



1200 Baseline Road

Planning Rationale
Official Plan Amendment & Zoning By-law Amendment
July 14, 2026



Prepared for Zena Investment Corporation

Prepared by Fotenn Planning + Design
420 O'Connor Street
Ottawa, ON K2P 1W4

July 2026

© Fotenn

The information contained in this document produced by Fotenn is solely for the use of the Client identified above for the purpose for which it has been prepared and Fotenn undertakes no duty to or accepts any responsibility to any third party who may rely upon this document.

1.0	Introduction	2
1.1	Purpose	2
2.0	Site & Surrounding Context	3
2.1	Site Context	3
2.2	Surrounding Area	4
2.3	Public Transit Network	4
2.4	Transportation Network	5
3.0	Proposed Development	7
3.1	Overview & Phasing	7
3.2	Built Form	8
3.3	Site Circulation & Parking	10
3.4	Parkland Dedication & Landscape Design	12
4.0	Policy & Regulatory Context	15
4.1	Provincial Planning Statement (2024)	15
4.2	City of Ottawa Official Plan (2022)	17
4.3	City of Ottawa Urban Design Guidelines	25
4.4	City of Ottawa Comprehensive Zoning By-law (2008-250)	28
4.5	City of Ottawa Zoning By-law (2026-50)	32
5.0	Official Plan Amendment	37
6.0	Zoning By-law Amendment	39
6.1	Proposed Zoning By-law Amendment	39
6.2	Proposed Exceptions	40
7.0	Supporting Studies	41
7.1	Serviceability Report	41
7.2	Heritage Impact Assessment	41
7.3	Pedestrian Level Wind Study	41
7.4	Transportation Impact Assessment	42
8.0	Conclusion	43

1.0

Introduction

Fotenn Planning + Design has been retained by Zena Investment Corporation to prepare this Planning Rationale in support of the Official Plan Amendment and Zoning By-law Amendment applications for the lands known municipally as 1200 Baseline Road in the Fisher Heights community of the City of Ottawa. The Official Plan Amendment seeks to establish an Area-Specific Policy granting additional use permissions for Automotive Dealership, Automobile Rental Establishment, and Automotive Service Station uses on the lands. The Zoning By-law Amendment seeks to rezone the entirety of the subject property in order to facilitate the proposed residential development.

1.1 Purpose

The purpose of the Official Plan Amendment and Zoning By-law Amendment applications is to facilitate the future development of the lands, known municipally as 1200 Baseline Road (“Subject Property”), in the Fisher Heights Community of the City of Ottawa. The proposed development consists of six (6) buildings to be constructed across two (2) or more phases of development. The first phase (“Phase 1”) features two (2) mixed-use high-rise apartment buildings with building heights of 25 and 30 storeys, located at the south-western edge of the subject property. The second and subsequent phases (“Phase 2”) features the development of two (2) six-storey mid-rise apartment buildings, and three (3) high-rise apartment towers atop two (2) mixed-use podiums, featuring heights of 14 storeys, 25 storeys, and 34 storeys. The proposed development also features the establishment of parkland adjacent to the residential neighbourhood to the south, to be constructed incrementally across both phases of development.

The subject property is currently zoned Arterial Mainstreet, Subzone 10 (AM10) in the City’s current Zoning By-law (2008-250), and is zoned Hub zone 2, Exception 3119, with height limit of 30 metres in the City’s recently-Council approved Zoning By-law (2026-50). The City of Ottawa is in the process of resolving appeals related to the new Zoning By-law, and as result, this Planning Rationale will review both By-law as it pertains to the zoning relief required to facilitate the proposed development.

2.0 Site & Surrounding Context

2.1 Site Context

2.1.1 Description of Subject Property

The subject property, known legally as Part of Lots 13, 14 & 15 and Part of Lot 12, Registered Plan 30 and Part of Block E, Registered Plan 592106, is located directly adjacent to the intersection of Baseline Road and Merivale Road in the Fisher Heights community of the City of Ottawa. The property is irregularly-shaped and features frontages along three (3) municipal rights-of-way – approximately 61.4 metres along Baseline Road to the north, approximately 212.0 metres along Merivale Road to the east, and approximately 23.9 metres along Eleanor Drive to the south. The subject property features a total lot area of approximately 2.47 hectares (24,654m²).

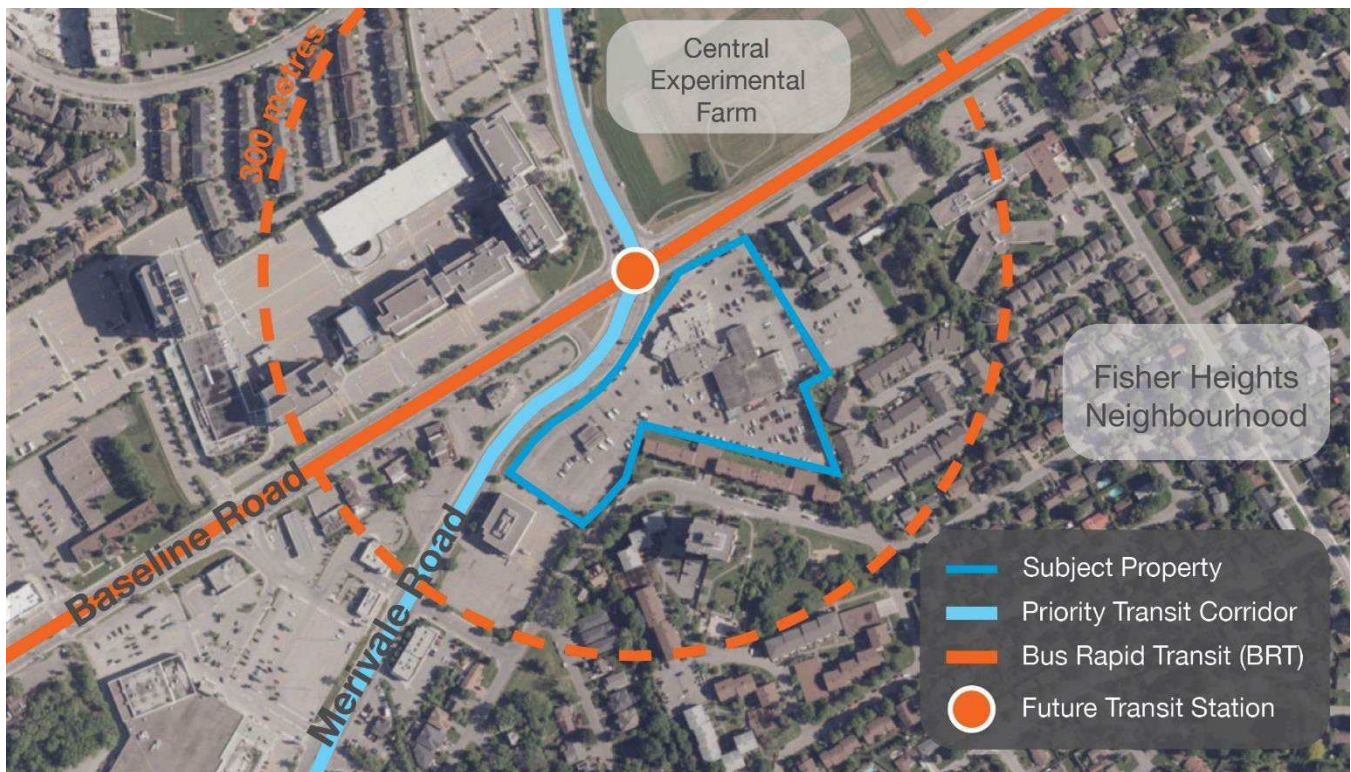


Figure 1: Aerial image of the subject property and surrounding area.

