

<p>3. Zoning By-Law Amendment – 2140 Baseline Road</p> <p>Modification du <i>Règlement de zonage</i> – 2140, chemin Baseline</p>
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Committee recommendations

That Council:

- 1. approve an amendment to Zoning By-law 2008-250 for 2140 Baseline Road to permit a 14-storey mixed-use building, as detailed in Document 2;**
- 2. exempt the developer from Section 37 contribution obligations.**

Recommandations du Comité

Que le Conseil :

- 1. approuve la modification au *Règlement de zonage 2008-250* visant le 2140, chemin Baseline en vue de permettre l'aménagement d'un bâtiment polyvalent de 14 étages, comme l'explique le document 2;**
- 2. exempte l'entrepreneur des obligations de contribution prévues dans l'article 37.**

Documentation/Documentation

- 1. Director's report, Planning Services, Infrastructure and Economic Development Department, dated September 25, 2019 (ACS2019-PIE-PS-0097)**

Rapport de la Directrice, Services de la planification, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 25 septembre 2019 (ACS2019-PIE-PS-0097)
- 2. Extract of draft Minutes, Planning Committee, October 10, 2019**

Extrait de l'ébauche du procès-verbal, Comité de l'urbanisme, le 10 octobre 2019

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme
10 October 2019 / 10 octobre 2019**

**and Council
et au Conseil
23 October 2019 / 23 octobre 2019**

**Submitted on 25 September 2019
Soumis le 25 septembre 2019**

**Submitted by
Soumis par:
Lee Ann Snedden
Director / Directrice**

**Planning Services / Services de la planification
Planning, Infrastructure and Economic Development Department / Direction
générale de la planification, de l'infrastructure et du développement économique**

**Contact Person / Personne ressource:
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Ward: COLLEGE (8) / COLLÈGE (8)

File Number: ACS2019-PIE-PS-0097

SUBJECT: Zoning By-law Amendment – 2140 Baseline Road

OBJET: Modification du *Règlement de zonage* – 2140, chemin Baseline

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 2140 Baseline Road to permit a 14-storey mixed-use building, as detailed in Document 2.**

2. That Planning Committee recommend Council exempt the developer from Section 37 contribution obligations.
3. That Planning 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 October 23, 2019," 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 l'urbanisme recommande au Conseil d'approuver la modification au *Règlement de zonage 2008-250* visant le 2140, chemin Baseline en vue de permettre l'aménagement d'un bâtiment polyvalent de 14 étages, comme l'explique le document 2.
2. Que le Comité de l'urbanisme recommande au Conseil d'exempter l'entrepreneur des obligations de contribution prévues dans l'article 37.
3. Que le Comité de l'urbanisme donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux 'exigences d'explication' aux termes de la *Loi sur l'aménagement du territoire*, à la réunion du Conseil municipal prévue le 23 octobre 2019 », à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.

EXECUTIVE SUMMARY

This report recommends an amendment to the zoning to permit additional height and floor space index allowance, reduction in parking requirements, and flexibility to permit rooming houses as a permitted use so that a 153 unit, 14-storey mixed-use building with residential units geared towards students can be constructed on the subject

property, which is located at the southwest corner of Baseline Road and Constellation Avenue. The existing MC H(34)F(2.0) is proposed to be amended to MC H(45) F(4.4) [xxx1] (See Document 2 for details).

The 153 residential units proposed within the building are intended to be apartment style, with four or fewer bedrooms per unit. The proposed zoning for this site includes special development standards that will allow the residential units to function either as dwelling units, which are required to be occupied by a 'household', as defined in the Zoning By-law, or rooming houses, which are not required to be occupied by a household. This flexibility is consistent with the policies of the Official Plan and will ensure the residential units are accessible to a student population.

