

February 9, 2024

Mr. Michel Bellemare
Secretary-Treasurer
Committee of Adjustment
101 Centrepointe Drive, Fourth Floor
Ottawa, ON K2G 5K7

RE: Minor Variance Application
2335 Baseline Road, Ottawa, ON

Committee of Adjustment
Received | Reçu le

2024-02-13

City of Ottawa | Ville d'Ottawa
Comité de dérogation

Dear Mr. Bellemare,

Fotenn Planning + Design ("Fotenn") has been retained by 1000447098 Ontario Inc. ("the Owner") to prepare a Planning Rationale in support of a Minor Variance application at 2335 Baseline Road. The Owner is proposing the redevelopment of the existing one-storey single detached dwelling to construct a two-storey rooming house in the Ridgeview neighbourhood of the City of Ottawa. A Minor Variance application is required to permit a total of 11 rooming units, whereas only seven (7) rooming units are permitted in the R1 zone and to reduce resident parking from three (3) spaces to one (1) space.

Please find enclosed the following materials in support of the application:

- / This cover letter and revised Planning Rationale;
- / Architectural Package dated February 6, 2024, prepared by Hamel Design and Planning; and,
- / Plan of Survey dated March 30, 2023, prepared by Annis, O'Sullivan, Vollebakk Ltd. (AOV).

Please contact the undersigned at scollon@fotenn.com with any questions or requests for additional material.

Sincerely,



Jacob Bolduc, MCIP RPP
Associate



Gabi Scollon, MPI
Planner

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Background and Context

Fotenn Planning + Design (“Fotenn”) is pleased to submit this enclosed Minor Variance application on behalf of 1000447098 Ontario Inc. (“the Owner”) for 2335 Baseline Road (“subject site”) in the Ridgeview neighbourhood of the City of Ottawa. The Minor Variance application seeks relief from the City of Ottawa Zoning By-law 2008-250 regarding the maximum number of rooming units within a rooming house and minimum parking space provisions.

1.1 Subject Site

The subject site is located on the north side of Baseline Road. The subject site has an area of approximately 605.3 square metres, with 21.34 metres of frontage on Baseline Road and a lot depth of 57.91 metres. It is currently developed with a one-storey three-bedroom, two-bathroom single detached dwelling. The site is accessed from Baseline Road with a single-car-width driveway leading to a carport. The rear yard is an open soft landscaped area.



Figure 1: Site location in context

1.2 Surrounding Area

The subject site is located in the Ridgeview neighbourhood of Ottawa on Baseline Road. Surrounding uses include:

- North:** North of the subject site to Iris Street is a residential area characterized by single detached dwellings on internal local roads extending between Baseline Road and Iris Street.
- East:** A two-storey single detached dwelling is located immediately east of the subject site. Six two-and-a-half-storey multi-unit apartment buildings are located two dwellings east of the subject site. To the east of Cobden Road is the Pinecrest Recreation Complex. This city operated facility features a pool, weight and cardio room, and ice rink. Baseball diamonds, a basketball court, a soccer field, and tennis courts are situated in the rear yard of the facility. College Square Mall is located 1.4 kilometres from the subject site

offering a plaza of a variety of retail, restaurant, and service provider storefronts. The Algonquin College campus is located immediately south of College Square Mall.

South: Baseline Road bounds the site immediately to the south and on the other side of the road is St. John the Apostle Church. A subdivision characterized by single detached dwellings is located to the south and east of the catholic church. This subdivision is accessed from the western entrance to Centrepointe Drive.

West: A series of one-storey single detached dwellings are located immediately west of the subject site. A 13-storey apartment building is located at the corner of Rockyway Crescent and Baseline Road. Pinecrest Cemetery occupies the land between the apartment building and Greenbank Road.

1.3 Proposed Development

A Minor Variance application is required to permit the major renovation of the existing one-storey single detached dwelling into a two-storey rooming house, specifically to permit 11 total rooming units and reduce resident parking.

The proposed structure is a two-storey plus basement rooming house feature 11 rooming units and shared amenity spaces. Each rooming unit will feature a private ensuite washroom creating private space within the shared house. The basement shared amenity space includes a kitchen, laundry room with two sets of machines, and living and dining room. Four window wells will provide ample natural light into all rooms of the daylight basement. The three floors will be accessed by two sets of stairs, one at the rear of the building and one along the eastern wall, both of which have exterior doors leading to the rear yard.

An open slat canopy above the second-floor windows will provide a focal architectural design animating the façade of the dwelling along with the combination of three mixed materials. The covered porch will project toward the front lot line creating an entryway area for the residents. The porch is accessed by a 1.22-metre walkway connected to the driveway. The front yard will include 86 square metres of soft landscaping around the walkway and driveway. The driveway will accommodate one resident parking space.

A 1.5-metre walkway extending from the driveway into the rear yard accesses the bicycle parking and garbage shed. Eight secure bicycle parking spaces and storage for the garbage and recycling bins will be in the shed. The rear yard is intended to be a shared area for the residents with 155 square metres of soft landscaping and a covered deck.

A Minor Variance application is required to seek relief from s. 155(2), which permits a rooming house with a maximum of seven rooming units on R1 lots fronting on and having direct vehicular access to an Arterial or Major Collector Road, such roads which are indicated on Schedule 3 – Urban Road Network and where there is no secondary dwelling unit.

A second variance is required for relief from Table 101 – Minimum Parking Space Rates to reduce resident parking by two spaces. The variance will eliminate the need to change the character of the existing single-car width driveway in an area serviced by transit and future BRT.

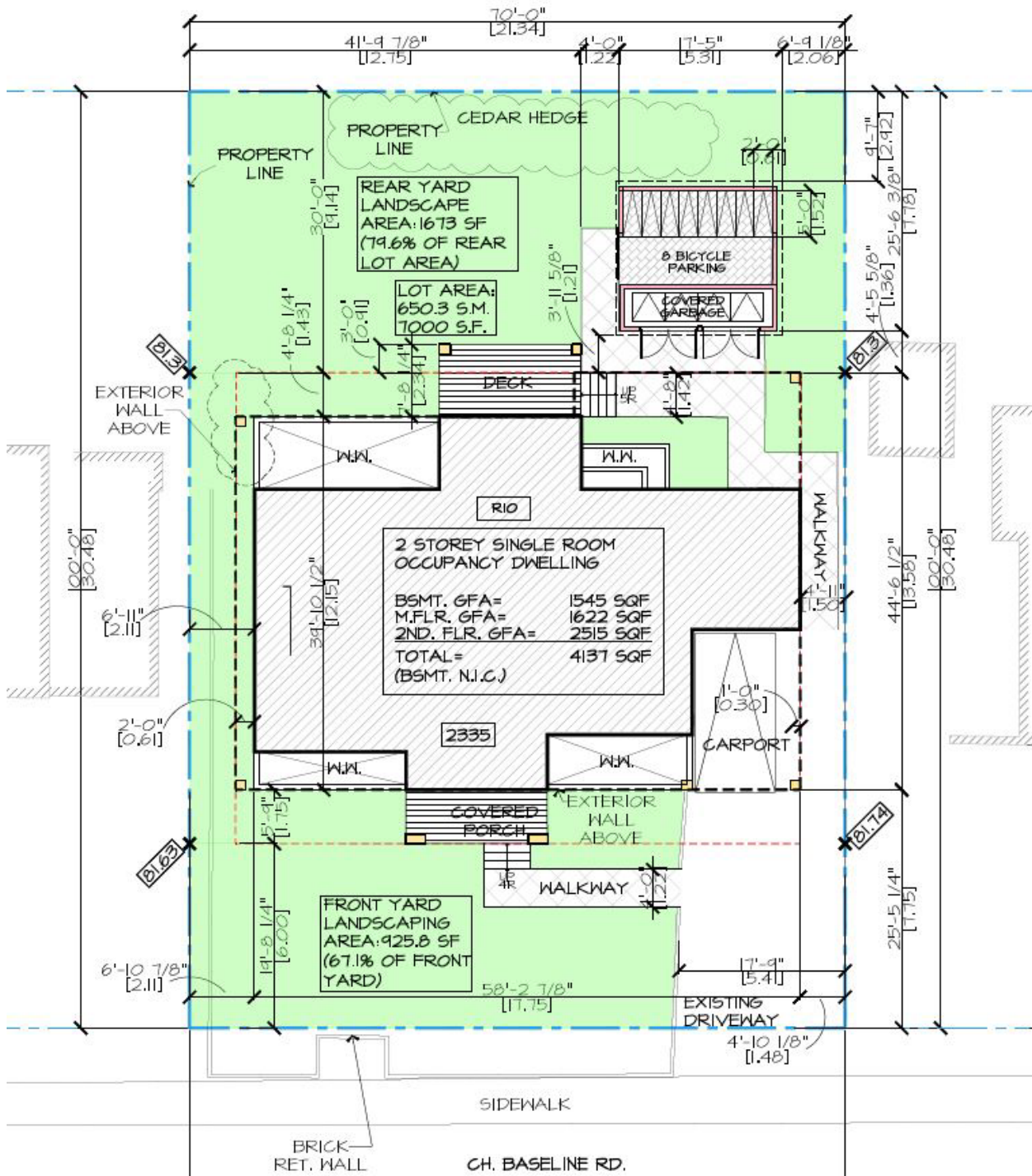


Figure 2: Proposed site plan (Source: Hamel Design and Planning)



Figure 3: Proposed development, view from the southeast (Source: Hamel Design and Planning)

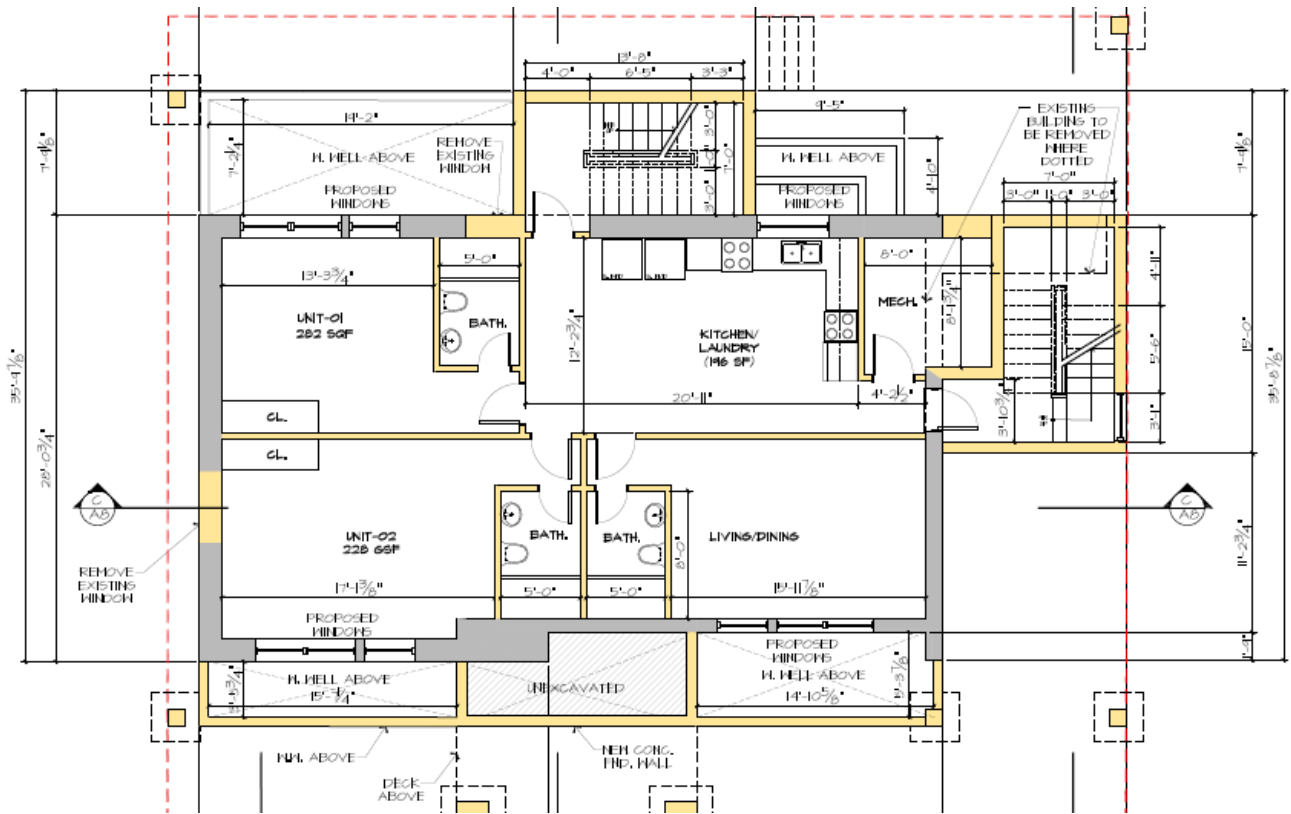


Figure 4: Basement floor plan (Source: Hamel Design and Planning)

