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**RE: ZONING BY-LAW AMENDMENT  
2940 & 2946 BASELINE ROAD (FILE #D02-02-12-0077)  
PLANNING RATIONALE ADDENDUM AND RESPONSE TO TECHNICAL COMMENTS**

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Ms. Jort-Conway:

On behalf of Brigil Homes, FOTENN is pleased to submit this Addendum (no. 1) to the July 2012 FOTENN Planning Rationale. For a more detailed discussion of site context, abutting uses and applicable policies including the Provincial Policy Statement (PPS 2005), and municipal design guidelines, please also refer to the July 2012 document.

Specifically in SECTION 1 of this document, FOTENN addresses the revised Development Concept in terms of applicable Official Plan policies related to the *General Urban Area* land use designation, and policies related to intensification, community compatibility and design, and building transition.

SECTION 2 of the rationale is a detailed response to Staff's technical comments. Comments were received the following departments and agencies in November 2012:

- Planning and Urban Design;
- Transportation;
- National Capital Commission (NCC);
- Rideau Valley Conservation Authority (RVCA);
- Hydro Ottawa

The National Capital Commission and the Rideau Valley Conservation Authority had no comments on the proposal. The remaining comments are addressed below.

## **SECTION 1: PLANNING RATIONALE ADDENDUM**

### **PREVIOUS APPLICATIONS AND DEVELOPMENT CONCEPTS**

It is important to recall that that the original proposal, limited to 2940 Baseline Road, the former heavy-industrial property (Battlefield equipment yard and storage), was submitted in June 2011. The application was deemed complete June 24<sup>th</sup>, 2011.



The original submission requested a Zoning By-law Amendment from Business Park Industrial with Exceptions – IP [1530] to a Residential Fifth Density Zone – R5, Subzone B. The R5 Zone would permit apartment dwelling, mid to high rise as a permitted use and allow four (4) residential buildings ranging in height, including 8, 12, 14, and 16 storeys. The 16-storey building measured approximately 49m in height. The original submission included a target density of 588 residential units.

In response to both Community and Councillor concerns, the application was revised and resubmitted in July 2012, to incorporate the abutting commercially-zoned lands at 2946 Baseline Road. The revised application was deemed complete October 11<sup>th</sup>, 2012. The western property (2946 Baseline Road) is zoned General Mixed Use Zone with height limit 18.5 metres (GM H(18.5)).

The Development Concept proposal was revised to reduce the number of residential building to three (3), still linked with a common podium. Separation to abutting low-rise areas to the south and along the north side of Baseline Road was increased to minimize visual impacts. The revised Development Concept include the retention and renovation of the commercial building at 2946 Baseline Road, and only a small at-grade commercial component along Baseline Road in the residential building.

The revised Development Concept included high-rise apartment buildings ranging between 13, 15, and 18 storeys. The proposed project density, given the greater building height was comparable to the original 588 units density. The proposal contemplated neighbourhood-serving commercial in the ground-floor of the residential podium, subject to market interest.

### **CURRENT PROPOSAL AND REVISIONS TO THE DEVELOPMENT CONCEPT**

In response to comments from Municipal Staff, the Ward Councillor and Community Representatives, the following is a brief summary of the updated applications, revised Development Concepts and significant changes.

- The Development Concept includes three (3) residential buildings, with a common podium providing access to building lobbies, amenity areas and below-grade parking. The building tower height is reduced to 12 storeys along Baseline Road, 16 storey in the central portion of the property and 10 storeys on the southernmost portion of the property, abutting the low-rise multiple-attached area to the south.
- The tallest building, 16 storeys and approximately 45.6 m in height (plus rooftop mechanical equipment) is strategically located the furthest possible from abutting residential neighbourhoods, in closest proximity to the medium-profile office buildings and three (3) storey parking structure, immediately to the east.
- Building heights and placement have been designed to increase separation to residential dwellings, minimizing loss of privacy, overlooking and other community considerations. The 12-storey (34.2 m), residential building is located approximately 90m from the existing dwellings on the north side of Baseline Road. The 10-storey (28.5 m) residential building is located approximately 19m to the property line and 25m to the dwellings. The lands to the south are also located at a higher ground elevation, minimizing views and the appearance of height.