Site specific parking rate relief is also proposed for this development project, such that smaller commercial tenancies on the ground floor do not need to provide off-street parking. In addition, the residential parking rate is proposed at a rate of 0.2 parking spaces per residential unit, and 0.1 parking spaces for visitors. These recommended parking reductions acknowledge that this site is within 400 metres of Baseline Station, and that it is intended to be occupied by students, likely from Algonquin College, which is less than 500 metres from the subject site. The zoning exception also includes an allowance for up to two required parking spaces to be used for car share vehicles.

This development parcel was sold to Baseline Constellation Ltd. By the Ottawa Community Lands Development Corporation (OCLDC), which is a corporation owned by the City of Ottawa. Within the Agreement of Purchase and Sale, the obligation to pay any applicable Section 37 contributions falls to the OCLDC. This report recommends that this development be exempted from payment of the applicable \$326,059, on the basis that OCLDC is a City-owned corporation, and any contribution would result in no net benefit to the City.

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. Three comments were received from members of the public and area property owners. In addition, the CentrepoinTE Community Association provided a comment on the proposal (See Document 3).

RÉSUMÉ

Le présent rapport recommande une modification de zonage afin de permettre une marge de tolérance en matière de hauteur et de rapport plancher-sol supplémentaires,

une réduction des exigences de stationnement et une souplesse suffisante pour ajouter les maisons de chambres au nombre des utilisations autorisées, afin qu'un immeuble polyvalent de 14 étages et contenant 153 unités d'habitation, essentiellement pour étudiants, puisse être construit sur une propriété située à l'angle sud-ouest du chemin Baseline et de l'avenue Constellation. Le zonage MC H(34)F(2.0) actuel passerait donc à MC H(45) F(4.4) [xxx1] (voir les détails dans le document 2).

Les 153 unités d'habitation proposées dans l'immeuble seraient des appartements contenant chacun quatre chambres ou moins. Le zonage proposé sur cet emplacement comprend des normes particulières d'aménagement qui permettraient aux unités d'habitation de servir soit de logement, qui doivent être occupés par un « ménage » en vertu du Règlement de zonage, soit de maisons de chambres, qui ne doivent pas nécessairement être occupées par un ménage. Cette souplesse est conforme aux politiques du Plan officiel et permettra de garantir l'accessibilité de ces unités d'habitation à une population étudiante.

Une dispense du taux de stationnement propre à l'emplacement est également proposée pour ce projet d'aménagement. Elle permettrait aux locataires d'espaces commerciaux plus petits du rez-de-chaussée de ne pas fournir de places de stationnement hors voirie. De plus, le taux de stationnement résidentiel serait de 0,2 place de stationnement par unité d'habitation et de 0,1 place pour les visiteurs. Ces réductions du taux de stationnement recommandées tiennent compte du fait que l'emplacement se trouve à moins de 400 mètres de la station Baseline et que l'immeuble est destiné à être occupé par des étudiants, probablement inscrits au Collège Algonquin, situé à moins de 500 mètres de l'emplacement. L'exception de zonage comporte également une marge de tolérance permettant l'utilisation de deux places de stationnement requises au maximum par des véhicules de covoiturage.

Cette parcelle d'aménagement a été vendue à Baseline Constellation Ltd. par la Société d'aménagement des terrains communautaires d'Ottawa (SATCO), une société appartenant à la Ville d'Ottawa. En vertu de la convention d'achat et de vente, l'obligation de payer toute contribution relative à l'article 37 incombe à la SATCO. Le présent rapport recommande que le promoteur de cet aménagement soit dispensé du paiement du montant de 326 059 \$, au motif que la SATCO est une société appartenant à la Ville d'Ottawa, et que toute contribution n'apporterait à la Ville aucun bénéfice net.

La publication des avis et la consultation publique se sont déroulées conformément à la Politique de publication des avis et de consultation publique approuvée par le Conseil municipal, en ce qui a trait aux modifications apportées au Règlement de zonage. Trois commentaires ont été fournis par des membres du public et des propriétaires du secteur visé. L'Association communautaire de CentrepoinTE a également fait par d'un commentaire concernant ce projet (se reporter au document 3).