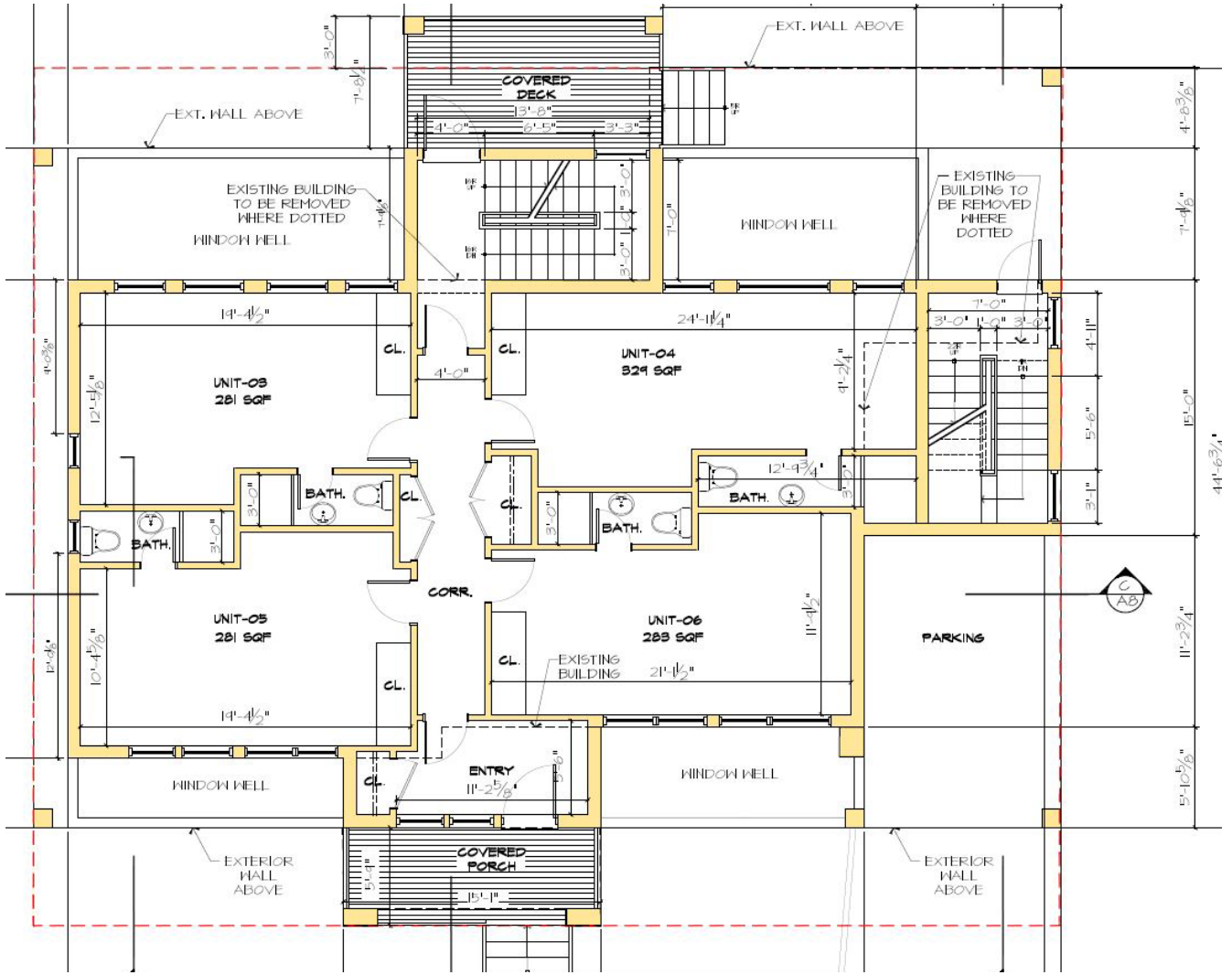


Figure 5: Main floor plan (Source: Hamel Design and Planning)

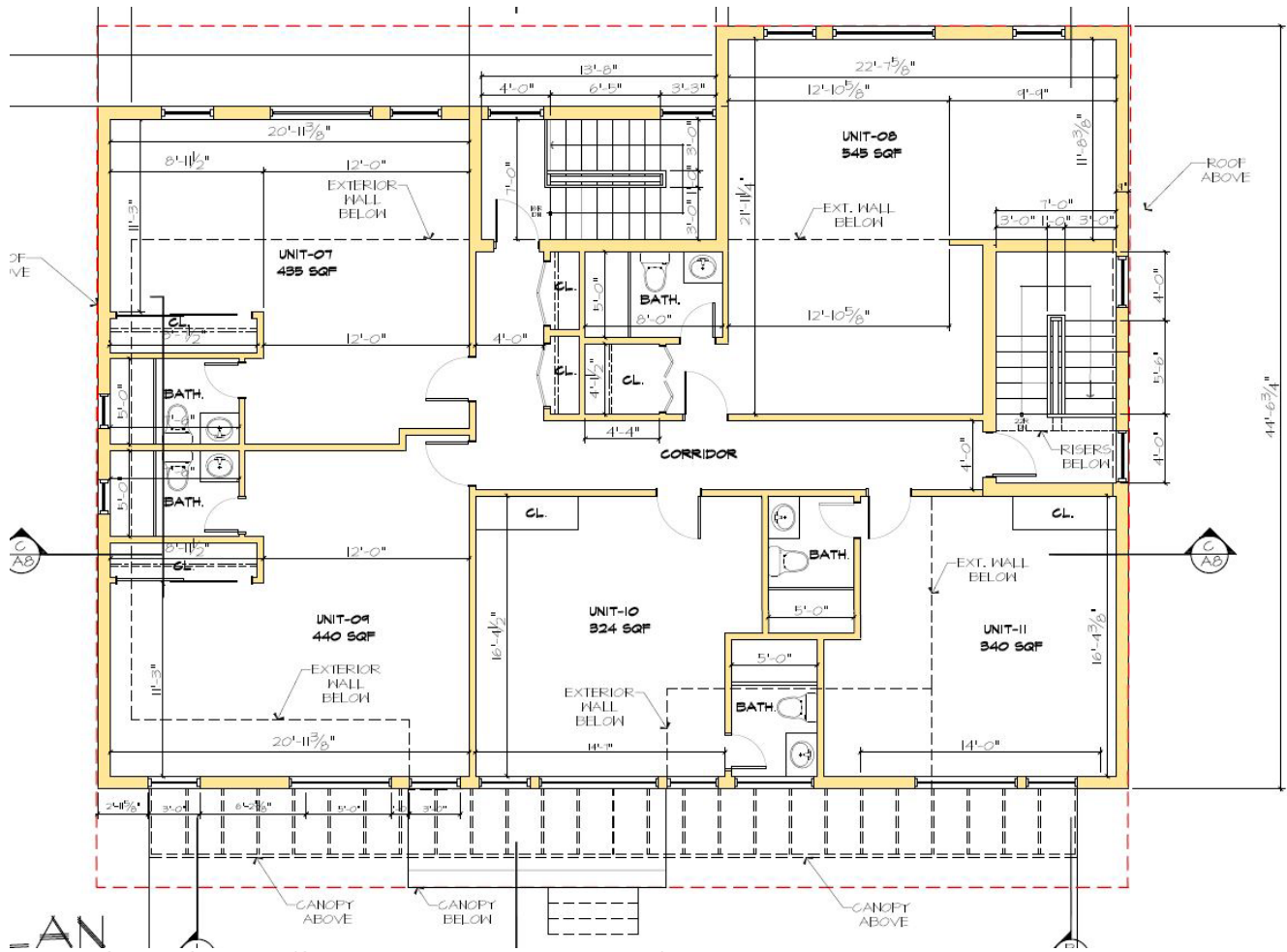


Figure 6: Second-floor plan (Source: Hamel Design and Planning)

2.0

Policy and Regulatory Context

2.1 Provincial Policy Statement (PPS) (2020)

The Provincial Policy Statement (PPS) is a policy document issued under the Planning Act. It sets out a vision for land use planning in the Province of Ontario that encourages planning and development that is environmentally sound, economically strong and enhances quality of life. The PPS provides direction on matters of provincial interest related to land use planning and development. All decisions on planning matters “shall be consistent with” the PPS. Generally, the PPS recognizes that “land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs while achieving efficient development patterns...”. In order to respond to current and future needs, a range of housing options is encouraged through new development and intensification.

Policies for achieving the vision of the PPS address efficient development and land use patterns; accommodating an appropriate range and mix of residential types to meet long-term needs; promoting cost-effective development patterns; and supporting transit and active transportation. Furthermore, the policies direct development to locations that have been identified for intensification and redevelopment by the municipality.

The relevant policy interests to the subject application are as follows:

1.1.1 Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns; promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;

1.1.3.1 Settlement areas shall be the focus of growth and development;

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;

- e) support active transportation; and
- f) are transit-supportive, where transit is planned, exists or may be developed.

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

- 1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.
- 1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.
- 1.1.3.7 Planning authorities should establish and implement phasing policies to ensure:
 - a) that specified targets for intensification and redevelopment are achieved prior to, or concurrent with, new development within designated growth areas; and
 - b) the orderly progression of development within designated growth areas and the timely provision of the infrastructure and public service facilities required to meet current and projected needs.

The proposed development is located within the urban boundary (settlement area), on a serviced lot, located along a corridor serviced by bus rapid transit. The proposed development contributes to expanding the mix of housing typologies in the Ridgeview neighbourhood. The compact, low-rise building form is an efficient use of the land and replaces a single detached dwelling with 11 rooming units.

- 1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:
 - b) permitting and facilitating:
 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
 - c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
 - d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;

The proposed development diversifies the housing options in the surrounding community and provides an alternative living arrangement for individuals. New residential units will be introduced on the site, totalling 11 rooming units where previously there is presently one (1) dwelling unit. Infill development is proposed in a neighbourhood with existing infrastructure and public service facilities. The subject site is located near existing services and amenities, public transit, cycling and pedestrian facilities, parks, schools, employment, and retail.

- 1.5.1 Healthy, active communities should be promoted by:
- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;
 - b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;
- 1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.
- 1.6.7.1 Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.
- 1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.
- 1.7.1 Long-term economic prosperity should be supported by:
- b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce

The proposed development supports healthy, active communities; it is in a walkable neighbourhood, is located along a Corridor – Mainstreet that operates as a transit priority corridor and offers a range of commercial and retail businesses. The intensification of the site within a fully serviced area of the City supports the efficient use of municipal resources. The development supports active transportation by providing an at-grade, sheltered bicycle storage that will be easily accessible to future tenants.

2.2 City of Ottawa Official Plan (2022)

The City of Ottawa Official Plan plans for a 25-year time horizon (2021 to 2046). The new Official Plan was approved by City Council in November 2021 and the Ministry of Municipal Affairs and Housing in November 2022

2.2.1 Designation, Transect, and Overlay

The subject site is located in the Outer Urban Transect and designated as Mainstreet Corridor.



Figure 7: Schedule B3 – Outer Urban Transect (City of Ottawa Official Plan, 2022)

The Outer Urban Transect is the ring surrounding the Inner Urban Transect and Downtown Core within the Greenbelt which is primarily comprised of classic suburban neighbourhoods. The original development of these areas envisioned automobile dependence to offer transportation into Ottawa's core employment areas. However, the Official Plan now envisions the evolution of these areas to enhance the mobility options and street connectivity within the Transect and provide opportunities to increase the density and diversity of built forms. Table 8 of Section 5.3 provides the following characteristics of the Outer Urban Transect beyond 2020 to meet the principles of 15-minute communities:

- / Nature, buildings and infrastructure are harmonized with a continued emphasis on park amenities as part of an integrated urban fabric;
- / Smaller proportion of detached housing. Replaced with higher density ground-oriented housing, with some mid- and high-rise buildings within transit hubs;
- / Highly integrated commercial, civic and institutional uses with residential areas creating highly connected 15-minute neighbourhoods; and,
- / Land-use patterns that focus on transit and connectivity, and a built environment that prioritizes the safety and convenience of active transportation.

The redevelopment of the site adheres to the principles of 15-minute communities by providing a more dense built-form along a Mainstreet and rapid transit corridor.

Section 6.2 provides policy direction to Corridors as the bands of land along Arterial roads appropriate for higher density development, mixed-uses, and high levels of public transportation. The subject site is specifically a Mainstreet Corridor permitting both residential and non-residential uses and encouraging mixed-use developments. The permitted heights and specific land uses of Mainstreets are guided by the Zoning By-law and discussed in Section 2.4 of this report.

Compatibility of Corridor uses is contemplated in Section 6.2.2 stating development shall consider appropriate transitions in height, land uses, and development character to adjacent parcels.

The Official Plan is supportive of low-density developments where the zoning of the site directs ground-orientated forms to maintain the context of the neighbourhood. The introduction of a rooming house within a two-storey built form is appropriate for the Mainstreet Corridor designation and introduces new missing middle housing while retaining the compatibility of the structure to the surrounding single-detached dwellings. This built form will contribute to the development of 15-minute neighbourhoods; the residential density will help support a range of services in the Outer Urban Transect. As the neighbourhood develops, the rooming house will provide a bridge between the traditional single detached dwellings and new multi-unit dwellings that may be introduced to the area as supported by the Official Plan.

2.2.2 Growth Management Framework

Section 3 of the Official Plan outlines a growth management framework, which is premised on the ability to provide sufficient development opportunities and an appropriate range of choices, locating and designing growth so as to increase sustainable transportation mode shares and use existing infrastructure efficiently, while reducing greenhouse gas emissions.

The Official Plan notes that most growth will occur within the urban area of the City, with a majority of residential growth to be within the built-up area through intensification, increasing overtime during the planning horizon. The City anticipates 93 percent of growth will be within the urban area, and 47 percent of that growth is to occur within the existing urban area as it existed on July 1, 2018. Intensification will support 15-minute neighbourhoods by being directed to Hubs and Corridors, where the majority of services and amenities are located.

Policy 2 of Section 3.2 indicates that intensification may occur in a variety of built forms and height categories, from Low-rise to High-Rise 41+ buildings provided density requirements are met. Policy 3 continues this idea stating 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. Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. Table 3a of the Official Plan details the minimum residential density for intensification in Mainstreet Corridors as 120 units per net hectare.

The proposed rooming house contains 11 rooming units. If the lot were to be developed with a three (3) unit dwelling within the same envelope, a maximum of 12 bedrooms (4 per unit) would be permitted. Therefore, the proposed development is similar in density to a three-unit dwelling, which represents an increase over the existing condition and promotes intensification in an area designated for growth. The fully serviced Corridor site within the urban boundary and 700 metres from a Hub is an appropriate site for ground-oriented intensification.

