

Subject: Zoning By-law Amendment – 222 Baseline Road

File Number: ACS2023-PRE-PS-0116

Report to Planning and Housing Committee on 1 November 2023

and Council 8 November 2023

**Submitted on October 11, 2023 by Derrick Moodie, Director, Planning Services,
Planning, Real Estate and Economic Development**

Contact Person: Craig Hamilton, Planner I, Development Review South

613-580-2424 ext.23502, Craig.hamilton@ottawa.ca

Ward: River (16)

Objet: Modification du Règlement de zonage – 222, chemin Baseline

Dossier: ACS2023-PRE-PS-0116

Rapport au Comité de la planification et du logement

le 1er novembre 2023

et au Conseil le 8 novembre 2023

**Soumis le 11 octobre 2023 par Derrick Moodie, Directeur, Services de la
planification, Direction générale de la planification, des biens immobiliers et du
développement économique**

**Personne ressource: Craig Hamilton, Urbaniste, Examen des demandes
d'aménagement sud**

613-580-2424 ext.23502, Craig.hamilton@ottawa.ca

Quartier: Rivière (16)

REPORT RECOMMENDATIONS

- 1. That Planning and Housing Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 222 Baseline Road, as shown in Document 1, from R1GG zone to R4UD[XXXX] zone, to permit a four-storey low-rise apartment dwelling as detailed in Document 2.**
- 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 November 8, 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’apporter une modification au *Règlement de zonage* (n° 2008-250) pour le 222, chemin Baseline, comme l’indique la pièce 1, afin de passer de la zone R1GG à la zone R4UD[XXXX] et d’autoriser la construction d’un immeuble d’appartements de faible hauteur (quatre étages) selon les modalités précisées dans la pièce 2.**
- 2. Que le Comité de la planification et du logement approuve l’intégration de la section Détails de la consultation du rapport dans le cadre de 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 que tiendra le Conseil municipal le 8 novembre 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 the Zoning By-law Amendment for 222 Baseline Road from R1GG zone to R4UD[XXXX] zone to permit a four-storey low-rise apartment dwelling.

The applicant is requesting the following:

- To permit a low-rise apartment dwelling.
- To establish a reduced minimum front yard setback.

- To reduce the minimum vehicle parking space rate for residents from 0.5 per unit to 0 for the first 18 dwelling units. If the proposal is amended to include additional units, it will be subject to the standard rate of 0.5 per unit as outlined in the Zoning By-law.
- To prohibit a low-rise apartment dwelling containing 10 units or less.

The proposal aligns with applicable Official Plan and Secondary Plan policies for this area. The subject site is abutting an existing arterial road (Baseline Road) and is designated as Mainstreet Corridor on Schedule B3 – Outer Urban Transect of the Official Plan.

Planning staff recommend approval of the Zoning By-law Amendment application for 222 Baseline Road to amend the subject site's zoning from R1GG to R4UD[XXXX], to permit a four-storey, low-rise apartment dwelling containing 18 units.

Applicable Policy

The following policies are applicable to this application:

- Low-rise building typologies are permitted within the Outer Urban Transect as described in Policy 2 of Section 5.3.1 wherein low-rise development is encouraged to be located within neighbourhoods and along Minor Corridors. Similarly, dwelling typologies ranging from low- to high-rise apartments are permitted along Mainstreet Corridors when appropriate transitions are provided to the neighbouring uses. Policy 4 of Section 5.3.1 supports the development of multi-unit dwellings along Corridors and areas where rapid transit and frequent street transit routes are available.
- Greater residential densities than those of the surrounding low-rise residential neighbourhood are permitted along Mainstreet Corridors within the Outer Urban Transect as described in Section 6.2 of the Official Plan. Specifically, Policy 3 of Section 6.2.1 provides that corridors are permitted to contain residential dwellings which integrate with a dense, urban environment.
- The Outer Urban Transect policies of Section 5.3.1 encourage the enhancement of transportation options such as walking and transit, where viable, while acknowledging the vehicle-dependent built form of existing neighbourhoods. Similarly, Section 4.1.4 of the Official Plan supports the reduction or elimination of required parking spaces for sites located within 600 metres of a planned rapid-transit station.

