

Subject: Zoning By-Law Amendment – Part of 780 Baseline Road and 7 and 9 Hilliard Avenue

File Number: ACS2023-PRE-PS-0137

Report to Planning and Housing Committee on 29 November 2023

and Council 6 December 2023

Submitted on November 20, 2023 by Derrick Moodie, Director, Planning Services, Planning, Real Estate and Economic Development

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Ward: Knoxdale-Merivale (9)

Objet: Modification du Règlement de zonage — partie du 780, chemin Baseline; 7 et 9, avenue Hilliard

Dossier: ACS2023-PRE-PS-0137

Rapport au Comité de la planification et du logement

le 29 novembre 2023

et au Conseil le 6 décembre 2023

Soumis le 20 novembre 2023 par Derrick Moodie, Directeur, Services de la planification, Direction générale de la planification, des biens immobiliers et du développement économique

Personne ressource: Kelly Livingstone, Urbaniste II, Examen des demandes d'aménagement est

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REPORT RECOMMENDATIONS

1. That Planning and Housing Committee recommend Council approve an amendment to Zoning By-law 2008-250 for part of 780 Baseline Road and 7 and 9 Hilliard Avenue, as shown as Document 1, to permit the development of one mixed-use high-rise tower and a public park, as detailed in Documents 2 and 3.
2. That Planning and Housing Committee approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* 'Explanation Requirements' at the City Council Meeting of December 6, 2023," subject to submissions received between the publication of this report and the time of Council's decision.

RECOMMANDATIONS DU RAPPORT

1. Que le Comité de la planification et du logement recommande au Conseil municipal d'approuver une modification à apporter au *Règlement de zonage* (n° 2008-250) pour une partie du 780, chemin Baseline ainsi que pour le 7 et le 9, avenue Hilliard, conformément à la pièce justificative 1, pour autoriser l'aménagement d'une tour d'habitation polyvalente et d'un parc public, conformément aux modalités précisées dans les pièces 2 et 3.
2. Que le Comité de la planification et du logement approuve l'intégration de la section Détails de la consultation du rapport dans la « brève explication » du Résumé des mémoires déposés par écrit et de vive voix, à rédiger par le Bureau du greffier municipal et à soumettre au Conseil municipal dans le rapport intitulé « Résumé des mémoires déposés par écrit et de vive voix par le public sur les questions assujetties aux "explications obligatoires" de la *Loi sur l'aménagement du territoire* à la réunion tenue par le Conseil municipal le 6 décembre 2023 », sous réserve des mémoires qui seront déposés entre la publication de ce rapport et la date à laquelle le Conseil municipal rendra sa décision.

EXECUTIVE SUMMARY

Staff Recommendation

Planning staff recommend approval of Zoning By-Law amendment for part of 780 Baseline Road to permit the development of one 24-storey mixed use building in Phase 1 and a public park at 7 and 9 Hilliard Avenue. Staff are not recommending approval of the two mixed-use towers at heights of 24- and 32-storeys in Phase 2 until a more complete assessment of impacts on the heritage attributes of the Central Experimental Farm is available.

Separating Phase 1 from Phase 2 would permit for the construction of the first tower and the continued operation of the existing commercial plaza. The applicant has communicated that existing tenants will be relocated after leases expire and Building A is complete. Phase 2 would include a tower oriented to Baseline Road proposed at 24 storeys and a 32-storey tower at the corner of Baseline Road and Fisher Avenue.

The amendment proposes to maintain the GM (General Mixed Use) zoning, but to remove the maximum FSI (Floor Space Index) requirement and increase permitted height to 24 storeys for the first phase. A site-specific schedule and exception are also proposed to address performance standards. Additionally, the proposed zoning would rezone the proposed park from Residential First Density zone, Subzone FF (R1FF) to Parks and Open Space zone (O1). Staff are not making a recommendation on Phase 2 until such time as further research is done on the impacts of this proposal to the Central Experimental Farm (CEF) and its heritage attributes, in accordance with the recommendation of the updated Heritage Impact Assessment 780 Baseline Road, submitted by Commonwealth Historic Resource Management, dated October 2023.

Applicable Policy

The recommended zoning details within Document 2 and schedule in Document 3 conform with applicable Official Plan policies for Mainstreet Corridors, subject to the Evolving Neighbourhood Overlay, on Schedule B3 – Outer Urban Transect of the Official Plan. The Carleton Heights Secondary Plan applies, in addition to Urban Design Guidelines for High-rise Buildings. High-rise development up to 40 storeys is permitted in Mainstreet Corridors in the Outer Urban Transect, depending on the ability of the development to provide built form, height, and design transition to neighbouring areas consistent with relevant urban design policies and guidelines. The Carleton Heights Secondary Plan acknowledges the same requirements in determining appropriate building heights. Planning staff are satisfied that the recommended Zoning By-law amendment, including the proposed exceptions, is consistent with these objectives and

represents compatible intensification and growth in accordance with relevant planning policy.

Other Matters

The property is in close proximity to the Central Experiment Farm (CEF), a National Historic Site, which was considered as part of the staff review and recommendations. Comments have been received from Agriculture and Agri-Food Canada (AAFC) and identify significant concerns regarding the shadowing impacts of the proposed development on the CEF as a result of the proposed development. The submitted Heritage Impact Assessment (HIA) found that Phase 1 could only marginally impact the cultural heritage value of the CEF's research role; however, Phase 2 would result in continuous shadow on a small portion of the experimental fields throughout the morning from 8 am until after 12 pm at certain times of the year. While this does not offend the City's Terms of Reference for evaluating 'net shadow' as it is still below the five or more hourly interval times during the September Solstice test date and does not result in an average of 50 per cent of any public space being cast in shadow, the HIA concluded that its author was not qualified to dispute the AAFC's scientific findings and suggested that mitigation measures be explored.

Planning Services staff are of the opinion that before mitigation measures can be determined as warranted, a third-party analysis confirming that impacts are in fact adverse and detrimental to the CEF's research role, as defined by its Commemorative Integrity Statement, is needed. As a result, staff are not recommending Phase 2 proceed at this time.

Public Consultation/Input

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for development applications.

A total of three virtual public consultation meetings have been held with the first two occurring on May 18, 2022 and June 28, 2022, respectively. The third virtual public consultation meeting was held on January 12, 2023. The meeting was attended by the applicant, City staff, current Ward 9 Councillor Sean Devine, and Ward 16 Councillor Riley Brockington. Approximately 100 members of the public attended.

Over 200 comments were received during the development review process. The majority of comments were submitted in opposition of the proposed development. The community raised concerns regarding density, built form, design, height, traffic, and environmental impacts (i.e. Shadowing, wind, noise, light pollution). Comments are summarized and responded to in Document 4.

RÉSUMÉ

Recommandation du personnel

Le personnel des Services de planification recommande d'approuver la modification du *Règlement de zonage* pour une partie du 780, chemin Baseline afin d'autoriser l'aménagement d'un immeuble polyvalent de 24 étages dans la phase 1 et d'un parc public au 7 et au 9, avenue Hilliard. Le personnel ne recommande pas d'approuver les deux tours d'habitation polyvalentes pour des hauteurs de 24 et de 32 étages dans la phase 2 tant qu'on n'aura pas procédé à une évaluation plus complète des répercussions sur les caractéristiques patrimoniales de la Ferme expérimentale centrale.

En séparant la phase 1 de la phase 2, on permettrait de construire la première tour et de continuer d'exploiter l'esplanade commerciale existante. Le requérant a fait savoir que les locataires existants seraient réinstallés après l'expiration des baux et lorsque l'immeuble A sera achevé. La phase 2 comprendrait la tour proposée de 24 étages orientée vers le chemin Baseline et la tour de 32 étages à l'angle du chemin Baseline et de l'avenue Fisher.

Dans la modification, on propose de maintenir la zone d'utilisations polyvalentes générale (GM), en supprimant toutefois l'exigence maximum selon l'indice de superficie du rapport plancher-sol (RPS) et d'augmenter à 24 étages la hauteur autorisée pour la première phase. On propose aussi d'établir une annexe propre au site et une exception pour tenir compte des normes de rendement. En outre, selon le zonage proposé, on rezonerait le parc à aménager, qui appartient actuellement à la zone résidentielle de densité 1, sous-zone FF (R1FF), et qui appartiendrait désormais à la zone de parc et d'espace vert (O1). Le personnel ne fera pas de recommandation sur la phase 2 tant qu'on n'aura pas mené de travaux de recherche complémentaires sur les incidences de cette proposition pour la Ferme expérimentale centrale (FEC) et ses caractéristiques patrimoniales, conformément à la recommandation de la version à jour de l'Évaluation des répercussions sur le patrimoine du 780, chemin Baseline, déposée par Commonwealth Historic Resource Management en date d'octobre 2023.

Politiques applicables

Les détails du zonage recommandé dans la pièce 2 et l'annexe de la pièce 3 sont conformes aux politiques applicables du Plan officiel pour les couloirs de rues principales, sous réserve de la surzone des quartiers évolutifs de l'annexe B3 (Transect Secteur urbain extérieur) du Plan officiel. Le Plan secondaire de Carleton Heights produit ses effets, en plus des Lignes directrices de l'esthétique urbaine pour les habitations de grande hauteur. Les aménagements de grande hauteur à concurrence

de 40 étages sont autorisés dans les couloirs de rues principales dans le transect du secteur urbain extérieur, selon la capacité d'assurer, du point de vue de la forme bâtie, de la hauteur et de l'esthétique, la transition avec les secteurs voisins, conformément aux politiques et aux lignes de conduite pertinentes sur l'esthétique urbaine. Le Plan secondaire de Carleton Heights fait état des mêmes exigences lorsqu'il s'agit de déterminer les hauteurs appropriées des bâtiments. Le personnel des Services de planification est convaincu que la modification qu'il recommande d'apporter au *Règlement de zonage*, dont les exceptions proposées, cadre avec ces objectifs et représente un effort de densification et de croissance compatibles, conformément à la politique pertinente sur la planification.

Autres questions

La propriété est attenante à la Ferme expérimentale centrale (FEC), lieu historique dont le personnel a tenu compte dans son examen et ses recommandations. Les commentaires déposés par Agriculture et Agroalimentaire Canada (AAC) font état d'importants motifs d'inquiétude à propos des répercussions de l'ombrage du projet d'aménagement proposé sur la FEC. L'Évaluation des répercussions sur le patrimoine (ERP) qui a été déposée a permis de constater que la phase 1 n'aurait qu'un impact marginal sur la valeur de patrimoine culturel de la fonction de recherche de la FEC; toutefois, la phase 2 produirait continuellement de l'ombre sur une petite partie des champs expérimentaux durant l'avant-midi, à partir de 8 h jusqu'après midi à certaines époques de l'année. Bien que cette considération ne contredise pas le mandat de la Ville dans l'évaluation des « effets d'ombre nets », puisque ces effets se situent toujours en deçà de ceux observés pendant les cinq périodes ou plus d'une heure prescrites à la date d'essai aux environs de l'équinoxe de septembre et qu'elle n'a pas pour effet d'ombrager en moyenne 50 % de l'espace public, l'ERP a permis de conclure que son auteur n'était pas compétent pour remettre en cause les constatations scientifiques d'AAC; on a donc suggéré de se pencher sur des mesures d'atténuation des effets d'ombrage.

Le personnel des Services de planification est d'avis qu'avant de pouvoir déterminer des mesures d'atténuation dans les cas justifiés, il est nécessaire de mener une analyse indépendante pour confirmer que les répercussions sont effectivement défavorables et qu'elles nuisent à la fonction de recherche de la FEC, au sens défini dans l'Énoncé de l'intégrité commémorative. C'est pourquoi le personnel ne fait pas, pour l'instant, de recommandation sur la phase 2.

Consultation et avis du public

L'avis public a été diffusé et la consultation publique s'est déroulée conformément à la Politique sur les avis publics et la consultation, approuvée par le Conseil pour les demandes d'aménagement.

La Ville a tenu au total trois séances de consultation publique virtuelles, dont les deux premières se sont déroulées respectivement le 18 mai 2022 et le 28 juin 2022. La troisième séance de consultation publique a eu lieu le 12 janvier 2023. Ont participé à cette séance, le requérant, des membres du personnel de la Ville, Sean Devine, actuellement conseiller du quartier 9, et Riley Brockington, conseiller du quartier 16. Une centaine de membres du public y ont assisté.

Plus de 200 commentaires ont été exprimés pendant le processus de l'examen du projet d'aménagement. Dans la majorité des commentaires, on s'opposait au projet d'aménagement proposé. La collectivité a exprimé des inquiétudes sur la densité, sur la forme bâtie, sur l'esthétique, sur la hauteur, sur l'achalandage et sur les répercussions environnementales (soit l'ombrage, le vent, le bruit et la pollution lumineuse). Le lecteur trouvera dans la pièce 4 la synthèse des commentaires et les réponses qui y ont été apportées.

BACKGROUND

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

Site location

780 Baseline Road and 7 and 9 Hilliard Avenue

Owner

Joey Theberge, Theberge Homes

Applicant

Scott Alain, Fotenn Consultants Inc.

Architect

Roderick Lahey, Roderick Lahey Architect Inc.

Description of site and surroundings

The subject properties are located at the southwest corner of the Baseline Road and Fisher Road intersection and is approximately 15,688.60 square metres in size. The site is an L-shaped parcel with approximately 150 m frontage to Baseline Road and 140 m frontage to Fisher Avenue. The site also has frontage at the rear of the site to Sunnycrest Drive and Hilliard Avenue, both of which converge at the rear of the site. There is about 60 metres of lot depth between Baseline and Sunnycrest and Fisher and Hilliard respectively. The subject site also includes the two properties currently addressed as 7 and 9 Hilliard Avenue. These two properties are currently home to two single-detached structures but will be demolished and rezoned as parkland to be dedicated through subsequent Site Plan approval applications.

The site currently contains an L-shaped commercial plaza with a variety of restaurants, retail, and medical uses. Surrounding the plaza is surface parking, with a large surface parking lot at the rear of the property.

To the north of the subject site is the Central Experimental Farm (CEF). To the east are low-rise residential neighbourhoods and Lexington Park. To the south and west are also low-rise residential neighbourhoods. Further west, Baseline Road intersects with Merivale Road, an arterial corridor that contains a variety of commercial uses including grocery stores, restaurants, and other retail stores.

Summary of proposed development

The development application submitted proposed construction of three mixed-use but predominantly residential high-rise towers in two phases that would include 1,089 residential units and a total of about 2850 square metres of commercial space on the ground floors, split relatively equally between all three towers. The three high-rise towers would have maximum heights of 24 storeys for the flanking towers and 32 storeys for the high-rise at the corner of Baseline and Fisher. Phase 1 is for the 24-storey with frontage to Fisher Avenue and the public park at 7 and 9 Hilliard Avenue, and Phase 2 consists of the 24 and 32-storey towers along Baseline Road.

The towers would be oriented towards the road frontages and designed to animate the abutting public realm. All buildings would have four-storey podiums that contain either commercial units or townhouse unit forms with entrances to each of the four facing roads. Among the approximately 1089 residential units, the proposed unit mix includes: 23 townhouse units, 41 studio units, 651 one-bedroom units, 268 two-bedroom units, and 106 three-bedroom units.

A total of 1,149 parking spaces are proposed in a four-level underground parking garage. Within the garage, 999 spaces are proposed for residential parking at a rate of 0.92 per unit and 105 are visitor parking spaces. At grade, 45 commercial parking spaces would be provided through surface parking located to the rear of the buildings. A total of 1,121 bicycle parking spaces are proposed, at a rate of one space per residential unit, plus 32 additional spaces for the commercial uses. Amenity space would be provided through interior communal space on the ground floor, communal space and terraces located on the fifth floor and rooftop, and balconies. Landscaping, provided through shrub and tree plantings, would be located along the site boundaries.

Phase 1 of construction will include the construction of Tower A, which is located on the south-east corner of the site with frontage on Fisher Avenue. The existing commercial plaza will be maintained during Phase 1. This is the phase that staff are recommending for in this report.

Following the expiration of existing leases and the relocation of several key tenants to the podium of Tower A, Phase 2 would then include the demolition of the commercial plaza and the construction of Towers B and C.