2.2.3 Urban Design

Urban Design is the process of giving form and context to a city to create the theatre of public life. It concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses. Section 4.6 of the Official Plan provides the framework to outline the City's urban design program. The proposed development meets the following Urban Design policies, which provide direction for development in Corridors:

- / Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.
- / Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas and accesses

should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

The proposed development achieves multiple urban design goals, including reducing conflicts between pedestrians and vehicles by preserving the existing condition despite intensification, and the inclusion of sheltered, secure bicycle parking and sheltered garbage and recycling in the rear yard.

Section 4.6.6 indicates that a goal is to 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. To achieve this, policies include the following:

- / Low-rise buildings shall be designed to respond to context and transect area policies, and shall include areas for soft landscaping, main entrances at grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.

The proposed development is contextual and responds to not only the transect area policies but also includes areas for soft landscaping in the front, interior side, and rear yards. The raised front porch is necessary to incorporate the design of the daylight basement while providing a focal design of the façade. The design of the rooming house aligns with the building footprints and heights of the surrounding residential uses providing consistency in architectural elements.

2.2.4 Sustainable Modes of Transportation

Section 4.1.4 of the Official Plan concerns the shift towards sustainable modes of transportation. Policy 2 aims to minimize and gradually reduce the total land area of the City consumed by surface parking and provides guidance on the reduction or elimination of minimum parking requirements and/or the introduction of maximum parking limits, in strategic locations, including:

- a) Hubs and Corridors;
- b) Within a 600 metre radius or 800 metres walking distance, whichever is greatest, to existing or planned rapid transit stations;
- c) Within a 300 metre radius of 400 metres walking distance, whichever is greatest, to existing or planned street transit stops along a Transit Priority Corridor or a Frequent Street Transit Route; and,
- d) Other areas determined by Council.

The subject property at 2335 Baseline Road is located approximately 200 metres west of the intersection of Baseline Road and Centrepointe Drive, which has a planned Bus Rapid Transit (BRT) station as identified on Schedule B3 of the Official Plan (Figure 7 of this report). The subject site fronts directly onto Baseline Road, a Mainstreet on Schedule B3, and also has existing OC Transpo stops within 50 metres (westbound) and 400 metres walking distance (eastbound, assuming pedestrian crosses at Centrepointe Drive).

The proposed development is located in an area which permits reduced parking, or the elimination of parking, due to both existing and planned transit accessibility along Baseline Road. The proposal seeks to retain the existing driveway and carport to provide one (1) parking space for maintenance vehicles, deliveries, or other functions associated with the regular use of the proposed rooming house.

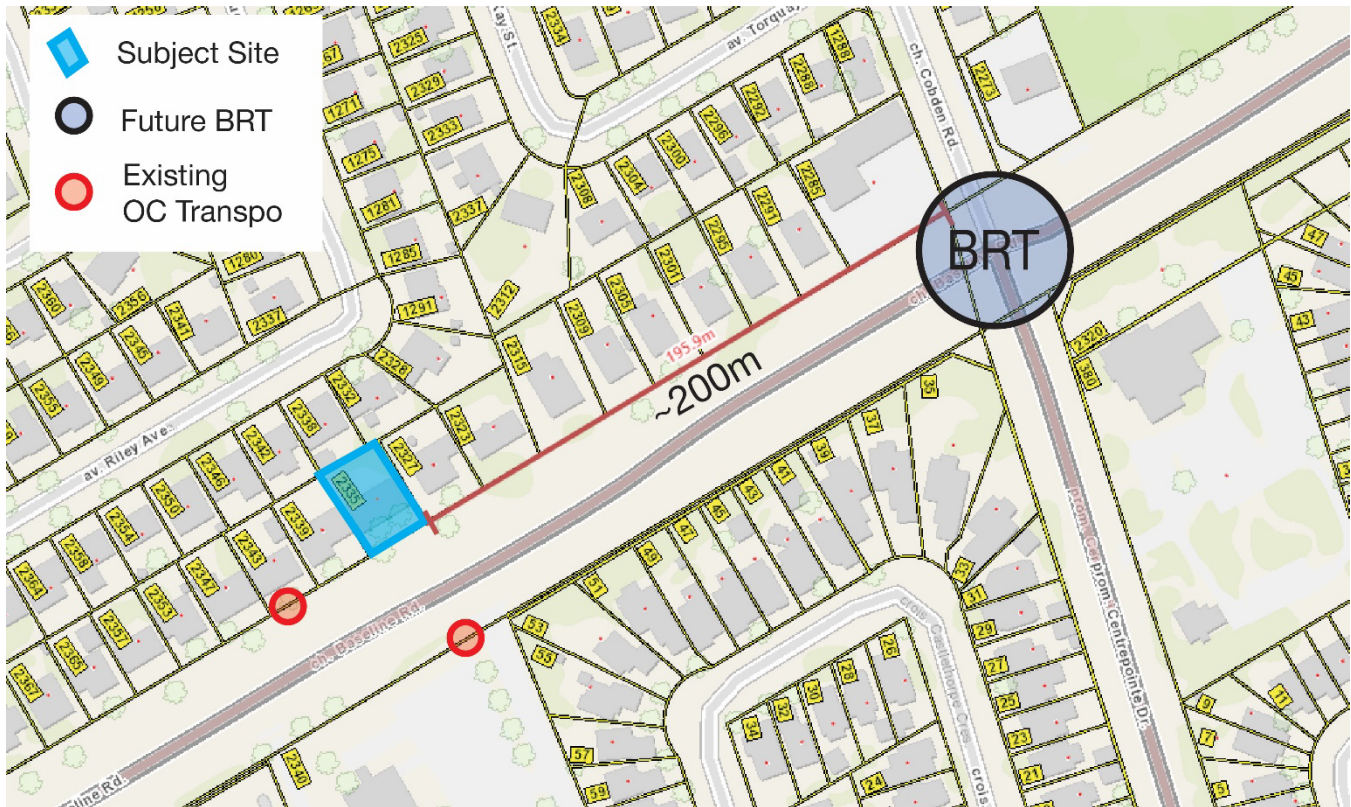


Figure 8: Transit proximity to the subject site

2.3 Urban Design Guidelines for Low-Rise Infill Housing (2022)

The City of Ottawa's Urban Design Guidelines for Low-rise Infill Housing is a series of design guidelines for low-rise residential infill that will help achieve Ottawa's intensification objectives outlined in the Growth Management section of the Official Plan, which directs most of the residential growth to occur within built-up areas by 2026 and to provide ground-oriented housing options for larger households. The design of low-rise residential infill will be important as Ottawa's neighbourhoods evolve to meet contemporary planning challenges and the strategic directions outlined in the Official Plan.

The objectives of these Infill guidelines are to help create infill development that will:

- / Enhance streetscapes;
- / Protected and expand established landscaping;
- / Create a more compact urban form to consume less land and natural resources;
- / Achieve a good fit into an existing neighbourhood, respecting its character and its architectural and landscape heritage;
- / Provide new housing designs that offer variety, quality and a sense of identity;
- / Emphasize front doors and windows rather than garages;
- / Include more soft landscaping and less asphalt in front and rear yards;
- / Create at-grade living spaces that promote interaction with the street; and
- / Incorporate environmental innovation and sustainability.

The proposed development adheres to the guidelines, a selected amount of which are highlighted below:

- / Contributes to an inviting, safe, and accessible streetscape (s. 1.1):
 - The principal entrance porch projects toward the street, animating the streetscape.
- / Reflect the desirable aspects of the established streetscape character. If the streetscape character and pattern are less desirable, with asphalt parking lots and few trees lining the street, build infill which contributes to a more desirable pedestrian character and landscape pattern. When new built form typologies are introduced to the streetscape, a sensitive design approach that is informed by the existing streetscape character allows for good integration (s. 1.2);
 - The redevelopment will reuse the existing foundation of the single detached dwelling, continuing the front yard setback which matches the setbacks of the adjacent properties.
- / Design accessible walkways, from private entrances to public sidewalks (s. 1.6);
- / Landscape the front yard and right-of-way to emphasize aggregated soft landscaping as much as possible and provide adequate soil volume for the planting of large sized trees (s. 2.1):
- / Defines the boundary between the public space of the street and the semi-public space of the front yard (s. 2.7):
 - A sense of separation is created between the proposed building and the sidewalk with planting, which defines the public spaces (sidewalk and road) and the semi-public space of the front yard along Baseline Road.
- / Ensures that the new building faces and animates the public streets (s. 3.1.1):
 - The building is oriented to face Baseline Road.
- / Proposes development that reflects the desirable planned neighbourhood pattern of development in terms of building height, elevation and the location of primary entrances, the elevation of the first floor, yard encroachments such as porches and stair projections, as well as front, rear, and side yard setbacks. (s. 3.1.2):
 - The development includes a front- and rear-facing entrance. Setbacks are consistent with the requirement under the zoning by-law and correspond with the neighbourhood's prevalent setbacks.
- / In cases where there is a uniform setback along a street, match this setback in order to fit into the neighbourhood pattern and create a continuous, legible edge to the public street. In cases where there is no uniform setback, locate the infill building at roughly the same distance from the property line as the buildings along the abutting lots (s. 3.15)
 - The setback of the existing dwelling will be maintained aligning with the adjacent property setbacks.
- / Designed in a manner that contributes to the quality of the streetscape and considers the impacts of scale and mass on the adjacent surrounding homes (s. 3.2.1):
 - The two-storey proposal is consistent with the surrounding neighbourhood heights of one- and two-storeys and also adheres to the evolving height pattern of the neighbourhood, which permits a maximum of three storeys.
- / Design all sides of a building that face public streets and open spaces to a similar level of quality and detail. Avoid large blank walls that are visible from the street, other public spaces, or adjacent properties. (s. 3.3.1);
 - The slat canopy above the second-floor windows and the mixture of exterior materials add visual interest and dimension to the street-facing wall.
- / The proposed development is designed to be rich in detail and to enhance public streets and spaces, while also responding to the established patterns of the street and neighbourhood (s. 3.3.2):
 - The proposed development is rich in detail and the design considers elements from the neighbourhood, including:
 - **Materials, patterns, and colours used in wall treatments:** The complementary design of the three materials and colours used on the exterior walls distinguishes the development.
 - **Form of the roofline:** The flat roof adds an element of modern building design with a nod to the traditional front porch design on the street.
 - **Size, shape, placement and number of doors and windows:** the main entrance to the rooming house and entry room faces Baseline Road, which is consistent with the front door pattern on the street. Regularly placed windows create order and rhythm.
- / Provide primary building entrances that are inviting and visible from the street (s. 3.3.3);
- / Where they are in keeping with the character of the neighbourhood, add front yard projections, such as porches, bay windows and balconies (s. 3.3.6):
 - The covered front porch extends towards the street line.

- / Limits the area occupied by driveways and parking spaces to allow for greater amounts of soft landscape in the front and interior side yard. (s. 4.1):
 - The front yard parking space will be retained but not expanded, no resident parking is proposed on site.
- / Limit the number and width of access depressions (curb cuts) (s. 4.7):
 - The single existing curb cut is proposed to be retained but not expanded.
- / To increase the amount of surface water infiltration, use permeable paving for hard surface areas (s. 4.10);
- / Integrate and screen service into the design of the building so that they are not visible from the street and/or adjacent public spaces (s. 6.1):
 - The garbage and recycling storage is contained within the rear yard shed, screening the bins from residents and street view.

Overall, the proposal is aligned with the urban design guidelines for low-rise infill housing.

2.4 Comprehensive Zoning By-law (2008-250)

The subject site is zoned "Residential First Density, Subzone O (R1O).

The purpose of the R1 - Residential First Density Zone is to:

- / Restrict the building form to detached dwellings in areas designated as General Urban Area in the Official Plan;
- / Allow a number of other residential uses to provide additional housing choices within detached dwelling residential areas;
- / Permit ancillary uses to the principal residential use to allow residents to work at home;
- / Regulate development in a manner that is compatible with existing land use patterns so that the detached dwelling residential character of a neighbourhood is maintained or enhanced; and
- / Permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.

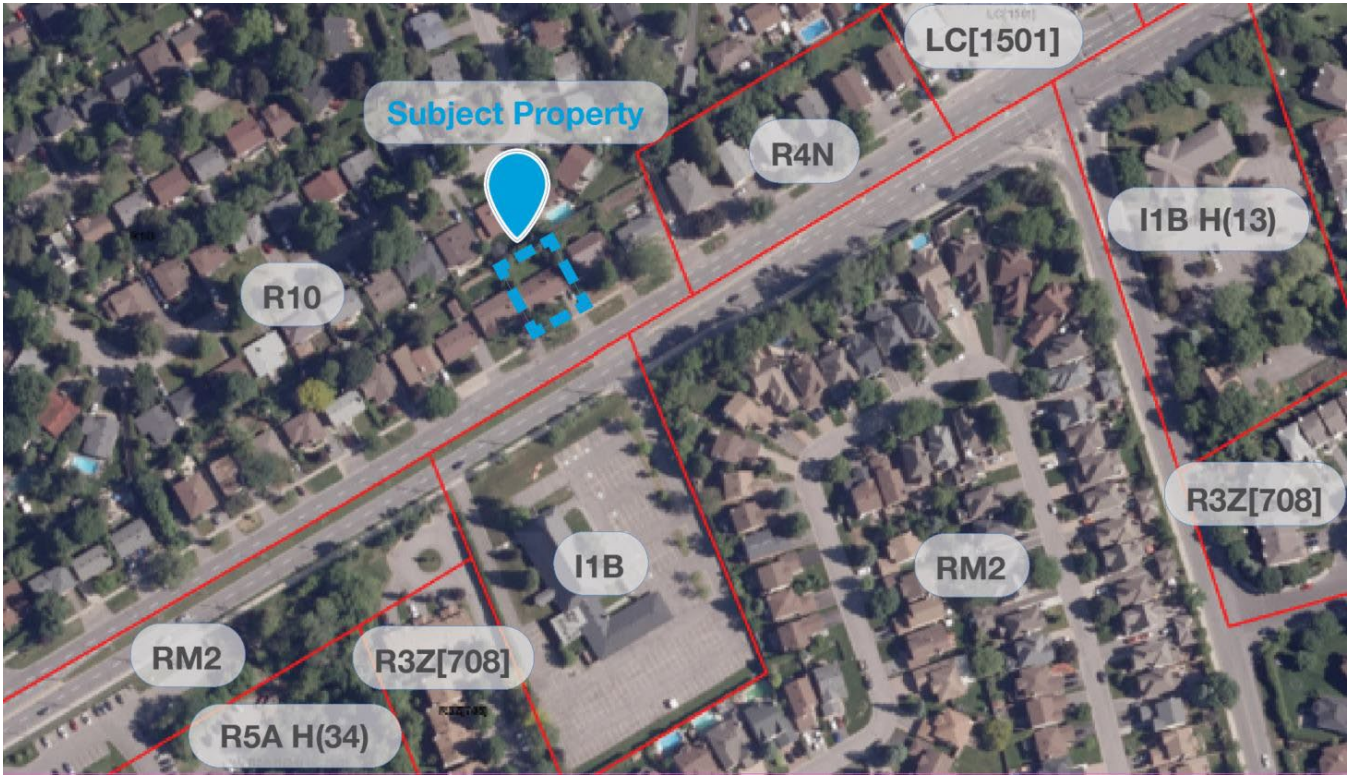


Figure 9: Zoning Map (City of Ottawa Zoning By-law 2008-250)

2.4.1 Zone Performance Standards and Analysis

Areas of compliance are noted with a green checkmark (✓) and areas of non-compliance are noted with a red 'x' (✗).