The subject property currently operates as a automotive dealership and associated office facility for the owner and operator – Myers Automotive Group. The automobile dealership was been in existence since 1972. A small automotive rental establishment use and building are located on the westernmost “panhandle” portion of the property. The lands are largely occupied by surface parking and storage facilities associated with the existing use, while the primary building on the property is a two (2) storey structure located on the easterly portion of the site, accommodating operational functions such as the sales centre, maintenance garage, and offices. Vehicular access is provided to the subject property via a right-in/right-out driveway along Merivale Road to the west and a driveway along Baseline road to the east.

2.1.2 Site History

As mentioned above, the lands currently feature a car dealership and associated facilities, including offices, automobile service centre, car rental establishment, and car wash. Myers Automotive Group purchased the lands in 1970 and erected the first iteration of the operations on the site. Over the years, the number, size, and location of buildings on the site in support of the overall operation has evolved to what currently exists on the site today.

2.2 Surrounding Area

The following generally describes the land uses and existing context surrounding the subject property:

- North:** The subject property abuts Baseline Road to the north at the intersection of Baseline Road and Merivale Road. Northeast of the subject property is the Central Experimental Farm, which is identified as a National Historic Site and occupies approximately 4 square kilometres of land within the City of Ottawa's urban area. The area to the northwest of the subject property is characterized by a federal office complex abutting Baseline Road, consisting of multiple mid-rise office buildings and associated surface parking. Further to the north, along Central Park Drive, there are two (2) 10-storey residential high-rise buildings within the existing low-rise residential Central Park neighbourhood, consisting of single detached, semi-detached, and townhouse dwellings.
- East:** To the east of the subject property is St. Augustine Catholic Church, Queenship of Mary Community congregation, and the Villa Marconi long-term care home. Further to the east, bound by Baseline Road, is the Fisher Height neighbourhood, generally characterized by low-rise residential uses, including single-detached and semi-detached dwellings.
- South:** Immediately to the south of the subject property is a low-rise apartment building on Eleanor Drive as well as a 13-storey high-rise apartment building directly to the south along Eleanor Drive, adjacent to Elanor Park. The area further to the south is characterized by a range of low-rise residential typologies, including single-detached, semi-detached, townhouse dwellings, and stacked dwellings.
- West:** To the west along Merivale Road there is a low-rise office building with associated surface parking. Further to west is a shopping plaza including a grocery store, banks and a gas station. Merivale Road is characterized by low-rise automobile oriented commercial buildings, seen to be evolving into a mixed-use transit corridor per several existing planning applications.

2.3 Public Transit Network

The subject property is located along Baseline Road which is poised to support a future Bus Rapid Transit (BRT) line, per Schedule C2 of the City of Ottawa Official Plan. Additionally, the portion of Merivale Road directly abutting the subject property is identified as a Transit Priority Corridor. This designation seeks to identify street corridors in which investment into existing and new transit service and facilities will be directed. The exact location of the future BRT stations, or specific transit investments along Merivale Road have yet to be finalized, but are intended to be initiated within the lifespan of the City's Official Plan.

The property is intended to benefit from significant investment in transit in the foreseeable future, with the Baseline BRT project having completed the initial Environmental Assessment (EA) process and proceeding onto the subsequent phases, including detailed design, public consultation, station siting, and funding allocation.

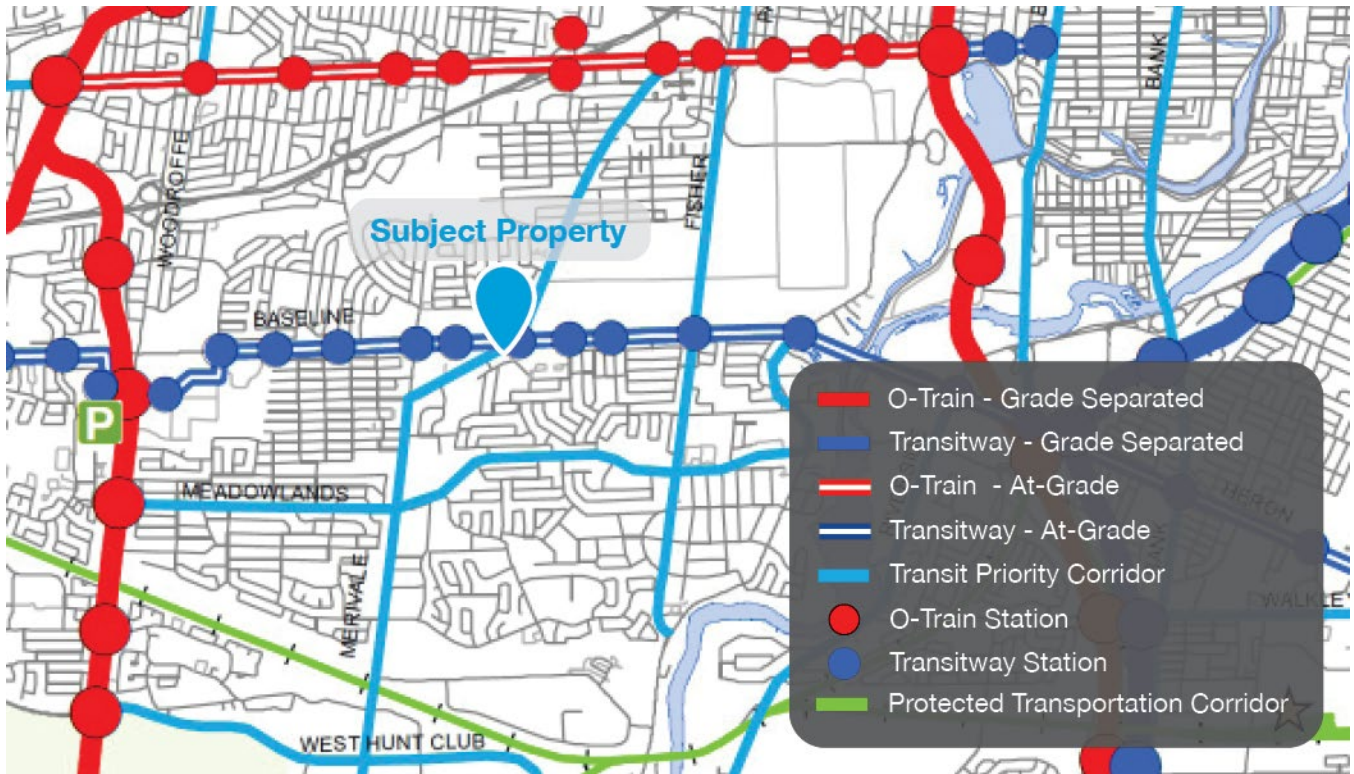


Figure 2: Schedule C2 - Transit Network (Ultimate) of the City of Ottawa Official Plan.