Summary of requested Zoning By-law amendment

The site is currently zoned General Mixed-Use (GM), which generally permits for apartment dwellings, townhouse dwellings, and a variety of non-residential uses such as offices, restaurants, and retail stores. The applicant proposes to rezone the subject lands to maintain the GM zoning, but to increase maximum permitted height, remove the floor space index (FSI) requirement, and add additional performance standards within a site-specific exception and schedule to the lands to implement the proposed development concept. Staff are recommending a rezoning proceed for Phase 1 only at this time, for reasons discussed herein.

DISCUSSION

Public consultation

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation policy approved by Council for development applications.

A total of three virtual public consultation meetings have been held. The first occurred on May 18, 2022 and was held by former Ward 9 Councillor Keith Egli. The second occurred on June 28, 2022 and was held by Ward 16 Councillor Riley Brockington.

A third virtual public consultation meeting was held on January 12, 2023. The meeting was attended by the applicant, City staff, current Ward 9 Councillor Sean Devine, and

Ward 16 Councillor Riley Brockington. Approximately 100 members of the public attended.

Over 200 comments were received during the development review process. Most comments received noted their opposition to the proposed development. The community raised concerns regarding density, built form, design, height, traffic, and environmental impacts (i.e. Shadowing, wind, noise, light pollution).

The first submission received in May of 2022 included a design with two 25-storey towers and a 29-storey tower on the corner. The proposal had six (6) storey podiums and provided no public parkland; instead, there was a private open space along Fisher Avenue. The second submission improved the ground floor condition by providing better on-site traffic circulation, reducing podiums to four storeys, and providing a public park on 7 and 9 Hilliard Avenue. However, the proposal also increased building heights by three storeys for each tower. The most recent submission, and the one discussed herein, increased the floorplate sizes for each tower, but reduced the height of the two flanking towers by four storeys to a height of 24 storeys each in order to provide an improved transition to surrounding land uses.

For this proposal's consultation details, see Document 4 of this report.

Official Plan designation(s)

The Official Plan is the guiding document for the growth and development of the City of Ottawa. The subject site is designated as Mainstreet Corridor due to its direct frontage to Baseline Road and is subject to the Evolving Neighbourhood Overlay as shown on *Schedule B3 – Outer Urban Transect*. A transitway station is also identified at the Baseline and Fisher intersection on Schedule B3. Schedule C1 – Protected Major Transit Station Areas and Schedule C2 – Transit Network Ultimate identifies Baseline Road as a “Transitway – at grade”. Fisher Avenue is designated a Transit Priority Corridor.

Section 2, “Strategic Directions”, establishes the high-level goals of the Official Plan and describes how the City will aim to achieve more growth by intensification, promote 15-minute neighbourhoods, and provide more options for housing and transportation. Subsection 2.2.1, Intensification and Diversifying Housing Options provides high-level policy that states how residential intensification will be directed to hubs, corridors, and surrounding neighbourhoods, will intensify near transit, and that new development will provide housing options for larger households.

Section 3, “Growth Management Framework” provides policy for how growth should be accommodated. Policies state in 3.2(3) state that “the vast majority of Residential

intensification shall focus within 15-minute neighbourhoods which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them”. Per Table 3a, for Mainstreets, the minimum residential intensification is 120 dwellings per net hectare and a 5 per cent minimum, or 10 per cent target, proportion of large household dwellings within intensification.

Section 4 provides City-wide policies more generally, of which subsection 4.6 Urban Design is relevant to the present proposal. Subsection 4.6.6 describes how new development should be integrated into its surrounding context while considering liveability for all. Some applicable policies include the following:

- 4.6.6(1) “To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows: ...
 - (c) Within a designation that is the target for intensification, specifically:
 - (ii) Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.”
- 4.6.6(2) “Transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.”

As multiple high-rise buildings are proposed, subsections 4.6.6(8) and 4.6.6(9) provide design guidance:

- 4.6.6(8) “High-rise buildings shall be designed to respond to context and transect area policies, and should be composed of a well-defined base, middle and top. Floorplate size should generally be limited to 750 square metres for residential buildings and 2000 square metres for commercial buildings with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.”
- 4.6.6(9) “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.”

Section 5, Subsection 5.3 Outer Urban Transect, in 5.3.1(2) states that development shall be “generally Mid- or High-rise along Mainstreets, except where the lot is too small to provide a suitable transition to abutting low-rise areas”. Then, 5.3.1(3) states that “the City shall support the rapid transit system and begin to introduce urban environments through the designation and overlay policies of this Plan, by: (a) Supporting the introduction of mixed-use urban developments at strategic locations close to rapid transit stations”. Outer Urban Transect policies provide specific direction for Corridors in 5.3.3:

- 5.3.3(3) “Along Mainstreets, permitted building heights are as follows, subject to appropriate height transitions, setbacks and angular planes:
 - a) On sites that front on segments of streets whose right-of-way (after widening requirements have been exercised) is 30 metres or greater as identified in Schedule C16 for the planned street context, and where the parcel is of sufficient size to allow for a transition in built form massing, not less than 2 storeys and up to High-rise;”

Section 6, Urban Designations, provides further direction for Mainstreet Corridors in Section 6.2. The Corridor designation applies to any lot abutting a corridor, subject to a maximum depth of 220 metres from the centreline of the street identified as a Mainstreet Corridor. 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 setbacks where appropriate”. Further, it is expected that development provides a transition in height, site design and development character, within the corridor lands, to where that property meets abutting designations. Commercial space may also be required on the ground floor of otherwise residential buildings.

Parkland requirements

Section 4.4 of the Official Plan provides for Parkland policies. As a condition of development, the City shall acquire land for parks as directed by the City’s Parkland Dedication By-law. Where development on a site is greater than 4000 square metres, the City will place a priority on acquiring land for parks. Since the proposed development site is greater than 4000 square metres, parkland must be provided. Through revisions to their plans, the applicant acquired adjacent properties at 7 and 9 Hilliard Avenue and proposed to provide those as parkland. That land is proposed to be

rezoned to “O1 – Parks and Open Space Zone” and will be dedicated to the City through the Site Plan Control applications for the first phase.

Other applicable policies and guidelines

Carleton Heights Secondary Plan

In addition to Official Plan policies, the lands are subject to the [Carleton Heights Secondary Plan](#). Schedule A – Designation Plan shows that the subject lands are designated as Minor Shopping Area, and adjacent to a Transitway. Adjacent lands are designated Neighbourhood – Mid-Rise in the Secondary Plan.

Applicable policies include the following:

- 2.4.3 “Maximum heights for Mid- and High-Rise buildings will be determined in part by the ability to provide transitions in accordance with Section 4.6.6 of the Official Plan, and applicable Council-approved urban design guidelines, and by the:
 - a) Proximity of buildings to commercial services and public amenity areas; and
 - b) Desire to generally concentrate density in Neighbourhood Mid- and High-Rise designations and the Major Shopping Area designation.”
- 3.3 “Minor Shopping Area Development shall be on a lesser scale than the Major Shopping Area. Building height restrictions, as outlined in section 2.4.3, apply”
- 4.2 “The standards and policies of development set out in this secondary plan are included as guides and are subject to minor variation without amendment to the Official Plan.

Urban Design Guidelines for High-Rise Buildings

The [Urban Design Guidelines for High-Rise Buildings](#) “are to be used during the preparation and review of development proposals that include a high-rise building to achieve objectives of the official plan”. They inform how development should be undertaken for consistency with the Official Plan.

High-rise buildings should include base buildings that relate directly to the existing or planned streetwall context (1.12). An angular plane, per guideline 1.13, typically 45 degrees “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.” Furthermore, “When a proposed high-rise building abuts lots where only low-rise residential buildings are permitted, the lot should be of sufficient width or depth to establish the desirable transition” (1.17). Other design methods discussed in the

Guidelines include separation between towers, tower floor plate sizes, ground floor relationship, articulation, and materiality.

Urban Design Guidelines for Development Along Arterial Mainstreets

The [Urban Design Guidelines for Development along Arterial Mainstreets](#) aim to promote and achieve appropriate development along Arterial Mainstreets. These guidelines were prepared before the adoption of the new Official Plan; Arterial Mainstreets are now considered Mainstreet Corridors and therefore apply to this site in that regard.

Heritage

The property is in close proximity to the Central Experimental Farm (CEF), a National Historic site. Section 4.5.2(2) states “Where development or an application under the Ontario Heritage Act is proposed on, adjacent to, across the street from or within 30 metres of a protected heritage property, the City will require a Heritage Impact Assessment, if there is potential to adversely impact the heritage resource.”

A Cultural Heritage Impact Statement (CHIS) prepared by Commonwealth Historic Resource Management was submitted on May 17, 2022, in support of the Zoning By-Law Amendment, which assessed the impact of the proposed development on identified heritage resources. An updated report titled “Heritage Impact Assessment 780 Baseline Road” was submitted on October 10, 2023, to reflect the current development proposal. The HIA describes how the Cultural Heritage Attributes of the CEF are organized into three parts: (1) a central core of administrative, scientific, and functional farm buildings and spaces; (2) the experimental fields, plots, and shelterbelts; and (3) the arboretum, ornamental gardens, and experimental hedges. The HIA author describes that the proposed development has no impact on the first and third parts, the central core of the administrative buildings or the arboretum and ornamental garden sections on the property, but acknowledges that the experimental fields, plots, and shelterbelts will be impacted.

The updated HIA concluded that shadowing will affect the CEF. It states that Phase 1 of the proposed development “could marginally impact the cultural heritage value of research at the CEF”. It is however acknowledged that shadowing from Tower A would be minor. The HIA update found that Phase 2 of the proposed development could have significant impact and acknowledges that with imminent broader development around the farm, the CEF’s role as a place of research may over time be irrevocably compromised.

Agriculture and Agri-Foods Canada (AAFC) have presented their findings and concerns related to the impacts of shadowing on research lands during the growing season. These comments are attached in Document 10. The AAFC concluded that the shadowing created by the proposed towers, particularly Towers B and C in Phase 2 will have a significant detrimental effect on the ability to carry out research on those plots of farmland in shadow. The AAFC acknowledged that due to the height of 24 storeys and large setback from Baseline Road, Tower A will only minimally impact the farm.

Planning Services staff are of the opinion that before an exploration of mitigation measures, a third-party analysis confirming whether impacts are in fact adverse and detrimental to the CEF's research role, as defined by its Commemorative Integrity Statement, is needed. Planning Services staff acknowledge that there is an impact from the proposed development; however, it remains unclear that this impact crosses the threshold into unacceptable, when other growth management goals are met. As a result, staff are not recommending the zoning for Phase 2 be implemented at this time.

Planning rationale

As described previously in the report, the proposed Zoning By-law Amendment seeks to maintain the GM zoning, which permits both residential and non-residential uses, but increase the maximum permitted height, remove the maximum floor space index of 2.0 in support of the site concept shown in Documents 7 and 8 for a 24-storey mixed-use tower and amend performance standards. It would also rezone the proposed park from Residential First Density zone, Subzone FF (R1FF) to Parks and Open Space zone (O1).

It is staff's opinion that the proposed rezoning is consistent with Official Plan policy that seeks to intensify and build new housing in proximity to existing and future transit corridors. As described in the Official Plan designation(s) section, the lands are designated Mainstreet Corridor, Evolving Neighbourhood, and have a direct corner lot frontage to a future transit corridor. Section 2 and 3 of the Official Plan both describe that the high-level growth objectives for the Official Plan are to achieve more growth through intensification than by greenfield development, and that the majority of intensification should be directed to Hubs and Corridors near transit.

While the Official Plan generally looks to intensify in Hubs, along Corridors, and near transit, more specific development criteria are established in both Subsections 5.3, Outer Urban Transect and 6.2, Mainstreet Corridors that are relevant to the current proposal. These sections provide guidance for how development should occur so that intensification considers and is responsive to its surrounding context. The highest possible densities are not and should not be permitted in every location. Subsection 5.3.

reconfirms the objectives of intensification near transit, but also states that maximum heights should be Mid to High-rise along Mainstreets, if the lot is large enough to provide a suitable transition to abutting low-rise areas. Further, 5.3.3(3) states that permitted building heights may be high rise, subject to appropriate setbacks, height transitions and angular planes. Subsection 6.2 provides for very similar requirements.

Staff are satisfied that the proposed development provides for a suitable transition to abutting residential areas. The tower is located with minimal setbacks (approximately five metres) to Fisher Avenue, and therefore has a significant setback from Hilliard Avenue. The residential neighbourhood at the rear of the site has an existing low-rise residential context and will likely evolve over time to have a three- or four-storey height maximum, consistent with Evolving Neighbourhood overlay policies. If a 45-degree angular plane is drawn from the property line of these low-rise residential areas, the tower will generally falls within that frame of reference.

Additionally, podium height is limited to a four-storey height maximum, and the podium will provide for townhouse forms with frontage to Hilliard Avenue. The development will therefore create a low-rise streetscape and relationship with the low-rise residential at the rear of the site, and a more urban, high-rise relationship with Fisher, with a building generally outside the angular plane, consistent with Urban Design subsections 4.6.6(1) and 4.6.6(2).

Urban Design Guidelines for High-Rise Buildings

The Urban Design Guidelines for High-Rise Buildings represent how Official Plan objectives may be achieved through the design of a high-rise building. It is staff's opinion that the proposed Zoning By-law Amendment is consistent with these guidelines, and that further refinements may occur during the future Site Plan applications to ensure the proposed development is consistent with more specific criteria of the guidelines, such as façade design. As described, high-rise buildings should have base buildings that relate to future planned streetwall context, an angular plane should provide a frame of reference for how transition in scale should be accomplished, and the desirable transition should be provided within the lot itself. Staff acknowledge that much, if not all of the surrounding area is currently occupied by low-rise residential uses. While this is the case today, the Official Plan imparts a high level of development potential for adjacent properties located along both Baseline Road and Fisher Avenue. However, the adjacent properties along Sunnycrest Drive and Hilliard Avenue have an Evolving Neighbourhood designation only and are unlikely to develop significantly in the future. Therefore, the angular plane analysis was completed from those properties only. When a 45-degree angular plane is drawn from those property lines, it is found that the proposed 24-storey building generally falls within that

framework. The site has a lot depth, that with the proposed tower placement combined with the four-storey podium, creates an acceptable transition to the low-rise context at the rear of the site.

Carleton Heights Secondary Plan

The subject site is designated as Minor Shopping Area under the Carleton Heights Secondary Plan (CHSP). The CHSP states that Minor Shopping Area developments shall be on a lesser scale than the Major Shopping area and building height restrictions outlined in section 2.4.3 shall apply. Section 2.4.3 states that the maximum heights for high-rise buildings will be determined by the ability to provide transitions in accordance with Section 4.6.6 of the Official Plan and applicable urban design guidelines.

Furthermore, in 4.2, the Secondary Plan states that the standards and policies of the CHSP are intended as guides, subject to minor variation, and shall be made with regard to information contained in the Official Plan. Therefore, it is staff's interpretation that because the lands are Mainstreet Corridor in the Official Plan, which permits high-rise development, and since the development provides an acceptable transition to abutting low-rise areas, consistent with 4.6.6 and Urban Design guidelines and as evaluated in the Planning rationale section of this report, the proposed development is consistent with the CHSP.

Proposed Exception Zones

In addition to applying a schedule to the lands (see Document 3) that implements the proposed heights across the site, the Zoning By-law amendment seeks to implement an exception zone for the lands (see Document 2). In some cases, the proposed exception zone will implement additional requirements that ensures certainty for how the site develops in the future but also proposes to make some changes to typical zoning requirements that may not need to apply to the proposed development as it builds out.

No.	Zoning Exception
1	Minimum required yard setbacks and maximum building heights as per Schedule YYY
2	Permitted projections listed in Section 64 are not subject to the height limits identified in Schedule YYY
3	Permitted projections listed in Section 65 are permitted within Area 'C' and Area 'D' despite the yard setbacks specified in Schedule YYY
4	A maximum of one tower is permitted within Area 'A' on Schedule YYY
5	A minimum of 50% of the building frontage along Fisher Avenue shall consist of commercial and/or office space.