R10 Zone	Provision	Provided	Compliance?
Permitted Uses s. 155(1)	/ Bed and breakfast / Detached dwelling / Diplomatic mission / Group home / Home-based business / Home-based daycare / Park / Retirement home, converted / Secondary dwelling unit / Urban agriculture	n/a	✓
Conditional Permitted Use s. 155(2)	Rooming house if it is located on a lot fronting on and having direct vehicular access to an Arterial or Major Collector Road. / Where there is no secondary dwelling unit, a maximum of 7 rooming units / Where there is a secondary dwelling unit, a maximum of 6 rooming units	Rooming house with 11 rooming units along an Arterial Road without a secondary dwelling unit	✗
Minimum Lot Width s. 156, Table 156A	15 m	21.34 m	✓
Minimum Lot Area s. 156, Table 156A	450 m ²	605.3 m ²	✓
Maximum Building Height s. 156, Table 156A	8 m	8 m	✓
Minimum Front Yard Setback s. 156, Table 156A	6 m	7.75 m	✓
Minimum Rear Yard Setback s. 156, Table 156B No. 7	25% of the lot depth which must comprise at least 25% of the area of the lot, however, it may not be less than 6 m and need not exceed 7.5m = 7.62 m	10.57 m	✓
Minimum Interior Side Yard Setback s. 156, Table 156A	Total 3 m, with one yard, no less than 1.2 metres	3.61 m total, 2.11 m and 1.5 m	✓
Maximum Lot Coverage s. 156, Table 156A	n/a	27.1%	✓
Minimum Rear Yard Area s. 144(3)(a)	25% of lot area = 162.6 m ²	195 m ²	✓
Vehicle Parking Area B on Schedule 1A Table 101	0.25 space per rooming unit = 3 spaces	1 space	✗
Bicycle Parking s. 111, Table 111A	0.25 per rooming unit = 3 bicycle parking spaces	8 spaces	✓

R10 Zone	Provision	Provided	Compliance?
Minimum Bicycle Parking Space Dimensions s. 111, Table 111B	Vertical orientation: 0.5 m x 1.5 m	0.61 m x 1.52 m	✓
Permitted Projections into Required Yards – Cover Porch S. 65, Table 65	2 m, but no closer than 1 m from any lot line	6 m	✓
Accessory Structure Rear Yard Setback s. 55, Table 55	0.6 m	2.92 m	✓
Accessory Structure Setback from Other Buildings s. 55, Table 55	1.2 m	2.63 m	✓
Accessory Structure Maximum Permitted Size s. 55, Table 55	Not to exceed a lot coverage of 50% of the yard in which they are located, with a maximum cumulative floor area of 55 m ²	Landscaped area of the rear yard is 79.6% of the yard, shed has a 25.8 m ² floor area	✓
Accessory Structure Rear Yard Setback s. 55, Table 55	A walkway may traverse an area required for soft landscaping per Table 139(1)	Walkway is included in the soft landscaping calculation	✓
Walkway Located in a Front Yard is Permitted Subject to the Following: s. 139(4)	Where it provides access between a right-of-way or driveway, and an entranceway to a dwelling or any other incidental or accessory use on the lot.	Access from driveway to porch entranceway	✓
	The width of the walkway may not exceed 1.8 m	1.22 m	✓
Rooming Houses s. 132	No more than one rooming house is permitted in a building.	One rooming house proposed	✓
	Any building containing a rooming house may contain an office accessory to the rooming house.	n/a	✓
	No rooming house may occupy a building containing dwelling units or oversize dwelling units	n/a	✓
	A building containing a rooming house may contain one secondary dwelling unit.	n/a	✓
	No rooming unit in a rooming house may contain more than one bedroom.	One bedroom per rooming unit	✓
Amenity Area s. 137	Not required in a rooming house outside of Area A as shown on Schedule 321	Complies	✓

The proposed development generally conforms to the performance standards of the Zoning By-law. The variance sought to increase the number of permitted rooming units in a rooming house from seven to 11 is justifiable as 12 bedrooms would be permitted as-of-right in a three-unit dwelling under Bill 23, More Homes Built Faster Act, 2022. This legislation would permit the subject site to be redeveloped with a three-unit dwelling, of which up to four (4) bedrooms are permitted in a dwelling unit. The shared living and dining area, kitchen, laundry area, and rear deck and yard of the rooming house permit the development of a more compact builtform that utilizes shared resources rather than having individual unit-specific resources, creating an efficient use of space and energy.

An additional variance is sought to reduce the parking requirements from three parking spaces to one parking space. The major renovation of the subject site seeks to maintain the character of a single detached dwelling. The existing single-car width driveway is not proposed to be altered which will retain the character of the existing dwelling. Tandem parking is not permitted within the R10 zone, thus not permitting two parking spaces stacked in the carport and driveway.

The subject site is along a transit priority corridor, providing access to transit and future bus-rapid transit along Baseline Road. Additionally, long-term, secure bicycle parking in the rear shed provides more than twice the required bicycle parking under the zoning by-law, offering a sustainable and cost-effective transportation option for residents.

3.0

Minor Variance Application: The Four Tests

It is our professional opinion that the proposed development constitutes good planning and meets the four (4) tests outlined in the Planning Act as discussed below.

3.1 Does the Proposal Maintain the General Intent and Purpose of the Official Plan?

The subject site is located in the Outer Urban Transect and designated Mainstreet Corridor in the City of Ottawa Official Plan. The proposed minor variance application conforms to the general intent and purpose of the Official Plan.

The minor variance application is consistent with the policies related to the transect, designation, and overlay; as well growth management framework, and urban design.

The proposed development contributes to the vision of the Outer Urban Transect as an area moving from single-detached dwellings towards the principles of 15-minute communities by introducing a higher-density development within a built form compatible with the adjacent residential uses. The proposed two-storey height is consistent with the existing built environment and the maximum permitted three-storey height. The anticipated evolution toward a denser suburban fabric is benefited by the redevelopment of the site. The building design builds upon the existing neighbourhood context and introduces a new missing middle housing type, expanding housing type and choice for future residents.

Within the Mainstreet Corridor designation, a range of residential and non-residential built forms are permitted. The proposed development is consistent with the designation policies, as it introduces residential intensification to a well-serviced existing neighbourhood within close proximity to retail, commercial, and institutional uses, thereby contributing to the development of a 15-minute neighbourhood. Further, the Official Plan supports reduced or eliminated parking minimums for sites on Mainstreets and in close proximity to existing and planned transit stops and stations.

As discussed in the Growth Management Framework, the city seeks to direct growth to the built-up area to capitalize on opportunities for sustainable and public transportation and to reduce greenhouse gas emissions. The site's location in the Ridgeview neighbourhood is within the built-up urban area, where growth can be accommodated.

The Urban Design section of the Official Plan provides direction related to development in Corridors, such as reducing conflict between people who drive personal vehicles and those who choose sustainable and/or active modes of transportation. As well, the Official Plan seeks to improve the attractiveness of the public realm, such as by internalizing servicing and utilities, and by expanding universally accessible places to provide a healthy, equitable and inclusive environment. The proposed development includes multiple stylistic, aesthetic, and functional design choices that seek to not only improve the perceived attractiveness of the design but also create a functional shared living space for all 11 rooming units of the rooming house. For example, the daylight basement and large window wells ensure adequate natural light for the rooming units in the basement along with the shared living areas. The building was therefore designed to respond to context and Plan policies and integrate architecturally to complement the surrounding context.

The proposed minor variance application maintains the general intent and purpose of the Official Plan. The proposed variances will permit the construction of a new building utilizing the existing foundation that will provide low-rise, residential infill development in a serviced, existing neighbourhood proximate to amenities and transportation options. The proposed development will replace one detached dwelling with 11 rooming units, contributing to expanding housing choice and diversity while increasing density over the existing condition in proximity to transit.

3.2 Does the Proposal Maintain the General Intent and Purpose of the Zoning By-law?

The subject site is zoned "Residential First Density, Subzone O (R1O) in the City of Ottawa Zoning By-law 2008-250. The R1O zone intends to allow other residential uses to provide single detached dwellings and additional housing choices within detached dwelling residential areas providing additional housing choices and regulating development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced.

A zoning compliance table has been provided in section 2.4.1 of this rationale and summarizes the provisions of the R1O zone and general zoning provisions. The proposed development seeks relief from s. 155(2) that permits a maximum of seven rooming units within a rooming house and Table 101 which establishes that rooming houses require 0.25 parking spaces per rooming unit. The proposed development meets all other provisions of the R1O zone. The increased rooming unit variance only relates to the density and use interior to the building, while the exterior is consistent with the size and shape of existing and planned development in the area. The variance to reduce parking is balanced by the additional long-term secure bicycle parking and access to transit. Residents of the subject site will maintain transportation choices between active and public transportation uses while maintaining one parking space for the regular function of the building, including maintenance vehicles and deliveries, while maintaining the existing single-detached driveway condition. The future BRT line along Baseline Road will further increase public transit connectivity of the subject site, which is already serviced by a transit corridor.

The minor variance application meets the general intent and purpose of the zoning by-law.

3.3 Is the Proposal Desirable for the Appropriate Development or Use of the Land?

The requested variances will enable the compatible intensification of 11 rooming units within an established low-rise residential neighbourhood, conforming with the strategic direction for managing growth within Ottawa's urban areas. The two-storey design of the rooming house maintains compatibility with the adjacent one and two-storey single detached dwellings. This type of incremental, contextually sensitive, residential intensification capitalizes on existing infrastructure, including public transit routes on Baseline Road. The increase of rooming units from the currently permitted seven (7) to the proposed 11 is desirable to increase the available rental housing stock in proximity to rapid transit, commercial amenities and services, and a post-secondary institution, all within an existing, permitted massing envelope. The reduction of parking permits the design of the structure to maintain the character of a single detached dwelling. As tandem parking is not permitted on site and the redevelopment is maintaining the existing foundation, compliant parking would result in three front yard parking spaces, reducing the character and appeal of the dwelling. This redevelopment is an appropriate development signalling the gradual transition of the low-density neighbourhood toward the 15-minute community goals of the Official Plan. Further, the redevelopment does not propose expanding the existing single-car width driveway, reducing traffic impact concerns from adjacent properties along Baseline Road.

The proposed variances are desirable and appropriate for the development of the property.

3.4 Is the Proposal Minor in Nature?

The requested variances do not preclude the ability of the proposed rooming house to meet other requirements in the Zoning By-law and will continue to allow the subject site and neighbouring properties to develop in a manner consistent with the built form of the surrounding area. The redevelopment is gentle intensification within a low-density area of a Mainstreet Corridor, which is expected to transition over time to more dense forms of development served by BRT in accordance with the policies of the Official Plan.

The introduction of Bill 23, More Homes Built Faster Act, 2022 permits three (3) dwelling units on full-service lots within the urban boundary. As-of-right, Bill 23 would allow the redevelopment of the subject site with three (3) distinct dwelling units, each with a maximum of four (4) bedrooms for a total of 12 bedrooms. Within this configuration, it would be assumed that

the three (3) dwelling units would contain a total of three kitchens, three laundry units, three living and dining areas, and approximately six bathrooms for the 12 bedrooms. The shared amenity spaces and facilities within the rooming house and shared rear yard permit the development of a compact built form compatible with the adjacent single detached dwellings to the west, north, and east of the subject site. The rooming house decreases the required duplication of living spaces and amenities that three (3) dwelling units would have required, diversifying housing options in the area within an existing, permitted envelope.

The subject is in an evolving area, characterized by varied residential densities and in proximity to numerous transit stops and commercial, institutional, and open space uses. The reduction of two (2) parking spaces in an area with varied public and active transportation options reduces car dependency supporting the goals of 15-minute community principles. The variance does not propose to remove all resident parking on site, but rather to maintain the existing functionality of the driveway.

The proposal is not expected to generate any undue adverse impacts on neighbouring properties. The building envelope is fully compliant with the by-law, parking is minimized but still permits deliveries and other regular functions of the building, and overall the building will bridge the gap between the planned function of the Mainstreet corridor and the existing condition of detached dwellings.

Therefore, the proposed variance is minor in nature.