2.4 Transportation Network

The subject property is adjacent to several municipal rights-of-way, including Baseline Road, Merivale Road, and Eleanor Drive. Schedule C4-Urban Road Network identifies Baseline Road and Merivale Road as arterial roads and Eleanor Drive as a local road. Arterial roads are intended to function as major corridors in the urban communities, accommodating a variety of transit modes including vehicle, pedestrian, bicycle, and public transportation. Arterial roads are designed in a manner which meets the needs of these users through the provision, where appropriate, of sidewalks, cycling lanes, and transit stops, whereas local

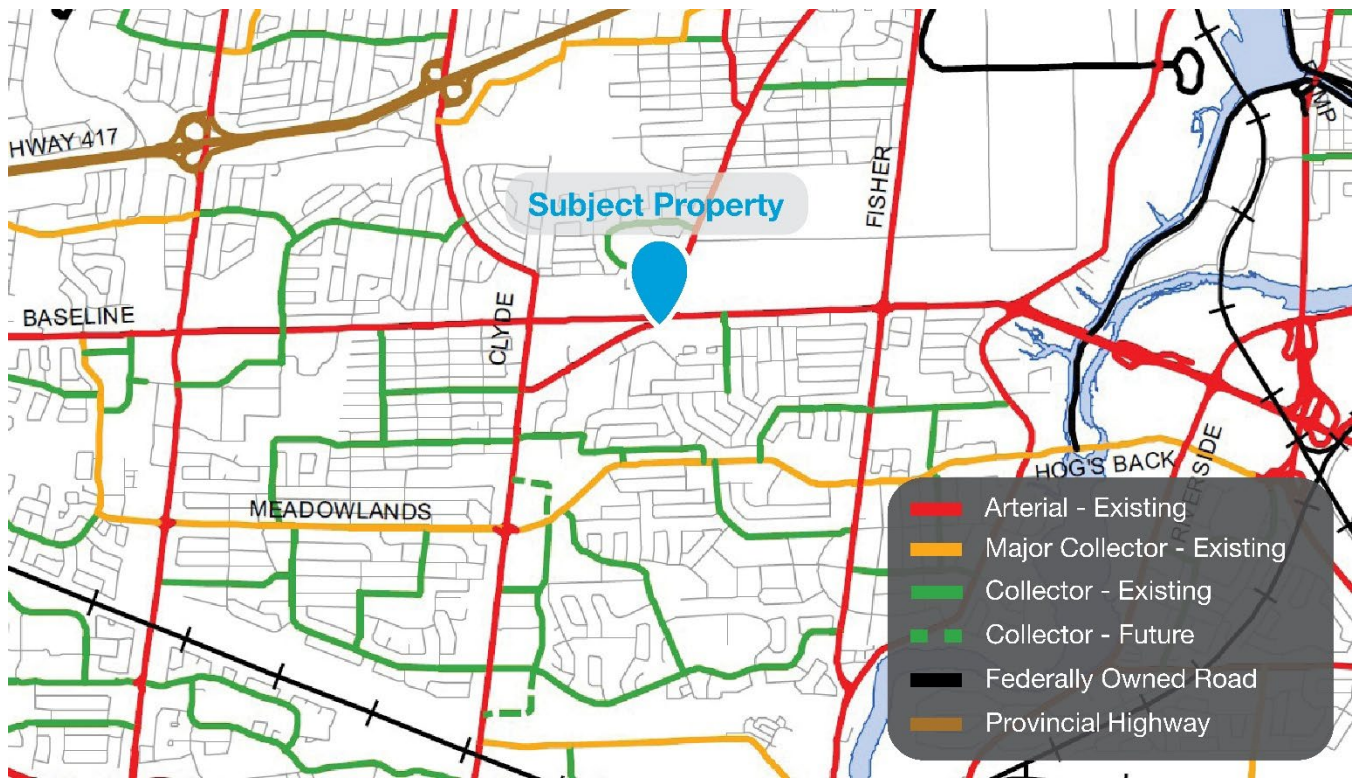


Figure 3: Schedule C4 - Urban Road Network, City of Ottawa Official Plan.

The subject site is well connected to the existing and planned transportation network. Baseline Road is identified as a future Transitway Corridor on Schedule C2—Transit Network Ultimate of the Official Plan with a proposed BRT station at the intersection of Baseline Road and Merivale Road. This BRT line is proposed to be integrated with the Confederation LRT line to the west and Trillium Line to the east.

3.0 Proposed Development

3.1 Overview & Phasing

3.1.1 Overview

The proposed development on the subject property features the development of seven (7) buildings, dedicated parkland area, and an internal vehicle and pedestrian transportation network, to be constructed across two (2) phases of development. The proposed Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBLA) applications are intended to apply to the entirety of the lands, including both phases of development, while the future Site Plan Control applications will address the two (2) phases separately.

The OPA relates only to retaining and normalizing the automotive uses on the property, to allow the reasonable and eventual transition of the property to a mixed-use residential community. The ZBLA would allow the residential tower, mixed of commercial uses, the new park and other aspects of the development.