No.	Zoning Exception
6	Despite Section 64, indoor rooftop amenity areas are considered to be permitted projections above the height limit and may project up to 4.5 metres above the height limit, with a maximum gross floor area of 200 square metres within Area 'A' on Schedule YYY.
7	Despite Section 65(5) and (6), stoops, landings, steps, ramps, and porches may project into a required yard up to 0.3m along the property line abutting Hilliard Avenue.
8	Despite Table 107(d), the minimum required aisle width for a 90-degree angle parking space is 6 metres.
9	<ul style="list-style-type: none"> a. Despite Section 111, the bicycle parking space rate for the "apartment dwelling, high rise" land use is 1 space per dwelling unit. b. Table 111B does not apply. c. Subsections 111(8A), (8B), (10), and (11) do not apply. d. Stacked bicycle parking is permitted.

Table 1 – Requested modifications to the GM zoning in the exception zone

Exception 1 is included to provide clarity and certainty that maximum building heights and yard setbacks are established by the schedule that applies to the lands. Despite the schedule, exceptions 2 and 3 are included to confirm that projections are permitted from these yard setbacks and height maximums in the same way as typically required in the GM zone.

Exception 4 states that a maximum of one tower is permitted within Area A of the Schedule. The exception is required to ensure that future development is consistent with the site concept presented with this Zoning By-law amendment application, and that no more high-rise towers than have already been considered are submitted in the future. Exception 5 requires that commercial space be provided on the ground floor of the tower to animate the public realm. The requirement is consistent with the Phase 1 Site Plan currently under review.

Exception 6 is to permit for a small amount of amenity area on the rooftop. The change will have minimal impact on shadowing, will have a minimal visual impact on the public realm, and permit for a greater amount of functional amenity space for future residents. The additional amenity space is limited in floor area and height and will be designed to integrate with existing permitted mechanical penthouse projections.

Exception 7 is to permit for a greater flexibility in design, to create a more appealing design of the frontages to Hilliard Avenue. Exception 8 slightly reduces aisle requirements for a small number of vehicular parking spaces on the ground floor. These

are demonstrated to be functional. The remaining exceptions provided in row 9 all relate to bicycle parking and generally increase flexibility for the development in providing a sufficient number of bicycle parking spaces for all future residents. The exception in row 9(a) specifically requires a greater number than typically required by ensuring one bicycle parking space will be provided on-site for each residential unit.

Shadowing

Shadow studies prepared by the applicant are provided in Document 9. These studies show that shadows from the proposed development will move quickly throughout the day, regardless of time of year, and will predominantly shadow the Central Experimental Farm (CEF) and neighbourhoods to the east. While Phase 1 was not isolated on the shadow study, it can be seen to produce minimal shadowing on the CEF only on September 21 at 8:00AM and 9:00AM, and December 21 at 10:00AM to 12:00PM.

The shadow analysis is acceptable when reviewed under the [City's Shadow Analysis Terms of Reference](#). For Public Spaces, which include "Plazas, Passive Open Spaces, Parks, Privately-owned public spaces and cemeteries, Capital greenspaces, Green transportation / utility corridors" review criteria state that "new net shadow must not result in an average of 50 per cent of any public space being cast in shadow for 5 or more hourly interval times during the September test date only". New net shadow being cast by the proposed development does not result in over 50 per cent of the CEF being in shadow, and not for longer than five hours.

Central Experimental Farm (CEF)

Staff have reviewed the shadow analysis and the updated Heritage Impact Assessment (HIA), known previously as the Cultural Heritage Impact Statement (CHIS), provided by the applicant in support of the proposed development. The property is located across the street from the Central Experimental Farm (CEF), a National Historic Site. Staff reviewed the submitted Heritage Impact Assessment (HIA) in accordance with Section 4.5.2 of the Official Plan. The property is not designated under the Ontario Heritage Act. As such, a heritage permit application is not required to facilitate this proposal. Notwithstanding, heritage review is required due to proximity to the CEF in consultation with the NCC and AAFC, consistent with Official Plan requirements.

The submitted HIA concludes that CEF's research role may be compromised with the Phase 1 development, and even further and more substantially with the build out of the second phase of development. Compromising the CEF's ongoing research role will have a negative impact on the CEF's defined heritage value and attributes. Federal agencies (AAFC) have also confirmed that the proposed shadows will impact the continued use of the open cultivated fields for on-going research.

Given that the on-going research function of the farm is part of the CEF's defined heritage value, and that the HIA's author nor staff are qualified to dispute AAFC's scientific findings, staff are not recommending approval of the rezoning for Phase 2 until a more complete assessment of impacts on the heritage attributes of the Central Experimental Farm is available.

A site plan application has now been submitted for a proposed Phase 1 tower along Fisher Avenue. The shadow impacts of this proposed tower are agreed by the HIA and AAFC in their comments to be much lesser than those caused by the two towers proposed along Baseline. Therefore, Planning Services staff are supportive of the Phase 1 tower and recommend rezoning the Phase 1 lands to enable the development of a high-rise mixed-use building and a public park.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the 2020 Provincial Policy Statement.

RURAL IMPLICATIONS

There are no rural implications.

COMMENTS BY THE WARD COUNCILLOR(S)

Councillor Devine provided the following comments:

"The proposed development at 780 Baseline Road is the most significant residential development application to have been advanced in Ward 9 for many years. As such, the application has generated significant interest and concern from residents in the adjacent communities. Unlike many other development files, however, this application has also generated significant interest, city-wide. The main reason for that is the potential effect of the development on the operations and viability of the adjacent Central Experimental Farm (CEF). It is important to divide my commentary into these two distinct categories because the concerns are different, and the potential solutions/mitigations are only loosely related.

On the first point: it is important to note that the application is moving forward, at this time, with a detailed site plan for only Tower 'A'. The request for a tower of 24 storeys at this location and the increased density that comes with it have been met, understandably, with concern by area residents. The city and my office have worked with residents and the developer to address some of those concerns and I am satisfied that a number of concessions have been made to ease the impact of this tower on the surrounding community, including:

- A buffer park on the south side
- Lower podium heights on the residential-facing (south) sides of the development
- The incorporation of town-home style units on the residential-facing (south) side of the development
- Permeability of the site, allowing local residents to pass through it to access Fisher and Baseline

The larger concerns from the community are related to the size and density of the overall development planned for 780 Baseline: 3 towers, with the middle one reaching 32 storeys in height. I am somewhat encouraged by the willingness of the developer and the city to attempt to address resident concerns, particularly around parking issues. The change to a 1:1 parking ratio for the first tower, while not ideal from an environmental perspective and not my personal preference, has gone some way to reassuring local residents that tenants of the new building(s) will not be attempting to park routinely on the surrounding residential streets. I have also been encouraged by the developer's willingness to consider significant modifications to the project that would result in lower heights for Towers B & C, in exchange for taller podiums on the corridor-facing (north and northwest) sides, while maintain the same density projections.

On the second point: there has been growing concern expressed about the impact of shadowing from the new towers on the neighbourhood, generally, and the experimental farm, in particular. I share the concern about the farm. There is clear evidence from the farm's scientists that adding large towers on the southern periphery of the farm will severely impact the research being done at this important facility. I have been working closely with city staff, the developer, and representatives of Agriculture and Agri-Food Canada to encourage a clear and factual discussion about the potential impact of this development. As mentioned above, the developer has been very open to considering significant modifications to Towers B and C to reflect these concern. I am satisfied that all parties are now working in good faith to address those concerns, and that they have initiated a process to attempt to address them. I am supportive of commitments (particularly from the developer) to hold off on finalizing plans for Towers B & C until a reasonable compromise can be reached that reduces the overall height of towers 'B' and 'C' while ensuring sufficient density to support the city's plans for intensification along this important transit corridor. I encourage all parties to continue that discussion until a more satisfactory result is achieved.

This is an important, precedent-setting development for my Ward, for the City, and for the CEF. I am encouraged that all parties appear to be engaged in the discussion about the future of this area. I am encouraged that a new Secondary Plan for the Baseline

corridor is about to be initiated. I think it would be wise to move cautiously on developments in this area as we move into that secondary planning process. We need to ensure that all parties are involved in that process and that we plan carefully and purposefully for the future along this important and sensitive corridor.”

Councillor Brockington is aware of the report.

LEGAL IMPLICATIONS

There are no legal impediments to adopting the recommendations in this report. In the event that the recommendations are adopted and the resulting zoning by-law is appealed to the Ontario Land Tribunal, it is expected that a five day hearing would be required. It is anticipated that such hearing can be conducted within staff resources.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications.

FINANCIAL IMPLICATIONS

In the event the applications are refused and appealed, it would be necessary to retain an external planner. This expense would be funded from within Planning Services operating budget. The proposed development will be subject to the Community Benefits Charge By-law and the City’s Parkland Dedication By-law.

ACCESSIBILITY IMPACTS

The Zoning By-law Amendment application has been reviewed at a high level for accessibility through the site and to adjacent areas. The current Site Plan application will be reviewed for accessibility within and through the site. The buildings will be required to comply with accessibility requirements of the Ontario Building Code.

ASSET MANAGEMENT IMPLICATIONS

There are no servicing constraints identified for the proposed rezoning at this time. Servicing capacity requirements to be confirmed at time of site plan.

CLIMATE IMPLICATIONS

There are no climate or environmental implications in so far as the lands are not subject to any environmental planning criteria or requirements.

All development will generate an impact on the climate, and the applicant has not indicated a commitment to construct to a higher environmental standard nor provide any “green” features in the site design that would contribute to a reduced environmental

impact. Despite this, the proposed form of development is high-density and transit-supportive, and along a future identified bus rapid transit corridor located at an identified station stop.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- Has affordable housing and is more liveable for all

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-22-0049) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to the complexity of the application, the amount of consultation undertaken, and the number of revisions and changes made to the plans in response to staff and community feedback.

SUPPORTING DOCUMENTATION

Document 1 – Zoning Key Map

Document 2 – Details of Recommended Zoning Exception XXXX

Document 3 – Schedule YYY

Document 4 – Consultation Details

Document 5 – Fisher Heights Community Association letter dated January 30, 2023

Document 6 – Carleton Heights & Area Residents' Association Letter dated October 22, 2022

Document 7 - Site Concept

Document 8 – Site Concept Elevations

Document 9 – Shadow Study

Document 10 – Agriculture and Agri-Food Canada Comments

CONCLUSION

The Planning, Real Estate and Economic Development department supports the proposed Zoning By-law amendment for Phase 1 at 780 Baseline Road and 7 and 9 Hilliard Avenue. The proposed development is consistent with the Official Plan which

seeks intensification along Mainstreet Corridors when an appropriate transition is provided to surrounding lands. Therefore, staff recommend that the amendment be approved.

Staff require further assessment to establish that impacts of this proposal are of an undue adverse nature to the research role of Central Experimental Farm (CEF) and its heritage attributes, as set out in its Commemorative Integrity Statement, before making a recommendation on the zoning requested for Phase 2.

DISPOSITION

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Krista O'Brien, Program Manager, Tax Billing & Control, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.

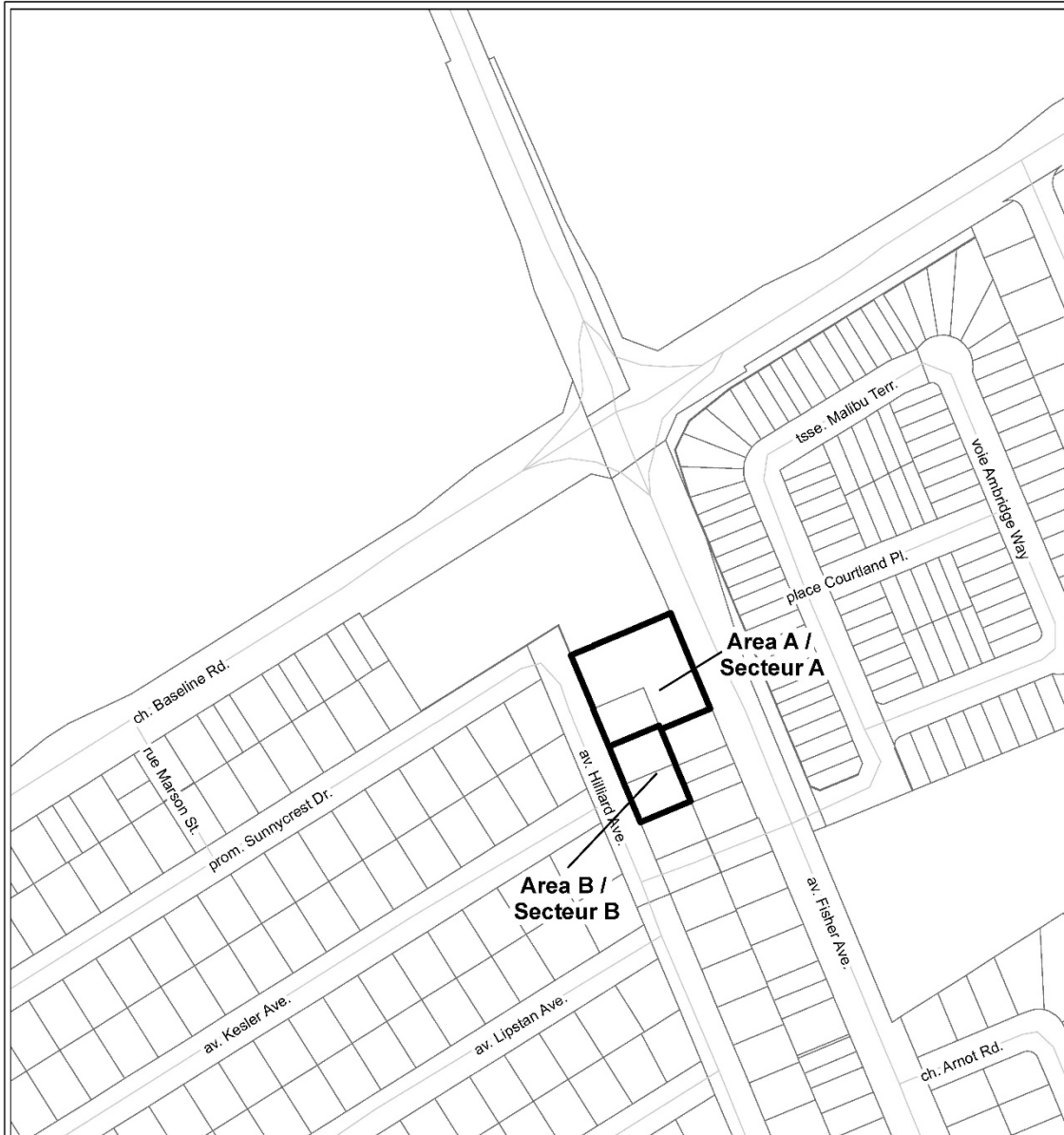
Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.




Legal Services, City Manager's Office to forward the implementing by-law to City Council.

Planning Operations, Planning Services to undertake the statutory notification.