Conclusion

The proposed variance represents appropriate, orderly development, and function of 2335 Baseline Road. It is our professional planning opinion that the proposed Minor Variance application constitutes good planning as:

- / The proposal conforms to the Provincial Policy Statement (2020);
- / The proposal conforms to the policies and objectives of the Official Plan (2022);
- / The proposal meets the intent of the City of Ottawa Comprehensive Zoning By-law; and
- / The proposed minor variances meet the four tests, as set out in the Planning Act.

Sincerely,



Jacob Bolduc, MCIP RPP
Associate



Gabi Scollon, MPI
Planner

SURVEYOR'S REAL PROPERTY REPORT
PART 1 Plan of
REGISTERED PLAN 394911
CITY OF OTTAWA
 Surveyed by Annis, O'Sullivan, Vollebek Ltd.

Scale 1 : 150

Metric
 DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

Surveyor's Certificate

I CERTIFY THAT:
 1. This survey and plan are correct and in accordance with the Surveys Act and the Surveyors Act and the regulations made under them.
 2. The survey was completed on the 13th day of November, 2023.

November 13, 2023
 Date
 T. Hartwick
 Ontario Land Surveyor

PART 2
 THIS PLAN MUST BE READ IN CONJUNCTION WITH SURVEY REPORT DATED November 13th, 2023

ANNIS, O'SULLIVAN, VOLLEBEK LTD grants to Sheppard Property Developments ("The Client"), their solicitors, mortgagees, and other related parties, permission to use original, signed, sealed copies of the Surveyor's Real Property Report in transactions involving The Client.

Notes & Legend

- | | | |
|--------|---------|--|
| □ | Denotes | Survey Monument Planted |
| ■ | | Survey Monument Found |
| IB | | Iron Bar |
| CC | | Cut Cross |
| IB# | | Round Iron Bar |
| (WIT) | | Witness |
| Mess. | | Measured |
| (AOG) | | Annis, O'Sullivan, Vollebek Ltd. |
| (P1) | | Registered Plan 394911 |
| (P2) | | (1283) Plan dated January 30, 1991 |
| (P3) | | (1319) Plan dated July 25, 1988 |
| (P4) | | (647) Plan dated July 18, 1973 |
| (P5) | | (AOG) Plan dated March 10, 1987 |
| (P6) | | (857) Plan dated June 23, 1997 |
| (P7) | | (725) Plan dated June 2, 1986 |
| (P8) | | (647) Plan dated March 23, 1976 |
| (P9) | | (647) Plan dated November 4, 1960 |
| (P10) | | (647) Plan dated February 2, 1960 |
| (I) | | Instrument NS259675 |
| (N1) | | (647) Field Notes dated 1961, Ref. 51-394911 |
| (N2) | | (647) Field Notes dated 1961, Ref. 50-394911 |
| (N3) | | (647) Field Notes dated 1961, Ref. 49-394911 |
| (N4) | | (647) Field Notes dated September 21, 1960 |
| (N5) | | (647) Field Notes dated December 1960 |
| (N6) | | (647) Field Notes dated December 1960 |
| C/ | | Calculation per |
| ⊙ | | Deciduous Tree |
| ⊙ | | Coniferous Tree |
| ○ M+S | | Maintenance Hole (Sanitary) |
| B | | Underground Bell |
| G | | Underground Gas |
| S | | Underground Sanitary Sewer |
| W | | Underground Water |
| OHW | | Overhead Wires |
| CB | | Catch Basin |
| GM | | Gas Meter |
| HM | | Hydro Meter |
| FDN | | Foundation Noted |
| MF | | Matel Fence |
| CLF | | Chain Link Fence |
| BF | | Board Fence |
| HE | | Cedar Hedge |
| TRW | | Wood Retaining Wall |
| BRW | | Brick Retaining Wall |
| S/F | | South Face Noted |
| W/F | | West Face Noted |
| UP | | Utility Pole |
| LS | | Light Standard |
| AC | | Air Conditioner |
| Ø | | Diameter |
| +65.00 | | Location of Elevations |
| +65.00 | | Location of Top of Curb Elevations |
| +65.00 | | Location of Top of Wall Elevations |
| C/L | | Centreline |
| EOA | | Edge of Asphalt |

Bearings are grid, derived from Can-Net 2016 Real Time Network GPS observations and are referenced to Specified Control Points 0191968005 and 0191975075, MTM Zone 9 (76°30' West Longitude) NAD-83 (original).

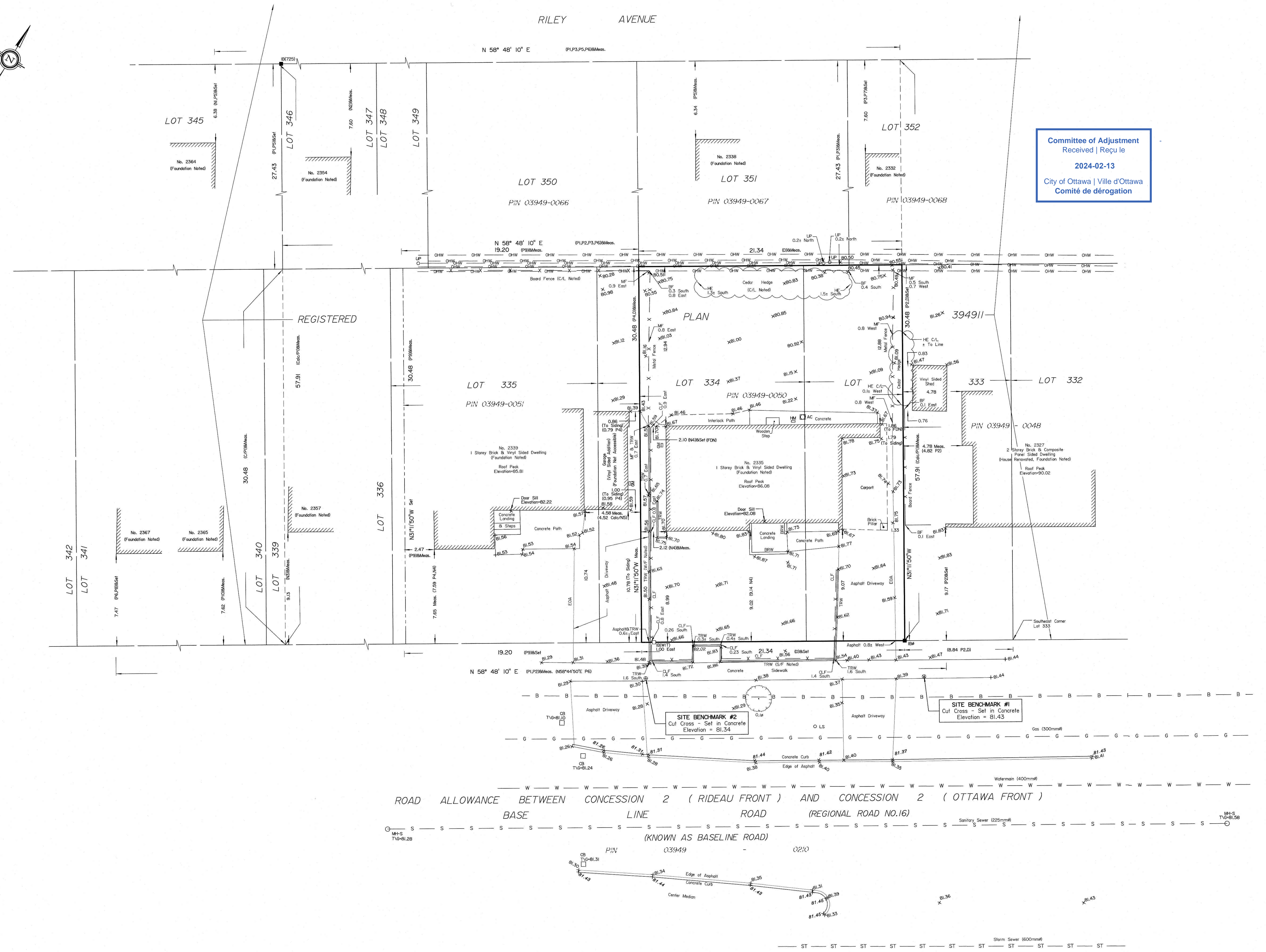
For bearing comparisons, a rotation of 0°27'20" counter-clockwise was applied to bearings on plans (P1), (P2), (P3), (P5), (P6), (P7).

ELEVATION NOTES

1. Elevations shown are geodetic and are referred to the CGVD28 geodetic datum.
 2. It is the responsibility of the user of this information to verify that the job benchmark has not been altered or disturbed and that its relative elevation and description agrees with the information shown on this drawing.

UTILITY NOTES

1. This drawing cannot be accepted as acknowledging all of the utilities and it will be the responsibility of the user to contact the respective utility authorities for confirmation.
 2. Only visible surface utilities were located.
 3. Underground utility data derived from City of Ottawa utility sheet reference I-A-14.
 4. A field location of underground plant by the pertinent utility authority is mandatory before any work involving breaking ground, probing, excavating etc.



Committee of Adjustment
 Received | Reçu le
 2024-02-13
 City of Ottawa | Ville d'Ottawa
 Comité de dérogation

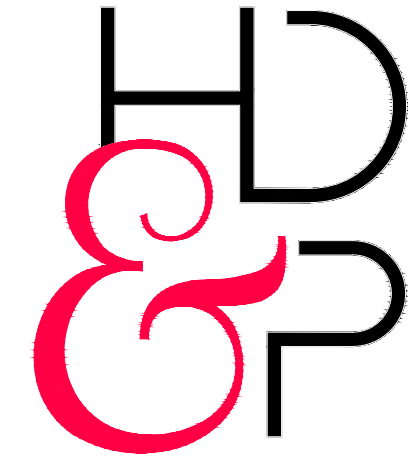
ASSOCIATION OF ONTARIO
 LAND SURVEYORS
 PLAN SUBMISSION FORM
 V-45072
 THIS PLAN IS NOT VALID UNLESS
 IT IS AN EMBOSSED ORIGINAL
 COPY ISSUED BY THE SURVEYOR
 In accordance with
 Regulation 1026, Section 29 (3).

Topographic data was collected under Winter Conditions.
 Snow cover and ice preclude determining location and elevation of some topographical data that is otherwise visible.

Committee of Adjustment
Received | Reçu le

2024-02-13

City of Ottawa | Ville d'Ottawa
Comité de dérogation



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SINGLE ROOM OCCUPANCY DWELLING

MARIA & VAN SHEPPARD

2335 BASELINE ROAD

R10 ZONING
18 REV. NO.
2023-01 PR. NO.
2024-02-06 DATE
LOCATION





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PROJECT TITLE

2335
BASELINE
ROAD

18	REVISED SITE PLAN	2024 02-06
17	KITCHEN AREA	2024 02-05
16	PARKING REVISION	2024 01-31
15	SENT TO PANNER	2024 01-25
14	SENT TO PANNER	2023 11-03
13	COFA	2023 10-23
12	COFA	2023 10-23
11	COFA	2023 10-10
10	BIKE/GARB. LOC.	2023 08-17
9	BIKE/GARB. LOC.	2023 08-15
8	CITY REVIEW	2023 08-08

PROJECT No. :

2023-01

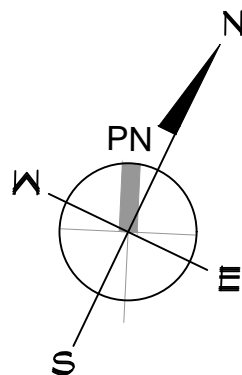
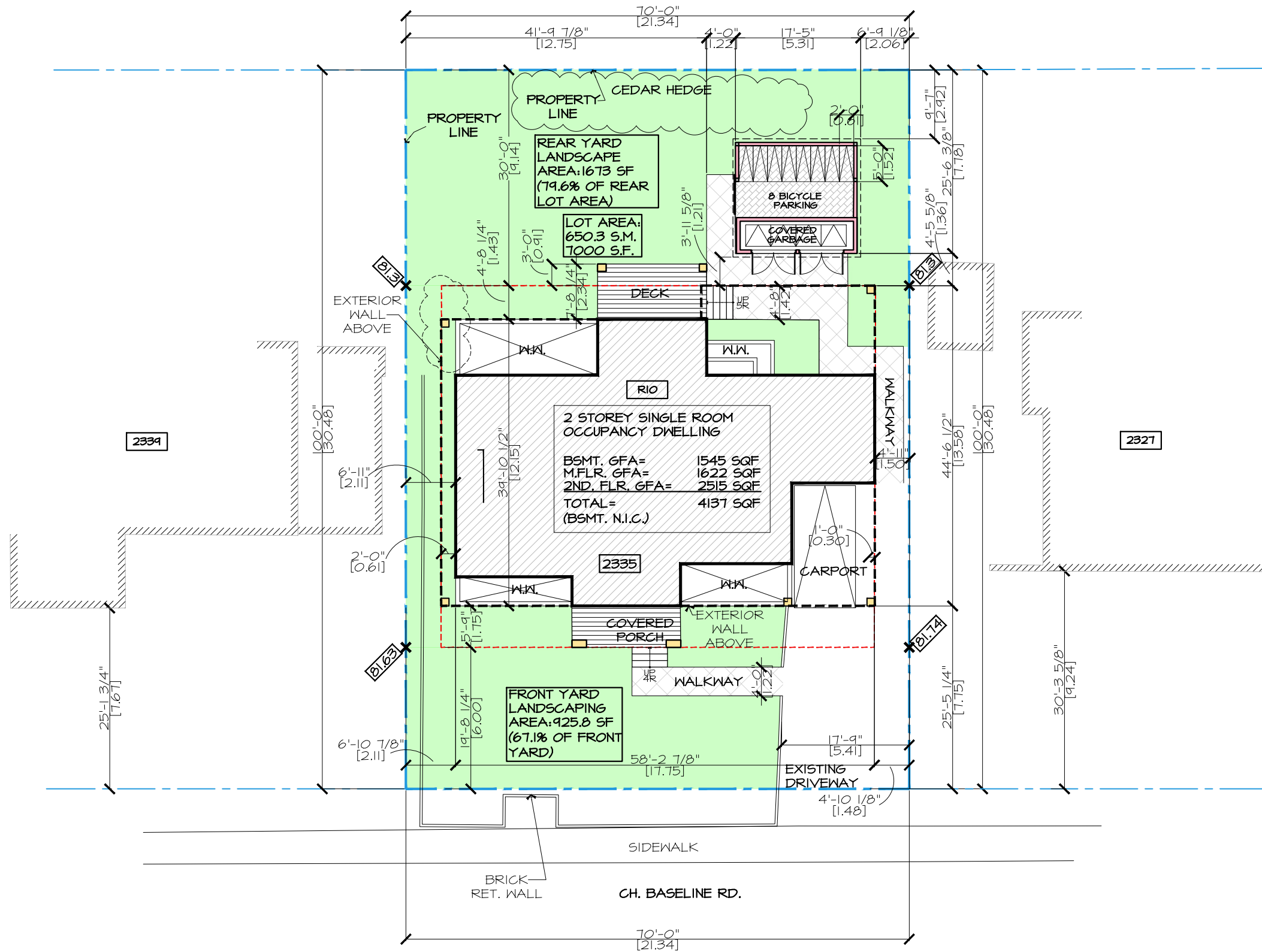
DATE: 2023-06-26