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

2140 Baseline Road

Owner

Baseline Constellation Limited

Applicant

Fotenn Consultants, attn. Matt McElligott

Architect

Fabiani Architect Limited

2140 Baseline Road

Description of site and surroundings

The subject property is approximately 3000 square metres in area with an irregular shape and frontage on Baseline Road, Constellation Crescent, and Gemini Way. The site is currently vacant and grassed with some trees.

To the east across Constellation Crescent is an eight-storey office building, to the north across Baseline Road is a low-rise apartment complex, to the west is a four-storey medical office building, and to the south across Gemini Way is the Sir Guy Carleton Secondary School sports fields. The subject site is approximately 400 metres from the Baseline Road transit station and Algonquin College.

Summary of requested Zoning By-law amendment proposal

The subject property is currently zoned Mixed-Use Centre, with a maximum Floor Space Index (FSI) of 2 and a maximum height of 34 metres (MC F(2.0) H(34)). This zoning permits a wide range of uses, including commercial and residential low-, mid- and high-rise buildings up to a maximum of 34 metres (approximately 11 storeys), and with a maximum building gross floor area of 6098 square metres, based on the current 2.0 FSI cap.

The recommended zoning for this property proposes an increase in the maximum height to 45 metres and an increase in the maximum FSI to 4.4 to allow for the construction of the proposed 14-storey, 152-unit, mixed use building, which is intended to be geared towards students (See Document 2). As well, within a special exception, it is proposed to include the following site-specific development standards:

1. A resident parking rate of 0.2 spaces per residential unit;
2. Zero visitor parking spaces are required for the first 12 dwelling units;
3. No parking will be required for smaller sized non-residential uses located on the ground floor;
4. Classroom space associated with Algonquin College, up to a maximum of 1500 square metres, will require 0 parking spaces on site;
5. The visitor and commercial parking will be structured so that it can be shared.

In addition, specific provisions have been included in the exception to allow rooming house as a part of the mix of uses within the proposed 14-storey mixed-use building.

Brief history of proposal

This development site was created as a result of the realignment of Constellation Crescent in 2009. This parcel was sold in 2018 to Baseline Constellation Limited by the Ottawa Community Land Development Corporation, which is owned by the City of Ottawa and managed by the City's Corporate Real Estate Office.

DISCUSSION

Public consultation

This application was circulated in accordance with the consultation guidelines set out

for Zoning By-law amendment application, which includes posting of on-site signs and mail-out to all residents within a 120-metre radius of the subject site. Three comments were received from members of the public and one comment was received from the CentrepoinTE Community Association. No supplementary Public Information Session was held.

Comments included concern for the proposed parking rate, concern for the increase to the maximum Floor Space Index, compatibility with surrounding buildings and design.

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

Official Plan designations

The subject site is designated Mixed Use Centre according to Schedule B of the Official Plan. Mixed Use Centres occupy strategic locations on the rapid transit network and act as nodes of activity within their surrounding communities and the city as a whole. These centres are critical to the City's growth management strategy as they have the potential to achieve high densities and compact mixed-use form near transit. Over time, mixed use centres will become more transit-supportive through intensification and development on vacant land. Mixed Use Centres will permit a broad variety of land uses at transit-supportive densities.

Included in the wide range of permitted uses is rooming houses, which are generally permitted in any zone where other residential uses are permitted. In accordance with Section 3.1 of the Official Plan, the Zoning By-law may provide for the location of larger sized rooming house facilities in areas of higher-density.

Section 2.5.1 and 4.11 of the Official Plan provides policy direction for urban design and compatibility and addresses a range of considerations from those at the broad, neighbourhood scale, to site specific considerations.

The subject site is also within the Baseline and Woodroffe Secondary Plan area and is located within the Constellation Precinct and shown to be within 400 metres radius of the Baseline transit station. The goal of the plan is to create a vibrant, urban focal point for business, commerce and academia, where many people travel by walking, cycling and use of public transit.

