loading, and other required utilities into the design of the base of the building, where possible.	
3.18	Locate and co-locate access to servicing and parking appropriately, ideally from the rear of the building, a public lane, or a shared driveway, to minimize the visual impacts and interference with the pedestrian realm.	
3.23	3.23: Infill development should fit in and enhance the character of the street by: a) implementing the applicable City's streetscape design standards; and b) implementing streetscape design visions and policies of a CDP and Secondary Plan, where applicable.	**This portion of Baseline Road is underdeveloped and consists of variable built form, vacant lots, and surface parking.** **The proposed development will improve on the existing condition and provide a building podium the improves the pedestrian experience through framing the ROW and provide glazing and landscaping for visual amenity.**

3.26	Conduct a wind analysis for all high-rise developments in accordance with the Wind Analysis Terms of Reference and indicate: c) how the building is placed and built form is designed to minimize the potential impacts; and d) how measures have been introduced to mitigate any potential wind impacts.	**A Pedestrian Level Wind Analysis will be conducted by Gradient Wind and Engineering for the Site Plan Control Submission. The ultimate detailed design of the towers will incorporate the findings of the wind analysis to minimize the potential impacts on the outdoor amenity spaces and public realm.**
3.27	Conduct a shadow analysis for all high-rise developments in accordance with the Shadow Analysis Terms of Reference and indicate how the placement and the built form is designed and shaped to minimize shadow impacts on the surrounding public and private realms.	**A shadow analysis was conducted by RLA Architects in accordance with the Shadow Analysis Terms of Reference. The shadows move quickly through the site and surrounding area.**

The proposed development, including four high-rise towers on a mid-rise podium respond to the above noted Urban Design Guidelines for High-rise buildings.

In summary, based on the above noted analysis using the submitted materials, we find that the slender 40, 34, 32, and 30-storey point-towers on four to six-storey podiums and frontage on Baseline Road; a Mainstreet Corridor; represents good planning, and will not impose adverse impacts on the existing community.

4.4 Bird Safe Design Guidelines

Ottawa's Bird-Safe Design Guidelines are intended to be used during the planning stage of private or public development projects to minimize the potential risks to birds.

However, on an individual basis, large buildings (whether low, mid or high-rise) tend to have higher per-structure kill rates than houses due to their greater surface area and, frequently, their more extensive use of glass and lighting. Targeted mitigation in such buildings can substantially reduce bird deaths, and can be readily achieved for new buildings through the site plan control process.

Some important aspects of bird-safe design include:

- Treating glass to make it more visible as a barrier to birds (see Guideline 2).
- Eliminating design traps such as glass passageways or corners that are invisible to birds (see Guideline 3).

  Designing landscaping to reduce the risk of collisions (see Guideline 5).
- Designing and managing exterior lighting to minimize impacts on night migrating or nocturnal birds (see Guideline 6).

The proposed development has considered and incorporated relevant guidelines into the design program.

4.5 Urban Design Guidelines for Development Along Arterial Mainstreets

The Urban Design Guidelines for Development Along Arterial Mainstreets were approved by Ottawa City Council in May 2006. The purpose of these guidelines is to provide urban design guidance at the planning application stage in order to assess, promote and achieve appropriate development along Arterial Mainstreets. The urban design guidelines are

organized into seven (7) sections that address the following: streetscape; built form; pedestrians and cyclists; vehicles and parking; landscape and environment; signs; and servicing and utilities.

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

Built Form:

- Design new development to be compatible with the general physical character of adjacent neighbourhoods. Protect the positive elements of the existing fabric including significant buildings, existing trees, pedestrian routes, public facilities and pedestrian amenities [Guideline 7];
- Base new development on an internal circulation pattern that allows logical movement throughout the site that will accommodate, and not preclude, intensification over time. Design the internal circulation pattern with direct connections to the surrounding streets [Guideline 10];
- Design the built form in relation to the adjacent properties to create coherent streetscapes [Guideline 12];
- Create a transition in the scale and density of the built form on the site when located next to lower density neighbourhoods to mitigate any potential impact [Guideline 14];

Pedestrians and Cyclists:

- Connect pedestrian walkways between adjacent properties in order to facilitate circulation between sites [Guideline 19];
- Provide direct, safe, continuous and clearly defined pedestrian access from public sidewalks to building entrances [Guideline 20];

Vehicles and Parking:

- Locate surface parking spaces at the side or rear of buildings […] [Guideline 27];
- Orient car parking spaces to minimize the number of traffic aisles that pedestrians must cross [Guideline 29];

Landscaping and Environment:

- Select trees, shrubs and other vegetation considering their tolerance to urban conditions, such as road salt or heat. Give preference to native species of the region of equal suitability. [Guideline 32];

Servicing and Utilities:

- Enclose all utility equipment within buildings or screen them from both the arterial mainstreet and private properties to the rear. These include utility boxes, garbage and recycling container storage, loading docks and ramps and air conditioner compressors. [Guideline 50].

The proposed development responds to the Urban Design Guidelines for Development along Arterial Mainstreets. The proposed development will introduce POPS, Parks, appropriate building podium scales, and landscaping elements and pedestrian walkways that facilitate circulation between the arterial Roadway, and the low-rise stable neighbourhood.

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

The subject site is zoned Arterial Mainstreet, Subzone 5, Urban Exception 436 (AM5[436]) in the City of Ottawa Comprehensive Zoning By-law 2008-250.

The intent of the Arterial Mainstreet (AM) Zone is to accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings in areas designated Arterial Mainstreet in the Official Plan and to impose development standards that will promote intensification while ensuring that they are compatible with the surrounding uses.