Document 1 – Zoning Key Map

For an interactive Zoning map of Ottawa visit geoOttawa



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE	
D02-02-22-0049	23-1040-X	780 chemin Baseline Road, 7 and/et 9 avenue Hilliard Avenue	
I:\CO\2023\Zoning\Baseline_780			Area A to be rezoned from GM to GM[XXXX] SYYY Le zonage du secteur A sera modifié de GM à GM[XXXX] SYYY
©Parcel data is owned by Teranet Enterprises Inc. and its suppliers All rights reserved. May not be produced without permission THIS IS NOT A PLAN OF SURVEY		Area B to be rezoned from R1FF to O1 Le zonage du secteur B sera modifié de R1FF à O1	
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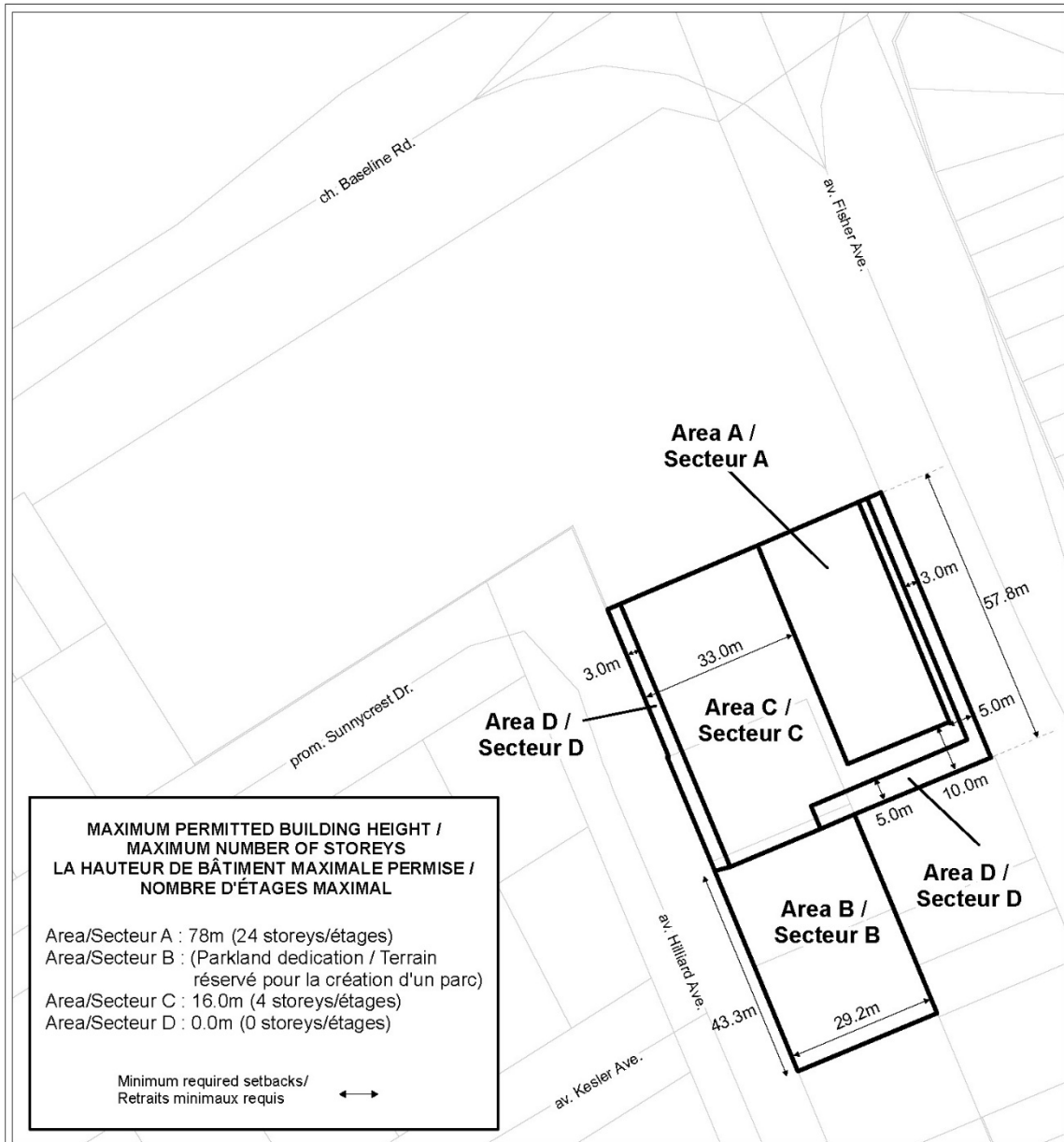
Document 2 – Details of Recommended Zoning Exception XXXX

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 780 Baseline Road and 7 and 9 Hilliard Avenue:

1. Rezone the lands within Area A as shown in Document 1 from GM to GM [XXXX] SYYY.
2. Rezone the lands within Area B as shown in Document 1 from R1FF to O1.
3. Amend Section 239, Urban Exceptions, by adding a new exception [XXXX] with provisions similar in effect to the following:
 - a. In Column II, “Applicable Zones”, add the text, “GM [XXXX] SYYY”
 - b. In Column III, “Additional Land Uses Permitted”, add the text, “Apartment Dwelling, High Rise”
 - c. In Column V, “Exception Provisions – Provisions,” add the following:
 - i. Minimum required yard setbacks and maximum building heights as per Schedule YYY
 - ii. Permitted projections listed in Section 64 are not subject to the height limits identified in Schedule YYY
 - iii. Permitted projections listed in Section 65 are permitted within Area ‘C’ and Area ‘D’ despite the yard setbacks specified in Schedule YYY
 - iv. A maximum of one tower is permitted within Area ‘A’ on Schedule YYY.
 - v. A minimum of 50% of the building frontage along Fisher Avenue shall consist of commercial and/or office space.
 - vi. Despite Section 64, indoor rooftop amenity areas are considered to be permitted projections above the height limit and may project up to 4.5 metres above the height limit, with a maximum gross floor area of 200 square metres within Area ‘A’ on Schedule YYY.
 - vii. Despite Section 65(5) and (6), stoops, landings, steps, ramps, and porches may project into a required yard up to 0.3 metres along the property line abutting Hilliard Avenue.
 - viii. Despite Table 107(d), the minimum required aisle width for a 90-degree angle parking space is 6 metres.

- ix. Despite Section 111, the bicycle parking space rate for the “apartment dwelling, high rise” land use is 1 space per dwelling unit.
- x. Table 111B does not apply.
- xi. Subsections 111(8A), (8B), (10), and (11) do not apply.
- xii. Stacked bicycle parking is permitted.
- xiii. Section 187(3)(h) does not apply.

Document 3 – Schedule YYY



D02-02-22-0049 23-1040-X

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This is Schedule ____ to Zoning By-law No. 2008-250
Annexe ____ au Règlement de zonage n° 2008-250

This is Attachment ____ to By-law Number ____, passed ____, 2023
Pièce jointe n° ____ du Règlement municipal n° ____, adopté le ____ 2023



Document 4 – Consultation Details

Notification and Consultation Process

Notification and public consultation was undertaken in accordance with the Public Notification and Consultation Policy approved by City Council for Zoning By-law amendments. A total of three virtual public consultation meetings have been held. The first occurred on May 18, 2022 and was held by former Ward 9 Councillor Keith Egli. The second occurred on June 28, 2022 and was held by Ward 16 Councillor Riley Brockington. In July 2022 an “As We Heard It Report” was produced and published, summarizing the feedback received to date by email and as heard at the two public meetings.

A third virtual public consultation meeting was held on January 12, 2023. The meeting was held by the current Ward 9 Councillor Sean Devine and Ward 16 Councillor Riley Brockington, and attended by City staff and the applicant. Approximately 100 members of the public attended. The “As We Heard It Report” was subsequently updated to reflect new feedback received by email and at the third meeting.

Over 200 comments have been received during the whole development review process. In order to respond effectively and concisely to the magnitude of public response, questions and concerns summarised in the “As We Heard It Reports” will be responded to herein. Any additional questions or feedback received since January 2023 have also been included.

Public Comments and Responses

Theme 1: Proposed Building Heights and Impacts

1. Concerned with the proposed buildings being too tall; Does the building meet angular plane requirements in the Official Plan? The current angular plane study is unclear about where the angles are being drawn from. There is also concern with accuracy of the angular plane study that was submitted by the applicant. Would there be an independent 3rd-party assessment? Where can this assessment be found?

Staff Response: As discussed in the analysis section of the report, the proposed Phase 1 building height is consistent with a 45-degree angular plane drawn from the low-rise residential areas at the rear of the subject lands and the proposal is consistent with Urban Design Official Plan policy and design guidelines. A third-party assessment was

not deemed necessary. The City consistently reviews information and reports provided by applicants and does not conduct independent reviews of such information.

2. Concern with shadows casting onto the Central Experimental Farm (CEF) which would impact research lands. Further comments of concern about the narrow view of the Heritage Impact Study and lack of overall assessment of the long-term impact on the CEF of this and other future development. Have the NCC and AAFC been engaged?

Staff Response: The AAFC and NCC have both been engaged on this file and staff in this report have evaluated the impact of the proposed development on the Central Experimental Farm. As stated in the AAFC's comments, the shade produced by Tower A is much less than the second phase towers, partly due to its reduced height at 24 storeys, but also its placement about 75 metres south of Baseline Road.

3. Concerned with shadows casting onto the intersections of Baseline Road and Fisher Avenue. Further concern these shadows would create icy and dangerous driving conditions.
4. The height of the building will block too much light to those who live behind the fence on Malibu Terrace.
5. Concern that the shadow studies are incomplete, failing to accurately show the impact of the proposal.

Staff Response to 3-5: The shadow studies were deemed to be complete and evaluated for consistency with the City's requirements. Upon review they were deemed to be acceptable, consistent with required evaluation criteria in the City's Shadow Analysis Terms of Reference.

6. Concern with an increase in bird deaths caused by the increased building height.

Staff Response: The future Site Plan applications will be reviewed with regard to the City's Bird Safe Design Guidelines. Bird collisions and deaths are less impacted by building height, and are more so a factor of window treatment, building transparency and reflectivity, and exterior design. The applicant will be required to design and treat their buildings in a bird-friendly manner to reduce the possibility for collisions and deaths, consistent with the City's Bird Safe Design Guidelines.

7. Concerned with the changes to local wind behaviour.

Staff Response: A Wind Study was required to be submitted with the Zoning By-law Amendment application, was received for the Phase 1 Site Plan. The purpose of the Wind Study is to evaluate the effect the new buildings will have on wind behaviour

on-site and to surrounding pedestrian environments. The Wind Study has been reviewed and deemed acceptable for the purposes of the Zoning By-law Amendment.

8. Concerned with the increased light pollution.

Staff Response: It is a standard condition of Site Plan approval for an applicant to demonstrate they are not contributing to light pollution, or the illumination of adjacent lands. Site lighting will be evaluated at the Site Plan approval stage.

Theme 2: Proposed Site Layout

9. The towers are located too close to Fisher and Baseline & the sidewalks. These create visibility issues for drivers, cyclists, and pedestrians.

Staff Response: Buildings may be constructed to property lines without visibility concerns for all transportation modes. Road rights-of-way include boulevards and sight triangles at intersections that ensure visibility and safety is not affected.

10. Will there be exits and entrances on Sunnycrest or Hilliard?

Staff Response: There are no proposed vehicular entrances or exits to either Sunnycrest Drive or Hilliard Avenue.

11. Concern with a low proposed number of parking spaces for the number of units.

12. Concern with the lack of parking spaces for tenants and commercial businesses.

Staff Response to 11-12: The applicant is not requesting any change in the number of required parking spaces to serve the development, either for the number of proposed residential units or the future commercial spaces. These will be provided at the ratios required by the Zoning By-law.

13. No mention of a large fence/wall separating buildings from Sunnycrest and Hilliard.

Staff Response: A fence/wall is not required nor desirable from an urban design perspective. The proposed design proposes four-storey townhouse forms with frontage to Hilliard Avenue, which creates an acceptable transition from the high-rise tower form to the low-rise condition at these streets.

14. Will the towers offer low-income housing to help solve the housing crisis in Ottawa?

Staff Response: It is the City's understanding the applicant will not be providing any low-income or other types of supportive housing in the development.

15. Does the proposal meet Urban Design Guidelines? It should meet the objective of creating a well framed and animated public realm through the design of the podium bases of the buildings.

Staff Response: As discussed in this report, it is Staff's opinion that the proposed development is consistent with Urban Design policies in the Official Plan and the Urban Design Guidelines for High-rise Buildings.

Theme 3: Impacts to Trees and Landscaping

16. Trees depicted on the side of the road will be destroyed by salt and snow removal.

Staff Response: There are no snow storage locations on-site, therefore it will be a Site Plan approval requirement that snow is removed off-site and will not harm any on-site trees. Trees planted along road rights-of-way will be under the City's ownership and therefore the City's responsibility to maintain and protect.

17. The landscaping strip along the south property edge should be maintained for replaced with healthy ones to provide a barrier between the adjacent residential properties and the subject development site.

Staff Response: A sidewalk and landscaping strip with tree plantings will be provided within the boulevard for Hilliard Avenue.

18. Soil sensitivity in the area – construction would disrupt the soil potentially impacting growth. Will a soil analysis for Courtland Park be completed to assess the impacts on the area?

Staff Response: A Geotechnical Report was submitted and reviewed, which evaluates soil conditions for landscaping and groundwater impacts. The report was deemed acceptable.

Theme 4: Site Servicing (Water, Sanitary)

19. How will the sewage system withstand that many tenants?
20. Concerned with the change to ground water drainage.
21. Concern with aging infrastructure in the neighbourhood

22. Concern for its ability to adequately drain stormwater, prevent flooding, and changing precipitation trends coupled with climate model projections. Can City infrastructure adequately service this development?

Staff Response to 19-22: Site Servicing matters proposed for the development, including sanitary, water, and stormwater capacity, including the existing infrastructure were reviewed in a provided “Assessment of Adequacy of Public Services Report” and deemed adequate by City Staff for the purposes of the Zoning By-law Amendment. More specific design is required and will be undertaken with Site Plan control applications in a Servicing and Stormwater Management Report. One report has already been submitted and is under review for Phase 1.

Theme 5: Traffic, Cycling, Walkability

23. Traffic study is outdated – it is from 2016.
24. Traffic study is missing details regarding the Malibu – Fisher intersection.
25. Concerned with the increase in traffic this development will bring.
26. Cannot assume that most people will be taking the bus or commuting.
27. Lack of access to the LRT and limited access to OC Transpo.
28. Concerned with turning onto Fisher Avenue from Malibu Terrace due to having only one in and out exit.
29. Increased volume will lead to difficulty entering and exiting neighbourhoods.

Staff Response to 23-29: A Traffic Impact Study was received, reviewed, and deemed acceptable for the full proposed buildout. The new development will not have an unacceptable impact on the nearby roads and intersections. The site accesses to Baseline and Fisher have also been deemed acceptable.

30. Will there be a signalized intersection or a signalized PXO at Fisher and Malibu Terrace?

Staff Response: No pedestrian crossing is anticipated to be provided along any nearby roads.

31. Will there be dedicated bike lanes and increased bus frequencies/dedicated bus stops?
32. Will Fisher Avenue and Baseline Road be widened?

33. A Holding Zone should be added to the site with removal conditional on the funding and phasing implementation of the BRT.

34. There is no BRT funding; if the BRT is not built, will this impact the developer's decision?

Staff Response to 31-34: An Environmental Assessment Study was completed and approved for Baseline Road from Bayshore Station to Heron Station and includes that portion of Baseline Road in front of the proposed development. Baseline Road will be widened, is planned to have a dedicated bus rapid transit lane and 1.5 metre dedicated bike lanes, in addition to sidewalks.

35. Concerned with vehicle parking overflow onto residential streets.

Staff Response: Vehicular parking is proposed in excess of Zoning By-law Requirements. It is the developer's responsibility that parking is provided and assigned to units according to the amount of parking available in the development.

36. Will the pathway for pedestrians and cyclists to the Fisher Heights neighbourhood be removed?

37. Will there be calming measures (e.g., speed bumps)?

Staff Response to 36-37: No speed bumps or other traffic calming measures will be implemented on-site. Sidewalks will be provided on the development side of Hilliard Avenue and Sunnycrest Drive, and a sidewalk connection will be provided into the development from Hilliard/Sunnycrest.

38. Concerned with traffic accidents caused by people trying to cross Fisher to reach the bus stops.

39. Safety concerns as a result of increased car traffic. Concern for the safety of drivers, cyclists, and pedestrians as traffic increases, especially at that the carriageway (tunnel) from the internal court to Fisher Avenue will be a safety hazard for cyclists and pedestrians. Further concern for safety of seniors and children specifically.

Staff Response to 38-39: The Transportation Impact Assessment did not find a safety concern with the new development or increases in traffic to the surrounding area. There is a signalized intersection and pedestrian crossing at the Baseline and Fisher intersection that will allow pedestrians to access the bus stops. As Baseline is eventually improved with Bus Rapid Transit, road improvements will be made with the intent of improving efficiency and safety for all modes of travel.

Theme 6: Proposed Density

40. The introduction of these residential units is too dense. Could there be a middle ground between low-rise and high-rise development?