- The development proposal includes one (1) 8-storey (23m), mid-rise residential building, to be located in the rear of the existing commercial building.
- The combined four (4) residential towers on the entire property will accommodate 504 apartment units, approximately 80 total units less than the original proposal.
- The Development Concept now includes a 2,000 m<sup>2</sup> (20,000-square feet) retail food store. The food store, intended to service both new residents and the broader community, will be incorporated in the ground-floor of the 12-storey building along Baseline Road. The design, with a 2-storey podium (6.7m in height) will benefit from good-visibility along an arterial roadway and will function as an organizing / defining design element of the new residential district.
- The food store would be constructed as part of the Phase 1 of the project, the 12-storey building along Baseline Road.
- The Development Concept includes the revitalization and refurbishment of the existing mixed-use building (retail, community service and medical office) and surface parking areas and landscaping.
- The overall project will include at-grade surface parking spaces in front of the existing commercial building, and distributed within the project (along the internal roadway and the rear of the commercial building). A total of 921 parking spaces will be provided in both surface and the below grade parking structure for the residential and commercial buildings, above the By-law requirement of 876 combined spaces. The intent is to allow shared parking for all of the commercial tenants, and visitors to the residential buildings, given the range of complimentary uses proposed, and off-peak time needs.
- The Development Concept includes revised project access to abutting roadways, to below-grade parking structures and loading areas, all to provide for more efficient vehicular circulation and to respond to technical comments provided by Staff.

## REVISED ZONING BY-LAW AMENDMENT

The requested Zoning By-law Amendment is as follows:

2940 Baseline Road: Rezoned from IP [1530] – Light Industrial Zone with Exception [1530] to GM – General Mixed Use Zone, Exception XX to allow for high-rise residential apartment buildings and at-grade commercial uses; adjust maximum permitted height to accommodate heights up to 46 metres, or 16 storeys (subject to a height schedule).

2946 Baseline Road: Allow blended parking rates between the (2) two properties (2940 and 2946); allow for shared commercial and visitor parking spaces; allow for a eight (8) storey (30m) medium-profile apartment building (subject to a height schedule), whereas the by-law currently permits 18 metres.



Both Properties: Harmonize building setbacks and drive aisles through the GM, Exception zone to allow for coordinated development in response to the project's technical review.

## REVIEW AND DISCUSSION OF APPLICABLE OFFICIAL PLAN POLICIES COMMENTS

In response to Staff comments related to building height, density, and transition on the subject property, we offer the following addendum to the policy discussion in our planning rationale submitted previously:

The site is designated as *General Urban Area* on Schedule B of the City of Ottawa Official Plan.

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

### Managing Growth (Section 2.2)

#### *Definition of Intensification*

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

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

- The redevelopment of this existing underutilized lot will introduce approximately 504 residential apartment units to the area, in located on an arterial roadway, in proximity to employment uses, community open space, existing and future commercial services.
- This 'infill' type of development will help to attract new residents and support the above community-uses , in a building typology and form contemplated along an arterial roadway.
- The combined property is a former heavy-industrial uses and commercial site, in close proximity to existing residential dwellings. The redevelopment of the property provides an opportunity to eliminate the previously-intrusive and incompatible use, and encourage a reasonable and appropriate level of intensification and density on the edge of a neighbourhood.

### General Urban Area Policies (Section 3.6.1)

3. When considering a proposal for residential intensification through infill or redevelopment in the *General Urban Area*, the City will:



- a. Recognize the importance of new development relating to existing community character so that it enhances and builds upon desirable established patterns and built form;
  - b. Apply the policies of Section 2.5.1 and Section 4.11 (Urban Design and Compatibility);
  - c. Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the *General Urban Area*;
5. The *General Urban Area* permits uses that may generate traffic, noise or other impacts that have the potential to create conflicts with the surrounding residential community. These types of uses are often large and serve or draw from broader areas. The City will ensure that anticipated impacts can be adequately mitigated or otherwise addressed. Such uses will be directed to:
- a. Locations along the rapid-transit system, or an arterial or major collector road with sufficient capacity to accommodate the anticipated traffic generated and where frequent, all-day transit service can be provided;
  - b. Suitable locations on the perimeter of, or isolated from, established residential neighbourhoods. In this regard, existing or proposed building orientation, massing and design, and the presence of mitigating circumstances such as distance, changes in topography, or the presence of features such as significant depths of mature forest may be taken into account.
6. Throughout the *General Urban Area*, the City will encourage the provision of a variety of small, locally-oriented convenience and service uses that complement adjacent residential land uses, and are of a size and scale consistent with the needs of nearby residential areas. The City will ensure that these uses:
- a. Are compatible and complement surrounding land uses, and can be developed in accordance with Section 2.5.1 and Section 4.11;
  - b. Are conveniently located with respect to concentrations of residential development and provide direct access for pedestrians and cyclists from adjacent residential areas;
  - c. Are permitted to cluster with other community-oriented uses, such as parks, pedestrian linkages, community centres or leisure facilities, in order to facilitate interaction among residents and contribute to a sense of community;
  - d. Are situated to take advantage of pedestrian and cycling patterns;
  - e. Are of a size and scale that will not result in the attraction of large volumes of vehicular traffic from outside the immediate area.