CHECKED: JH

DWG BY: JK, JH

DWG No:

A1



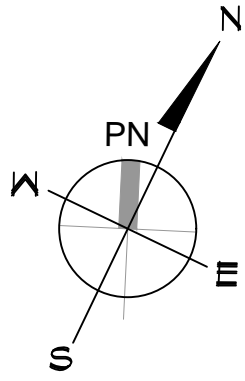
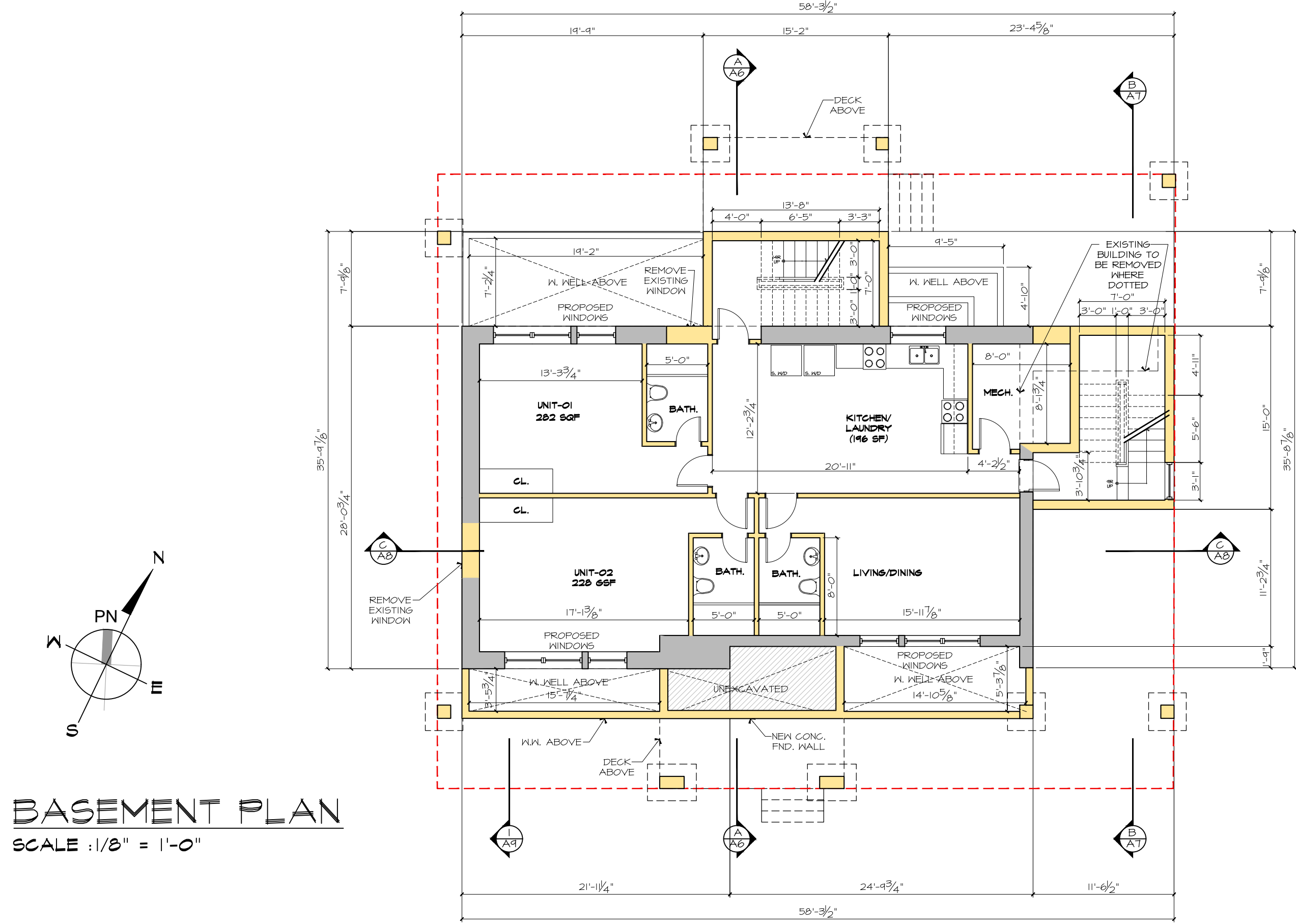
SITE PLAN
 SCALE : 1/16" = 1'-0"

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17	KITCHEN AREA	2024 02-05
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8	CITY REVIEW	2023 08-08

PROJECT No. :
2023-01

DATE: 2023-06-26
CHECKED: JH
DWG BY: JK, JH

DWG No:
A2



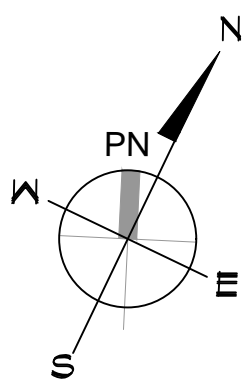
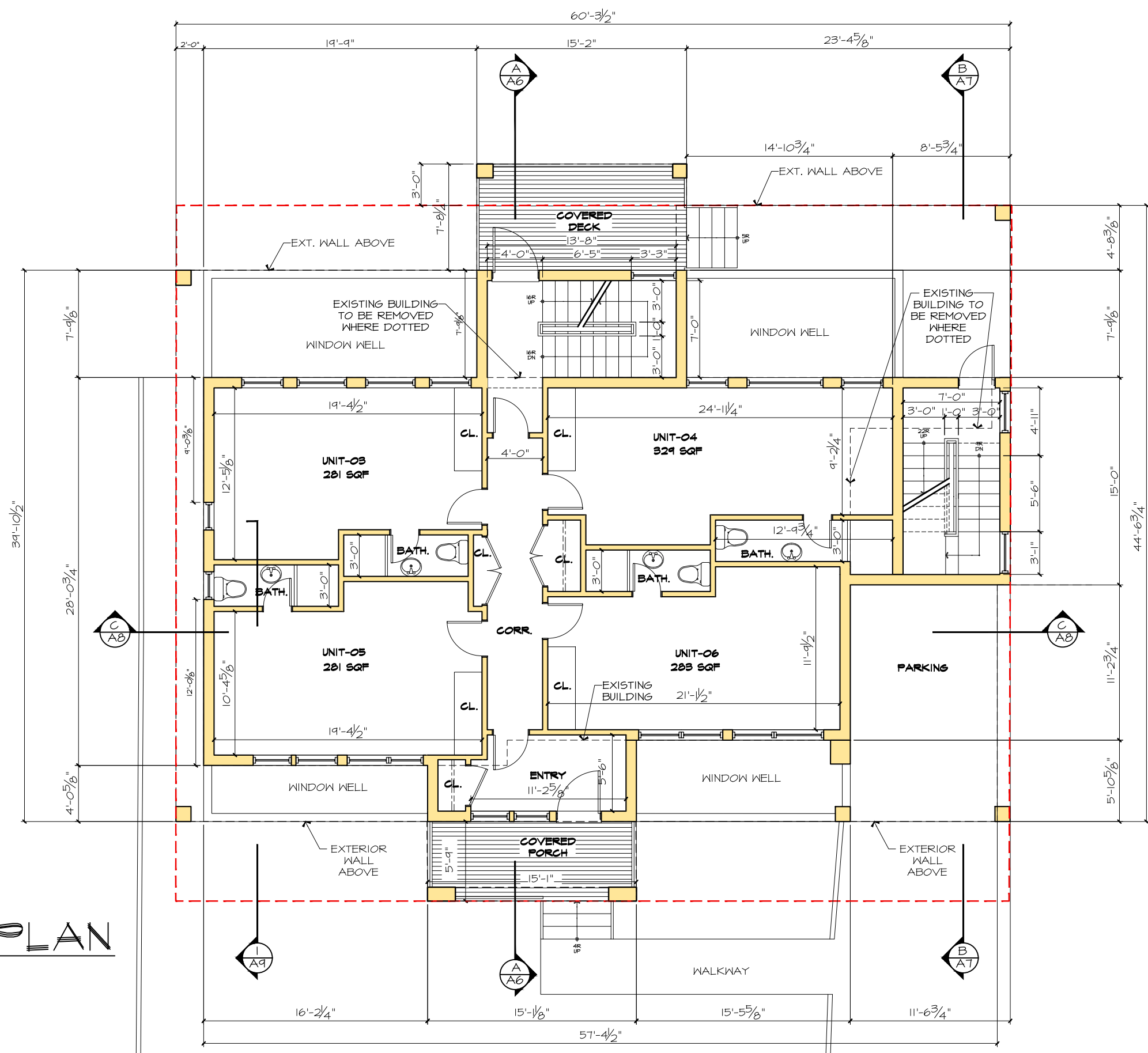
BASEMENT PLAN
SCALE : 1/8" = 1'-0"

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17	KITCHEN AREA	2024 02-05
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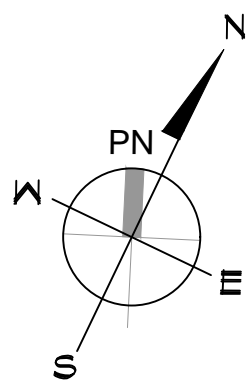
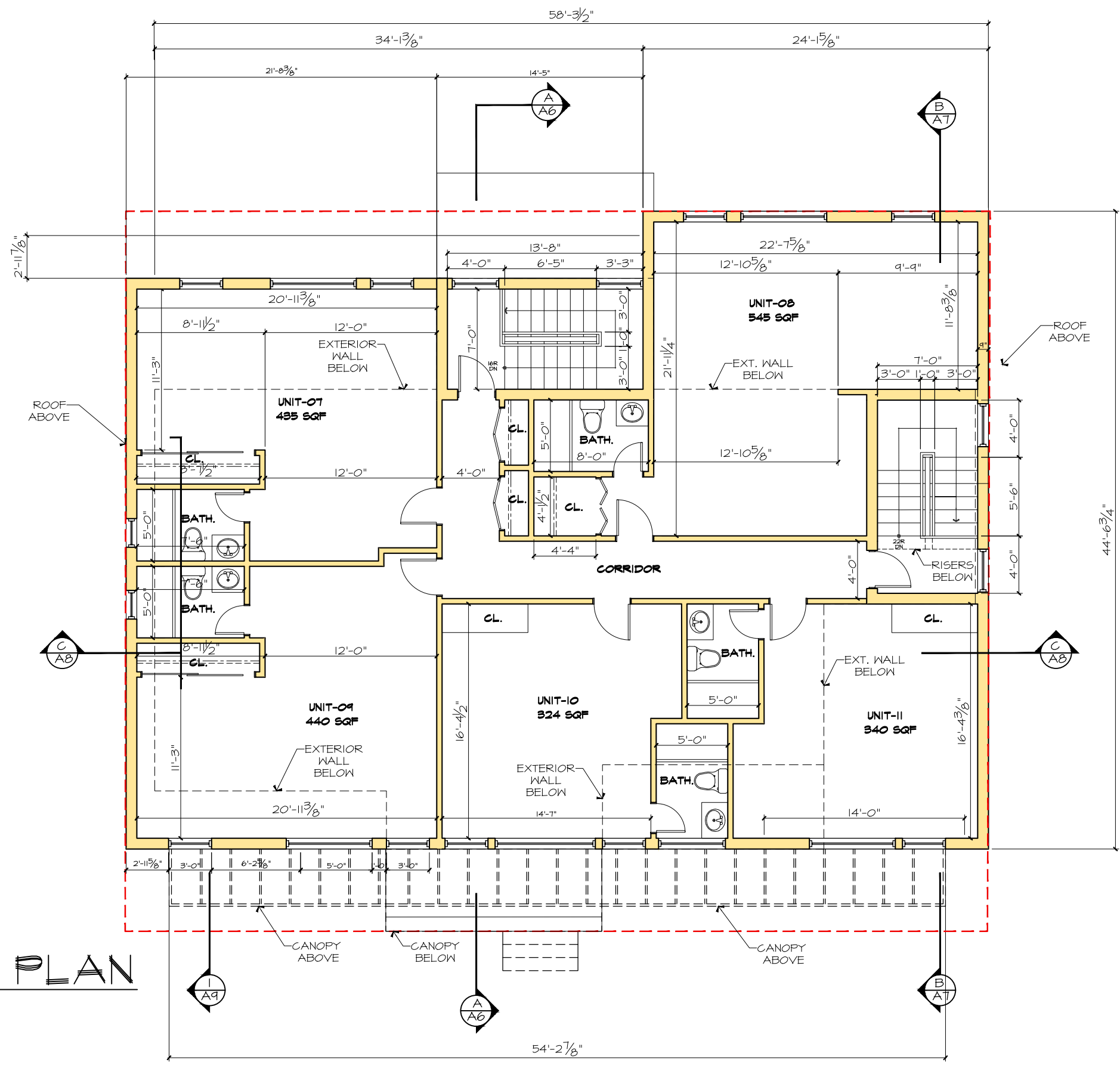
PROJECT No. :
2023-01