- The Carleton Heights Secondary Plan generally permits built forms up to a height of four storeys and permits greater density of residential development surrounding low-density neighbourhoods, particularly on lots along Mainstreet Corridors under Policy 4 of Section 2.4 of the Plan.

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 virtual community information session was held by Councillor Brockington on March 30, 2023. The applicant, Councillor, and staff were present, as well as 42 members of the public. 53 comments submissions were made during the development review process. Comments mainly provided concerns regarding parking, insufficient local road width, inadequate transit, traffic, pedestrian safety, servicing, building massing, and environmental preservation.

SYNTHÈSE ADMINISTRATIVE

Recommandation du personnel

Le personnel des Services de planification recommande d'approuver la modification du *Règlement de zonage* pour le 222, chemin Baseline, afin de passer de la zone R1GG à la zone R4UD[XXXX] et d'autoriser la construction d'un immeuble d'appartements de faible hauteur (quatre étages).

Le requérant demande :

- d'autoriser la construction d'un immeuble d'appartements de faible hauteur;
- d'établir une marge de retrait minimum réduite dans la cour avant;
- de réduire le nombre de places de stationnement minimum des véhicules pour les résidents en passant de 0,5 place par logement à 0 pour les 18 premiers logements. Si la proposition est modifiée pour ajouter des logements, elle sera soumise au nombre standard de 0,5 place par logement conformément aux modalités exposées dans le *Règlement de zonage*;
- d'interdire la construction d'un immeuble d'appartements de faible hauteur de 10 logements ou moins.

La proposition cadre avec les politiques applicables du Plan officiel et du plan secondaire pour ce secteur. Le site visé est attenant à une artère existante (chemin Baseline) et porte la désignation de couloir de rue principale conformément à l'annexe B3 (transect du secteur urbain extérieur) du Plan officiel.

Le personnel des Services de planification recommande d'approuver la demande de modification du *Règlement de zonage* pour le 222, chemin Baseline afin de modifier le zonage du site visé pour passer de la zone R1GG à la zone R4UD[XXXX] et d'autoriser la construction d'un immeuble d'appartements de faible hauteur (quatre étages) de 18 logements.

Politiques applicables

Les politiques suivantes s'appliquent à cette demande :

- Les typologies des bâtiments de faible hauteur sont autorisées dans le transect du secteur urbain extérieur conformément aux modalités exposées dans la politique 2) de la sous-section 5.3.1, dans laquelle on encourage à construire des bâtiments de faible hauteur dans les quartiers et le long des couloirs mineurs. De même, les typologies d'habitations constituées d'immeubles d'appartements de faible et de grande hauteurs sont autorisées le long des couloirs de rues principales quand les transitions appropriées sont prévues avec les aménagements voisins. La politique 4) de la sous-section 5.3.1 permet d'aménager des immeubles à logements multiples le long des couloirs et dans les zones dans lesquelles on offre des services de transport en commun rapides et des circuits de transport en commun sur rue dont le service est fréquent.
- De plus grandes densités résidentielles que celles qui entourent le quartier résidentiel de faible hauteur sont autorisées le long des couloirs de rues principales dans le transect du secteur urbain extérieur conformément aux modalités exposées dans la sous-section 6.2 du Plan officiel. En particulier, la politique 3) de la sous-section 6.2.1 prévoit que les couloirs peuvent comprendre des immeubles résidentiels qui s'intègrent dans un environnement urbain dense.
- Les politiques de la sous-section 5.3.1 sur le transect du secteur urbain extérieur encouragent l'amélioration des options de transport comme les déplacements à pied et les transports en commun, lorsqu'ils sont viables, tout en tenant compte de la forme bâtie tributaire de la voiture dans les quartiers existants. De même, la sous-section 4.1.4 du Plan officiel permet de réduire ou d'éliminer les places de

stationnement obligatoires pour les sites situés dans un rayon de 600 mètres d'une station de transport en commun rapide planifiée.