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

- The property is located along a four (4)-lane arterial roadway, with sufficient capacity to accommodate the proposed use.
- With respect to above Policy a), the Community Character and built-form policies, the surrounding suburban neighbourhood already accommodates high-rise apartment buildings. These developments, further south (and west) into the existing community, include 80 Sandcastle Drive, approximately twelve (12) storeys, and located 150 m away and 91 Valley



Stream Drive, approximately eight (8) storeys, approximately 350 m away. The property is strategically located abutting three (3) medium-profile office buildings and a three (3) storey parking structure, immediately to the east.

- The site is located in a suitable location on the perimeter of an established residential neighbourhood. Building heights and placement have been designed to increase separation to residential dwellings, minimizing loss of privacy, overlooking and other community considerations. The 12-storey (34.2 m), residential building is located approximately 90m from the existing dwellings on the north side of Baseline Road. The 10-storey (28.5 m) residential building is located approximately 19m to the property line and 25m to the dwellings. The lands to the south are also located at a higher ground elevation, minimizing views and the appearance of height. The tallest building, 16 storeys and approximately 45.6 m in height (plus rooftop mechanical equipment) is strategically located the furthest possible from abutting residential neighbourhoods,
- It is not anticipated that the proposed high-rise building will generate undue traffic noise and/or other impacts given its location on an arterial road and on the periphery of an established residential neighbourhood. The built form and mass of the building has also been conceived to further mitigate negative impacts, in terms of shadowing, overlook and impacts to outdoor amenity space.
- The development will provide additional apartments units to the thereby adding to a mix of housing types and tenures within the broader community.
- Street level development will include a community-serving food store, small convenience and service uses that will help to compliment adjacent residential land uses, and contribute to animation and a pedestrian-focus along Baseline Road.

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

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

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

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



The proposal for 2940 / 2946 Baseline Road responds well to the aforementioned criteria. A change in the zoning is being sought in order to take advantage of the site’s unique location along an arterial road, in an area already characterized by mid- to high-rise buildings on the edge of an existing neighbourhood.

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

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

The proposal generally recognizes the character of Baseline Road, but also provides physical and visual separation to the abutting neighbourhood to the south, in this case approximately 19m to the closest property line and 25m to the closest residential dwelling to the south. The lands to the south are also located at a higher ground elevation, minimizing views and the appearance of height.

Section 4.11

The design and compatibility criteria in the Official Plan (Section 4.11.2) provide a means to objectively evaluate the compatibility of infill development. The following table is an evaluation of the criteria in relation to the proposed development.

COMPATIBILITY CRITERIA	CONFORMITY
Traffic	<ul style="list-style-type: none"> <li>▪ A traffic study has been prepared assessing the impact of the proposed development on the surrounding area.</li> <li>▪ The subject property is located within an established road network. It fronts onto Baseline Road, which is classified as an <i>Arterial Road</i> on Schedule E of the Official Plan.</li> <li>▪ No undue adverse effect on traffic is expected to be generated by this development.</li> </ul>
Vehicular Access	<ul style="list-style-type: none"> <li>▪ Access to the residential and commercial components of the project will be from both Baseline Road and Sandcastle Drive, with access to a signalized intersection.</li> <li>▪ The existing use on the property already included surface, on-site parking.</li> <li>▪ Given that the majority of the parking is located underground, the majority of impacts related to noise and headlight glare will be absorbed internally. Existing and proposed landscaping between the proposed outdoor parking and townhomes south of the property will also absorb</li> </ul>