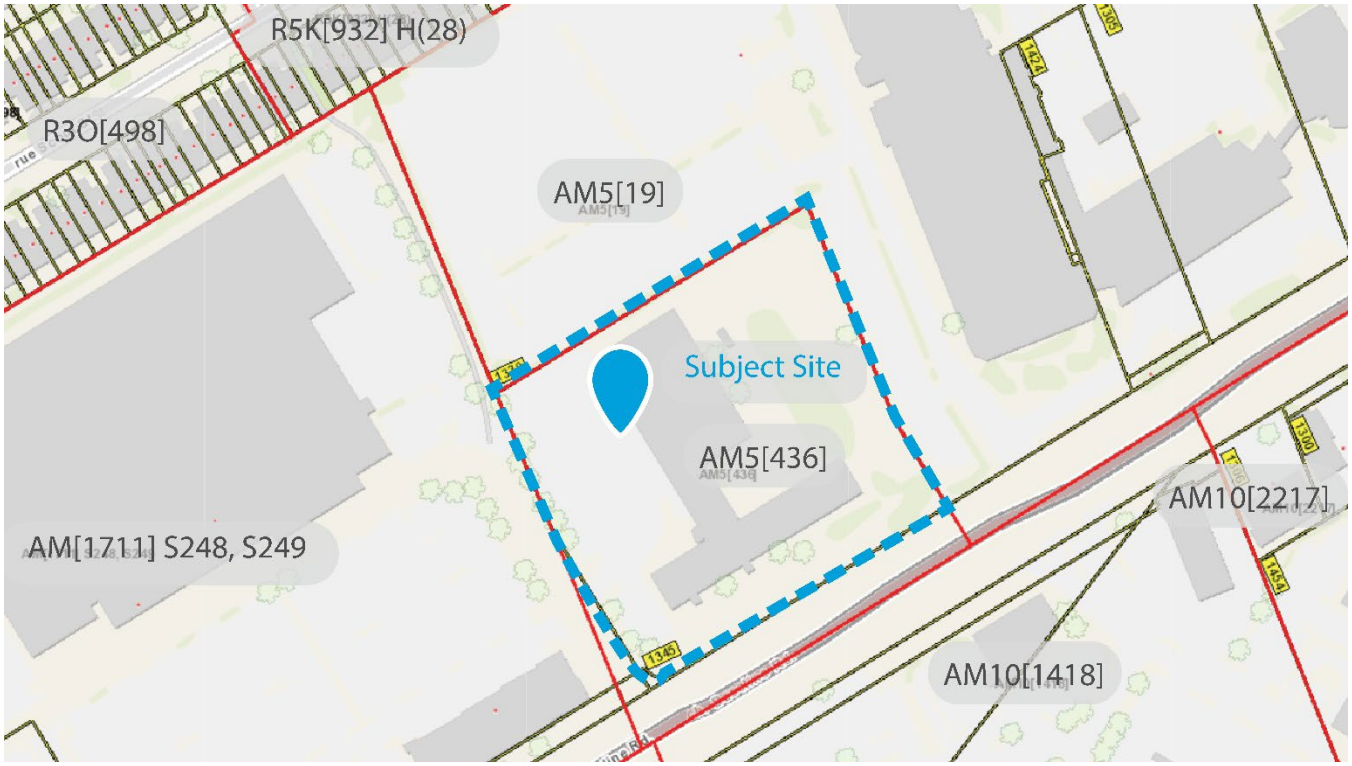

Figure 15: Zoning Map of the Subject Site and Surrounding Area

4.6.1 Permitted Uses

In the AM5 Subzone, the following uses **only** are permitted:

- apartment dwelling, low rise
- apartment dwelling, mid rise (By-law 2014-292)
- broadcasting studio
- diplomatic mission, see Part 3, Section 88
- drive-through facility (OMB Order #PL080959 issued March 18, 2010)
- dwelling unit
- emergency service
- home-based business, see Part 5, Section 127
- home-based day care, see Part 5, Section 129
- hotel
- medical facility
- museum
- office
- planned unit development, see Part 5, Section 131
- production studio
- research and development centre

- stacked dwelling, see Part 5, Section 138 (By-law 2010-307)
- technology industry
- training centre (By-law 2014-189)
- urban agriculture (By-law 2017-148)

Further, the following uses are also permitted subject to:

(i) being in the same building or on the same lot as a use or uses listed in subsection 186(5)(a) above; and

(ii) (ii) the cumulative gross floor area not exceeding the total gross floor area of the use or uses listed in subsection 186(5)(a) above;

- artist studio
- bank
- bank machine
- bar
- car wash
- cinema
- convenience store
- day care
- instructional facility
- library
- municipal service centre
- nightclub
- parking garage
- parking lot
- payday loan establishment (By-law 2017-302)
- personal service business
- place of assembly
- place of worship
- post office
- recreational and athletic facility
- restaurant (OMB Order #PL080959 issued March 18, 2010)
- retail food store
- retail store
- service and repair shop
- theatre

Further, the AM5 zones states that the provisions of Section 101 – Minimum Parking Space Rates, apply but the minimum rate is the maximum amount of parking permitted.

4.6.2 Urban Exception 436:

As per the zoning framework on the lands, Schedule 436 establishes that the cumulative total gross floor area must not exceed 15,550m^2.

4.6.3 Zoning Conformance Table

The following table summarizes the proposed development's compliance with the AM5[436] zoning. Areas of non-compliance are noted with an "**X**".