- Le Plan secondaire de Carleton Heights permet généralement d'aménager des formes bâties à concurrence de quatre étages de haut et autorise une plus grande densité d'aménagement résidentiel dans les environs des quartiers de faible densité, surtout sur les lots donnant sur les couloirs de rues principales, en vertu de la politique 4) de la sous-section 2.4 du Plan.

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.

Une séance communautaire d'information a été organisée par Riley Brockington, conseiller municipal, le 30 mars 2023. Le requérant, le conseiller municipal et des membres du personnel de la Ville, ainsi que 42 représentants du public, y ont participé. Durant le processus d'examen de la demande d'aménagement, 53 commentaires ont été déposés. Dans ces commentaires, on exprime essentiellement des inquiétudes sur le stationnement, sur la largeur insuffisante des routes locales, sur les transports en commun insuffisants, sur l'achalandage, sur la sécurité des piétons, sur la viabilisation, sur la volumétrie des bâtiments et sur la préservation de l'environnement.

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

222 Baseline Road

Owner

1332710 Ontario Inc.

Applicant

Peter Hume

Architect

Varia Drafting & Design

Description of site and surroundings

The subject property municipally addressed as 222 Baseline Road is located on the southern side of Baseline Road, at the southeastern corner of the intersection of Baseline Road and Lexington Street. The adjacent property to the north is comprised of the Central Experimental Farm and the remainder of the neighbouring community is comprised of low-rise residential dwellings, predominantly single detached dwellings. The subject site is approximately 691 square metres in size and currently contains a single detached dwelling.

Summary of proposed development

The proposed Zoning By-law Amendment seeks to permit a new low-rise apartment dwelling on the property totalling four storeys and containing eighteen (18) units. The development will front onto Baseline Road and include four (4) visitors' vehicle parking spaces. Amenity space will be provided atop the fourth storey and tree plantings are proposed along the Lexington Street and Baseline Road frontages.

Summary of requested Zoning By-law amendment

The subject site is currently zoned Residential First Density, Subzone GG (R1GG), permitting only single detached dwellings. The proposed Zoning By-law Amendment is Residential Fourth Density, Subzone UD, Exception XXXX (R4UD[XXXX]), in order to introduce a low-rise apartment dwelling where the dwelling typology is currently not permitted. A site-specific exception will be added to the new zone to permit a reduced vehicle parking space rate from 0.5 space per unit to 0 space per unit for residents for the first 18 units, a reduced minimum front yard setback from 4.5 metres to 4 metres, and to prohibit low-rise apartment dwellings containing 10 units or less.

DISCUSSION**Public consultation**

Public consultation for this application was conducted in accordance with procedures for Zoning By-law amendment applications. Owners within 120 metres of the site were notified through Canada Post mailing, and one sign was posted on-site.

A community information session was held by Councillor Brockington on March 30, 2023 virtually. 42 residents attended in addition to the Carleton Heights and Area Residents Association, City Staff from Planning Services, and the Applicant. The community's main concerns stated were relating to stormwater management and water retention onsite, the availability of parking and the proposed density.

For this proposal's consultation details, see Document 3 of this report.

Official Plan designation(s)

The Official Plan designates the subject property as Mainstreet Corridor within the Outer Urban Transect on Schedule B3 to the Official Plan. The policies pertaining to the Mainstreet Corridor broadly support higher densities of development than the nearby neighbourhoods which will also align with a dense urban environment. The designation anticipates both multi-family residential dwelling types as well as mixed use buildings that provide commercial or office uses that contribute to a 15-minute neighbourhood model. Any development along the corridor is intended to address the higher order street and/or corridor, which in the context of the subject property is Baseline Road.

Carleton Heights Secondary Plan

The subject site is located within the Carleton Heights Secondary Plan area and is designated as Neighbourhood Low-rise under the Secondary Plan. The property also fronts onto the Transitway (Baseline Road) corridor indicated within the Secondary Plan.