The Constellation Precinct policies apply to an area bounded to the north by Baseline Road, to the east by Woodroffe Avenue, to the West by CentrepoinTE Drive, and to the south to the multi-use path that runs to the south of the City of Ottawa building at 100

Constellation Crescent. The precinct policies provide guidance on the intended level of intensification expected for this portion of the secondary plan area, which were considered appropriate at the time the plan was adopted around the time of amalgamation. The total development potential of this precinct is stated to be roughly 111,000 square metres, not including the floor area of the existing high school and 40 housing units. The plan also states that lands within 300 metres radius of the transit station would generally target a Floor Space Index of 1.0, and lands outside that radius would generally target a Floor Space Index of 0.4. Yet the section goes on to state that some parcels may be developed at greater FSI than these which is considered acceptable as long as the total development potential for that precinct of approximately 111,000 is not exceeded.

The secondary plan also outlines a goal for reducing minimum parking standards and encouraging alternative modes of transportation as well as alternative parking strategies including shared parking and use of available on-street parking opportunities.

Other applicable policies and guidelines

The Urban Design Guidelines for High Rise Buildings and the Transit Oriented Development Guidelines both apply to the subject development.

Section 37 Contribution

Pursuant to Section 37 of the *Planning Act*, the City may authorize increases in the height and density of development above the levels otherwise permitted by the Zoning By-law, in return for the provision of community benefits. The Official Plan (Section 5.2.1.11) states that limited increases will be permitted in return for the provision of community benefits.

The proposed zoning permits a maximum FSI of 4.4 and a maximum height of 45 metres, where the current zoning permits an FSI of 2.0 and a maximum height of 34 metres. The proposed Gross Floor Area is over 7000 square metres and represents an increase of more than 25 per cent. In accordance with the Council-approved guidelines, the amount of the Section 37 contribution for this proposal has been determined to be \$326,059. This funding would typically be directed to an account to fund community benefits that would be identified and approved in cooperation with the Ward Councillor and community groups. The property was sold to the developer by the Ottawa Community Lands Development Corporation (OCLDC), which is a

corporation owned by the City of Ottawa. Under the agreement of purchase and sale, OCLDC would be responsible for the payment of applicable Section 37 contributions. This would result in a reduction in income for OCLDC, which would result in a reduced contribution to the City's general revenues. Ultimately, the effect of this would be that the Section 37 contributions would be made at the expense of additional general revenues for the City. Given these circumstances, it is recommended that Section 37 contributions be waived for this development file, as a contribution would result in no net benefit to the City.

Urban Design Review Panel

The property is within a Design Priority Area and the combined Zoning By-law amendment application and Site Plan Control application were subject to the Urban Design Review Panel (UDRP) process. The applicant presented their proposal to the UDRP at a formal review meeting, which was open to the public.

The formal review meeting for the concurrent Zoning By-law Amendment and Site Plan Control application was held on July 4, 2018.

The panel's recommendations from the formal review of the Zoning By-law amendment are summarized as follows:

- **Massing** - The Panel is concerned that the mass of the building is too large, and the impact of the sheer face of the building is too great. The Panel suggests re-examining this massing approach.
- **Architecture** - Architectural expression could be improved by reinforcing the expression at the corners and by wrapping the corners to create a bolder statement. The Panel suggests adding glass at the corner to help break the mass; the use of glass at the penthouse level is appreciated.

The comments from the panel were successful in aiding in the implementation of the following:

- The massing was reconfigured by increasing the height, limiting the larger floorplate to the first six storeys, and reducing the floorplate for the 7th to 14th storeys.
- Glass has been added to the corner of the building, the lantern element has remained part of the building design, and the application of various colours and

textures on the building has served to reduce the impact of the overall mass of the building.

Planning rationale

The proposed development conforms to the relevant policies of the Official Plan, including those set out for development within Mixed Use Centres. Permitting the proposed 14 storey building at an FSI of 4.4 will appropriately contribute to higher, transit-supportive density in the area. The project includes commercial tenancies on the ground floor, with the remainder of the building intended for residential uses.