Zoning Mechanism	Requirement	Provided	Compliance
Proposed Zone/Subzone (Zoning By-law Amendments only):	**AM5(XXXX)**		
Principal Land Use(s)	Apartment dwelling, low-rise Apartment dwelling, mid-rise	Apartment dwelling, high-rise Residential Care Facility Park	**N**
Minimum Lot Area	No minimum	13,158.24m²	**Yes**
Minimum Lot Width	No minimum	109.67 metres	**Yes**
Minimum Front Yard Setback	non-residential or mixed-use buildings: – No minimum residential use building: – 3 m	**Tower A:** 17.2 metres **Tower D:** 9.3 metres	**Yes**
Minimum Corner Side Yard Setback	non-residential or mixed-use buildings: – No minimum residential use building: – 3 m	N/A	**N/A**
Minimum Interior Side Yard Setback	Not abutting a residential zone: – No Minimum	1.8 metres	**Yes**
Minimum Rear Yard setback	Residential use building: – 7.5 m All other cases: – No minimum	**Tower B:** 14.0 metres **Tower C:** 13.4 metres	**Yes**
Permitted Projections into required Yards	Permitted projects are controlled through the zoning by-law	**All setbacks have included permitted projections.**	**Yes**
Maximum Building Height	When more than 30 metres from a property line abutting a R1 – R4 zone:	**Building A: 98m** **Building B: 108m**	**N**

	– 30 metres but in no case greater than nine storeys, or as shown on the zoning map (By-law 2015-45)	**Building C: 112m** **Building D: 132m**	
Maximum Floor Space Index	For AM5 zones, on specific street segments as noted in clause (f): 1. if 80% or more of the required parking is provided below grade: – 3.5 = **46,055.1m²**	**Tower A:** 24,807.3m² **Tower B:** 20,553m² **Tower C:** 17,104.9m² **Tower D:** 23,898m² **Total:** 86,363.2m²	**N**
Maximum cumulative total gross floor area (Exception 436)	The cumulative total gross floor area must not exceed 15,550 m²	**Total:** 86,363.2m²	**N**
Permitted Projections above Height Limit	The maximum height limits do not apply to the following: mechanical and service equipment penthouse, elevator or stairway penthouses	Mechanical Penthouse Projects	**Yes**
Amenity Area Provisions	**Total Area** (6 m² per dwelling unit): - 7,506m²	10,640m²	**Yes**
	Communal Area (half of the required total): - 3,753m²	6,940m²	**Yes**
	Layout of Communal Area: Aggregated into areas up to 54 m², and where more than one aggregated area is provided, at least one must be a minimum of 54 m²	At least one communal amenity area is a minimum of 54 m²	**Yes**

The following table summarizes the proposed development's compliance with zoning relating to parking requirements. Areas of non-compliance are noted with an "X".

Zoning Mechanism	Required	Provided	Compliance
Minimum Required Vehicle Parking Spaces **Area B, Schedule 1A** **However, despite Subsection (1), within the areas shown as Areas B, C and D on Schedule 1A:** **(a) where a non-residential or mixed-use building has an active entrance located within 300 metres of a rapid-transit station shown on Schedule 2A or 2B;** **(i) the minimum parking required by Table 101 is calculated using the rates for Area X;**	Mixed-Use Building (0.5 spaces per unit): 1,251 -12 x 0.5 = 620	Residential: 620 Ratio: 0.5	**Yes**
	Commercial (for commercial units greater than 200 m²) (highest possible rate: 5 spaces per 100m² of GFA for a restaurant) =49	Commercial: 49	**Yes**
	Visitor (0.2 per dwelling unit after first 12) (No more than	Visitor: 248	**Yes**

Zoning Mechanism	Required	Provided	Compliance
and (ii) the provisions of (3)(a) and (3)(b) apply. No off-street motor vehicle parking is required to be provided under this section for the first twelve dwelling units and the parking requirements under Table 101 apply only to dwelling units and rooming units in excess of 12. Where a non-residential use located partly or entirely on the ground floor has a gross floor area of 200 square metres or less, no off-street motor vehicle parking is required to be provided. **In the AM5 subzone, Subsection 5.(e) states that:** – **The provisions of Section 101 – Minimum Parking Space Rates, apply but the minimum rate is the maximum amount of parking permitted.**	60 per building) 1,251 -12 x 0.2 = 248 240		
Maximum Permitted Vehicle Parking Spaces	Residential (1.75 per unit): 1,225 spaces	Total spaces: 499	**Yes**
Minimum Driveway Width	Parking Lot: 6.7 m Parking Garage: 6.0 m	Parking Lot: 6.7 m Parking Garage: 6.0 m	**Yes**
Minimum Aisle Width	Parking Lot: 6.7 m Parking Garage: 6.0 m	Parking Lot: 6.7 m Parking Garage: 6.0 m	**Yes**
Minimum Parking Space Dimensions	Length: 5.2 m Width: 2.6 m Up to 40% of required parking spaces may be 4.6 m by 2.4 m	Length: 5.2 m Width: 2.6 m Less than 40% of required parking spaces are 4.6 m by 2.4 m	**Yes**
Minimum Required Bicycle Parking Spaces	Residential (0.5 per dwelling unit): 626 Commercial (1 per 250 m2 of GFA): 5 spaces Total: 631 spaces	Resident: 626 Commercial: 24 including 14 short-term at grade. **Total:** 650 spaces	**Yes**
Minimum Bicycle Parking Space Dimensions	/ Horizontal: 1.8 m by 0.6 m / Vertical: 1.5 m by 0.5 m	/ Horizontal: 1.8 m by 0.6 m / Vertical: 1.5 m by 0.5 m	**Yes**