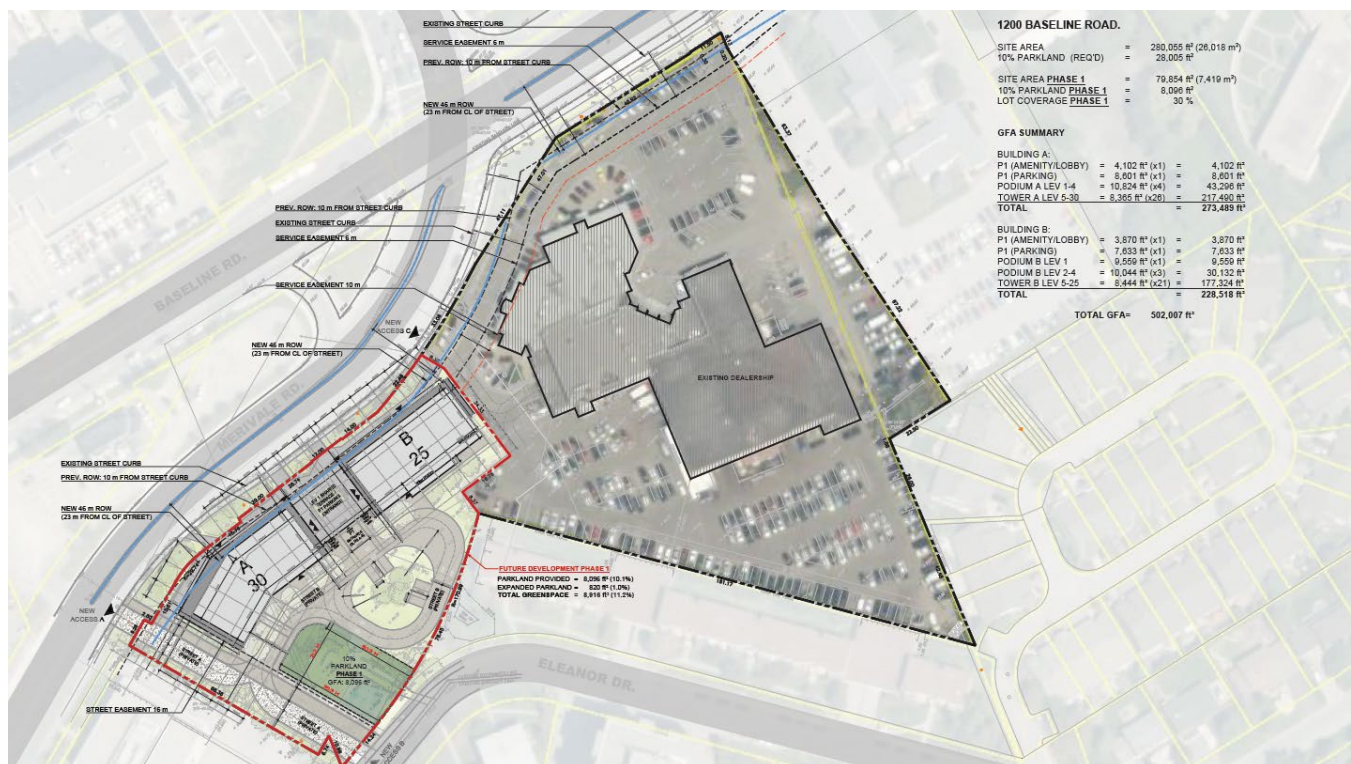


Figure 4: Phase 1 of the proposed development.

The phasing of the proposed development is intended to reflect the long-term development horizon for the lands as well as to illustrate an interim condition in which the existing car dealership on the northerly portion of the lot may remain operational while allowing for redevelopment to the south. The phasing as proposed is intended to reflect the current development strategy for the lands, but may be subject to change at the time of future development applications. The proposed Zoning By-law Amendment application is therefore to be applied across both proposed phases, providing the greatest flexibility to the owner of the lands.

3.1.2 Phase 1

Phase 1 of the proposed development features the development of the southerly portion of the lands. Bound by the Merivale Road frontage to the north and the Eleanor Drive frontage to the southeast. The first phase includes the

development of two (2) high-rise residential buildings atop mixed-use podiums, as well as the establishment of two (2) vehicular site accesses – the first being from Merivale Road at the westerly edge of the site, and the second being from Eleanor Drive to the south. The site circulation is proposed as an interim measure, only supporting the Phase 1 development, including the provided subgrade parking garage. Lastly, Phase 1 will also feature the establishment of the City's parkland dedication required as part of the first phase. Special consideration was made to separate vehicle traffic for the Phase 1 residential lands to the existing operation of the automotive dealership. The intent is to create a stand-alone residential development that is welcoming and purpose-built, and allow the independent commercial operation to continue unencumbered and efficient.

3.1.3 Phase 2

Phase 2 represents the full build-out of the proposed development, including the construction of three (3) high-rise residential buildings, as well as two (2) six-storey mid-rise residential buildings to the south. Additional site accesses are proposed as part of Phase 2, including an access from Merivale Road to the northwest, and an access from Baseline Road to the north. The second phase is intended to coordinate and re-organize the on-site operational functions, including vehicular circulation, pedestrian movements, and parkland dedication, to ensure a more cohesive and integrated overall development concept.

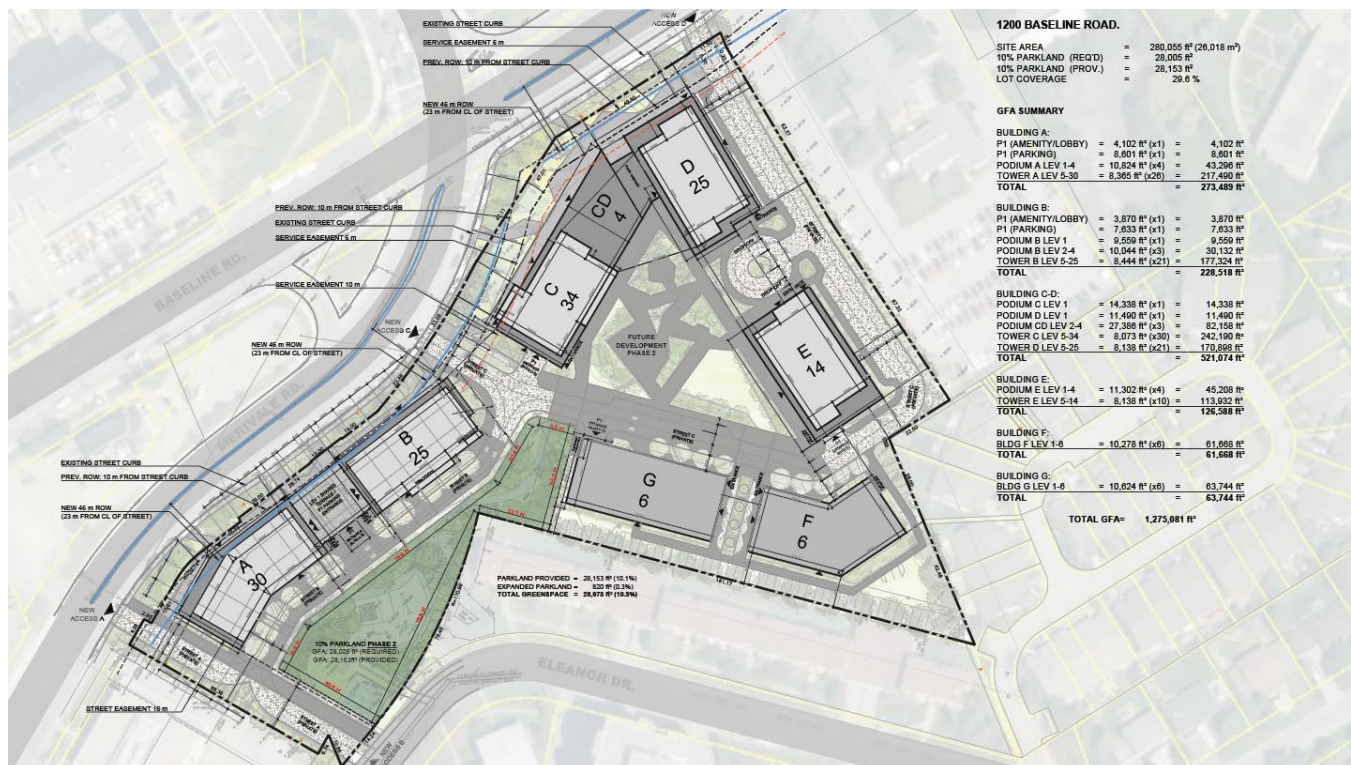


Figure 5: Phase 2 of the proposed development.