Although all residential units are intended to be apartment style, with four or fewer bedrooms per unit, this site-specific zoning is being structured to allow the flexibility for the 152 units to function either as dwelling units or as rooming houses. According to the Zoning By-law, a dwelling unit must be occupied by a single household, that being a group of people who may or may not be related, live together as a single housekeeping establishment, and exercise a meaningful degree of collective decision-making and responsibility for the management of the interior of the residential unit. Alternatively, a rooming house may be occupied by individuals who do not conform to the household definition, as set out in the Zoning By-law. Currently, the Zoning By-law permits a maximum of one rooming house within a building. The recommended zoning will permit the flexibility to allow any number of the total residential units to function as rooming houses or dwelling units. It should be noted that rooming house licensing permits are required for any rooming houses within this development in accordance with the City of Ottawa Rooming House Licensing By-law.

As a rental building geared towards students, permitting this flexibility in residential occupancy type within the building will ensure the accommodations are accessible to students who may simply want to rent an individual room, or those who seek out an entire unit as a group and function under the household definition. This approach is considered appropriate in this context, and in this style of larger scale student accommodation, which will have on-site management. This approach is also consistent with Section 3.1(3) of the Official Plan, which specifically states that the Zoning By-law may allow for the location of larger-sized rooming house facilities in areas of higher density.

The parking relief proposed for this development reflects both the proximity of the building to Baseline Rapid Transit Station and the intention to gear the residential

portion of the building to students. Given this scenario, a resident parking rate of 0.2 spaces per unit is considered appropriate. Similar to other sites located close to major transit stations, this development proposes that smaller commercial and retail tenancies which occupy on the ground floor may do so without needing any dedicated on-site parking. This is consistent with the commercial parking requirements for areas around transit stations throughout the City. Some flexibility has been built into the parking requirements such that required visitor parking can be shared for the ground floor commercial uses, which will promote efficient use of the on-site parking that is available. The owner has indicated that there is a potential opportunity to provide some limited space within the building for use as classrooms by Algonquin College. Since Algonquin College has its own parking area, and is located within easy walking distance, no dedicated parking is considered to be required for classroom space up to a maximum of 1500 square metres.

The site is also subject to the Baseline and Woodroffe Secondary Plan policies, and the Constellation Precinct section policies within that document. This policy document dates back to 2002, when the surrounding context was quite different, and the extension of O-Train was not yet contemplated for Baseline Station. As such, the density thresholds set out as guidelines within the plan are not consistent with densities that have come out of the more recent Transit Oriented Development Plans that have been created around new O-Train station stops.

While the plan anticipates a floor space index of 0.4 for the subject site, this section goes on to say that some parcels may be developed at densities greater than this, if the total of approximately 111,000 square metres of total gross floor area for the precinct is not exceeded. An analysis of the existing development within the precinct has determined that this threshold will not be exceeded as a result of the subject rezoning. Therefore, the intensity of development, as well as proposed uses, are considered to be consistent with the policies set out in the secondary plan.

As additional development pressures are felt in this area, there is an expectation that the policies within this secondary plan will need to be updated to more effectively direct development in the area towards a transit supportive level, as the targets that are currently set out are no longer adequately aligned with the intensification policies set out in the Official Plan and for Mixed Use Centres specifically.

The proposed reduced parking rate for this project is also consistent with the direction provided in the secondary plan, which states that a reduction in minimum parking

requirements should be contemplated in an effort to encourage alternative modes of transportation. This direction coupled with the target market being students, makes this project an ideal candidate for reduced parking rates. In addition, visitor parking is being provided at a rate of 0.1 spaces per residential unit for the thirteenth and subsequent unit, which amounts to 13 spaces. The zoning has been structured so these spaces can be shared with the retail-commercial uses that are intended for the ground floor of the building, which are required to provide no parking spaces under the current Zoning By-law.