Staff Response: The proposed development could have taken many different forms on this site, but high-rise development is contemplated in the Carleton Heights Secondary Plan and new Official Plan is what is proposed by the applicant. Density is not necessarily directly related to height. The proposed design in the Zoning By-law Amendment has been deemed acceptable by staff.

Theme 7: Loss of Privacy, Construction, Blasting and Noise

41. Loss of backyard privacy. Concern with overlooking into backyards.

Staff Response: There are no privacy concerns with the proposed development. The high-rise tower has adequate separation from backyards and outdoor amenity spaces do not overlook any backyard areas in an unacceptable manner.

42. Concerns about waste and noise from HVAC systems.

Staff Response: Waste will be managed on site and stored within the building. The proposed development will incorporate central air conditioning. A Noise Study was prepared for the first Site Plan phase and stated that stationary noise impacts from the development on surroundings will be minimized by the use of a mechanical penthouse or screening as necessary.

43. Concerned with a prolonged period of construction involving noise, dust, detours, lane blockages, vibrations, garbage, air pollution, and seismic disturbances.

Staff Response: It is acknowledged that construction is disruptive to the surrounding community, but it is a necessary part of the City's growth. During construction the developer is required to minimize potential disruptions to the community. The City does have staff who inspect and monitor during construction to ensure standards are upheld.

44. What is the recourse for damage that may occur on surrounding properties from construction?

Staff Response: It is the developer's responsibility if there is any damage to surrounding properties due to construction. Prior to construction, surveys are conducted on nearby and adjacent properties to evaluate the condition of properties prior to construction, so it is clear whether possible damages are a result of soil change, vibrations, or other activity.

Theme 8: Neighbourhood Character and Community Facilities

45. Characteristics and nature of the surrounding neighbourhood will be destroyed by the development.

Staff Response: While the development will be a change of form and density not yet seen in the area, staff are satisfied that the proposed development is consistent with applicable planning policy that seeks intensification along Mainstreet Corridors and areas with future transit. The proposed development provides for an acceptable urban design transition to surrounding lands.

46. Concerned with the impact on schools in the area, and how will school buses pick up children?

Staff Response: New students will be accommodated in area schools as capacity allows and school buses will have the option to pick up students on-site.

47. Concerned with how close the development is to the single-detached dwelling residential area.

Staff Response: It is staff's opinion that the proposed development provides for an appropriate transition in height and building form and density, consistent with Official Plan policy and Urban Design guidelines.

48. Concerned whether there are adequate community services and infrastructure available in the neighbourhood to support the development.

Staff Response: A review of community infrastructure was not required to support the development. The development will be required to pay Community Benefits Charges which may be used to support the development of infrastructure that benefits the whole community.

Theme 9: Carleton Heights Secondary Plan

49. Unclear where the Carleton Heights Secondary Plan fits into this. The proposed development does not comply with the Secondary Plan. Who is amending the Secondary Plan?

Staff Response: As discussed in the report, the proposed development is consistent with the Carleton Heights Secondary Plan. Accordingly, an amendment is not required to support the proposed Zoning By-law amendment.

Theme 10: Additional Questions

50. Can you estimate when the project will start and its approximate duration?

Staff Response: Phase 1, which is the first tower with frontage to Fisher, has a Site Plan application currently under review by the City. If approved, then it is expected that construction will begin shortly thereafter. It is understood that the existing commercial plaza will continue operating during that time. The City can not currently say how long construction should take.

51. Did you inform everyone who is working in the existing commercial strip about the development?

Staff Response: Notice was given in accordance with the Planning Act and the City's Public Notification and Public Consultation Policy. It is understood that tenants of the existing commercial building are aware of the application.

52. Will the units be for rental or are they condominiums?

Staff Response: It is understood by staff that current plans for the first phase will be for rental units. However, there is no requirement as part of the Zoning By-law amendment for the units to be either rental or condominium and so this could change.

53. Have there been discussions around alternative options for zoning changes to support intensification in neighborhoods like ours. For example, rezoning for townhouses, low rises, three story walk ups, lot splitting.

Staff Response: There have been discussions about other potential options for development of the site, but ultimately the current proposal was preferred by the land owner and applicant.

54. What percentage of the buildings will be deemed affordable?

Staff Response: It is understood that no subsidized or low-income units will be specifically provided in the development.

55. Will there be any large (3-bedroom) units provided?

Staff Response: The latest Site Plan for the site shows that 106 of the proposed 1089 units will be three-bedroom units, which amounts to about 9.7 per cent.

56. Has Agriculture Canada been consulted with?

Staff Response: Agriculture Canada has been consulted, provided a copy of this report and notified of the Planning and Housing Committee meeting.

57. Has the Urban Design Review Panel been consulted?

Staff Response: There was no requirement in the Official Plan for this development to attend the Urban Design Review Panel.

58. Will the supporting reports (Cultural Impact Statement, Planning Rationale, Traffic Study) be updated as the proposal changes?

Staff Response: Supporting reports and studies have been updated as required through the application process. Studies will also be further updated as required and will provide details and justification specific to future Site Plan applications and development phases.

Document 5 – Fisher Heights Community Association letter dated January 30, 2023

Introduction

Theberge Homes has revised their original Zoning By-law Amendment application and now is proposing three residential towers: one at 32-storeys, and two towers at 28-storeys each, surrounded by four-4 storey podium buildings, to be built on the site of what is now a one-storey minor commercial plaza. There will be a total of 998 residential units built with commercial space allocated on the main floors. The development proposal will provide 655 residential parking spots.

The proposed development is in Ward 9 in the neighbourhood of Fisher Heights. However, the site is referenced in the Carleton Height Secondary Plan and zoned as “Medium density” and “Shopping Area- Minor”.

Summary

While we understand and support the idea of intensification within the City of Ottawa, the FHACA does not support either the 780 Baseline Rd development, as currently proposed, or the Zoning By-law Amendment Application # D02-02-22-0049.

We believe the density and building heights are inappropriately excessive for this site and the surrounding neighbourhood.

Additional Recommendations

1. **Ensure the proposal complies with the Carleton Heights Secondary Plan and associated land use.** The development proposal introduces a population density that is far above what was envisaged for this site in the Carleton Heights Secondary Plan, which currently designated the site as “medium density” residential “minor shopping”.
2. **Ensure the proposal conforms with the New Official Plan (NOP) policy, as implemented through its Council-approved Urban Design Guidelines for High-rise Buildings.** The proposed high-rise buildings fail to demonstrate appropriate and effective transition from the adjacent and established single-storey low-rise residential area. Refer to the New Official Plan (NOP), Sections 4.6.6. and 5.3.1, and to Figures 15 and 16 in the NOP. The heights of the three high-rise towers do not meet the 45-degree angular plane requirements that are set out in the City’s Urban Design Guidelines for High-rise Buildings as the proposed sites are significantly higher. This fact was confirmed by the architect at the Public Meeting on January 12, 2023. Similarly, the change in height of the podium buildings from 6-storeys to 4-storeys and adding those remaining units

on top of the towers does not improve the acceptability of the angular plane requirements.

3. **Reduce the tower heights, floor plates and massing of the buildings** as they are excessive for the lot size and the context. Section 5.2.3.3(d) of the NOP also states: “The height of such buildings may be limited further on lots too small to accommodate an appropriate height transition.”
4. **Increase the number of residential on-site parking spots.** The proposed residential parking is insufficient for the proposed density of the site and will result in excessive and continuous on-street parking in the adjacent neighbourhoods. Given that the Baseline Bus Rapid Transit (BRT) Corridor, only the Western part of which is tentatively planned for “after 2031”, does not have funding or an implementation schedule, parking will be a persistent problem for the community, residents of the proposed development, and the road infrastructure. Currently there is one bus and several bus stops that service Baseline Road. And already the nearby intersections are at overcapacity with traffic, something that was referenced in the developer’s traffic study, even with outdated 2016 data. These high-rise towers are also not the only large-scale development planned for this area.
5. **Ensure the proposal meets the objective of creating a well-framed and animated public realm through the design of the podium bases of the buildings.** The buildings are too crowded, particularly in the north-east corner across the street from where the new Bus Rapid Transit stop may be constructed, should it receive funding in the future. There is insufficient space on the corner for people to wait for transit. The sidewalks along Baseline and Fisher are far too narrow for the people that will be using them. There is insufficient internal flow for cycling and pedestrians through the site and the carriageway (tunnel) from the internal court to Fisher Avenue will be a safety hazard. The designated cycling lane on the shoulder of the road along the site on Fisher is already a risk and the increased traffic from the proposed towers will worsen that situation.
6. **Update the traffic study to the revised development proposal.** The current report data is from August 2016 and does not reflect the increased number of units and residents proposed in the revised proposal. The immediate intersection of Baseline and Fisher was recognized in the study as already being over capacity and an existing “hot spot” for traffic accidents in the City. The ingress and egress roads for the proposed development will make an already challenging intersection, in combination with the Fisher/Malibu intersection, much worse.

7. **Update the “Cultural and Heritage Impact Statement” to reflect the latest development proposal.** Shade studies are incomplete and truncated, failing to show accurately the impact of the original proposal, let alone the updated one. Impacts on residential areas nearby are not captured accurately, if at all. The cumulative effects of the shading have not been considered.
8. **Update the “Planning Rationale”;** it is based on the original development proposal and the 2003 Official Plan policies, not the new development proposal and the NOP policies.
9. **Ensure that the NCC and Agriculture Canada have given their approvals for this project to proceed,** given the impact that the shadows from the building heights will have on the research conducted on the Experimental Farm property, across the street from the proposed development.
10. **Apply a holding zone to the site,** in the event the application is approved, until the funding and phasing implementation of the Baseline Bus Rapid Transit services are in place to service the approved development.

We believe it is very important that the City follow its own policies and New Official Plan requirements.

Thank for you the opportunity to comment on this matter.

Staff Response: The staff report provided responses to each of the matters contained in the letter. The proposed Zoning By-law Amendment is consistent with the Carleton Heights Secondary Plan, is consistent with the Official Plan, and the development concept integrates with the surrounding area and has demonstrated consistency with Urban Design policies of the Official Plan, and the relevant Urban Design Guidelines. In response to staff and community comments the tower height was reduced to 24-storeys to create an improved transition to the surrounding community.

A Transportation Impact Study was provided in support of the Zoning By-law amendment and deemed acceptable by City Transportation Engineering staff. A more detailed review of transportation matters will be conducted as part of the current Site Plan application for Phase 1.

The Heritage Impact Assessment was updated for the latest concept and recommendations from the report have been included in this report. A Planning Rationale has been provided to evaluate the proposal with new Official Plan policy. Lastly, the NCC and Agriculture and Agri-Foods Canada have both been consulted extensively. Their comments are provided as attached in Document 10.

Document 6 – Carleton Heights & Area Residents’ Association letter dated October 22, 2022

Our association supports intensification as a key tool for the City to respond to new challenges and opportunities. At the same time, the City of Ottawa needs to safeguard the health and safety of Ottawa residents with new development in our neighbourhoods.

The Carleton Heights and Area Residents Association (CHARA) is a volunteer-run community association. We work with fellow residents to build and maintain a safe and healthy community. Our neighbourhoods are bordered north by the Experimental Farm at Baseline Road, east by the Rideau Canal and Rideau River, south near Prince of Wales Drive and west, just past Fisher Avenue. The location of the Zoning By-law Amendment Application # D02-02-22-0049 at 780 Baseline Road rests within the boundaries of our association.

Gathering input

In the summer of 2022, CHARA sought residents’ input in the neighbourhoods nearest to the development site. As an association, we had one-on-one conversations, gathered emails, and attended City-led and Councillor-led consultations on the development. Unfortunately, our views expressed in these discussions were not reflected in the “As We Heard It” report on the sessions. As a result of our efforts, we provide the following assessment and recommendations for development to proceed with local support.

Summary of proposal

The Zoning By-law Amendment application was filed to rezone the site with specific provisions for:

- Increased density with a floor space index of 4.1 (instead of 2); and
- Increased building heights to 93 metres (est. 305 feet) for two 25-storey buildings and one 29-storey building instead of 18 metres (est. 60 feet).

The development plan and Zoning By-law Amendment application outline the construction of the following:

- 3 high-rise apartment buildings ranging in height from 25 and 29-storeys,
- 868 residential units for est. 2,604 people: 1.36 hectares or **1915:1** (e.g., ‘families’, low avg. 3 p/unit),
- 2,895 square metres of ground floor commercial space, and
- 655 parking spaces inclusive of underground and surface-level parking.

Current assessment

Contrary to the applicant’s conclusion, without improved analysis, research data and modifications to the development plan to ensure the health and safety of our residents, CHARA does not support the 780 Baseline Rd development and the Zoning By-law Amendment Application # D02-02-22-0049.

Recommendations

Below we provide several recommendations to work with the applicant to improve the

development plan for the 780 Baseline Road location – all to ensure the health and safety of Ottawa residents.

1. Comply with the governing Carleton Heights Secondary Plan and Land Use

This development site is governed by the Carleton Heights Secondary Plan and Land Use¹² as a Medium Density Residential Area and potentially a Minor Shopping Area. The Medium Density category is intended to include predominantly row housing, multiple dwelling units ranging from 150 to 248 persons per hectare or in sub-centres and apartment units at a density range of 248 to 300 persons per hectare, not the 2,604 people proposed with this development or 1915 persons per hectare.

The City of Ottawa claims the maximum population for Carleton Heights' Land Use shall not exceed (12,800 -) 16,000 persons within *existing and future public services*.³ With a population of 9,025 people, Carleton Heights has a higher density than most Ottawa neighbourhoods (2,801 people/m² versus avg. 365 people/m²).

At 1915:1, the proposed development introduces at least a 540% increase in density recommended for the site within the Land Use guidelines and the infrastructure, services and behavioural patterns for the area. This one development proposal introduces 2,604 new people, a population at one site equivalent to (91% or) 40% of all capacity in this outer urban area for development,⁴ and far more than neighbourhood-level corner store' convenient retail at 2895 m² of commercial space, in a community that is already struggling with its current infrastructure requirements.^{5 6 7 8 9 10}

2. Align with the 'sensitive integration' principles of the New Official Plan

Although the City of Ottawa Council approved the New Official Plan (NOP) in December 2021, the province has not yet granted its approval. This development proposal highlights the incoherency of the NOP sent to the Minister of Municipal Affairs and Housing for approval in December 2021.¹¹ We disagree with the applicant; this application does not align with the principles of the NOP.

For example, in the NOP, section 4.6.6, entitled ***Enable the sensitive integration of new development of low-rise, mid-rise and high-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all***, requires new development “minimize impacts on neighbouring properties and the public realm” including “transition requirements” between existing buildings of different heights and new development. The plan goes as far as to say that “buildings shall integrate architecturally to complement the

¹ Schedule G, Carleton Heights Land Use of the City of Ottawa Official Plan, Volume 2a-Secondary Plans, 2.0 Carleton Heights available at: https://documents.ottawa.ca/sites/documents/files/scheduleg_carletonheights_sp_en.pdf

² City of Ottawa Official Plan, Volume 2a-Secondary Plans, Carleton Heights available at <https://ottawa.ca/en/planning-development-and-construction/official-plan-and-master-plans/official-plan/volume-2a-secondary-plans/former-ottawa/20-carleton-heights#2-1-land-use%20>

³ Ibid.

⁴ Area Vibes Inc., Carleton Heights, Ottawa, Demographics, 2021-2022, source: Ottawa, ON data and statistics displayed are derived from Statistics Canada and updated for 2021 by Environics Analytics at <https://www.areavibes.com/ottawa-on/carleton+heights/demographics/>

⁵ CHARA presentation to the City of Ottawa City of Ottawa Special Joint Meeting of the Standing Committee on Environmental Protection, Water and Waste Management and the Agriculture and Rural Affairs Committee, June 27, 2022.

⁶ Letter to Minister Clark with Ottawa community associations, January 6, 2022.

⁷ CHARA feedback on the New Official Plan, March 12, 2021.

⁸ CHARA response to Draft 1 of the NOP, April 12, 2021.