The Neighbourhood Low-rise designation generally permits dwellings up to a full four storeys in height. The large areas of Neighbourhood Low-rise designations are anticipated to remain comprised of single-detached and semi-detached dwellings, however, the Secondary Plan encourages greater residential densities as well as non-residential uses along Mainstreet and Minor Corridors.

At the time of the Secondary Plan's implementation, a population forecast of 16,000 residents was anticipated which could be adequately accommodated with the existing service capacities. While the plan acknowledges the eventual intensification of the area, identification and mitigation measures are required for new development to address issues of excess rainwater runoff and urban flooding. These mitigation measures cited in the Secondary Plan include increase permeable surfaces, urban greening, grading and service design measures to protect new and existing dwellings. In support of managing stormwater conditions within the Secondary Plan's area, new driveways and private approaches are limited with the intent of this policy to ensure that new

development and accompanying driveways will not increase surface imperviousness and worsen stormwater management conditions within the surrounding neighbourhood.

Planning rationale

The subject Zoning By-law Amendment seeks to rezone the land from R1GG to R4UD[XXXX], permitting a low-rise apartment dwelling use. An exception to the R4UD zone is proposed to provide a reduced front yard setback and a reduced minimum vehicle parking space rate.

Land Use and Built Form

The subject application proposes the introduction of a four-storey low-rise apartment dwelling building typology which will contain 18 units. The proposed low-rise apartment dwelling fronts onto a Mainstreet Corridor and is located at the outer edge of an existing low-rise neighbourhood. Four visitor parking spaces will be included on the site. The subject property is designated as Mainstreet Corridor within the Outer Urban Transect. The Official Plan anticipates that the lots which front onto Mainstreet Corridors will intensify into mixed-use corridors and offer higher-density residential development than the surrounding neighbourhoods. Multi-family residential dwellings must remain compatible with the existing community, and while mid- and high-rise apartments are encouraged along Mainstreet Corridors, lot size and adequate transitions to adjacent residential properties may limit sites to low-rise apartment dwellings in some instances. The new residential dwelling units are supported by the Official Plan and are adequately situated at the boundary of the established community. The proposed low-rise apartment dwelling aligns with the anticipated intensification along Mainstreet Corridors and will appropriately address the neighbourhood context while providing additional housing stock. The requested land use meets the intent of the Official Plan policies for lands designated as Mainstreet Corridor within the Outer Urban Transect.

Parking

The proposal is requesting to reduce the minimum vehicle parking space rate for residents from 0.5 per unit to 0 for the first 18 dwelling units. Official Plan Section 4.1.4 supports the shift towards sustainable modes of transportation. Policy 2 indicates that minimum parking requirement may be reduced or eliminated within 600 metre radius to existing or planned rapid transit station. Under Schedule C1 of the Official Plan, Bus Rapid Transit is planned for the Baseline Road corridor, and a future transit station is intended to be provided at the intersection of Baseline Road and Fisher Avenue, which is approximately 300 metres away from the proposed development.

The subject property is also currently serviced by several nearby bus routes. There are bus stations located directly in front of the property, as well as on Fisher Avenue. Currently, bus transit service along both Baseline Road and Fisher Avenue run every 15 minutes during peak times and include multiple routes and destinations such as Tunney's Pasture and Billings Bridge. Furthermore, there are also several local commercial stores nearby and a commercial plaza located at Prince of Wales Drive and Meadowlands Avenue. The plaza is located 18-minute walk and 5-minute bike ride away from the proposed development. The project is also a 10-minute bike ride away from the Merivale Road corridor with a range of commercial and service uses.

Bicycle parking spaces are provided within the proposed building to encourage active transportation and four visitor vehicle parking spaces are also included to accommodate drop-offs and temporary visitor parking. The visitor parking spaces meets the minimum requirement as per the Zoning By-law. Overall, the proposed site is well-serviced by many nearby amenities, various transportation options and meets the policy direction to eliminate residential parking requirement.

Through the Site Plan Control process, warning clauses will be registered on the land title to specify that the property provides limited on-site parking.