The building mass and design has evolved significantly from the time of original submission. With input from the Urban Design Review Panel, the building has moved to a more sensitive massing that will minimize the impact of this larger building. Notably, the largest floorplates are limited to the first to sixth floors, and a smaller floorplate for the seventh to 14th floors, which is in line with the Urban Design guidelines for High Rise Buildings. In addition, material textures and colours and glazing have been used to enhance the visual impact of the building and create interesting glazed features both at the building corners, as well as at the penthouse level. This building has been designed with the High-Rise Design Guidelines in mind, and separation distance objectives are being adequately implemented. The project has also had regard for the Transit Oriented Development Guidelines, with the main pedestrian entrance being at the corner of Baseline and Constellation, placing parking underground and behind the building, providing commercial space at grade, and the creation of a pedestrian-friendly environment.

Overall, the proposal is consistent with the Official Plan, the relevant design guidelines, and represents appropriate development of an underutilized lot within close proximity to a transit station.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the Provincial Policy Statement, 2014.

RURAL IMPLICATIONS

There are no anticipated rural implications.

COMMENTS BY THE WARD COUNCILLOR

The Ward Councillor concurs with this report.

LEGAL IMPLICATIONS

There are no legal implications associated with implementing the recommendation contained within the report.

RISK MANAGEMENT IMPLICATIONS

There are no risk implications.

ASSET MANAGEMENT IMPLICATIONS

There are no direct financial implications associated with the recommendations of this report.

FINANCIAL IMPLICATIONS

The OCLDC and the City are separate entities from a financial reporting perspective. Exempting the development from Section 37 contribution obligations will result in not expensing the \$326,059 to OCLDC and the City not receiving \$326,059 in revenues.

ACCESSIBILITY IMPACTS

The proposed mixed-use building will be required to conform to the accessibility requirements of the Ontario Building Code. In addition, the owner has been made aware of their obligations as outlined in the City's Accessibility Design Standards, which will be implemented through site plan control.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priority:

- Economic Prosperity; Governance, Planning and Decision-Making

APPLICATION PROCESS TIMELINE STATUS

The application was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to the complexities of the issues that needed to be resolved.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Details of Recommended Zoning

Document 3 Consultation Details

Document 4 Site Plan

Document 5 Visualisations

CONCLUSION

The department supports the application and proposed Zoning By-law amendment. The proposed development provides intensification on an underutilized property and will provide an appropriate housing choice that is geared towards students living near Algonquin College.

DISPOSITION

Legislative Services, Office of the City Clerk to notify the owner; applicant; Ottawa Scene Canada Signs, 415 Legget Drive, Kanata, ON K2K 3R1; Krista O'Brien, Tax Billing, Accounting and Policy Unit, Revenue Service, Corporate Services (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, Innovative Client Services Department to forward the implementing by-law to City Council.

Planning Operations Branch, Planning Services to undertake the statutory notification.

Document 1 – Location Map

For an interactive Zoning map of Ottawa visit geoOttawa.



Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 2140 Baseline Road.

1. Rezone the lands shown in Document 1 from GM F(2.0) H(34) to GM F(4.4) H(45) [xxx1].
2. Add a new exception [xxx1] to Section 239, Urban Exceptions, with provisions similar in effect to the following:
 - a. In Column II, add the text:
 - GM F(4.4) H(45) [xxx1]
 - b. In Column V, add the text:
 - Despite Section 132 (1) there is no maximum to the number of rooming houses permitted in a building.
 - A maximum of four bedrooms are permitted within a rooming house.
 - Despite Section 132 (4) rooming house is a permitted use within a building containing dwelling units.
 - Parking rate for dwelling units within a mixed-use building are subject to a minimum parking rate of 0.2 parking spaces per dwelling unit.
 - Parking rate for rooming houses within a mixed-use building are subject to a minimum parking rate of 0.2 parking spaces per rooming house.
 - Visitor parking for dwelling units and rooming houses within a mixed-use building shall be provided at a minimum rate of 0 spaces for the first twelve units, and a rate of 0.1 spaces per unit for the thirteenth and subsequent units.
 - Where a non-residential use is located partly or entirely on the ground floor or in the basement:

- a. In the case of a retail food store with a gross floor area of 1500 square metres or less, no off-street motor vehicle parking is required to be provided.
 - b. In the case of a restaurant with a gross floor area of 350 square metres or less, no off-street motor vehicle parking is required to be provided.
 - c. In the case of any other non-residential use with a gross floor area of 500 square metres or less, no off-street motor vehicle parking is required to be provided.
- Classroom space associated with a Post-Secondary Educational Institution use with a total cumulative gross floor area of 1500 square metres or less requires no off-street motor vehicle parking to be provided.
- Visitor parking spaces may be shared with non-residential uses located partly or entirely on the ground floor.
- Bicycle parking rate for rooming houses within a mixed-use building are subject to a minimum rate of 0.5 per rooming house.
- Amenity area requirements for rooming houses and dwelling units within a mixed-use building shall:
 - be provided at a rate of 6 square metres per dwelling unit or rooming house.
 - Have a minimum of 50% of the required total as communal amenity area
 - Be aggregated into areas up to 54 square metres, and where more than one aggregated area is provided, at least one must be a minimum of 54 square metres.

Document 3 – Consultation Details

Notification and Consultation Process

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. Three comments were received from members of the public and area property owners. In addition, the CentrepoinTE Community Association provided a comment on the proposal.

Public Comments and Responses

Comment:

The proposed parking rate will not meet the demand for the residential occupants of the building.

Response

The building is intended to be targeted to a student population, and an analysis of parking rates for other comparable larger student accommodation throughout the city, and the proposed rates are consistent with those examples. In addition, the proposed building is 400 metres from a rapid transit station and Algonquin College. The proposed rate is appropriate given the use and location and is consistent with the Official Plan policies to encourage alternative modes of transportation.

Comment:

The project is not compatible with the surrounding

Response: 1959-1970 buildings which are between three and seven storeys tall.

As stated in the Official Plan, compatible development means development that, although it is not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties. The existing buildings in the area are setback significantly from the subject site, which serves to mitigate the impacts of the height difference between the proposed 14 storey building and the surrounding four to seven storey buildings. Given the proximity of this area to transit, there will be notable intensification. Consideration has also been given

to integration of the proposed building with the future context in the area, and as such, separation distances from adjacent properties have been considered.

Comment:

The building design is not aesthetically pleasing.

Response:

Since the time of initial submission, the building design and massing has evolved significantly to address aesthetic and massing concerns and the current design is viewed as superior to that which was originally presented.

Comment:

The proposed increase in Floor Space Index is inappropriate for the site and the area.

Response:

The request for increase in the Floor Space Index has been reviewed against the current Official Plan policies and Secondary Plan policies and has been analysed based on the site context. The increase in floor space index is considered consistent with relevant policy and appropriate given the context.