⁹ CHARA walk about and field guide for City of Ottawa staff and River Ward Councillor, July 28, 2021,

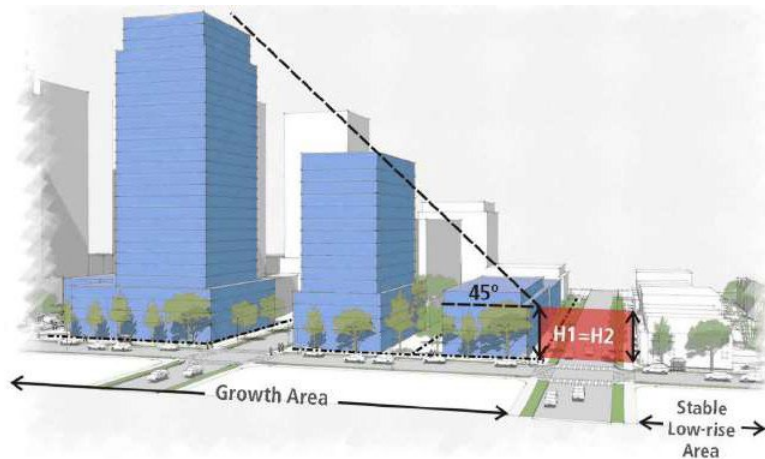
¹⁰ CHARA letter to the Joint Planning Committee and Agriculture and Rural Affairs Committee, October 14, 2021.

¹¹ Blewett, T. *Still awaiting approval, Ottawa's official plan is being scrutinized by the province – and mayoral candidates*, Ottawa Citizen, October 20, 2022 at: <https://ottawacitizen.com/news/local-news/still-awaiting-approval-ottawas-official-plan-is-being-scrutinized-by-the-province-and-mayoral-candidates>

surrounding context.”¹² This is further emphasized in NOP section 5.3.1, **Recognize a suburban pattern of built form and site design**, knowing the Outer Urban Transect is generally characterized by low- to mid-density development and predominantly ground unit forms, that these development changes in land-use characteristics, “this evolution (needs) to happen gradually.”¹³

Please see the images below to compare the NOP plan for ‘sensitive integration’ in contrast to the abrupt transition from the existing mature neighbourhood to the 25-29 storey high rises of this development proposal.

Sensitive Integration of New Official Plan Transitions¹⁴



Abrupt transitions with D02-02-22-0049 Perspectives¹⁵ (white buildings in the images shown represent current dwellings)



¹² City of Ottawa, New Official Plan, Section 4.6.6, pages 102-105.

¹³ City of Ottawa, New Official Plan, Section 4.6.6, pages 144-145.

¹⁴ City of Ottawa, New Official Plan, Section 4.6.6, pages 102-105.

¹⁵ Zoning By-law Amendment D02-02-22-0049, A300-A303.

3. Ensure Ottawa residents' safety with minimum parking and plans for current demand

This development plan significantly increases the traffic to the local area. New residents and visitors will flow in and out of new apartment residences, while workers and shoppers will travel to and from the office and retail spaces planned for the site.

City of Ottawa guidelines indicate the applicant requires a minimum number of 1828 parking spaces (e.g., 1 per dwelling unit, commercial office and retail space avg. 3 per 100 square metres and 60 visitor spaces). With only 655 parking spaces, the applicant has allocated **36 per cent of the minimum number of parking spaces required** and nearly 50 per cent lower than the City of Ottawa's stated tolerance of 80 per cent (20 per cent lower than the minimum). With new accessibility design standards and guidelines (e.g., 5 spaces/1 m floor space), the gap will grow between the allocated spaces and the minimum number of parking spaces required.¹⁶

With modest infill development in our neighbourhoods, residents' vehicles permanently and illegally take up space on our narrow streets. (e.g., 25-28 feet wide). Without designated pathways, moving and parked vehicles, pedestrians and cyclists compete for space on our streets. With traffic congestion, vehicles get backed up and block larger streets designated as corridors. Near accidents have occurred. In winter, neighbourhoods have become unserviceable.

By-law officers cannot resolve the breadth of these problems (e.g., on illegal parking: 240 calls, 60 days, only 30 tickets levied). The City has already demonstrated that the existing enforcement agency cannot manage and deter current illegal parking issues.

When considering these minimum parking space requirements, the applicant has not made any attempt to comply with 6.3.3 of the NOP, entitled *Ensure that neighbourhoods form the cornerstone of liveability in Ottawa*; the applicant and the City of Ottawa staff working on the file have not provided a plan to alleviate parking demand while enabling a transition over time towards less automobile-dependent development for on-street parking zones, communal parking garages, parking lots or other permit parking.¹⁷

4. Ensure Ottawa residents' safety with a realistic view of traffic, pedestrian and cyclist flow

The data from the Transportation Impact Study is unreliable. The study relies on data at least six years old or gathered in March 2020 at the beginning of the pandemic when traffic declined. The data does not represent an accurate view of vehicular, bus, pedestrian or cyclist flows in the area, nor the congestion, road rage or near accidents flowing in and out of the development site. A more accurate study is needed to highlight the traffic congestion and dangerous in/outflows to the development area.^{18 19}

Researchers also falsely indicate the high levels of transit service to the area with routes #86 and #89 along Fisher Avenue, #88 along Baseline Road and Heron Road, and #111 along Prince of Wales Drive available at regular frequencies (10-30 min intervals all day).²⁰ Transit service levels have declined significantly in our area. Bus routes 88 and 118 run less frequently and are often cancelled or run late during peak hours. The 86 and 111 routes often fail to stop during rush hour. Public

¹⁶ City of Ottawa By-laws, Part 4 – Parking, Queuing and Loading Provisions at: <https://ottawa.ca/en/living-ottawa/laws-licences-and-permits/laws/laws-z/part-4-parking-queuing-and-loading-provisions-sections-100-114#section-a2ffc109-7d54-45ec-9fa4-9a4d7ef401d4>

¹⁷ City of Ottawa, New Official Plan, Section 6.3.3, pages 176-178.

¹⁸ CGH Transportation, Transportation Impact Assessment for Theberge Development Ltd., May 2022, page 11. Intersection count dates at Fisher Avenue at Baseline Road on August 3, 2016, at Prince of Wales and Baseline Road on March 4, 2020 and Fisher Avenue and Dynes Road on March 9, 2016.

¹⁹ Canadian Institute for Health Information (CIHI), Canadian COVID-19 Intervention Timeline, 2022 available at: <https://www.cihi.ca/en/canadian-covid-19-intervention-timeline>

²⁰ CGH Transportation, Transportation Impact Assessment for Theberge Development Ltd., May 2022, page 8-28.

transit is less frequent, and service has become more unreliable – with increased wait times and full buses bypassing stops – both E-W and N-S over the past decade. Residents often recount the poor transit service levels in the area, detailing long wait times and full buses that do not stop for more passengers.²¹

Since there are no funded transit projects forecasted for completion within the next ten years (e.g., Baseline Rapid Transit Corridor), there is no indication that the City intends to reverse this decline or meet the needs of an intensified community. The City of Ottawa confirms there is no timeline or funding for a transit project in our area. Without adequate transit in our community, this development will continue to exclude residents and increase material harm to the most vulnerable.

5. Ensure health and safety with adequate services and infrastructure capacity

Recent infill has overburdened our community’s ageing and fragile infrastructure. With no clear plans to address pre-existing infrastructure deficiencies, this proposal lacks evidence to support its assumptions for the development to proceed.

The proposal site is currently developed containing a 1-storey commercial strip mall and asphalt parking, which **“appears to be serviced”** by the 203 mm diameter watermain within Hillard Avenue, the 375 mm diameter municipal sanitary sewer from Hillard Avenue to Fisher Avenue, and three different storm sewers leading to the Rideau Canal and only mention of how 5 year-peak flow volumes will be ‘detained onsite,’ and disregard for week-long flooding and overflows nearby with the limited capacities of the interdependent problematic stormwater ditch and culvert systems downstream.²² The development team also shockingly suggests a 200 mm sanitary sewer could replace an existing 375 mm diameter service on the site.²³

Recent changes in precipitation trends and cycles coupled with climate model projections of future precipitation require more of our infrastructure and City of Ottawa planners and challenge 5-year peak flow volumes. This approach should not be acceptable to Committee Members, and it certainly is not sufficient for the health and safety of our residents.

Our current Secondary Plan’s infrastructure capacity is “based on the present (1980s) zoning.” The City is ignoring this capacity constraint with infill that is destabilizing the infrastructure in our community. The data provided here is incomplete as the development will impact residents, households and capacities downstream; the report overlooks historical knowledge and competing reports, introducing this plan for intensification that puts our residents’ safety, our properties, our homes and their long-term affordability at risk.

²¹ OC Transpo route service levels consistently unavailable or late, posted to social media including excerpts from Reddit at: https://www.reddit.com/r/ottawa/comments/9pxx5v/a_call_to_86_oc_transpo_riders_please_submit_a/, https://www.reddit.com/r/ottawa/comments/ao2ucq/88_sadness/, and https://www.reddit.com/r/ottawa/comments/1rirtw/what_is_the_worst_oc_transpo_bus_route/

²² McIntosh Perry, Assessment of Adequacy of Public Services Report Baseline and Fisher – 780 Baseline Road, May 2022
 Stormwater collection disregards downstream capacities/limits : 450 mm diameter concrete storm sewer tributary to the Rideau Canal approximately 1.2 km downstream. 1050 mm diameter concrete storm sewer tributary to the Rideau Canal approximately 1 km downstream. 1200 mm diameter concrete storm sewer tributary to the Rideau Canal approximately 1 km downstream.

²³ McIntosh Perry, Assessment of Adequacy of Public Services Report Baseline and Fisher – 780 Baseline Road, May 2022

Infrastructure upgrades for water (stormwater, wastewater and drinking water) are needed to support intensification – a problem mainly affecting older (ca 1945-50) veterans' subdivisions built and not upgraded to modern urban standards to safely support the City's plan. Water management systems are frail and fail in the face of ongoing redevelopment – a problem identified in the 1970s, regularly occurring in Carleton Heights. Failures cause damage to public and private property and unplanned, expensive repairs.

The Provincial Policy Statement requires that the City of Ottawa ensures the infrastructure and public service facilities are available, appropriate for, and efficiently used for expansion to occur. Otherwise, the City needs to avoid the unjustified, uneconomical, expanded use of local infrastructure. The City will inevitably face liabilities for damaged homes and properties and unplanned, unbudgeted public works projects.

Huge ravines collect stormwater and other contaminants that flow out of our community into the Rideau Canal and Rideau River. Without municipal storm sewers, the delayed release of stormwater into yards and ditches can cause a rise in the already high local water table. High runoff scenarios could contribute to catastrophic basement failures if the water table rises above the level of basement floors. Basements have flooded. The water mains have broken. With the spring thaw and the increased frequency of heavy rainfall events with the effects of climate change, water has flooded our streets beyond, creating health and safety hazards for residents and their homes. Already sump pumps and backup generators to keep them functioning in case of a power failure are necessary to keep the homes in our neighbourhoods dry.

The sewage, water and stormwater management failures of the past need to be considered with this new development proposal and an integrated public services plan introduced to ensure systems are optimized, feasible and financially viable over the long term; to minimize erosion and changes in water balance, and to prepare for the impacts of climate change.

6. Ease residents' concerns and allow for contingencies through the development

The horizon for the implementation of this development proposal is 20 years. For the mature neighbourhoods surrounding the development, construction will introduce significant air and noise pollution with a substantial increase in people, traffic, parking and use of local utilities.

As the world of work has changed, many residents now spend at least a percentage of their time at home. It will be necessary for the applicant to provide a high level of communication over the 20 years of the development. Whether at home on their own attempting to work, caring for themselves, young children or the older generation, mental health, health and economic concerns arise with the disruptions of blasting, interruptions to power or telecommunications services, poor air quality with dirt, dust and debris and intrusions with more people in the area whether on-foot, cycling or in cars.

CHARA suggests the applicant provides recommendations for people to maintain their work

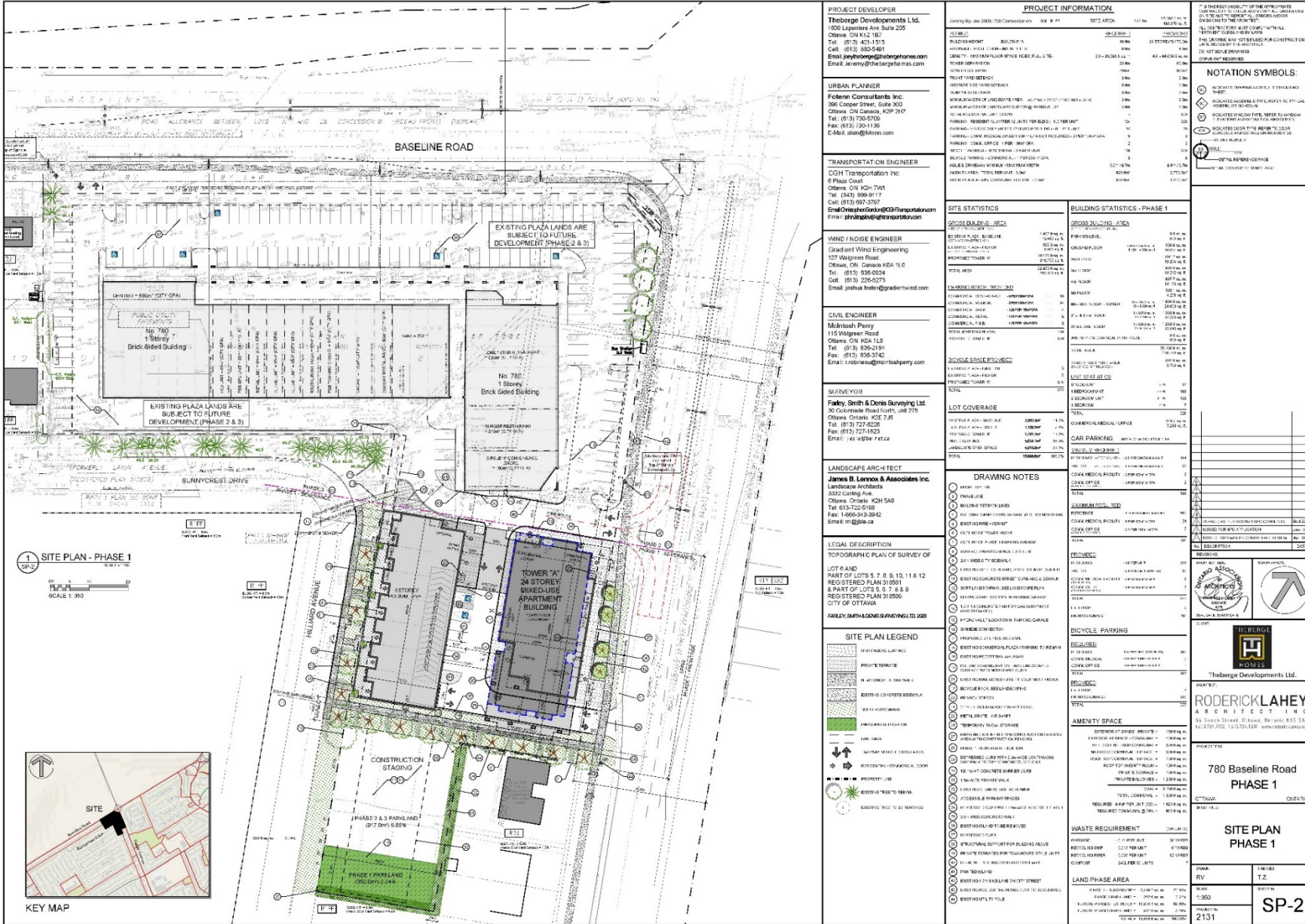
and personal schedules, allowing them the time to create contingency plans for harmony with the builders with enough time for residents who may need to reach out to employers, friends, extended family or regional public services for help and support.