Front Yard Setback

The front yard of the site is located along the Baseline Road frontage and the front lot line is deemed to be the northern lot line for the purposes of the Zoning By-law provisions. The current R1GG zoning of the property requires a minimum front yard setback of 4.5 metres, whereas the proposed Zoning By-law amendment seeks to reduce the front yard setback to 4.0 metres. The proposed reduction in front yard setback allows for the low-rise apartment to be further distanced from the single detached dwellings located immediately to the south of the site. This reduction in setback, accompanied by massing reductions provided by the applicant support an appropriate transition in height to the surrounding neighbourhood and help to provide a buffer between the low-rise apartment dwelling and adjacent homes. The proposed reduction also brings the façade of the building closer to the Mainstreet Corridor, addressing the street and public realm. The applicant has demonstrated that despite the 0.5 metres setback reduction, pedestrian walkways, soft landscaping and trees will still be accommodated for within the front yard.

Stormwater Management

Currently, the site is occupied by a single detached dwelling which, through the approval of the subject Zoning By-law Amendment, would be removed to accommodate a larger low-rise apartment dwelling. The redevelopment of the lot would result in a greater footprint, and therefore more impervious surface on the property. The Carleton Heights Secondary Plan policies, specifically 3.1.1 and 3.1.2 require that further development of the broader site and driveways resulting in additional impervious surfaces be limited unless it can be demonstrated that the proposed building meets the intent of the policy by having no negative impact of additional runoff. As part of the submission requirement for this Zoning By-law Amendment application, an Assessment of Adequate Public Services report was provided. Staff have reviewed the assessment report and are of the opinion that despite the increase in building footprint, building design and on-site stormwater retention measures can be used to accommodate for the increased impervious surface. A minimum density provision will be included within the site-specific exception such that only apartment dwellings of 11 units or more are permitted. This is to ensure that future apartment development would be subject to Site Plan Control approval (10 unit or less are exempt from Site Plan Control as a result of provincial Bill 23), at which time a Stormwater Management Brief and any other relevant plans or studies would be reviewed by City Staff to ensure that the intent of the Secondary Plan is being met and stormwater management measures will be implemented. Specific design elements to improve stormwater management will be determined at that time.

Overall, the subject site is located at the edge of the existing neighbourhood and represents an good opportunity to provide housing unit through gentle intensification and missing middle development. It conforms to the relevant Official Plan and Carleton Heights Secondary Plan policies and is considered good planning.

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 Brockington of Ward 16 River is aware of this report.

COMMENTS BY THE ADVISORY COMMITTEE

There are no Advisory Committee comments.

LEGAL IMPLICATIONS

In the event the recommendations are adopted and the resulting zoning by-law is appealed to the Ontario Land Tribunal, it is expected that a three day hearing would be required. It is anticipated that the hearing could be conducted within staff resources. Should the application be refused, reasons must be provided. In the event of an appeal it would be necessary to retain an external planner.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications.

ASSET MANAGEMENT IMPLICATIONS

There are no asset management implications associated with the recommendations in this report.

FINANCIAL IMPLICATIONS

There are no direct 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 the Planning Services operating budget.

ACCESSIBILITY IMPACTS

There are no expected barriers to accessibility with the proposed development.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- A city that has affordable housing and is more liveable for all
- A city that is green and resilient

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-22-0111) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to the complexity of the issues associated with determining appropriate mechanisms to ensure stormwater management solutions.

SUPPORTING DOCUMENTATION

Document 1 Zoning Key Map

Document 2 Details of Recommended Zoning

Document 3 Consultation Details

Document 4 Proposed Site Plan

Document 5 Proposed Elevation

CONCLUSION

Staff are of the opinion that the proposed Zoning By-law Amendment at 222 Baseline Road is consistent with the Provincial Policy Statement and conforms to the City of Ottawa's Official Plan. Staff are satisfied that reduction in the minimum vehicle parking space rate and reduction in minimum front yard setback will not have an undue negative impact on the adjacent properties and surrounding neighbourhood. The Planning, Real Estate and Economic Development Department recommend approval of the application.