COMPATIBILITY CRITERIA	CONFORMITY
	<p>the impacts related to noise and headlight glare.</p> <ul style="list-style-type: none"> <li>▪ Egress/ingress will be buffered from the adjacent residential dwellings via landscaping and shrubbery, protecting the existing dwelling from the impacts of noise, headlight glare, and loss of privacy.</li> <li>▪ A separate driveway and loading area is proposed from Sandcastle Drive. The width of this driveway will be built according to City standards.</li> </ul>
Parking Requirements	<ul style="list-style-type: none"> <li>▪ A total of 941 parking spaces are being provided, distributed between surface and underground facilities. The proposed number of parking spaces exceeds the By-law requirement for the residential component. This will ensure that all parking demands will be accommodated on site, thereby avoiding any potential spillover parking on the adjacent residential streets.</li> <li>▪ These parking facilities will sufficiently accommodate the parking demand for commercial uses.</li> </ul>
Outdoor Amenity Areas	<ul style="list-style-type: none"> <li>▪ The outdoor amenity areas of adjacent residents will be protected. In order to ensure there is no loss of privacy resulting from this proposal, the buildings are set back approximately 19-25m from the low-rise residential dwellings to the south. Additionally, landscaping features will prevent views into adjacent amenity areas.</li> <li>▪ The residential buildings will feature private outdoor amenity areas for residents. These indoor and rooftop amenity features will not overlook onto adjacent amenity areas.</li> </ul>
Loading Areas, Services Areas and Outdoor Storage	<ul style="list-style-type: none"> <li>▪ The proposed commercial area building will feature a loading area for deliveries. Access to the loading area will be provided from Sandcastle Drive, away from the lower-profile residential area.</li> <li>▪ Outdoor Storage and Service Areas are not being proposed as part of this development.</li> </ul>
Lighting	<ul style="list-style-type: none"> <li>▪ The lighting of this site will meet the City's standards, with no anticipated impacts on adjacent development.</li> </ul>
Noise and Air Quality	<ul style="list-style-type: none"> <li>▪ There are no anticipated significant impacts related to noise or air quality as a result of this proposal.</li> <li>▪ The location of sound generating facilities, such as the building's mechanical equipment, will be installed away from nearby residences and other sensitive receptors.</li> <li>▪ Air quality impacts caused by fugitive dust or other emissions have been considered during the siting and design phase.</li> </ul>
Sunlight	<ul style="list-style-type: none"> <li>▪ A sun shadow study confirms that shadows from the new development fall north and east, and will have minimal impact on adjacent properties to the south.</li> </ul>



COMPATIBILITY CRITERIA	CONFORMITY
Microclimate	<ul style="list-style-type: none"> <li>▪ The building has been sited and designed to minimize any adverse effects caused by wind, snow drifting and temperatures on adjacent properties. No undue effects on the surrounding area are expected by this proposed development.</li> </ul>
Supporting Neighbourhood Services	<ul style="list-style-type: none"> <li>▪ The site is well-served by existing community amenities, including parks, open space corridors and lands, and schools.</li> <li>▪ New residents will strengthen existing local amenities and services and will contribute to the critical mass required to attract other amenities and services to the surrounding area.</li> </ul>
Pattern of Surrounding Community	<ul style="list-style-type: none"> <li>▪ The pattern of the surrounding community varies due to the site's unique location along Baseline Road. The outlying area can be characterized as having a combination of low- to medium- and high-profile residential developments.</li> <li>▪ The area immediately to the south includes a community of townhouses.</li> <li>▪ The area to the west is a high-rise apartment building, as well as a cul-de-sac containing single-detached dwellings.</li> <li>▪ The lands to the east accommodate three (3) low- to mid-rise office buildings and associated parking facilities.</li> <li>▪ The land directly to the north accommodates a low-density neighbourhood.</li> <li>▪ In order to respond to this varying context, the proposed development incorporates a number of elements in the design to assist in achieving the appropriate relationship with the neighbouring buildings, such as massing transition, setbacks and separation, orientation of balconies, screening, landscaping, and access locations.</li> </ul>

The site is designated *General Urban Area* which provides for a range in forms and density. Mid-rise uses are permitted under the current zoning by-law, with the existing zoning permitting a six (6) storey, medium-profile building.

The proposed height is not out-of-character with other building profiles in the community, or intended heights along arterial roadways, and no undue adverse impacts are measured on abutting properties. Other buildings within the broader community range from 8-20 storeys in height.

The building design incorporates elements that can contribute to a human scale and enhance pedestrian comfort and liveability. These features include a strong at-grade presence at the northeast portion of the property along Baseline Road, with main entrance doors and windows for a retail unit. The corner of the building will be recessed with a wide sidewalk, contributing to pedestrian comfort.

As a result of the proposed height and mass, this building will help to foster new views and vistas all the while creating a new point of reference for the surrounding community and the city at large.



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

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

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

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

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

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

The proposed development utilizes the above techniques to achieve the desired transition. The tallest of the proposed buildings is located in the central portion of the site, to trace an arc shape that rises from Baseline Road and lowers to the established residential neighbourhood in the south. Approximately 21-24 metres separate the high-rise buildings from each other, contributing to separation between balconies and windows, and enhancing views and liveability. The separation, consistent with the City's Urban Design Guidelines for High-Rise Buildings provides for circulation of air, and sunlight.

Massing is articulated to incorporate visual enhancements, with landscape features surrounding the buildings.