3.2 Built Form

3.2.1 Phase 1

Phase 1 of the proposed development (Figure 4) is oriented towards the western-most portion of the site, the “panhandle” portion of the site abutting Merivale Road to the north and Eleanor Drive to the southeast. The first phase includes the development of two (2) high-rise, residential apartment buildings, featuring heights of 30 storeys (Building A) and 25 storeys (Building B), atop mixed-use podiums. The proposed building are oriented in a manner which frames the Merivale Road frontage and locates back-of-house functions interior to the site. The proposed buildings are provided

with a 19.4-metre podium separation, and a 23.4-metre tower separation, with a shared terrace and plaza area between the buildings – providing a pedestrian through-way into the site.



Figure 6: Massing model looking north, depicting Phase 1 of the proposed development.

The proposed buildings have been oriented in a manner, with regards to the low-rise residential area to the south, which respects the existing character of the neighbourhood along Eleanor Drive. Recognizing the existing context, which includes a 13-storey apartment building along Eleanor Drive, as well as the planned context, which anticipates maximum building heights of up to 30 metres on the lands directly to the south, the proposed buildings present a built form and degree of transition which generally adheres to the vision for lands within Hubs along Mainstreet Corridors.

3.2.2 Phase 2

Phase 2 features the development of three (3) high-rise residential apartment buildings atop mixed-use podiums, and two (2) six-storey mid-rise apartment buildings. The high-rise apartment buildings feature heights of 34 storeys (Building C), 25 storeys (Building D) and 14 storeys (Building E), and are strategically located at the northerly corner of the property, framing the site's frontage along Baseline Road and providing appropriate transition to the surrounding sensitive land uses.

The proposed high-rise residential buildings to the north are oriented in a manner which seeks to provide adequate transition to the adjacent residential areas to the south – with the greatest building heights (34-storey and 25-storey buildings) being located away from the low-rise residential areas. The 14-storey building, located at the easterly corner of the site, features a 16-metre tower setback from the abutting residential lots, which ensures a respectful transition can be provided. Given the existing height permissions on the adjacent lands (30 metres) and the orientation of the subject property to north, the anticipated impacts on the adjacent residential lands are anticipated to align with the City's goals related to intensification and urban design.

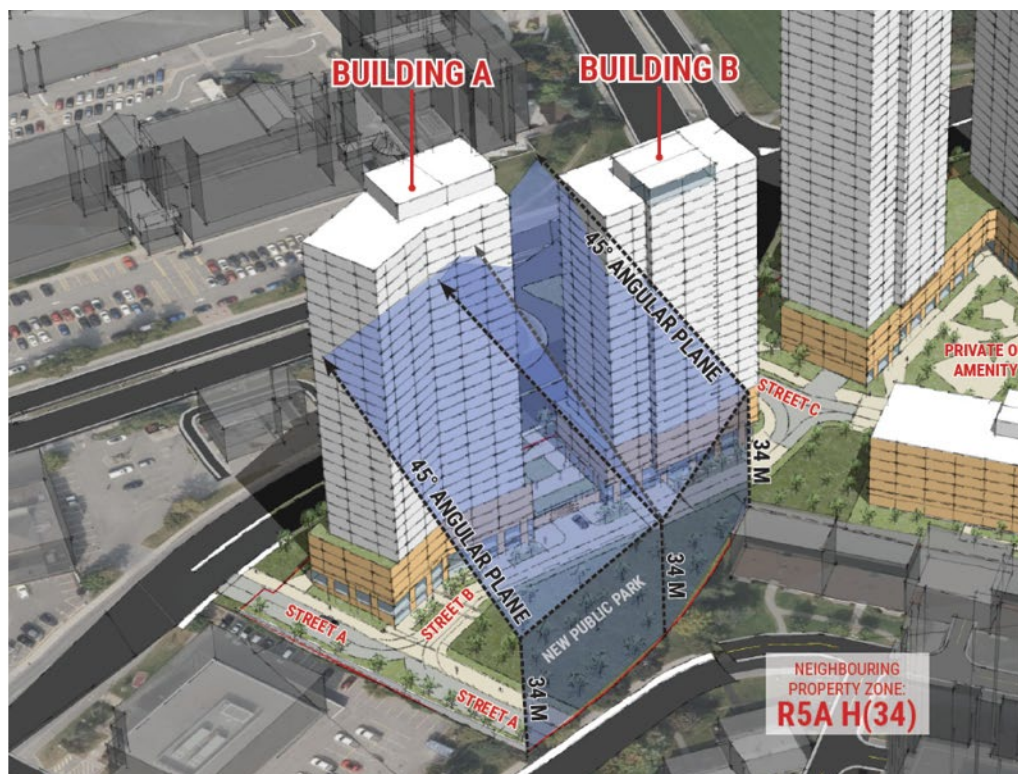


Figure 7: Graphic depicting a 45-degree angular plane extending upwards towards the proposed Phase 1 buildings from the east.

The proposed six-storey, mid-rise apartment buildings (Buildings F and G), located to the south, presents an opportunity to step heights down towards the adjacent low-rise residential area to the south of the lands. The six-storey built form represents an appropriate character adjacent to an established low-rise residential area which is poised to support increased densities.

3.2.3 Central Experimental Farm Considerations

Of additional importance, the tower heights have been assessed and selected with special consideration to the proximity to the Central Experimental Farm (CEF). The applicant and the project team have previously met representatives of the National Capital Commission (NCC) and Agriculture and Agri-Food Canada (AAFC) to discuss the proposal.

Although shadow studies are no longer required to be submitted to the City in support of planning applications, in this case, we are of the opinion that the shadow study is relevant to the operation of the CEF and the review by the NCC and AAFC. The shadow study was prepared in compliance with the City's Terms of Reference (TOR) to confirm the accuracy of the study. The study was prepared by Hobin Architects and guided building placement as well as tower and podium heights to minimize shadow intrusion onto the CEF.

3.3 Site Circulation & Parking

3.3.1 Phase 1

The first phase features the establishment of a vehicular site access from Merivale Road at the wester-most edge of the site (Access A). The site access shall be constructed as a public road, extending through the site to the southeast towards Eleanor Drive where a secondary site access is provided (Access B). The private on-site road and accesses are intended to support two (2) way traffic onto and off of the site. The private road provides access to the interior circulation network associated with the Phase 1 development, including a parking garage serving both the proposed buildings, an on-site traffic circle to facilitate movements on the site, and surface parking spaces for visitors and drop-offs.

The parking garage access is proposed between the two (2) buildings, with the number of parking spaces being unknown at this time. It is the intention of the owner to determine the parking needs for the proposed development based on the market demand at the time of the future Site Plan Control applications, with the intention of complying with the requirements established through the applicable Zoning By-law provisions. Due to the existing and proposed grade changes on the subject property, the parking garage will be accessed at-grade from the rear of the building, with the frontage of the building along Merivale Road sitting approximately one (1) storey higher. This change in grade allows for both the parking garage entrance and the pedestrian terrace between the proposed buildings to be accessed at their respective grade.