At CHARA, we welcome the opportunity to work with the applicant to discuss these recommendations, upholding the health and safety of Ottawa residents. Sincerely,

The Carleton Heights & Area Residents' Association (CHARA)

Staff Response: The staff report provided responses to each of the matters contained in the letter. The proposed Zoning By-law Amendment is consistent with the Carleton Heights Secondary Plan, is consistent with the Official Plan, and the development concept integrates with the surrounding area and has demonstrated consistency with Urban Design policies of the Official Plan, and the relevant Urban Design Guidelines. Parking is provided consistent with Zoning By-law requirements and no change is requested. Both a Transportation Impact Study and an Assessment of Adequacy of Public Services Report were provided in support of the Zoning By-law amendment and deemed acceptable by City Engineering staff. A more detailed review of transportation and servicing matters will be conducted as part of the current Site Plan application for Phase 1.

Document 7 - Site Concept



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PROJECT INFORMATION

NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL PRICE
1	PERMITTING	PERMIT	1	\$45,000.00	\$45,000.00
2	CONSTRUCTION	CONTRACTOR	1	\$1,200,000.00	\$1,200,000.00
3	LANDSCAPE	LANDSCAPE	1	\$150,000.00	\$150,000.00
4	PAVING	PAVING	1	\$100,000.00	\$100,000.00
5	UTILITIES	UTILITIES	1	\$50,000.00	\$50,000.00
6	STAMP	STAMP	1	\$5,000.00	\$5,000.00
7	TOTAL				\$1,550,000.00

NOTATION SYMBOLS:

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URBAN PLANNER
Folkern Consultants Inc.
 360 Cooper Street, Suite 300
 Ottawa, ON Canada, K2P 2H7
 Tel: (613) 730-3700
 Fax: (613) 228-1130
 E-Mail: alain@folkern.com

TRANSPORTATION ENGINEER
OGH Transportation Inc.
 6 Place Court
 Ottawa, ON K2H 7W7
 Tel: (438) 696-9117
 Cell: (613) 897-3707
 Email: Christopher.Dunlop@OGHTransportation.com
 Email: christopher@oghtransportation.com

BUILDING STATISTICS - PHASE 1

AREA	AREA (m ²)	AREA (sq ft)
TOTAL FLOOR AREA	10,820.00	116,260.00
GROSS FLOOR AREA	10,820.00	116,260.00
NET FLOOR AREA	10,820.00	116,260.00
GROSS VOLUME	108,200.00	1,162,600.00
NET VOLUME	108,200.00	1,162,600.00

LAND USE ENGINEER
Gradient Wines Engineering
 127 Wainwright Road
 Ottawa, ON Canada K2A 1G 0
 Tel: (613) 826-2024
 Cell: (613) 228-5273
 Email: joshua.lofer@gradient.ca

CIVIL ENGINEER
Middaich Perry
 115 Wainwright Road
 Ottawa, ON K2A 1G 0
 Tel: (613) 826-2341
 Fax: (613) 826-2742
 Email: l.robineau@middaichperry.com

LOT COVERAGE

TYPE	AREA (m ²)	AREA (sq ft)
TOTAL	10,820.00	116,260.00
PERMITTED	10,820.00	116,260.00
REQUIRED	10,820.00	116,260.00

LANDSCAPE ARCHITECT
James B. Linnex & Associates Inc.
 Landscape Architects
 3332 Carling Ave.
 Ottawa, Ontario, K2H 5A0
 Tel: 613-722-0168
 Fax: 1-888-333-3242
 Email: jlinnex@jblinc.ca

LEGAL DESCRIPTION
TOPOGRAPHIC PLAN OF SURVEY OF
LOT 6 AND PART OF LOTS 7, 8, 9, 10, 11 & 12 REGISTERED PLAN 310501
& PART OF LOTS 6, 7, 8 & 9 REGISTERED PLAN 310506
CITY OF OTTAWA
FAHREY, SMITH & DENNIS SURVEYING LTD.

AMENITY SPACE

TYPE	AREA (m ²)	AREA (sq ft)
TOTAL	1,200.00	12,900.00
PERMITTED	1,200.00	12,900.00
REQUIRED	1,200.00	12,900.00

SURVEYOR
Fahrey, Smith & Dennis Surveying Ltd.
 30 Colborne Road South, Unit 275
 Ottawa, Ontario, K2E 7J8
 Tel: (613) 727-8228
 Fax: (613) 727-9253
 Email: jeff@fsd.net.ca

REQUIREMENTS

- INSTALL 100mm R/C SLAB OVER ALL EXISTING AND NEW PAVING
- INSTALL 100mm R/C SLAB OVER ALL EXISTING AND NEW PAVING
- INSTALL 100mm R/C SLAB OVER ALL EXISTING AND NEW PAVING
- INSTALL 100mm R/C SLAB OVER ALL EXISTING AND NEW PAVING

WASTE REQUIREMENT

TYPE	AMOUNT
BIODEGRADABLE	1,200.00
NON-BIODEGRADABLE	1,200.00
TOTAL	2,400.00

DRAWING NOTES

- SEE PLAN 10-1 FOR PAVING DETAILS
- SEE PLAN 10-1 FOR PAVING DETAILS
- SEE PLAN 10-1 FOR PAVING DETAILS
- SEE PLAN 10-1 FOR PAVING DETAILS

AMENITY SPACE

TYPE	AREA (m ²)	AREA (sq ft)
TOTAL	1,200.00	12,900.00
PERMITTED	1,200.00	12,900.00
REQUIRED	1,200.00	12,900.00

LAND PHASE AREA

TYPE	AREA (m ²)	AREA (sq ft)
TOTAL	10,820.00	116,260.00
PERMITTED	10,820.00	116,260.00
REQUIRED	10,820.00	116,260.00

SITE PLAN LEGEND

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- EXISTING SIDEWALK
- EXISTING SIDEWALK
- EXISTING SIDEWALK

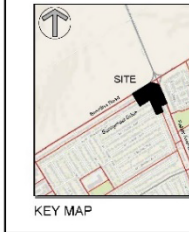
PROPOSED

- 24 STOREY MIXED-USE APARTMENT BUILDING
- 24 STOREY MIXED-USE APARTMENT BUILDING
- 24 STOREY MIXED-USE APARTMENT BUILDING
- 24 STOREY MIXED-USE APARTMENT BUILDING

PROPOSED

- 24 STOREY MIXED-USE APARTMENT BUILDING
- 24 STOREY MIXED-USE APARTMENT BUILDING
- 24 STOREY MIXED-USE APARTMENT BUILDING
- 24 STOREY MIXED-USE APARTMENT BUILDING

1 SITE PLAN - PHASE 1
 SP-2
 DATE: 2024-11-08
 SCALE: 1:300



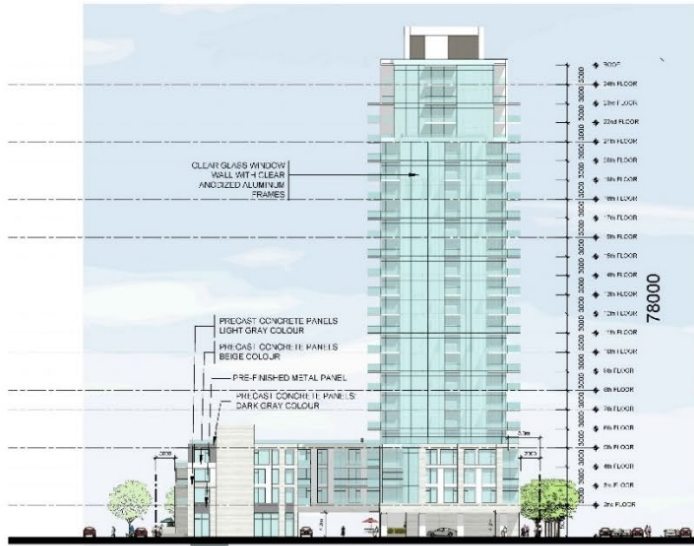
780 Baseline Road PHASE 1

SITE PLAN PHASE 1

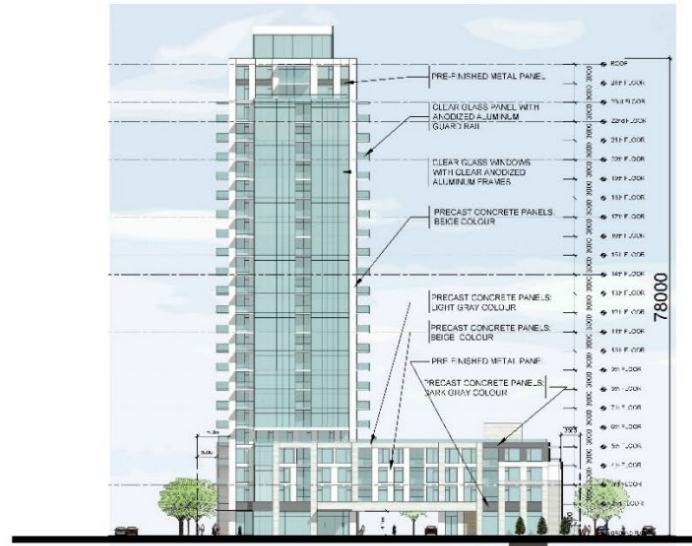
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DATE: 2024-11-08
 REV: 72
 SCALE: 1:300
 PROJECT NO: 2131

Document 8 – Site Concept Elevations



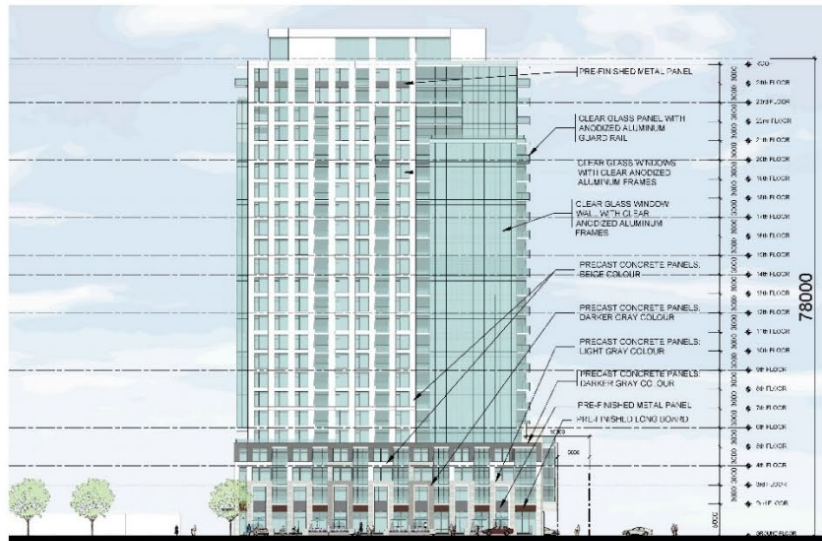
01 SOUTH ELEVATION
BUILDING A



02 NORTH ELEVATION
BUILDING A



03 EAST ELEVATION
BUILDING A



04 WEST ELEVATION
BUILDING A

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NOTATION SYMBOLS:

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- REFLECTED DIMENSIONAL SECTION (AS PER SECTION 2.0.1)
- REFLECTED DIMENSIONAL SECTION (AS PER SECTION 2.0.1)
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NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT SUBMITTALS	2023-03-22
2	REVISED PER PERMIT COMMENTS	2023-03-22
3	ISSUED FOR PERMIT SUBMITTALS	2023-03-22
4	REVISED PER PERMIT COMMENTS	2023-03-22
5	ISSUED FOR PERMIT SUBMITTALS	2023-03-22
6	REVISED PER PERMIT COMMENTS	2023-03-22
7	ISSUED FOR PERMIT SUBMITTALS	2023-03-22
8	REVISED PER PERMIT COMMENTS	2023-03-22
9	ISSUED FOR PERMIT SUBMITTALS	2023-03-22
10	REVISED PER PERMIT COMMENTS	2023-03-22



RODERICK LAHEY
ARCHITECT INC
94 Beach Street, Ottawa, Ontario K1S 3Z6
416 757 8937 / 416 757 8109 / www.rla.ca

780 Baseline Road

BUILDING A ELEVATIONS

SCALE:	AS SHOWN
DATE:	2023
PROJECT:	780 Baseline Road
CLIENT:	THEBERGE DEVELOPMENTS LTD.
DESIGNER:	RODERICK LAHEY ARCHITECT INC
SCALE:	AS SHOWN
DATE:	2023
PROJECT:	780 Baseline Road
CLIENT:	THEBERGE DEVELOPMENTS LTD.
DESIGNER:	RODERICK LAHEY ARCHITECT INC

A200

Document 9 – Shadow Study

JUNE 21 (DST)

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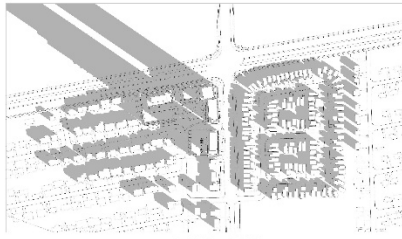
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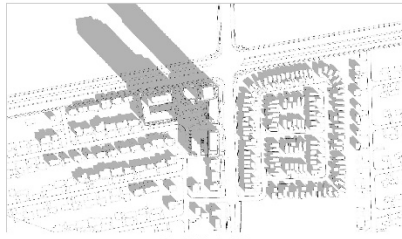
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I. THE RESPONSIBILITY OF THE ARCHITECT IS TO PREPARE DRAWINGS TO THE BEST OF HIS OR HER SKILL AND TO ADVISE THE CLIENT OF ANY OMISSIONS OR ERRORS. THE ARCHITECT DOES NOT GUARANTEE THE ACCURACY OF THE INFORMATION PROVIDED TO HIM OR HER BY THE CLIENT. THE ARCHITECT SHALL NOT BE RESPONSIBLE FOR THE DESIGN OR CONSTRUCTION OF ANY STRUCTURE OR SYSTEM OR FOR THE PERFORMANCE THEREOF. THE ARCHITECT SHALL NOT BE RESPONSIBLE FOR THE DESIGN OR CONSTRUCTION OF ANY STRUCTURE OR SYSTEM OR FOR THE PERFORMANCE THEREOF.											
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	INDICATES GRADE LEVEL LINES ON PLAN										
	IN PLAN, LINES ARE DRAWN AT 1/8" = 1'-0" UNLESS OTHERWISE NOTED.										
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	INDICATES WHICH FIVE REFER TO WINDOW, GLASS, AND OTHER DETAILS ON ELEVATIONS.										
	CENTER MARKS										
	NORTH ARROW										
	DETAIL CROSS REFERENCE PRICE										
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PREPARED BY: [Signature] DATE: 2018											
CHECKED BY: [Signature] DATE: 2018											
THEBERG HOMES Theberge Developments Ltd.											
ARCHITECT: RODERICK LAHEY ARCHITECT INC. 80 Beach Street, Mississauga, Ontario M1S 2L2 905.276.4621 FAX: 905.276.5200 www.rodlahey.ca											
780 Baseline Road OTTAWA ONTARIO											
SHADOW STUDY JUNE 21 (DST)											
DRAWN RLA	CHECKED RLA										
SCALE NTS	PROJECT NO. A400										
SHEET NO. 2131	TOTAL SHEETS										

SEPTEMBER 21 (DST)



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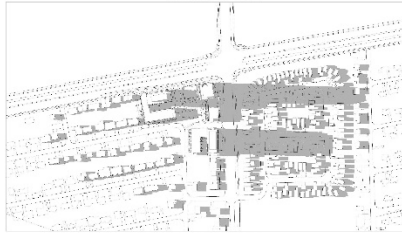
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IT IS THE RESPONSIBILITY OF THE APPLICANT FOR THIS DOCUMENT TO VERIFY THAT THE INFORMATION CONTAINED HEREIN IS ACCURATE AND COMPLETE. THE APPLICANT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE INFORMATION CONTAINED HEREIN IS FOR INFORMATIONAL PURPOSES ONLY AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE. THE APPLICANT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE INFORMATION CONTAINED HEREIN IS FOR INFORMATIONAL PURPOSES ONLY AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE.

- NOTATION SYMBOLS:**
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 - INDICATES DRIVE-IN HOTEL, LISTED BY EACH SIDE.

DATE FOR PLOTTING / COMMENTS / REVISIONS	REV. 05/21
DATE FOR PLOTTING / COMMENTS / REVISIONS	REV. 05/21
DATE FOR PLOTTING / COMMENTS / REVISIONS	REV. 05/21
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DATE FOR PLOTTING / COMMENTS / REVISIONS	REV. 05/21



HERITAGE
HOUSES
Theberge Developments Ltd.