Transition to the established neighbourhood to the south is established in several ways. Building heights transition down to ten (10) and eight (8) storeys, respectively, along the south portion of the property. Approximately 19-25m separate the proposed development from neighbouring properties south of the subject property. Trees and other landscaping features will be installed along the south property line to reduce visual impacts to neighbouring properties. Additionally, a grade separation exists south of the



subject property, lessening the impact of the building heights. A cross-section drawing is included in the application materials.

The proposed development meets the criteria set out in the above policies and as a result is considered appropriate for the site context.

#### Other Official Plan Considerations

As per Schedule D – Primary Transit Network, Baseline Road is designated as an *Intensive Transit – Bus* corridor, running between Highway 416 and the Rideau Canal. Typically, the City will look to encourage new residential development within in close proximity to public transit corridors and stations.

Schedule E – Primary Road Network, highlights Baseline Road as an *Existing Arterial* road with a dedicated Right-of-Way of 44.5 metres between the Greenbelt Boundary and Prince of Wales Drive (Annex 1). Arterial Roads are also defined under Annex 1 as “the major roads of the City that carry large volumes of traffic over the longest distances.” Schedule C – Urban Cycling Network also identifies an on-road cycling route along Baseline Road.

## **SECTION 2: REVIEW AND DISCUSSION OF TECHNICAL COMMENTS**

The following discussion is a response to Staff’s technical comments related to the June 2012 FOTENN Planning Rationale, and other technical reports and plans submitted in support of the Zoning By-law Amendment application

### **PLANNING AND GROWTH MANAGEMENT**

#### *Comment*

- On page 11 of the Planning rationale, the report states that the existing zone permits high rise residential uses. This is incorrect. It should be made clear in the report that the current zoning of the property, GM H(18.5) and IP do not permit high rise development.

#### *Response*

- The current *GM* zone permits mid- to high-rise apartment dwellings as a permitted use. The *IP* zone restricts the use. The “H(18.5)” suffix on the *GM* zone restricts building height. The proposed Zoning By-law Amendment request to address both the *IP* zone, and the restriction on building heights, based specifically of the proposed three (3) building Development Concepts.

#### Specific policies:

#### *Comment*

- How the scale, massing and height of the proposed development relates to adjoining buildings and the existing and planned context for the surrounding area in which it is located.

#### *Response*

- As outlined above, transition to the established neighbourhood to the south is established in several ways. Building heights transition down to ten (10) and eight (8) storeys, respectively, along the south portion of the property. Approximately 19-25m separate the proposed



development from neighbouring properties south of the subject property. Additionally, a grade separation exists south of the subject property, lessening the impact of the building heights. Please refer to Plan A101 and the proposed renderings. Similarly, a transition is achieved to the east, with the neighbouring three-storey office buildings mediating between the proposed development and the low-rise residential neighbourhood east of Monterey Drive.

*Comment*

- While the *General Urban Area* policies support infill type of intensification, they also speak quite strongly about the importance of compatibility as a priority. The proposed density appears to be too high and justification for the height has not been adequately demonstrated. A comparison of densities amongst comparable projects needs to be carried out in order to determine the appropriateness of the proposed density.

*Response*

- The proposal is appropriate for its context, and the proposed height and density is compatible with the surrounding community. Several high-rise apartment buildings exist in the broader area, including:
  - 80 Sandcastle Drive – approximately twelve (12) storeys;
  - 91 Valley Stream Drive – approximately eight (8) storeys;
  - 2604 Draper Avenue – approximately seventeen (17) storeys; and
  - 1314 Pinecrest Road – approximately twenty (20) storeys

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

*Comment*

- Please address how the proposal enhances existing or creates new views, vistas and landmarks. The visual impacts of the high-rise buildings have not been adequately addressed. There also needs to be an assessment of the visual impacts of the proposed development along the Official Plan designed Scenic Entry route (Schedule I of the OP).

*Response*

- The proposed buildings will continue the established patterns and built form of the community around Baseline Road. Specifically, denser development is located on the south side of Baseline Road, as evidenced by the residential towers to the west and the office buildings to the east. The proposal is an attractive addition to the street, with architectural design and a variety of building heights that add visual interest to the area. Generous landscaping features in the front of the development contribute to an attractive streetscape to welcome visitors to the nation's capital.
- The Development Concept includes a 2,000 m<sup>2</sup> (20,000-square feet) retail food store, incorporated in the ground-floor of the 12-storey building along Baseline Road. The food store and additional community-oriented retail will service the needs of both new residents and the broader community, and has been designed as a organizing / defining design element of the new residential district.



*Comment*

- The effect on the skyline of the design of the top of the building is not addressed.