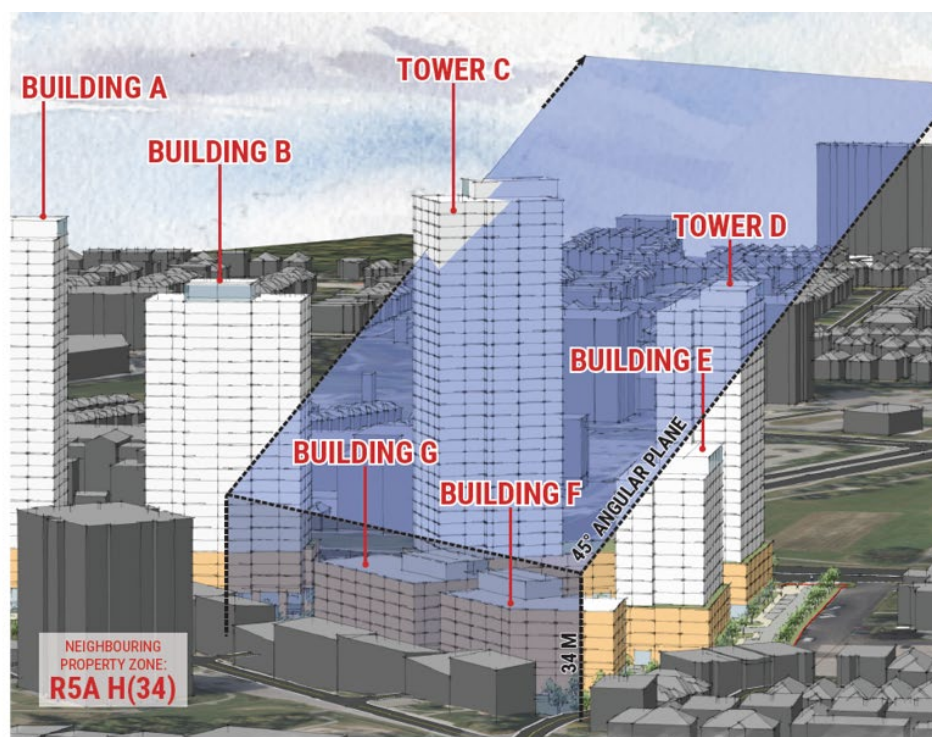


Figure 8: Graphic depicting a 45-degree angular plane extending upwards towards the proposed Phase 2 buildings from the south.

3.3.2 Phase 2

Phase establishes the circulation network for the remainder of the lands as well as reconfiguring the circulation network established as part of Phase 1. Two (2) additional site accesses are proposed as part of Phase 2, including one (1) access point from Merivale Road directly to the north of Building B (Access C), as well as an access at the north-corner of the site, from Baseline Road, adjacent to Building D (Access D). Interior to the site is a private road network providing connectivity across the site, ensuring there is adequate space allocated for parkland, outdoor amenity space, pedestrian-oriented infrastructure.

The turning circle implemented as part of Phase 1 is proposed to be removed in favour of a site-wide circulation pattern. The drive aisle is proposed to continue through the site, connecting to the private road extending from Access B to the southeast which later connects to the private road extending from Access D to the north. Throughout the site, street parking facilities are provided as on-street parking along the private road, with layby and drop-off areas also provided in proximity to building entrances.

As part of Phase 2, it is anticipated that parking garages will be constructed for each of the buildings, with entrances provided from the interior private road network, with the exception of Buildings C and D which are anticipated to share a

parking structure due them sharing a podium and structural base. The anticipated parking provisions have yet to be confirmed as part of these applications.

3.3.3 Public Land Acquisition

A small portion of the subject property along Eleanor Drive features a 'notch' from the public right-of-way onto the subject property. Given the proposed location of the site access from Eleanor Drive along the westerly edge of the subject property, it is the intention of the owner to purchase these lands from the City in order to regularize the lot lines and allow for the driveway to be established as planned.

The land acquisition, if the City agrees, would be completed prior to construction and at the time of a Site Plan Control application. From a zoning perspective, given that the parcel is City-owned and makes up part of the municipal right-of-way, and that zoning boundaries generally extend to the centreline of roads and rights-of-way, the zoning on the subject property, when acquired by the owner, would extend onto newly-acquired lands.



Figure 9: Graphic depicting the land acquisition required as part of the proposed development.

3.4 Parkland Dedication & Landscape Design

3.4.1 Proposed Parkland Phasing

The proposed development, as part of Phase 1, features the dedication of 752.14m², or approximately 10% of the Phase 1 lands, to the City of Ottawa for parkland. In Phase 2, as part of the site re-organization, the remainder of the parkland dedication requirement is provided as an expansion of the Phase 1 parkland along the southerly lot line towards the Phase 2 lands. The Phase 2 dedication includes an additional 1,863.36m². The parkland provided as part of Phase 1 will be designed in a manner which would allow for the Phase 2 parkland to integrate into the existing facilities, creating a larger, coordinated park facility.



Figure 10: Phase 1 Landscape Concept Plan illustrating the proposed greenspace and parkland area (#2)

3.4.2 Landscape Concept

The proposed development features adequate space across the site to accommodate varying degrees of greenspace, tree plantings, and open areas accessible to pedestrians. Future landscape plans and design will seek to ensure the provision of plantings and design are coordinated across the two phases, allowing for a cohesive pedestrian environment. In addition to the parkland to be dedicated to the City of Ottawa for a future park, significant landscaped open space, accessible to residents in the form of outdoor amenity areas can be accommodated, such as the interior courtyard located between Buildings C, D, and E (See #6 on Figure 11). The landscape and open space provisions on the site have the capacity to ensure many of the City's goals related to canopy coverage, greenspace availability, and pedestrian-oriented design can be achieved.

As part of the Official Plan Amendment and Zoning By-law Amendment applications, landscape concepts have been prepared for both phases of the development, depicting the adequacy of the site to support plantings, landscaping features, open space, and improvements within the proposed private road cross-section. The final design and layout will be determined at the time of the future Site Plan Control applications.

The Landscape Concepts recognizes that the Myers lands only benefit from limited frontage onto Eleanor Drive, a local road. The Concept strategically emphasizes access from the north-south private road, inviting pedestrians into the park space. The Concept provides an effective and accessible park space to function as a transition to the existing low-rise residential neighbourhood to the south of Eleanor Drive.



Figure 11: Phase 2 Landscape Concept Plan depicting illustrating the proposed greenspace and parkland area (#2)

Policy & Regulatory Context

4.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) is a policy document issued under the Planning Act which provides policy direction for housing supply in the province, supporting development and alignment with infrastructure. It also provides policy direction on opportunities for job creation and economic development, increasing the supply of developable land, protections for the environment and natural resources, and protections for communities, resources, and properties from natural and man-made hazards. Generally, the PPS prioritizes “compact and transit-supportive design, where locally appropriate, and optimizing investments in infrastructure and public service facilities will support convenient access to housing, quality employment, services and recreation for all Ontarians”.

The following PPS policies are applicable to the proposed development:

2.1.6 Planning authorities should support the achievement of complete communities by:

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
- b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and,
- c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

2.2.1 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected 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 wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and,
 - 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;
- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and,
- d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

2.3.1 General Policies for Settlement Areas:

- 1. Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.
- 2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:
 - a. efficiently use land and resources;
 - b. optimize existing and planned infrastructure and public service facilities;

- c. support active transportation; and,
 - d. are transit-supportive, as appropriate.
- 3. Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.
- 5. Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.
- 6. Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.