Zoning Mechanism	Required	Provided	Compliance
Minimum Bicycle Parking Space Aisle Width	1.5 m	1.5 m	Yes
Maximum Provision of Vertical Bicycle Parking Spaces	A maximum of 50% of the required bicycle parking spaces may be vertical spaces	Only horizontal spaces provided.	Yes
Minimum Width of Landscape Area around a Parking Lot	For a parking lot containing 10 or fewer spaces: / Abutting a street: 3 m / Not abutting a street: none	/ Abutting a street: 3 m / Not abutting a street: 0 m	Yes
Loading Space Rates	No loading spaces required for commercial uses with a GFA under 2,000 m^2 No loading spaces required for residential uses	No loading spaces are proposed	Yes

4.6.4 Provisions for High-rise Buildings (Section 77)

In September 2019, the City of Ottawa adopted new High-Rise Zoning provisions. The subject property is within Area A on Schedule 402. Therefore, the following zoning provisions apply:

Provision	Required	Provided	Compliance
Minimum lot area for a tower on interior or through lot	1350 m2	13,158.6 m^2	Yes
Minimum interior side and rear yard setback for a tower.	10 m	North: 13.4 metres East: 9.5 metres West: 1.8 metres	Yes X X
Minimum separation distance between towers on the same lot	20 m	23 – 54 metres	Yes

The proposed development meets the general intent and majority of provisions within the zone.

The proposed Zoning By-law Amendment would address the building height and site layout through a site-specific Zoning By-law Amendment, and site-specific provisions through a new exception. The AM Zone is appropriate for the integrity of the site, given the lands are designated Mainstreet Corridor in the Official Plan.

4.6.5 Zoning By-law 2026-50

The subject property is zoned Hub 2, Exception 436, Height Maximum 30-metres (H2[436] H(30)). The purpose of the Hub 2 zone is to:

- Permit a broad range of uses and promote an urban form in mixed-used nodes throughout the city. These uses include dwelling unit, residential care facility (Section 705), and a suite of commercial, retail, and other non-rise uses.
- Lands in this zone will accommodate a mid- to high-density built environment and mixed-use neighbourhoods that provide a full range of services to residents.