*Response*

- The top of the building is designed with a sloped roof to add visual interest, the eastern halves of which are grated to ensure views and allow sunlight to pass through. Generous glazing at the upper levels of the buildings will reduce visual impacts, and trees on the amenity spaces will also be visible from a distance. The roofs will be visible from all directions.

*Comment*

- The location of the “curve”, particularly on the first building facing Baseline Road may be better positioned to mark the entrance of the site.

*Response*

- The architectural design has been changed. Please refer to renderings in the submission package.

*Comment*

- Elaboration is needed on how the proposal enhances the public realm, including contribution to and interaction with its surroundings at street level (e.g. the provision of publicly accessible landscaped area, amenity space and pedestrian respite areas, street trees public art, active land use frontages, legible entrances and views to the street, canopies, awnings, and colonnades for continuous weather protection).

*Response*

- The retail food store, incorporated in the ground-floor of the 12-storey building along Baseline Road and the additional community-oriented retail will create a walkable community, destination for the broader residential community, and the abutting employment uses.
- The proposal aims to improve the public realm through the incorporation of wide sidewalks along Baseline Road to improve the pedestrian activity at grade. The residential buildings will abut the sidewalk, and generous fenestration will animate the streetfront. Residential and retail uses will ensure activity along the street approximately 18 hours of the day. The existing trees along Baseline Road will be preserved.

*Comment*

- No landscape buffer is shown along Baseline Road.

*Response*

- The existing trees along Baseline Road will remain in place, supplemented by building-perimetre landscaping, to be designed at the time of Site Plan Control.

*Comment*

- What are the adjacent public spaces – both passive and active?



*Response*

- The proposal includes greenspace located at the southeast corner of the site. Adjacent public spaces include Brucelands Park to the west, and Okanagan and Qualicum Parks are across Baseline Road to the west and northeast, respectively.

*Comment*

- Where are the pedestrian connections into and out of the site?

*Response*

- A network of pedestrian paths, sidewalks, and pedestrian crossings is shown on plan A101. Connections are located along the north and west sides of the property, adjacent to vehicular access points. The primary pedestrian access to the residential buildings is from Baseline Road. The final design and placement should be determined at Site Plan Control.

*Comment*

- How will the neighbourhood benefit from the development, other than through the uses on the site – i.e. public amenity spaces, walkways?

*Response*

- The retail food store, incorporated in the ground-floor of the 12-storey building along Baseline Road and the additional community-oriented retail will create a walkable community, destination for the broader residential community, and the abutting employment uses. Introducing active residential and commercial uses along the street will enhance the vitality of the street. Internal sidewalks will provide enhanced access to the retail.
- The neighbourhood will benefit from the improved pedestrian connectivity. A additional 2.0m sidewalk into the neighbourhood is proposed along the east side of Sandcastle Drive. The sidewalk will be installed immediately abutting the existing curb, to not impact a row of existing, healthy trees. The sidewalk will also replace a portion of an informal, unpaved pathway.
- The Development Concept includes two (2) large private park / open spaces available and labeled as a “kids playground / BBQ area” along Baseline Road, and between the Phase 1 and Phase 2 buildings.
- The proposed development will replace intrusive and incompatible heavy-industrial use, with more community-focused uses presently on the property.

*Comment*

- Incremental changes in building height (e.g. angular planes or stepping building profile up or down). While the proposed design somewhat illustrates a strategy for transition, it lacks a more thorough analysis in order to state that all other policies of the OP have been met.

*Response*

- The proposed development is designed to achieve a transition to neighbouring properties. Building profiles step up to an apex in the centre of the east side of the site, which lowers towards the south lot line to transition to the adjacent community. Approximately 21-24 metres separate each of these towers, and an approximately 19-25m buffer separates the proposed buildings from the development to the south. Soft landscaping elements will be incorporated



along the south property line to soften visual impacts to neighbouring properties. Additionally, a natural grade separation will also contribute to reducing the visual impacts of the proposal.

*Comment*

- Massing - Based on the review of the submission, our opinion is that the fundamental question to be answered is why the volume should be so high in the first place.

*Response*

- The density and massing of the proposed development is reasonable and appropriate. The original application contained four (4) high-rise towers on only half of the current site, with less separation between buildings and a shallower setback to adjacent residences to the south. In response to staff comments, the number of buildings was reduced and their heights lowered, with resulting lower project densities. The west half of the property (2946 Baseline Road) accommodates existing low-intensity retail uses, and much of the land is used for surface parking. Taken together, the proposed development on the combined properties yields a modest density, an FSI of 3.0. Additionally, the existing *GM (18.5)* zoning allows for a 6-storey building to be built across the majority of the site, resulting in a much denser development than that of the proposal.