DISPOSITION

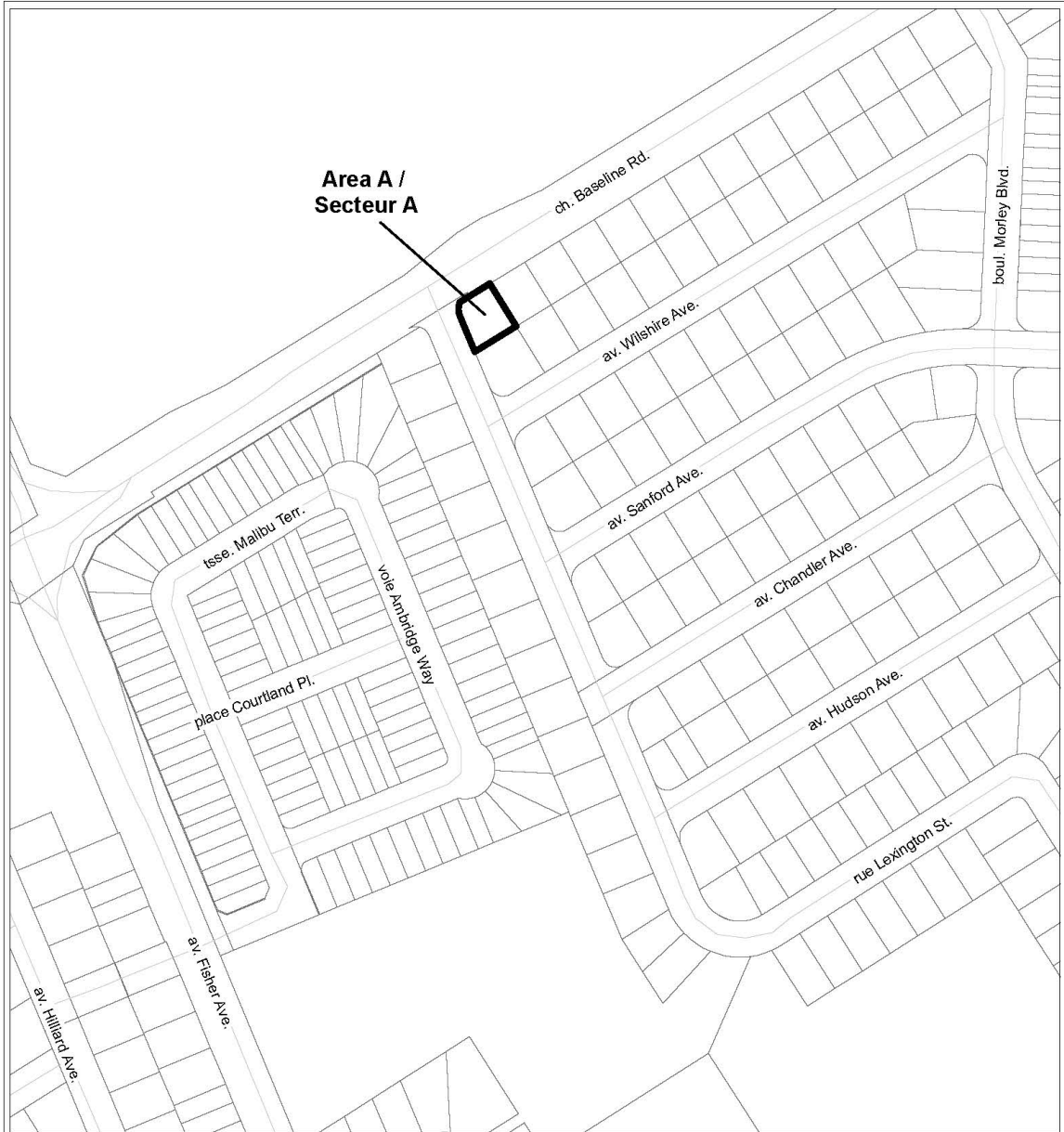
Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista O'Brien, Program Manager, Tax Billing & Control, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.