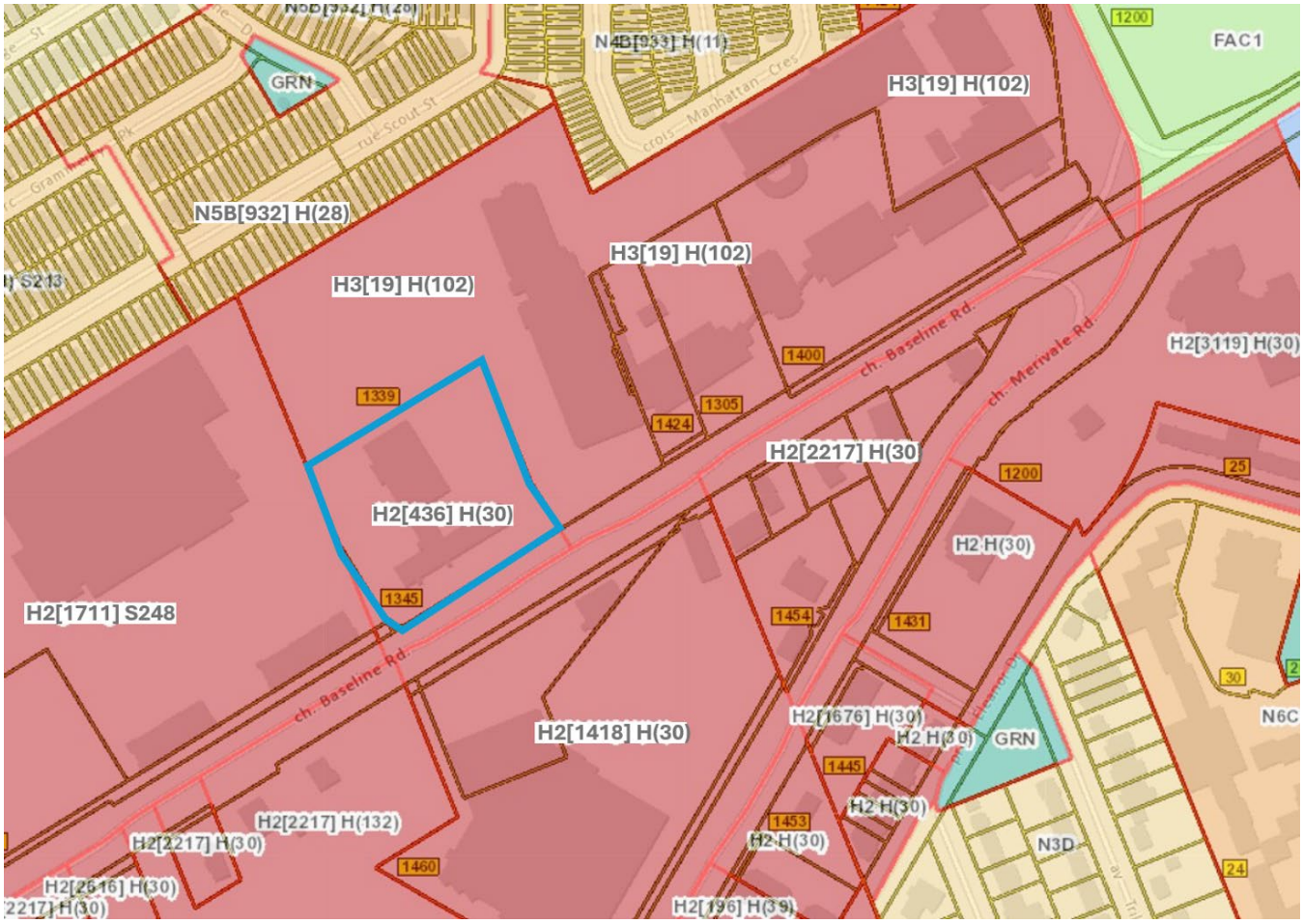

Figure 16. Zoning Map (By-law 2026-50), with subject lands outlined in blue

The zoning provisions of the H2[436] H(30) zone and throughout the zoning by-law (as applicable) are as follows:

Zoning Provisions	By-law Requirement or Applicable Section, Exception or Schedule	Proposed	Compliant (Y/N)
Principal Land Use(s)	Dwelling unit Residential Care Facility (Section 705) Park (Section 215)	Dwelling unit Residential Care Facility (Section 705) Park (Section 215)	**Y** **Y** **Y**
Minimum Lot Area Table 902(a)	No minimum	**13156.24m2**	**Y**
Minimum Lot Width	No minimum	**109.67**	**Y**

Zoning Provisions	By-law Requirement or Applicable Section, Exception or Schedule	Proposed	Compliant (Y/N)
Table 902(b)			
Minimum Front and Exterior Side Yard Setback Table 902(c) Front - Carling Avenue	(i) For any part of the building 15m or less above grade – no minimum (ii) For any part of the building greater than 15 m above grade – 1.5 m (iii) For any part of the building greater than 30 m above grade – 3 m	**Front:** **Building A: 17.2m** **Building D: 9.3m** **Building A: 17.2m** **Building D: 9.3m** **Building A: 17.2m** **Building D: 9.3m** **Exterior Side: N/A**	**Y** **Y** **Y** **Y** **Y** **Y** **Y**
Minimum Interior Side Yard Setbacks Table 902(d)	(iii) All other cases – no minimum	**Building A West: 5.5m** **Building A to Park: 6m** **Building B West: 1.8m** **Building C East: 6.5m** **Building D East: 8.0m** **Building D to Park: 6.0m**	**Y** **Y** **Y** **Y** **Y** **Y**
Minimum Rear Yard Setback Table 902(e)	(iii) All other cases – no minimum	**Tower B: 14m** **Tower C: 1.4m**	**Y** **Y**
Minimum Building Height Table 902(f)	(i) Within 300 m radius or 400 m radius of an MTSA on Schedule C1 of the Official Plan – 13 m (ii) In Areas B and C on Schedule A1-Transects – 7 m	**Building A: 13m** **Building B: 13m** **Building C: 18m** **Building D: 18m**	**Y** **Y** **Y** **Y**
Maximum Building Height Table 902(g) Section 902(9), (10)	30 metres	**Building A: 98m** **Building B: 108m** **Building C: 112m**	**N** **N** **N**

Zoning Provisions	By-law Requirement or Applicable Section, Exception or Schedule	Proposed	Compliant (Y/N)
Height Suffix		**Building D: 132m**	**N**
Minimum Ground Floor Height Section 902(2)	4 m	**Building A: 4m** **Building B: 4m** **Building C: 4m** **Building D: 4m**	**Y** **Y** **Y** **Y**
Active Entrances and Glazing Section 902(3)	Exterior building walls located on the ground floor and located within 4.5 metres of a front or exterior side lot line must: (a) provide a minimum of one active entrance from each individual occupancy on the ground floor located adjacent to the front lot line or exterior side lot line in the case of non-residential uses; (b) provide a minimum of one active entrance in the case of a residential use building; and (c) a minimum of 40 per cent of the surface area of the ground floor façade, measured from the average grade up to a height of 4 metres, facing a public street must be comprised of transparent glazing and active customer or resident entrance access doors.	**Yes**	**Y**
Site Layout and Landscaping – Front and Exterior Side Yards Section 902(4)	Where a front or exterior side yard is provided that is 1 metre or greater in depth, that yard must contain any of the following: (a) an outdoor commercial patio; (b) bicycle parking; (c) soft landscaping; or (d) benches, street furniture or other similar features	**Yes**	**Y**

Zoning Provisions	By-law Requirement or Applicable Section, Exception or Schedule	Proposed	Compliant (Y/N)
Site Layout and Landscaping – Outdoor Storage Section 902(5)	Outdoor storage accessory to the use on the lot: (a) is prohibited in a front or exterior side yard; (b) is permitted in all other yards, subject to being completely screened from a public street, and from N1, N2, N3, N4, N5 and N6 – Neighbourhood Zones or INZ – Institutional Zone; and	**Yes**	**Y**
Site Layout and Landscaping – Landscaped Buffer Section 902(6)	A soft landscaped buffer of a minimum of 3 metres must be provided abutting any lot line shared with lands in the N1, N2, N3, N4, N5 and N6 – Neighbourhood Zones, or (a) where an opaque screen with a minimum height of 1.5 metres is provided, the soft landscaping buffer may be reduced to 1 metre; and (b) where parking spaces are provided, an opaque screen with a minimum height of 1.5 metres must be provided.	**N/A**	**N/A**
Site Layout and Landscaping – Private Approaches Section 902(8)	A maximum of one private approach may be provided for each property having a lot frontage of 45 metres or less.	**Yes**	**Y**
Minimum Visitor Parking Spaces Rates Section 603 Area D on Schedule A3	0.1 spaces/dwelling unit, after the first 12 units Maximum of 30 spaces per building	**Building A: 30** **Building B: 30** **Building C: 23** **Building D: 32** **Total: 115**	**Y**
Parking Space Provisions Section 605(1)&(4)	Minimum size – 2.6m x 5.2m (standard space); 2.5m x 6.7m (parallel space) Up to 50% of spaces provided may be reduced to a minimum of 2.4m	Minimum size – 2.6m x 5.2m (standard space); 2.5m x 6.7m (parallel space)	**Y**