2.4.1 General Policies for Strategic Growth Areas

- 1. Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.
- 2. To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:
 - a. to accommodate significant population and employment growth;
 - b. as focal areas for education, commercial, recreational, and cultural uses;
 - c. to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and,
 - d. to support affordable, accessible, and equitable housing.
- 3. Planning Authorities should:
 - a. prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;
 - b. identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;
 - c. permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form; and,
 - a. support redevelopment of commercially-designated retail lands (e.g., underutilized shopping malls and plazas), to support mixed-use residential.

2.4.2 Major Transit Station Areas

- 2. Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of:
 - b. 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit.
- 3. Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by:
 - a. planning for land uses and built form that supports the achievement of minimum density targets; and,
 - b. supporting the redevelopment of surface parking lots within major transit station areas, including commuter parking lots, to be transit-supportive and promote complete communities.

2.4.3 Frequent Transit Corridors

1. Planning authorities shall plan for intensification on lands that are adjacent to existing and planned frequent transit corridors, where appropriate.

2.9 Energy Conservation, Air Quality and Climate Change

1. Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:
 - a. support the achievement of compact, transit-supportive, and complete communities;

The requested amendments are consistent with the policies Provincial Planning Statement, 2024, ensuring that the proposed transit-supportive intensification efforts seek to improve the social, health, and economic well-being of current and future residents. Given the subject lands' location in proximity to a planned Bus Rapid Transit (BRT) Station, the proposed amendments for an underutilized property seek to advance the provincial goals of building complete communities that efficiently use existing and planned infrastructure to provide a mix of housing types in an established area. The site also benefits from being in a central area, in proximity to employment uses on the north side of Baseline Road and along the Merivale Road corridor that will further support this type of high-density development, supporting the long-term economic prosperity of the area and its current and future residents.

4.2 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa was approved November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the city will accommodate this growth over time and set out the policies to guide the development and growth of the City.

4.2.1 Strategic Directions (Section 2.1)

The Official Plan proposes five (5) broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century. These moves include the following:

1) Achieve, by the end of the planning period, more growth by intensification than by greenfield development.

Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions. The remainder of growth will take place through greenfield development in undeveloped greenfield lands and additional developable land assigned through urban boundary expansion.

2) By 2046, the majority of trips in the city will be made by sustainable transportation.

The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities. Achieving this goal relies on the City's investments in transit, particularly the construction of further stages of Light Rail Transit (LRT) and funding of other rapid transit initiatives.

3) Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.

A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city. Policies

associated with land use designations, including Hubs, Corridors, Neighbourhoods and Rural Villages are specific to the context of each transect.

4) Embed environmental, climate and health resiliency and energy into the framework of our planning policies.

The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.

5) Embed economic development into the framework of our planning policies.

In the Official Plan, an economic development lens is taken to policies throughout. While land use policies in the Official Plan alone do not ensure economic development, they provide a foundation for other City initiatives and programs to support economic development. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

4.2.2 Cross-Cutting Issues (Section 2.2)

Some of the City's policy goals require implementation policies that span multiple themes and fall under a number of other City policies, plans, by-laws and practices. Six cross cutting issues have been identified that are essential to the achievement of a liveable city, which are implemented through the policies in multiple sections of the Official Plan:

- / Intensification
- / Economic Development
- / Energy and Climate Change
- / Healthy and Inclusive Communities
- / Gender Equity
- / Culture

Many of these cross-cutting issues are addressed in other City policy documents and plans, and consequently, the Official Plan needs to be read in conjunction with those other policy documents.

The proposed amendment will help to implement the objectives set out in the Big Policy Moves, particularly with respect to intensification in proximity to transit, urban and community design, and climate mitigation and resiliency. The proposed amendments will facilitate the intensification of an underutilized site at densities exceeding the minimum targets for lands within proximity to transit. The provision of housing within the catchment area of transit allows for future residents to reduce their reliance on daily car travel, and effectively prioritize other active modes of travel, contributing to the City's goals of reducing overall greenhouse gas emissions.

4.2.3 Transect and Land Use Designations (Sections 5 & 6)

The Official Plan divides the City into six (6) concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it from the most urban (Downtown Core) to the least urban (Rural).

The subject lands are located along Mainstreet Corridors, in a Hub designation, within the Outer Urban Transect area as defined on Schedule B3 of the Official Plan (Figure 12). The Outer Urban Transect consists of neighbourhoods within the Greenbelt, built in the latter part of the twentieth century. The dominant urban form is that of the classic suburban model with the distinct separation of uses and car-oriented infrastructure. The Plan sets out strategies to transform these spaces into versatile areas capable of supporting multi-modal transportation and mixed-use development. The policies of the Outer Urban Transect outline growth strategies for existing established neighbourhoods as well as areas with greater potential for intensification, including hubs and corridors.