DATE: 2023-06-26
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DWG No:
A3



MAIN FLOOR PLAN
SCALE : 1/8" = 1'-0"



SECOND FLOOR PLAN
SCALE : 1/8" = 1'-0"

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8	CITY REVIEW	2023 08-08

PROJECT No. :
2023-01

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DWG No:
A4

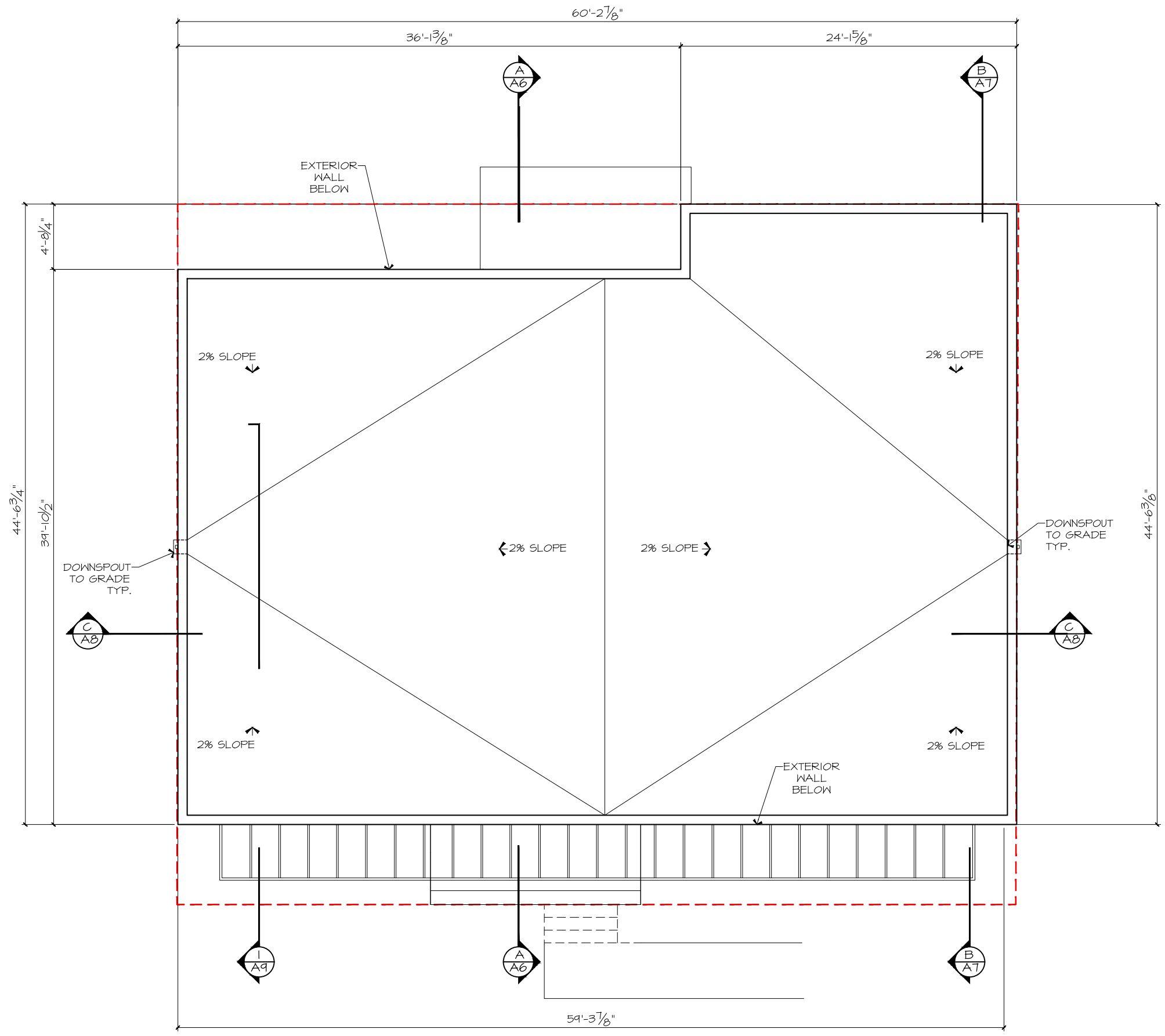
PROJECT TITLE
**2335
BASELINE
ROAD**

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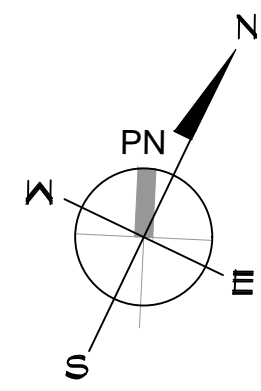
PROJECT No. :
2023-01

DATE: 2023-06-26
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DWG No:
A5



ROOF PLAN
SCALE : 1/8" = 1'-0"

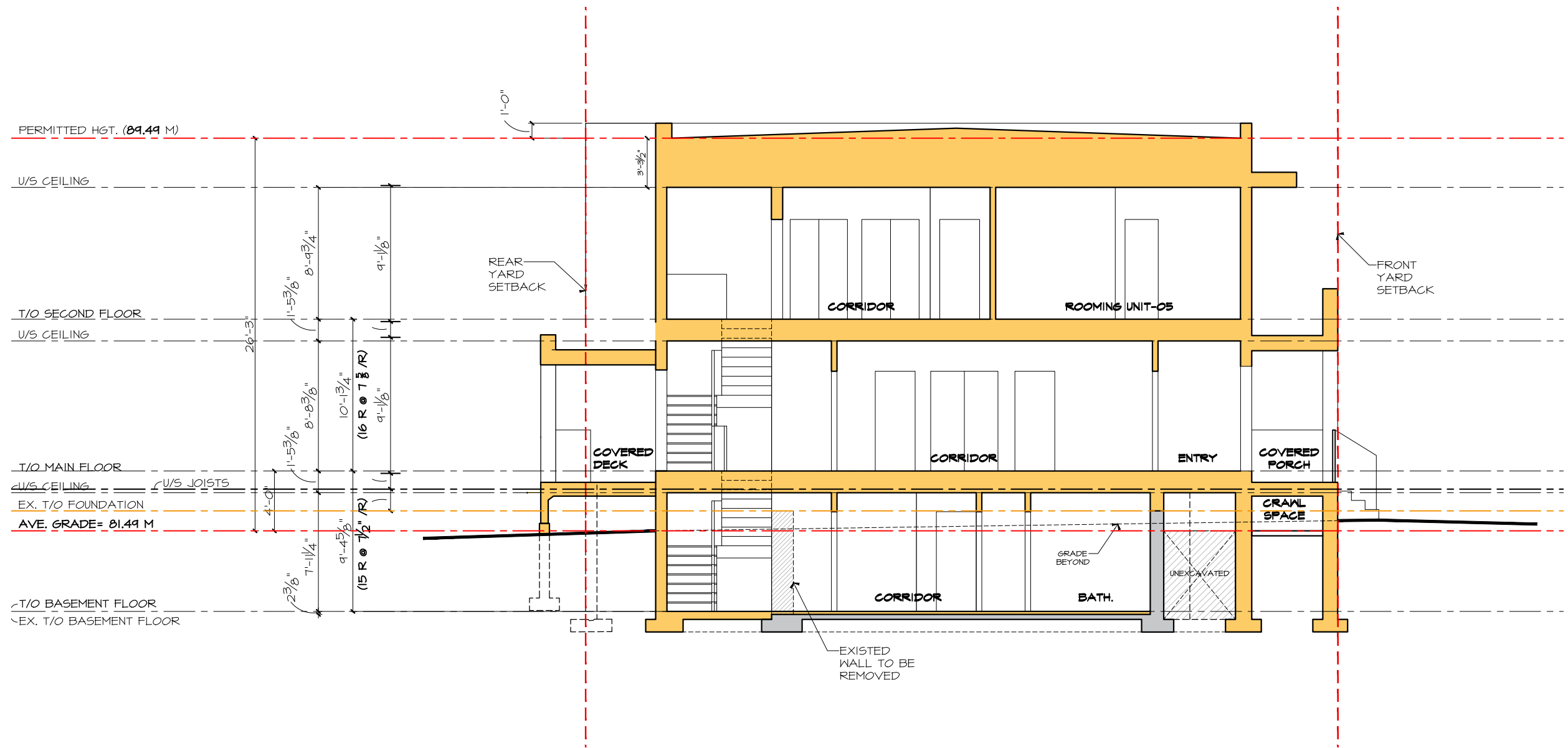




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SECTION A-A
SCALE : 1/8" = 1'-0"

18	REVISED SITE PLAN	2024 02-06
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PROJECT No. :

2023-01

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DWG No:

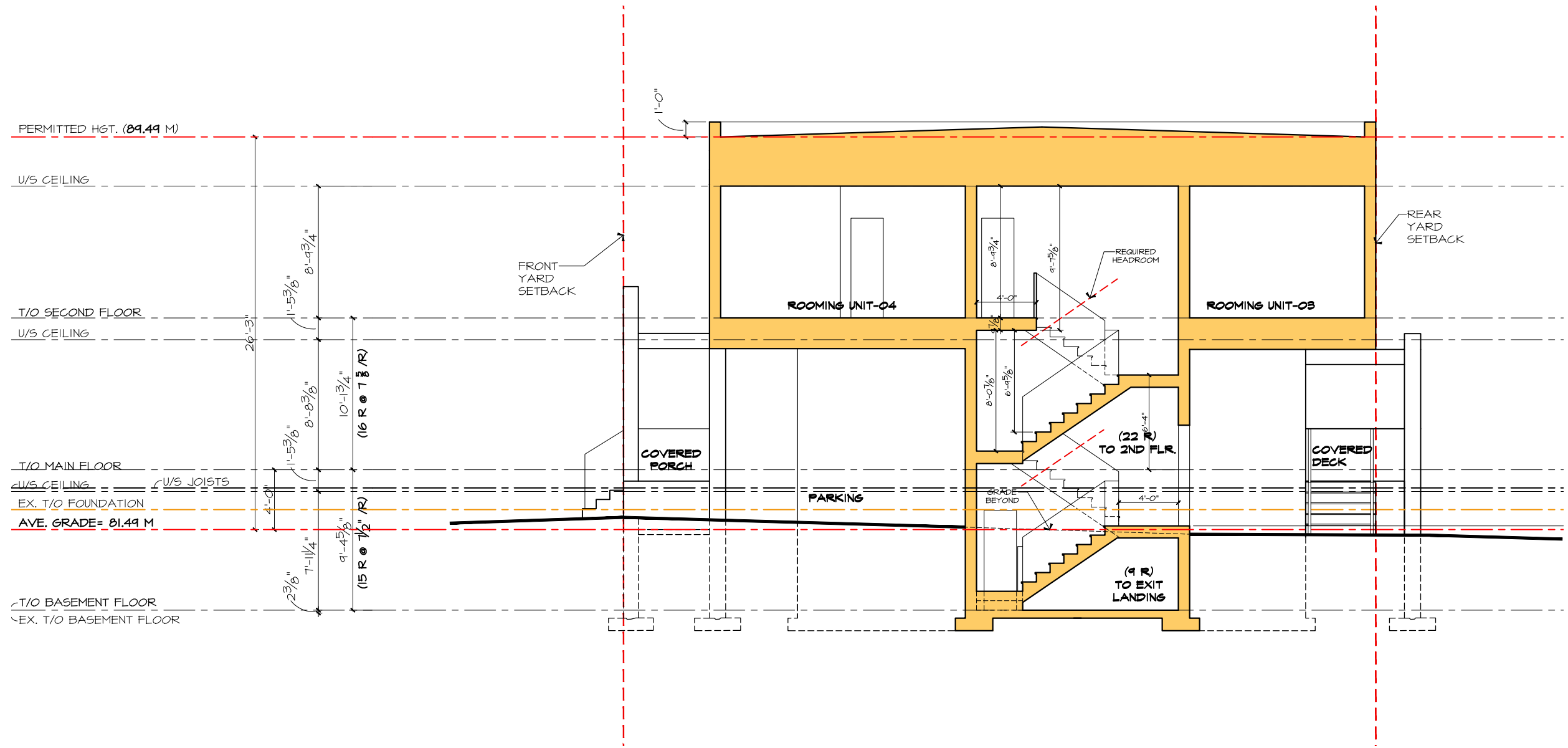
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PROJECT TITLE

2335
BASELINE
ROAD



SECTION B-B
SCALE : 1/8" = 1'-0"

18	REVISED SITE PLAN	2024 02-06
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PROJECT No. :

2023-01

DATE: 2023-06-26

CHECKED: JH

DWG BY: JK, JH

DWG No:

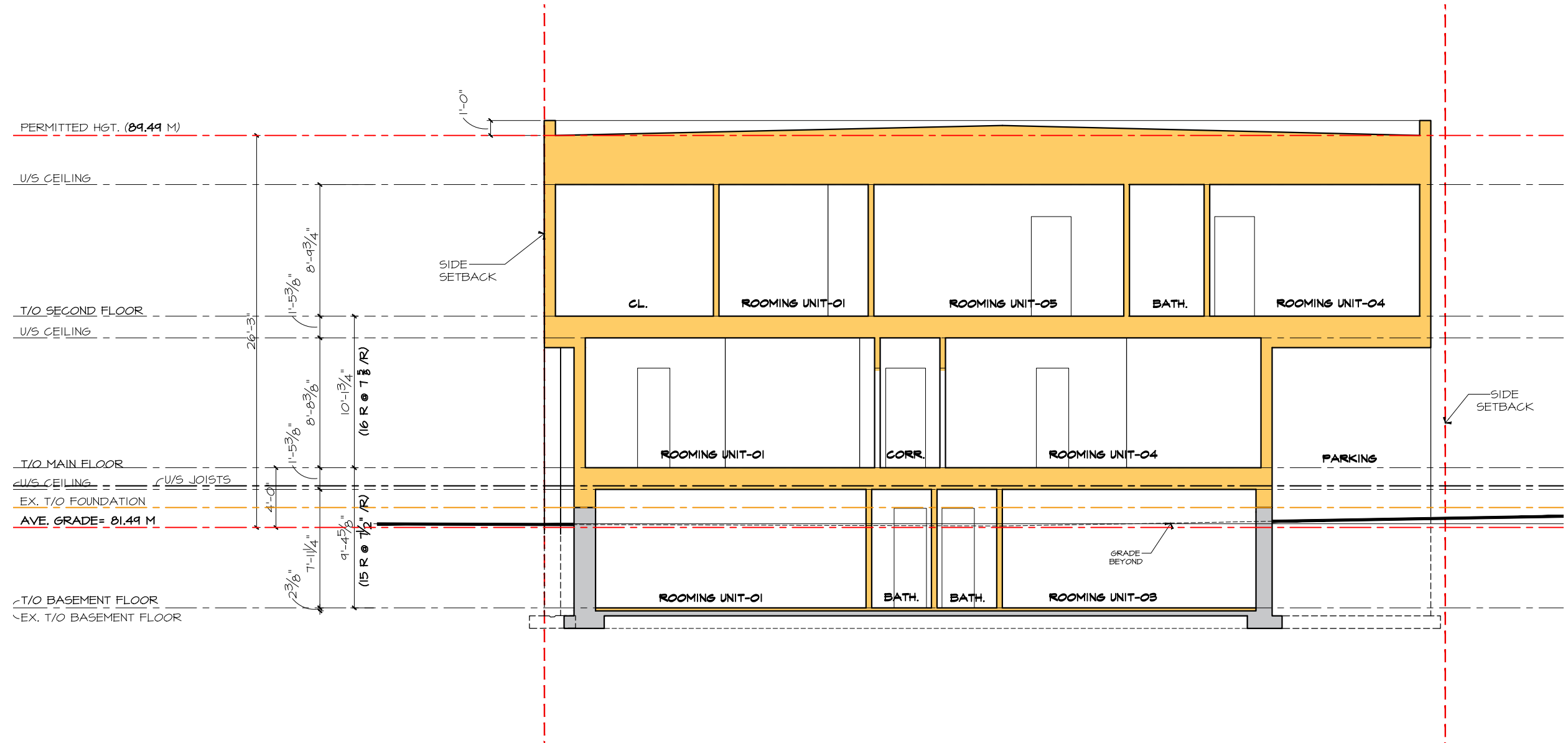
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PROJECT TITLE

2335
BASELINE
ROAD



SECTION C-C
SCALE : 1/8" = 1'-0"

18	REVISED SITE PLAN	2024 02-06
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12	COFA	2023 10-23
11	COFA	2023 10-10
10	BIKE/ GARB. LOC.	2023 08-17
9	BIKE/ GARB. LOC.	2023 08-15
8	CITY REVIEW	2023 08-08

PROJECT No. :
2023-01

DATE:	2023-06-26
CHECKED:	JH
DWG BY:	JK, JH

DWG No:
A8



170 Main Street HAMEL
Ottawa, ON, K1S 1C2 DESIGN
(613) 232 9081 Tel. AND
info@H&P.com PLANNING

PROJECT TITLE

2335
BASELINE
ROAD



SOUTH ELEVATION
SCALE : 1/8" = 1'-0"

18	REVISED SITE PLAN	2024 02-06
17	KITCHEN AREA	2024 02-05
16	PARKING REVISION	2024 01-31
15	SENT TO PANNER	2024 01-25
14	SENT TO PANNER	2023 11-03
13	COFA	2023 10-23
12	COFA	2023 10-23
11	COFA	2023 10-10
10	BIKE/GARB. LOC.	2023 08-17
9	BIKE/GARB. LOC.	2023 08-15
8	CITY REVIEW	2023 08-08

PROJECT No. :
2023-01

DATE:	2023-06-26
CHECKED:	JH
DWG BY:	JK, JH

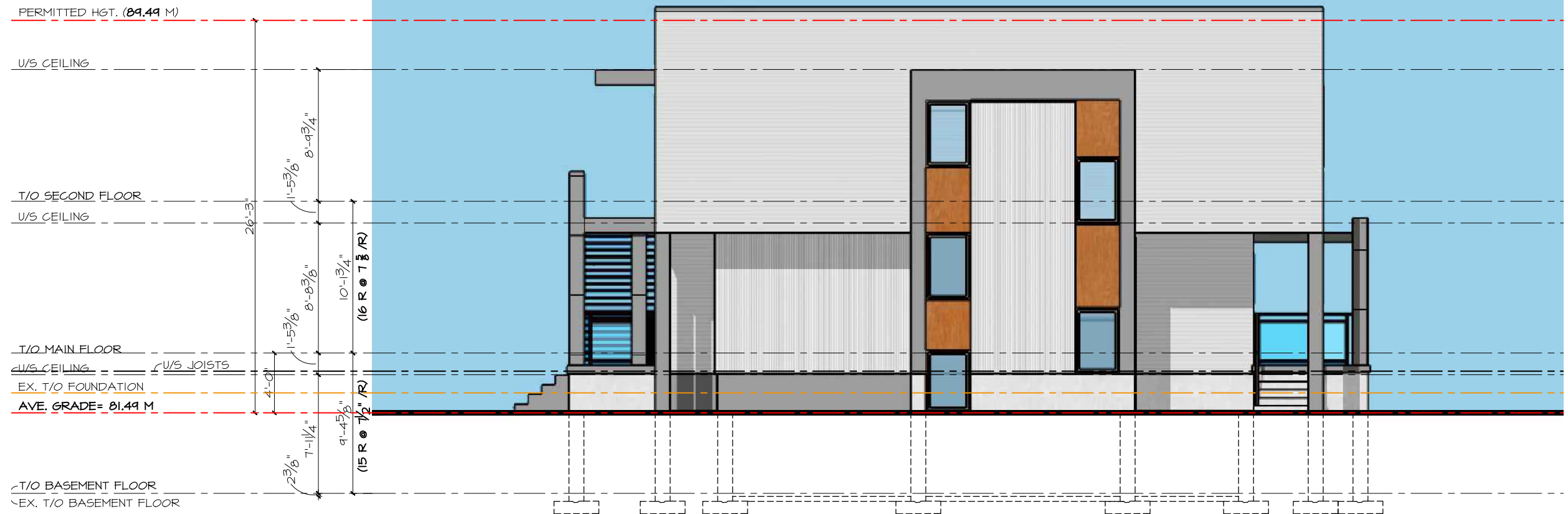
DWG No:
A9



170 Main Street HAMEL
 Ottawa, ON, K1S 1C2 DESIGN
 (613) 232 9081 Tel. AND
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PROJECT TITLE

2335
 BASELINE
 ROAD



PERMITTED HGT. (81.49 M)

U/S CEILING

T/O SECOND FLOOR

U/S CEILING

T/O MAIN FLOOR

U/S CEILING

EX. T/O FOUNDATION

AVE. GRADE= 81.49 M

T/O BASEMENT FLOOR

EX. T/O BASEMENT FLOOR

EAST ELEVATION

SCALE : 1/8" = 1'-0"

18	REVISED SITE PLAN	2024 02-06
17	KITCHEN AREA	2024 02-05
16	PARKING REVISION	2024 01-31
15	SENT TO PANNER	2024 01-25
14	SENT TO PANNER	2023 11-03
13	COFA	2023 10-23
12	COFA	2023 10-23
11	COFA	2023 10-10
10	BIKE/ GARB. LOC.	2023 08-17
9	BIKE/ GARB. LOC.	2023 08-15
8	CITY REVIEW	2023 08-08

PROJECT No. :

2023-01

DATE: 2023-06-26

CHECKED: JH

DWG BY: JK, JH

DWG No:

A10



170 Main Street HAMEL
Ottawa, ON, K1S 1C2 DESIGN
(613) 232 9081 Tel. AND
info@H&P.com PLANNING

PROJECT TITLE

2335
BASELINE
ROAD



NORTH ELEVATION
SCALE : 1/8" = 1'-0"

18	REVISED SITE PLAN	2024 02-06
17	KITCHEN AREA	2024 02-05
16	PARKING REVISION	2024 01-31
15	SENT TO PANNER	2024 01-25
14	SENT TO PANNER	2023 11-03
13	COFA	2023 10-23
12	COFA	2023 10-23
11	COFA	2023 10-10
10	BIKE/GARB. LOC.	2023 08-17
9	BIKE/GARB. LOC.	2023 08-15
8	CITY REVIEW	2023 08-08

PROJECT No. :

2023-01

DATE: 2023-06-26

CHECKED: JH

DWG BY: JK, JH

DWG No:

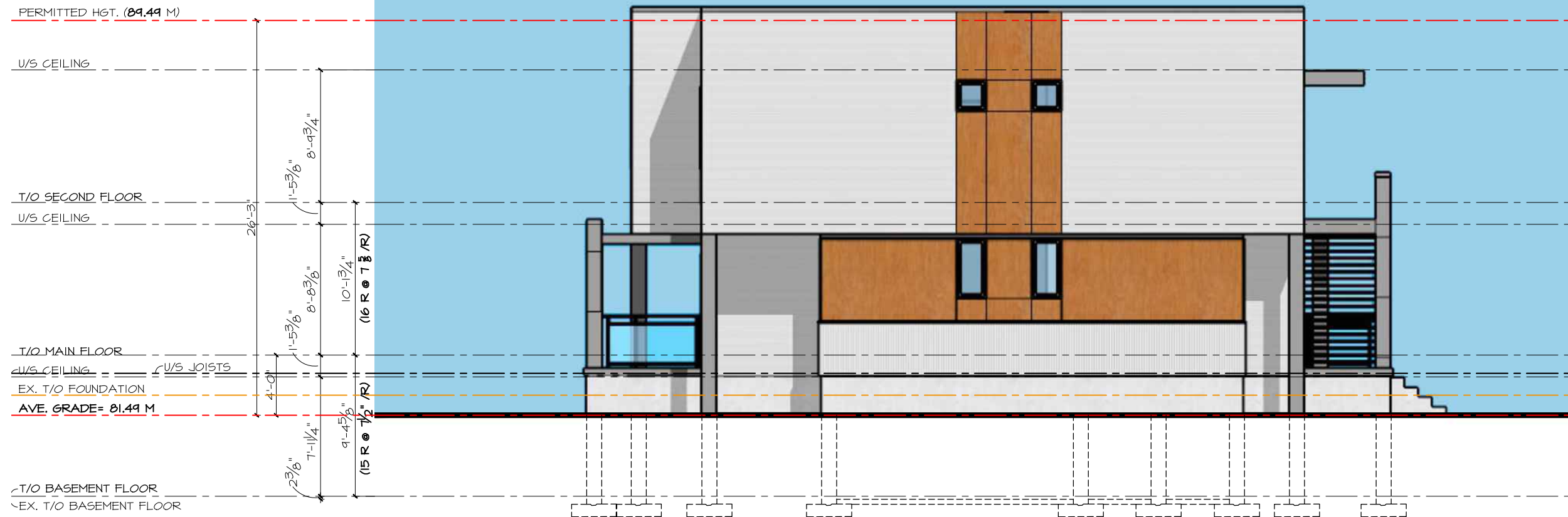
All



170 Main Street HAMEL
Ottawa, ON, K1S 1C2 DESIGN
(613) 232 9081 Tel. AND
info@HdandP.com PLANNING

PROJECT TITLE

2335
BASELINE
ROAD



18	REVISED SITE PLAN	2024 02-06
17	KITCHEN AREA	2024 02-05
16	PARKING REVISION	2024 01-31
15	SENT TO PANNER	2024 01-25
14	SENT TO PANNER	2023 11-03
13	COFA	2023 10-23
12	COFA	2023 10-23
11	COFA	2023 10-10
10	BIKE/ GARB. LOC.	2023 08-17
9	BIKE/ GARB. LOC.	2023 08-15
8	CITY REVIEW	2023 08-08

PROJECT No. :

2023-01

DATE: 2023-06-26

CHECKED: JH

DWG BY: JK, JH

DWG No:

A12

WEST ELEVATION

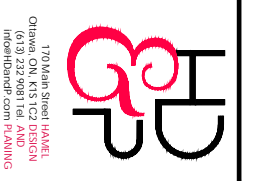
SCALE : 1/8" = 1'-0"



PERSPECTIVE-01



PERSPECTIVE-02



170 Main Street, Suite 100
 Ottawa, ON, K1S 1Z2, CANADA
 (613) 232-9089 | Tel. AND
 info@hd2ar.com | PLANNING

PROJECT TITLE

2335
 BASELINE
 ROAD

18	REVISED	2024
18	SITE PLAN	02-06
17	KITCHEN AREA	02-05
16	PARKING REVISION	01-31
15	SENT TO PANNER	01-25
14	SENT TO PANNER	11-03
13	COFA	10-23
12	COFA	10-23
11	COFA	10-10
10	BIKE/ GARB. LOC.	08-17
9	BIKE/ GARB. LOC.	08-15
8	CITY REVIEW	08-08

PROJECT No. :
 2023-01

DATE: 2023-06-26
 CHECKED: JH
 DWG BY: JK, JH

DWG No.:

A13