Zoning Provisions	By-law Requirement or Applicable Section, Exception or Schedule	Proposed	Compliant (Y/N)
	x 4.6m, provided the space is identified for a compact car; is not a visitor space; and is not abutting a wall or column that obstructs the opening of doors, in which case the minimum width is 2.6m		
Minimum Driveway and Aisle Width & Vertical Clearance Section 607(2)&(3)	Double traffic lane - 6 m Vertical clearance – 2 m Aisle – 6 m	Double traffic lane - 6 m Vertical clearance – 2 m Aisle – 6 m	**Y**
Parking Garage Provisions Section 608(1), (2), (3)	Minimum width of a driveway leading to a parking garage (double-traffic lane) – 6 m Vertical clearance in accordance with OBC Aisle (residential use building) – 6 m	Minimum width of a driveway leading to a parking garage (double-traffic lane) – 6 m Vertical clearance in accordance with OBC Aisle (residential use building) – 6 m	**Y**
Electric Vehicle Parking Space Provisions Section 611(2)(a)	25% of the spaces provided, or an equivalent per 611(2)(c), must be designed as electric vehicle parking spaces capable of supporting level 2 charging A level 2 charger may be shared between two parking spaces. Where a shared level 3 charger is provided, it is equivalent to servicing 16 parking spaces where only one vehicle is capable of being charged, or 32 spaces where two vehicles are capable of being charged simultaneously.	**Yes, tbc at SPC**	**Yes, tbc at SPC**
Minimum Bicycle Parking Space Dimensions Table 613A	Horizontal – 0.6m x 1.8m x 2m Vertical – 0.6m x 1.5m x 2m Stacked – 0.37m x 1.8m x 1.2m per space for a total of 2.4m for 2 spaces Inclusive – 1m x 2.75m x 2m	Vertical – 0.6m x 1.5m x 2m Stacked – 0.37m x 1.8m x 1.2m per space for a total of 2.4m for 2 spaces Inclusive – 1m x 2.75m x 2m	**Y**
Minimum Bicycle Parking Space Requirements Section 613(24)	Short-Term – 2 spaces + 1 space/20 units = **64.55**	**64.55**	**Y**

Zoning Provisions	By-law Requirement or Applicable Section, Exception or Schedule	Proposed	Compliant (Y/N)
Table 613B(vi) Building with 13 or more dwelling units in Area *C*	Long Term – 0.75 space/unit = **938** Inclusive – 5% of spaces Commercial: 2 spaces with an additional 1 space per 250 m² above 250 m²	**938** **5%** **2 + 3=5**	**Y** **Y** **Y**
Short Term Bicycle Parking Space Requirements **Section 613(6), (7), (9)**	Minimum Aisle – 1.5 m Must be located within the ground floor of a building Must not be stacked or vertical	Minimum Aisle – 1.5 m Must be located within the ground floor of a building Must not be stacked or vertical	**Y**
Long Term Bicycle Parking Space Requirements **Section 613(10), (12), (13), (14)**	Must be located in a secure enclosure that provides protection from the elements and is accessed by a locking door with a minimum width of 0.85 m Must be located inside a building or structure Must be accessed by: a hallway, aisle, sidewalk or walkway with a width of 1.5m; and the path leading to these spaces cannot be comprised of steps or stairways (an elevator or ramp needs to be provided) A minimum of 50% of spaces must be horizontal. Spaces on the lower level of a stacked rack is considered horizontal.	Must be located in a secure enclosure that provides protection from the elements and is accessed by a locking door with a minimum width of 0.85 m Must be located inside a building or structure Must be accessed by: a hallway, aisle, sidewalk or walkway with a width of 1.5m; and the path leading to these spaces cannot be comprised of steps or stairways (an elevator or ramp needs to be provided) A minimum of 50% of spaces must be horizontal. Spaces on the lower level of a stacked rack is considered horizontal.	**Y**
Permitted Projections Above the Height Limit Section 203(4)	The following may permit above the height limit (among other features): elevator, mechanical and service equipment, or a stairway; indoor amenity area;	**Y**	**Y**
Minimum Required Lot Area for High-Rise Buildings Section 207(4)(b)	1,350 m²	**13,156.24 m²**	**Y**