*Comment*

- Character (e.g. scale and rhythm, exterior treatment, use of colour and complementary building finishes) – We require additional information on the treatments to be used on the proposed buildings.

*Response*

- NEUF will identify materials on elevations, to be designed at the time of Site Plan Control.

*Comment*

- Architectural design (e.g. the use of angular planes, cornice lines) – There is a lack of information regarding the design of the bases or podiums.

*Response*

- NEUF, the project architect, will provide colour renderings and elevations, to better understand the proposed architecture. In the interim, please refer to Perspectives drawings in the submission package.

Urban Design and Compatibility

*Comment*

- Traffic – A revised site plan showing the proposed road improvements should be provided on-line for public comments.

*Response*

- Once the revised Delcan Report is reviewed and approved, all required roadway improvements will be depicted on the plan.



*Comment*

- Where is the bicycle parking to be located?

*Response*

- Bicycle parking is to be located on the basement and groundfloor levels. Please refer to project statistics table and plans A201, A202, A203.

*Comment*

- What is proposed in the report is not a reduction, but an elimination of visitor parking.

*Response*

- Visitor parking is provided as per by-law required ratio.

*Comment*

- Outdoor amenity areas – Why are there no public amenity areas along Baseline Road? No landscaping? It is recommended that the two residential plazas (checkerboard area on site plan) at the bottom of the towers be re-designed to create an atmosphere of a main street look and feel that would allow for better movement of vehicles and pedestrians.

*Response*

- The proposal includes street-oriented retail, including the proposed food store. The intent is to create an urban edge. Having said that, site landscaping, in particular abutting the existing surface parking area and the north edge of the 12-storey building have been incorporated to provide important on-site amenity areas and a more landscape appearance, consistent with the open space treatment along the south side of Baseline Road. The treatment will be further designed at the time of Site Plan Control.

*Comment*

- Loading areas – Loading area next to a park makes this area less appealing and less functional, comfortable and desirable.

*Response*

- The loading area has been designed for the use of the commercial spaces, respecting the truck requirements and also, the cars and pedestrian safety and circulation. In our opinion, this comment is no longer relevant, as the proposed project is different than the original version.

*Comment*

- Sunlight – The Shadow Study appears to have the most impact on the adjacent employment lands to the east of the site. The shadows are not clearly shown for June 21. Shadows are not visible at all at 16:00 on December 21.

*Response*

- NEUF has prepared an updated shadow study, in support of the revised application.



*Comment*

- Microclimate – The large parking lot fronting Baseline Road could be offset with an outdoor amenity area that could give service to pedestrians.

*Response*

- A 2.0-metre-wide sidewalk has been designed for pedestrians along Baseline Road. Cross slopes, signs, and asphalt painting will be incorporated to make the pedestrians comfortable and safe. Please refer to plans A100 and A101.

*Comment*

- The table and map identifying public amenities within walking distance of the site does not indicate the distance to these facilities, nor does it analyze their capacity to absorb the increased demands that result from the proposal.

*Response*

- The table below address proximity to community facilities. As typical, it is the City’s Parks Department and School Boards that assess capacity and the need for additional or supplementary facilities. For instance, the four (4) local school boards are circulated on Zoning Amendment applications and provide technical comments and impacts to existing schools. The comments may highlight needs for portables, or warning clauses to new parents.

<b>Amenity</b>	<b>Distance from Proposal Site</b>
Brucelands Park	75 m
Okanagan Park	100 m
Qualicam Park	30 m
Valleystream East Park	220 m
Nanaimo Park	650 m
Valleystream Tennis Club and Park	670 m
Leslie Park Public School	790 m
St. John the Apostle Elementary School	330 m
Maimonides	
Académie de la Capitale	530 m
St. Paul High School	700 m
Christie Public School (Grant Alternative School)	880 m
Carleton Montessori School	790 m
St. Mary’s Daycare	1.4 km



### Transportation Demand Management

#### *Comment*

- What is the exact size of medical facility? It should be consistent throughout the report.

#### *Response*

- The existing (medical office space) is approximately 2,000 m<sup>2</sup>

#### *Comment*

- Ensure that sidewalks within and around the proposed development meet or exceed minimum City standards – 1.8m wide concrete installation.

#### *Response*

- Sidewalks conform to city standards, and are shown on the site plan (A101).

### Traffic Engineering and Control

#### *Comment*

- Current retaining in southwest quadrant of Sandcastle Drive and Baseline Road affords poor visibility for northbound right-turning vehicles.

#### *Response*

- The comment is addressed in the revised Delcan report, dated September 30<sup>th</sup>, 2013.