RODERICK LAHEY
ARCHITECT INC.
20 Dundas Street, Ontario, Ontario M5G 1S3
P: 416 593 9557 F: 416 593 9558 www.rodericklahey.ca

780 Baseline Road

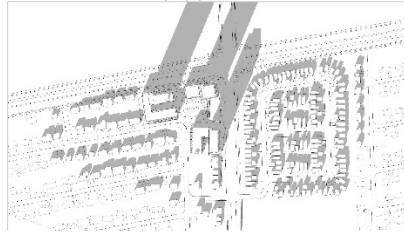
OFFICIAL DRAWING
SHADOW STUDY
SEPTEMBER 21 (DST)

DATE	DATE
RLA	RLA
DATE	DATE
NTS	NTS
PROJECT No.	A401
2131	

DECEMBER 21



9:00 AM



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NOTATION SYMBOLS:

- INDICATES DIMENSIONS, UNLESS OTHERWISE NOTED
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NO.	DESCRIPTION	DATE

THEBERGE HOMES
Theberge Developments Ltd.

ARCHITECT
RODERICK LAHEY ARCHITECT INC.
1880 W. 10th Ave., 10th Floor, Toronto, Ontario M6E 1B4
(416) 593-7022 / (416) 593-7021 / www.rodlahey.com

PROJECT
780 Baseline Road

CITY/TOWN: ONTARIO

DATE
**SHADOW STUDY
DECEMBER 21**

<p>SCALE</p> <p>PLAN RLA</p> <p>ELEVATION NTS</p> <p>PROJECT NO. 2131</p>	<p>SCALE</p> <p>ELEVATION RLA</p> <p>PROJECT NO. A402</p>
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DATE PLOTTED: 2023-12-21 10:00 AM

Document 10 – Agriculture and Agri-Food Canada Comments

October 24, 2023

Kelly Livingstone
Planner, City of Ottawa
kelly.livingstone@ottawa.ca

RE: Resubmission of the Development Applications for Apartment Towers at 780 Baseline Road in Ottawa.

Dear Mr. Livingstone,

Thank you for informing Agriculture and Agri-Food Canada (AAFC) of the resubmission of the planning applications for 780 Baseline and providing the opportunity to again raise the concerns related to the impact to our Central Experimental Farm (CEF) property. As identified on several occasions, the proposed development raises serious concerns for AAFC with regards to risks to our agricultural science integrity and impacts to our best research fields.

AAFC has revised the internal assessment initially provided to reflect the changes in the resubmission application. The revised design will continue to pose significant impacts/risks to the CEF. In February 2023, AAFC provided comments on the revised design which further exasperated the shadowing impact to our land. The recent resubmission design and its associated shadowing impacts continues to be a concern to the CEF. For your consideration please refer to Annex A for complete details.

In addition to shadow, the construction of underground parking may cause drainage issues on the CEF land. In February, AAFC requested a Groundwater Impact Assessment be provided to better understand if there will be any impacts to the CEF which we have yet to receive.

AAFC is requesting the City strongly consider the significant and detrimental impacts to the CEF and we recommend an approach in support of preserving our research land. Thank you for considering our concerns and we appreciate our continued engagement with the City.

Sincerely,

Pascal Michel
Director General
Ontario and Quebec Region
Science and Technology Branch

Karen Durnford-McIntosh
Director General
Real Property and Asset Management
Corporate Management Branch

Cc: Ted Horton, Senior Planner & Municipal Liaison, National Capital Commission

Attachment:

Annex A – Risk to the Central Experimental Farm Lands by Proposed Apartment Towers at 780 Baseline Road.

Annex A

Risk to the Central Experimental Farm Lands by Proposed Apartment Towers at 780 Baseline Road.

Background:

1. The lands of Agriculture and Agri-Food Canada's (AAFC) Central Experimental Farm (CEF) have a long history of creating new varieties of crops that have supported Canadian agriculture. Farmers grow these varieties, which feed Canadians, and add to our agricultural GDP. Research is also done on management practices which increase yield and reduce the carbon footprint of agriculture. Climate change will bring many new stresses on crop production, which can only be mitigated using adaptive research techniques and modern trait selection practices. The time for deferring climate change mitigation research to a future time is over, and the fields of the CEF are our laboratories for the varieties of the future that farmers and the nation will depend on.
2. The research lands west from Fisher Avenue to Merivale Road are the best lands on the Central Experimental Farm for agronomic research and crop breeding. The lands are uniform in texture and fertility, well drained by a series of underground tiles, and predominantly flat. They are well suited for the small plot research they are used for. Small research plots model the results that can be obtained from larger fields. These fields are used to test the performance of over 36,000 potential varieties of spring and winter wheat, soybean, barley, corn and oats per year. Many of the varieties that farmers currently produce have originated from these fields. Farm organizations have invested millions of dollars in collaborative research done on these lands to incrementally improve the disease resistance, climatic stress tolerance, and yield of their crops.
3. It is recognized that Baseline Road is a Mainstreet Corridor in the City's new Official Plan, and that the City's Transportation Master Plan includes a proposal for the eventual development of a Bus Rapid Transit Line. This will continue to bring further development in proximity to the CEF. As a result, we encourage the City of Ottawa to consider the impacts of high rise development on the CEF and its crop research that is vital to our future. We encourage the City to work with Agriculture and Agri-Food Canada to minimize the impact on our research landscape.
4. **Request:** We request the City of Ottawa consider what site and building design elements (e.g., orientation, floorplate size) can be employed to limit shadowing on the CEF for this application and for future development along Baseline.

Shade Study

5. Using the newly revised development proposal a new shade study was done to examine the patterns and cumulative amounts of shade caused by the proposed towers at 780 Baseline Road. The building and rezoning application calls for one 32 storey tower and one 24 storey tower situated on Baseline Road and one 24 storey tower situated south of Baseline and west of Fisher Avenue. The shade study was designed to demonstrate the effects of shade from the proposed towers over the entire growing season which occurs from April 01 through to November 30.

6. The model to calculate the amount of shade was based on the sun's position in the sky at one minute intervals over each day during the growing season and the height and footprint of the towers. Cloudless conditions were assumed. A day started and ended when the sun elevation was one degree above the horizon.
7. An area 1 km in the cardinal directions from the proposed towers (4 km²) formed the study area. The study area was further divided into 4 m² polygons, and the minutes of shade on each polygon resulting from the model were recorded. This resulted in 250,000 polygons in the study area. On a yearly basis there are ~ 189,387 minutes of sunlight received at our latitude in a growing season April 01 to November 30.

Results:

1. The attached figure 1 shows a 4 km² block centred on the proposed towers at 780 Baseline Road. The colours over the area correspond to the shaded land with red being the greatest amount of shade followed by yellow and dark blue. The units are cumulative minutes of shade during the growing season. The figure shows that the proposed towers will result in significant shade cast on the CEF research lands both east and west of Fisher Avenue.
2. Figures 2a and 2b have been developed based upon 50 m² polygons and show the percentage of light reduction per day for the growing season. The research lands directly opposite the proposed development will have daily solar radiation reduced by ~13 percent per day. Moving west from Fisher the amount of shade received on the land is reduced until by 400 m from the towers it is less than 1% of solar radiation reduced per day. Moving north from the proposed towers, solar radiation reduction decreases and at 200 m it is less than 1% per day.
3. Research lands east of Fisher Avenue will have much more shade cast on them than on the western side of the development, where the lands directly east and north of the towers have solar radiation reduced by more than 20% per day for the first 150 m moving east. It is not until 550 m east of the towers that the sunlight is only reduced by 1% per day. Moving north on the east side of Fisher Avenue the solar radiation reduction decreases and is less than 1 % per day at 200 m.
4. The yellow rectangles on Figure 2a and 2b show the area of research lands that will be detrimentally affected by the reduction in solar radiation.
5. Reducing the total amount of light reaching the research lands will reduce total plant photosynthesis, reducing yield and delaying harvest.
6. Light is a combination of many different wavelengths and plants use them differently. For example, early morning or late evening red light stimulates many plants to flower.
7. As seen in Figure 2b, the shade from only tower A is much less devastating to CEF research lands than when combined with Towers B and C. This is not only from the 24 m reduction in height of tower A, but also its placement ~ 75m south of baseline road.
8. Perhaps the most significant effects of the shading on the research lands comes from the increased variability in sunlight caused by differentially shading of the fields throughout the growing season. This will increase the variability of the research lands within the yellow rectangles on Figure 2a and 2b and make them unusable for most field experiments. Increased light variability adds additional factors to research experiments that will make results impossible to interpret, and make the affected land unsuitable for research purposes.
9. Fall seeded crops, such as winter wheat, grow extensively during the fall, remain dormant under the snow, and then regrow early in the spring months to be harvested in late July. Therefore, sunshine in the fall and spring are a requirement for winter crops.

10. Sunlight in the spring melts and evaporates snow cover, and dries and warms the soil. Dry soils are required to cultivate the land and plant crops. Increased shade will delay spring planting resulting in a shift in flowering to a hotter period of the year, delaying maturity and harvest and lowering yields.
11. Sunlight is used by microorganisms responsible for nutrient cycling on a yearly basis. Nitrogen, phosphorous and carbon cycles are among some of the necessary natural processes mediated by microorganisms in the soil that are affected by sunlight and soil temperatures. Here too, increased solar variability will affect the soil microbiome resulting in soil variability that will eliminate these lands for research purposes.

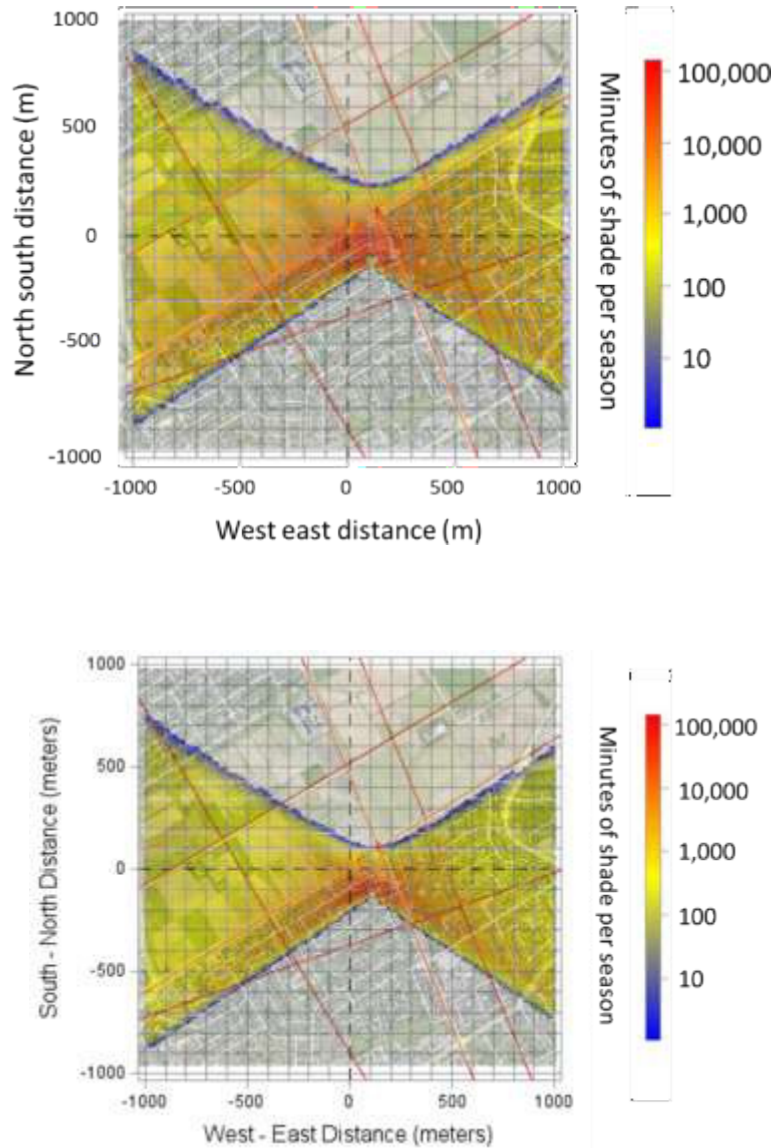


Figure 1. Shade maps for 780 Baseline Road. Top Map includes Tower A 78m, B 78 m and C 102m. Bottom map is only for Tower A 78m.

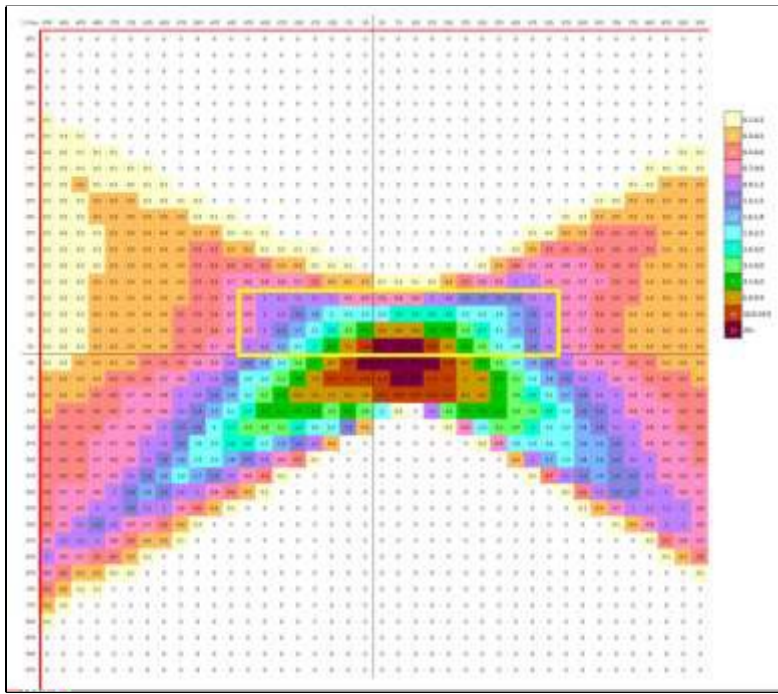


Figure 2a. Percent daily reduction in solar radiation April 01 to November 30 for Tower A, B and C at 780 Baseline Road. Polygon colours correspond to percentage daily amount of solar radiation reduction

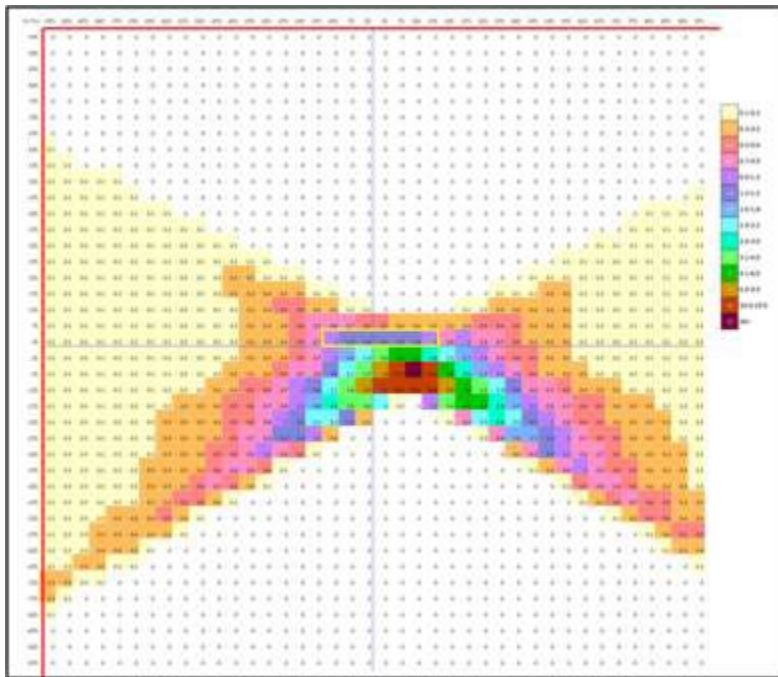


Figure 2b. Percent daily reduction in solar radiation April 01 to November 30 for Tower A at 780 Baseline Road. Polygon colours correspond to percentage daily amount of solar radiation reduction.