Community Organization Comments and Responses

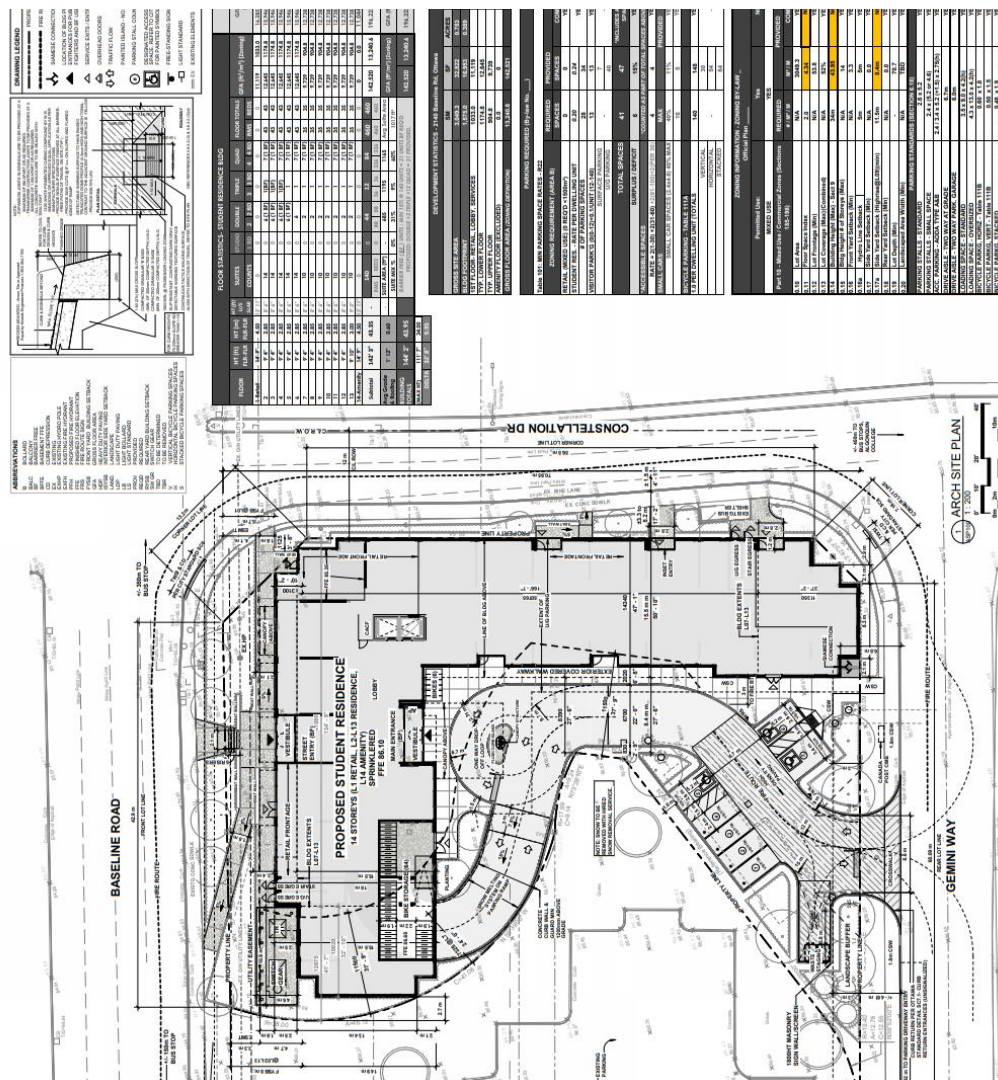
Comment:

The CentrepoinTE Community Association commented that they believe the proposal is an excellent land use for the location because there is a need for appropriate student accommodation near Algonquin College, the proposal is consistent with the approved height for a nearby parcel at 19 CentrepoinTE drive, which is proposed at 15 storeys, the parcel is a sufficient distance away from the nearest low-rise residential, and given the low demand on parking that is typical for a student population, the traffic impact from the development will be minimal.

Response:

The Community Association has highlighted a number of positive impacts that this development will have for the area, which staff also see as the benefits of the project.

Document 4 – Site Plan



Document 5 – Visualisation



OTTAWA STUDENT
RESIDENCE
2140 Baseline Rd, Nepean
(Ottawa) ON, K2G 6E2

CONSULTANTS:

ARCHITECT

FABIANI
1282 Cornwall Road,
Oakville ON, L6J 7W5
P: 905-337-7249

DEVELOPMENT CONSULTANT

API
API DEVELOPMENT CONSULTANTS INC.
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CIVIL

EXP
2650 Queensview Dr., Ottawa
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P: 613-688-1899

LANDSCAPE

GINO J. AIELLO
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STRUCTURAL

GOODEVE STRUCTURAL INC.
77 Aurora Dr.,
Ottawa, ON K2E 7Z7
P: 613-297-6649

MECHANICAL & ELECTRICAL

QUADRANT ENGINEERING LTD.
2283 St Laurent Blvd, Unit 203,
Ottawa, ON, K1G 5A2
P: 613-866-6543



1
05 VIEW FROM BASELINE & CONSTELLATION



1
06 VIEW ALONG CONSTELLATION



2
05 VIEW AT BASELINE ROAD