Zoning Provisions	By-law Requirement or Applicable Section, Exception or Schedule	Proposed	Compliant (Y/N)
Minimum Interior and Rear Yard Setback for High-Rise Buildings Section 207(4)(c)	10 m	**Building A West: 1.5m** **Building A Park: 7.5m** **Building B West: 1.5m** **Building B North: 13m** **Building C East: 9.5m** **Building C North: 13m** **Building D: East: 9.5m** **Building D Park: 7.5m**	**N** **N** **N** **Y** **N** **Y** **N** **N**
Minimum Separation Distance between Towers on the Same Lot Section 207(4)(d)	20 m	**>23m**	**Y**
Amenity Area Section 208(1)(6)	Total - 6 m^2/unit Communal – 50% of the required total amenity area At least one communal area must be 54 m^2 or more in size 6.0m² Per Unit (1,251) = 7,506 m² Communal @ 50% = 3,753 m²	**Total = 10,640 M²** **Total Communal = 6,940 M²**	**Y** **Y**
Provisions for Underground Structures Section 210	Where the below-grade portion of a building not including a projection permitted under Section 204 projects into a rear yard, a minimum contiguous soft landscaped area must be provided in that yard as follows: (a) 30 square metres; and (b) on a lot 30 metres in width or greater, an additional 30 square metres for every full 15 metres increment of lot width.	**212 sqm required based on the initial 30 sqm + 182 sqm (6.06 x 30 sqm)** **= 266.2m2**	**Y**
Minimum Size of Waste Storage Area Section 217(3) Table 217 More than 10 dwelling units	10 m^2	10 m^2	**Y**

Zoning Provisions	By-law Requirement or Applicable Section, Exception or Schedule	Proposed	Compliant (Y/N)
Location of Required Storage Areas for Garbage and Organics **Section 217(4)**	(a) inside a main or accessory building; (b) inside a fully-enclosed structure other than an accessory building; (c) where waste or organics are to be stored in a metal front-end loader container, may be located outdoors in a rear yard; (d) despite clause (c), in the case of a planned unit development, may be located in any yard other than a front or exterior side yard.	**TBC at SPC, will comply.**	**Y**
Location of Required Storage Areas for Recyclables Section 217(5)	(a) inside a main or accessory building; (b) inside a fully-enclosed structure other than an accessory building; or (c) in a rear yard; (d) despite clause (c), in the case of a planned unit development, may be located in any yard other than a front or exterior side yard;	**TBC at SPC, will comply.**	**Y**
Outdoor Refuse Collection and Refuse Loading Areas Section 217(6)	All outdoor refuse collection and refuse loading areas contained within or accessed via a parking lot must be screened from view by an opaque screen with a minimum height of 2 metres, subject to the following: (a) in the case of a parking lot with 50 or more parking spaces, all outdoor refuse or refuse loading areas must be located at least 9 metres from a lot line abutting a public street and at least 3 metres from any other lot line; and	**TBC at SPC, will comply.**	**Y**

Zoning Provisions	By-law Requirement or Applicable Section, Exception or Schedule	Proposed	Compliant (Y/N)
	(b) despite subsection (6), where an in-ground refuse container is provided, the screening requirement may be achieved with soft landscaping and must be a minimum height of 1.5 metres.		

The proposed development meets the general intent and majority of provisions within the zone.

The proposed Zoning By-law Amendment would address the building height and site layout through a site-specific Zoning By-law Amendment, and site-specific provisions through a new exception. The H2 Zone is appropriate for the site, given the lands are designated Mainstreet Corridor in the Official Plan.

5.0
Proposed Zoning By-law Amendment

Supported by the overarching direction of the Official Plan (2022) for lands Designated Hub and Mainstreet Corridor, the proposed Zoning By-law Amendment recommends amending the zoning provisions on the entire subject site to the "Arterial Mainstreet, Subzone 5, Exception XXXX, Schedule YYY (AM5[XXXX] S(YYY))".

In the new by-law, the proposed new zone will be Hub Zone 2, Exception XXXX, Schedule YYY (H2[XXXX] S(YYY)).

A new site-specific zoning schedule will establish permitted building heights, required setbacks and required stepbacks while the site-specific exception will provide the necessary relief from specific provisions of the current zone as detailed in this report.

The proposed zoning amendment will provide consistent zoning to the entire site while respecting and promoting the intent of the Zoning By-law to accommodate a broad range of uses and to foster and promote compact, mixed-use, pedestrian-oriented development while ensuring that scale and character is maintained.

The following amendments are required:

/ **Proposed High-Rise Development.**

As outlined in the Zoning Compliance Table, high-rise apartment dwelling is not permitted on the subject lands, and as such, is required to be added as a permitted use. The high-rise apartment dwelling use will ensure that the maximum building height sought below will be permitted.

The proposed building heights of 30, 32, 34, and 40 storeys are appropriate. The Official Plan policy for height permissions in Hubs and Mainstreet Corridors both establish that high-rise buildings up to 40-storeys are appropriate for this lot.

Further, the subject site is a suitable location for high-rise buildings and the lot depth and design of the buildings, including the mid-rise podiums and appropriate tower separation distances provide a sufficient and effective transition to abutting land uses. The height allocation on the edge of the neighbourhood and abutting the arterial roadway ensures the tallest buildings are positioned closest to the Mainstreet Corridor and furthest from the established low-rise portions of the existing community.

Moreover, the subject site is currently underutilized and represent significant opportunity for residential intensification in close proximity to private and public amenities and services in support of the City's overall growth management strategy. The towers have been designed to advance many of the City's Urban Design Guidelines for High-rise buildings. The orientation of the tower elements with articulated window location and vertical materiality elements creates a visually interesting and attractive built form that will positively contribute to the skyline.

The podium and slender tower design will ensure minimal shadow, wind, and privacy impacts while providing for noise mitigation for current and future residents. Further, due to the slender tower design, along with reducing shadowing, the design will also preserve sky plane views for the immediately abutting neighbours.

The proposed development is compatible with existing and planned future context in the area and along the Baseline corridor by providing appropriate transition, separation distance, podium massing, and urban design measures. It is our opinion that the proposed high-rise towers represent appropriate height and use for these lands.