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



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE	
D02-02-22-0111	23-0763-X	222 chemin Baseline Road	
I:\CO\2023\Zoning\Baseline_222		 Area A to be rezoned from R1GG to R4UD[XXXX] Le zonage du secteur A sera modifié de R1GG à R4UD[XXXX]	
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<small>©Les données de parcelles appartient à Teranet Enterprises Inc. et à ses fournisseurs. Tous droits réservés. Ne peut être reproduit sans autorisation. CECI N'EST PAS UN PLAN D'ARPENTAGE</small>			
REVISION / RÉVISION - 2023 / 09 / 25			

Document 2 – Details of Recommended Zoning (as Amended by Motion No. PHC 2023 - 18/02)

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 222 Baseline Road:

1. Rezone the lands as shown in Document 1
2. Add a new exception XXXX to Section 239 – Urban Exceptions with provisions similar in effect to the following:
 - a) In Column II, add the text “R4UD[XXXX]”
 - ~~b) In Column IV, add the text “low-rise apartment dwelling (10 units or less)”~~
 - b) In Column V, add the text
 - “the following applies to a low-rise apartment dwelling”
 - i. minimum front yard setback: 4 metres.
 - ii. Notwithstanding Table 101, the minimum vehicle parking space rate for the first 18 dwelling units is 0.
 - iii. Notwithstanding Table 101, the minimum required number of parking spaces for a low-rise apartment is One per dwelling unit above 18 units.
 - iv. A low rise apartment dwelling must have a minimum of 11 dwelling units.

Document 3 – Consultation Details

Notification and Consultation Process

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. One virtual public meeting was also held in the community.

A Community Information Session was held virtually on March 30, 2023 via Zoom.

Public Comments and Responses

Comment:

Concern of limited off-street parking being provided and the resulting potential impacts to street parking in the neighbourhood.

Response

The applicant has provided four visitor parking spaces to be located on-site in order to accommodate visitors and drop-offs to the building. The site is currently serviced by bus transit both directly in front of the property on Baseline Road, as well as on the nearby Fisher Avenue. Section 4.1.4 of the Official Plan supports the reduction or elimination of required parking spaces for sites located within 600 metres of a planned rapid-transit station.

Comment:

The existing streets may be too narrow to accommodate street parking, particularly in the winter months. This includes safety impacts for pedestrians and cyclists.

Response:

The width of Lexington Street is the standard width for a local road, however, the asphalted portion of the road is narrower than the full right-of-way in order to accommodate the road shoulder and ditch. Transportation Staff have reviewed the two road frontages of the subject property and have no concerns with the roads asphalted surface width.

Comment:

Public Transit is insufficient to accommodate the increased density in the neighbourhood.

Response:

The lot is currently serviced by bus transit on Baseline Road and Fisher Avenue, including the bus stop and lay-by located in front of the subject property. Furthermore, bus rapid transit is planned for the Baseline Road Corridor.

Comment:

There is inadequate servicing for a low-rise apartment dwelling.

Response:

Through the Zoning By-law Amendment application, Staff have reviewed the adequacy of public services and are satisfied that the proposed building can be serviced without impacts to the surrounding area. Further, and more detailed review, will be conducted at the Site Plan Control stage.

Comment:

The proposed density is too high for the existing neighbourhood.

Response:

The proposed density and building typology are contemplated by the Official Plan as well as the Carleton Heights Secondary Plan.

Comment:

The proposed use is not compatible with respect to massing and height.

Response:

The applicant has made a number of changes to the proposed setbacks to comply with the R4UD zone where the yards abut neighbouring properties. Massing has been brought further from the lot lines and the rooftop amenity area has been buffered with additional setbacks and visual/acoustical barriers. The proposed use aligns with the building forms anticipated for Mainstreet Corridor properties and those lands designated as Neighbourhood Low-rise within the Carleton Heights Secondary Plan.

Comment:

There is limited soft landscaping and tree planting provided onsite.

Response:

The tree planting and landscaping details will be further refined during the Site Plan Control process for the low-rise apartment dwelling. Currently, there is available space for small tree planting along the frontages of 222 Baseline Road.

Document 5 – Proposed Elevation