### Design Review and Implementation

#### *Comment*

- Baseline Road access will require a 25.0 metres throat length, while the Sandcastle Drive access will require 15.0 metres. Current site plan throat lengths are insufficient. As per bylaw requirements, the accesses on Sandcastle Drive must be 75.0 metres apart and 75.0 metres from the intersecting street.

#### *Response*

- The Baseline access has a throat length of approximately 14.8m, while the Sandcastle access has a throat length of approximately 10.9m. The proposed accesses are 61.8 m apart from Baseline and are 100.21 m meters from the intersecting street.

#### *Comment*

- Baseline Road is an arterial road with a ROW protection of 44.5 metres. Sandcastle Drive is a collector road with a ROW protection of 24.0 metres. Please identify the ROW limits on the drawings.



*Response*

- Baseline Road is currently shown as a 45.5-metre Right-of-Way. Sandcastle Drive is shown as a 21.3-metre ROW. Please refer to plan A100. Given that all municipal roadway and sidewalks are currently accommodated within the existing ROW for Sandcastle Drive, it is Brigid's intent to request a waiver for the additional ROW. The proposal does not require expanded facilities beyond the current ROW. The waiver should be considered, in large part because it would negatively impact the existing commercial building and drive aisle to the immediate east on 2946 Baseline Road. Equally impactful, the additional, equal ROW would be required from existing residential lots along Brookhaven Court.

*Comment*

- The concrete sidewalks should be 2.0 metres in width and be continuous and depressed through the proposed accesses (please refer to the City's sidewalk and curb standard drawing SC7.1)

*Response*

- 2.0-metre-wide sidewalks are provided along Baseline Road and Sandcastle Drive, with curbs and slopes to handicap access. For the interior of the project, 1.8-metre-wide sidewalks are provided, with curbs and slopes for universal access. Refer plans A-100, A-101.

*Comment*

- The curb rounding at the Baseline road access and Sandcastle Drive northerly access should have a minimum radius of 5.0 metres.

*Response*

- The curbs in the project have 8.5- and 10.0-metre radii. The design will conform to the requirement.

*Comment*

- Please keep in mind that Sandcastle Drive is not a truck route. Heavy trucks can only access a site via the shortest distance from a designated truck route (Baseline Road).

*Response*

- The project has considered the point. The trucks that will have access to Sandcastle Drive are medium/small trucks.

Hydro Ottawa

*Comment*

- The setback requirement from the medium voltage conductors is explained in Hydro Ottawa's standard OLS0002.

*Response*

- BRIGIL's electrical consultant will design the network services accordingly.



In considering the proposed developments, the supporting studies, and applicable policy framework, it is FOTENN's professional opinion that the proposed development and Zoning By-law Amendment application represent good planning and are in the public interest for the following reasons:

**Consistent with the PPS**

The proposed development is consistent with the Provincial Policy Statement, which promotes efficient and appropriate development on lands within the urban boundary. The proposal will achieve a density in a pattern that efficiently uses available infrastructure. In addition, it will contribute to the variety of housing options in the community, and the revitalization of Baseline Road.

**Conforms to the Official Plan**

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

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

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

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

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

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

The proposed development maintains the general intent of the City of Ottawa Comprehensive Zoning By-law 2008-250. The requested amendments will modify provisions to increase the conformity with the Official Plan's policies for General Urban Area. Aside from the provisions which will be amended as part of this application, the proposal will meet the majority of the zoning provisions that apply to the subject lands. The Amendment will have minimal impacts in terms of community impact and parking requirements.

The proposed development exceeds the current *Business Park Industrial with Exceptions (IP [1530])* provisions for setbacks and building height. The proposed residential and commercial uses are more compatible with the surroundings than what the current zoning provides.



### **Feasible in accordance with the technical studies conducted**

Several independent studies were completed in accordance with the Official Plan requirements. All of the studies prepared support the proposed development and demonstrate that it is appropriate within the context.

### **Represents Good Planning**

Overall the proposed development complies with and furthers several key policy and visionary elements prevalent within the applicable provincial and municipal policy frameworks. It will optimize the use of serviced lands within the urban boundary, diversify the existing housing stock of the surrounding area, and will promote smart growth objectives. It will be the first major investment that the neighborhood has experienced in recent years and has the potential to launch the revitalization of Baseline Road.

We look forward to discussing the application further with you once you have had an opportunity to review the above comments. Please do not hesitate to call if you have any questions regarding any aspect of the application or if additional plan copies are required.

Thank you in advance for your consideration,

Miguel Tremblay MCIP, RPP  
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FOTENN Consultants Inc.