The proposed tower locations, and abutting ROW width provides for ample space to nearby existing properties to ensure adequate transition, and avoid adverse impacts throughout the community.

The proposed 1,251 residential units will assist in Ottawa reaching its residential growth targets. The current growth projections show that Ottawa is entering a prolonged period of sustained growth. City Council has determined that accommodating this growth will require coordinated planning for housing, infrastructure,

transportation, employment lands and community services. The population is projected to increase by about 530,000 residents by 2051, climbing to 1.68 million from 1.15 million in 2024. Average growth of 19,600 people per year is expected, exceeding historical averages and the number of households in Ottawa is expected to increase from just over 400,000 in 2021 to nearly 700,000 by 2051.

Additionally Permitted Uses:

In by-law 2026-50, the proposed “Residential Care Facility” use is permitted in any zone where a residential unit is permitted and therefore is a permitted use in this zone. However, this is not the case within bylaw 2008-250 and therefore, the use has been included in the proposed additionally permitted uses.

The proposed addition of the Residential Care Facility use aligns with the intent of the zone in providing a broad range of uses and a full range of services to residents. Further, the proposed use is similar in use and impact to already permitted uses such as Hospital. Finally, the Residential Care Facility use will accommodate an aging demographic and allow for aging in place within this established community.

In by-law 2026-50, the proposed “Park” use is permitted in any zone other than, other than IH - Heavy Industrial Zone, RH - Rural Heavy Industrial Zone, and ME - Mineral Extraction Zone and therefore is a permitted use in this zone. However, this is not the case within bylaw 2008-250 and therefore, the use has been included in the proposed additionally permitted uses.

The use is appropriate here as it will likely be requested through the Site Plan Control Agreement process and has been demonstrated to fit within the overall site plan submitted with this application. The Park Use will be beneficial to the surrounding community as it will provide for much needed recreational space in this growing area of Ottawa.

The Zoning By-law Amendment Application is appropriate as it promotes the ongoing transformation of the area to a more vibrant mixed-use character and provide an appropriately scaled, high--rise buildings that are compatible with the surrounding area, while achieving a high standard of urban design. The amendments facilitate a re-development that promotes a positive interface with the public realm using ample clear glazing, and active entrances along the public realm.

6.0 Public Consultation Strategy

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. The following Public Engagement steps and activities have already been undertaken in preparation of this application submission or will be undertaken in the following months after the application has been submitted.

- Pre-Application Consultation Meeting with the City of Ottawa.
  - Multiple pre-application consultation meetings were held with City staff and the consultant team. The most recent meeting was held on July 2, 2025.
- Notification of Ward Councillor, Councillor Riley Brockington – Ward 16 River.
- Community Information Session
  - A community information session will be held to discuss the proposed development following this submission.
- Committee meeting advertisement and report mail out to public (City of Ottawa).
- Statutory Public Meeting – Planning and Housing Committee
  - The statutory public meeting will take place at the City of Ottawa Planning and Housing Committee

7.0 Conclusion

It is our professional opinion that the proposed Zoning By-law Amendment application to permit development on the subject site constitute good planning and is in the public interest. As outlined in the proceeding sections, the proposed development:

- The proposed development is consistent with the Provincial Planning Statement and achieves its vision through efficient development and land use patterns that are supported by current and future nearby transit; including the proposed future Baseline Corridor BRT Stations. The development advances provincial goals of healthy, livable and safe communities that efficiently use infrastructure by intensifying through a diversified housing stock within built up areas of the municipality. The proposed development introduces a mix of housing types thereby diversifying the housing stock within the city's downtown core.

- The proposed development conforms to the Official Plan's Strategic Directions as it proposes to intensify an underutilized property within the City's Outer Urban Transect situated within an established neighbourhood that is well serviced by several existing amenities, and future rapid transit. The proposed development does this by introducing a high-quality built form, that prioritizes the use of active transportation by reducing on site vehicular parking and providing excess bicycle parking.

- The proposed development is consistent with the Official Plan's policies for development within the Hub and Mainstreet Corridor designations within the Outer Urban Transect. The proposed development introduces higher density mixed-use development along an existing arterial roadway, and future BRT corridor. The proposed development offers a well-designed building that appropriately achieves transition to adjacent properties and is compatible with the existing residential properties nearby along an appropriately wide ROW. The development contributes to the creation of 15-minute neighbourhoods, as it offers commercial-retail uses within the main floors, and is located an established neighbourhood with existing employment service, and public amenities.

- The proposed development is consistent with the design and compatibility policy direction of Section 4.6 of the Official Plan, providing a building type that aligns with the direction of the policies to establish buildings that define the public realm, and create places with their own identify and character while maintaining compatibility with the existing community. The proposed development will improve the Baseline Road streetscape and reinvigorate life to an under-utilized lot, currently characterized by surface parking.

- The proposal advances several of the City's Urban Design Guidelines for High-Rise Buildings; incorporating several elements that contribute to the appropriate building articulation, massing, and transition, well designed public façade, rich architectural detailing, high-quality public realm and landscaping.

- The proposed development complies with the general intent of Zoning By-laws 2008-250 and 2026-50. The amendment will better align the zoning on the lot with the established Official Plan Policy direction. The requested amendments are appropriate and will not create undue negative impacts on the community or surrounding properties;

- The proposed development is supported by the submitted plans and studies and will create no undue adverse impacts on the area regarding shadowing, wind, noise, or transportation capacity.

Sincerely

Ashleigh-Ann Moyo
Planner

Timothy Beed, MCIP RPP
Associate, Planner