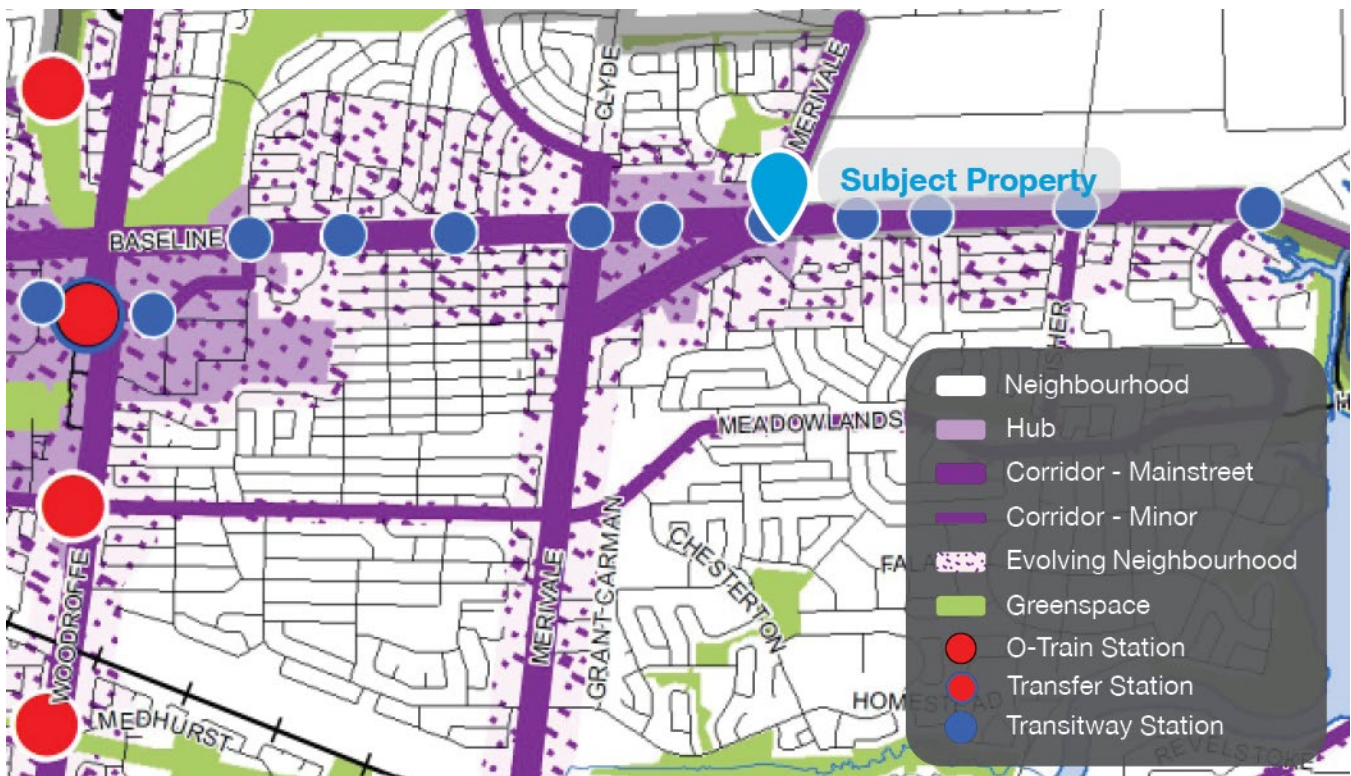


Figure 12: Schedule B2 – Inner Urban Core Transect

The applicable policies as they relate to the proposed amendments are as follows:

- / **5.3.1(2)** The Outer Urban Transect is generally characterized by low- to mid-density development. Development shall be:
 - d. Mid- or High-rise in Hubs;
- / **5.3.1(3) b)** Targeting Hubs and selected segments of Mainstreets for mid-density and mixed-use development to reinforce or establish an urban pattern as described in Table 6.
- / **5.3.1(4)** In the Outer Urban Transect, the Zoning By-law shall provide for a range of dwelling unit sizes in:
 - a. Multi-unit dwellings in Hubs and on Corridors; and,
 - c. In Hubs, a range of housing types to accommodate individuals not forming part of a household.
- / **5.3.3(1)** Within Hubs, except where a secondary plan or area-specific policy specifies different heights, permitted building heights are as follows:
 - a. Up to 300 metre radius or 400 metres walking distance of an existing or planned rapid transit station, whichever is greatest, at least 3 storeys and up to High-rise.
- / **5.3.3(2)** Parking in Outer Urban Hubs shall be managed as follows:
 - a. Minimum parking requirements may be reduced or eliminated; and,
 - b. Surface parking within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, shall be located in the interior of the block, behind or beside

the building and if located beside, shall not introduce a built-edge gap along the street that is wider than the widest building along the same frontage on the same site.

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

The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods. The property's location within a Hub allows for greater heights and densities as prescribed through the policies of Section 6.1.1(6).

Hubs are intended to be the focus of major residential and non-residential origins and destinations within easy walking distance of rapid transit stations. Development within Hubs should integrate with, and provide focus to, corridors to establish a network of residential, commercial, employment and institutional uses that allow residents of all income levels to easily live, work, play and access daily needs without the need to own a private vehicle.

The applicable policies as they relate to the proposed amendments are as follows:

- / **6.1.1(1)** Hubs are defined areas that may include lands adjacent to, or within a short walking distance of an identified rapid transit station or major frequent street transit stop, and:
 - a. Hubs generally include lands up to 600 metre radius or 800 metres walking distance, whichever is greatest, from an existing or planned rapid transit station or major frequent street transit stop, and are shown on the B-series of schedules.
- / **6.1.1(4)** Hubs will generally permit residential uses, and will permit such non-residential uses as are consistent with Subsection 6.1.1, Policy 3 h) and:
 - a. Hubs will generally prohibit automobile-oriented, motor-vehicle-dependent and motor-vehicle-prioritizing uses including but not limited to:
 - i. Drive-through facilities;
 - ii. Automobile dealerships, other than showrooms contained entirely within a building;
 - iii. Automobile service stations and body shops;
 - iv. Mini-storage warehouses;
 - v. Surface parking lots as a main use of land; and,
 - vi. Other uses that prioritize or depend on motor vehicle access for their primary function.
 - b. Despite a), recognizing that automobile rental establishments allow occasional access to motor vehicles to meet the needs of residents who otherwise forgo automobile ownership, the following uses may be permitted, subject to Subsection 6.1.1, Policy 3 f) and subject to appropriate integration with surroundings:
 - i. Car-share stations;
 - ii. Automobile rental establishments; and,
 - iii. Despite a), structured and underground parking facilities may be permitted within Hubs.

- / **6.1.1(6)** Where Corridors intersect or overlap with Hubs, the building height policies governing Hubs shall prevail; however:
 - a. Vehicular traffic along the Corridor shall be managed with street design and measures including traffic calming so as not to undermine the pedestrian-, cyclist- and transit user-focused environment of the Hub; and,
 - b. Subject to a), transit shall be prioritized along Corridors.

- / **6.1.2(1)** Schedule C1 identifies the PMTSA locations and boundaries and Table 3a sets out the minimum density of people and jobs for PMTSAs per gross hectare that shall be implemented through the Zoning By-law, in an effort to increase the future density of development around transit.

- / **6.1.2(2)** Low-density employment uses such as auto wreckers, warehousing and storage facilities and auto-oriented uses such as gas stations, service centres and drive-through establishments are prohibited from locating within a PMTSA.

- / **6.1.2(3)** Permitted uses within the PMTSAs shall include a range of mid- and high-density housing types as well as a full range of non-residential functions including employment, commercial services and education institutions, excluding those uses listed in Policy 2) above.

- / **6.1.2(4)** The minimum building heights within PMTSAs except as specified by a Secondary Plan, are as follows:
 - a. Within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, not less than 4 storeys and [Amendment 34, By-law 2024-506, Omnibus 2 item 25, November 13, 2024].

- / **6.2.1(1)** Corridors are shown as linear features in the B-series of schedules. The Corridor designation applies to any lot abutting the Corridor, subject to:
 - a. Generally, a maximum depth of:
 - i. In the case of Mainstreet Corridors, a maximum depth of 220 metres from the centreline of the street identified as a Mainstreet Corridor.

- / **6.2.1(2)** Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate. Further, development:
 - a. Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;
 - b. In the case of Mainstreet Corridors, a maximum depth of 220 metres from the centreline of the street identified as a Mainstreet Corridor;
 - c. For sites generally of greater than one hectare in area or 100 metres in depth:
 - i. Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users;
 - ii. Where development is proposed to occur in phases, may be required to build phases closest to the Corridor before phases located at the back of the site, subject to any overlay that may apply; and,

- d. Shall be prohibited from including functions or uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.
- / **6.2.1(3)** Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment. The City may require through the Zoning By-law and/or development applications to amend the Zoning By-law:
- a. Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods;
 - b. Residential and/or office uses on the upper floors of otherwise commercial buildings; and/or
 - c. Minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building.
- / **6.2.1(4)** Unless otherwise indicated in an approved secondary plan, the following applies to development of lands with frontage on both a Corridor and a parallel street or side street:
- a. Development shall address the Corridor as directed by the general policies governing Mainstreet Corridors Minor Corridors, particularly where large parcels or consolidations of multiple smaller parcels are to be redeveloped; and,
 - b. Vehicular access shall generally be provided from the parallel street or side street.
- / **6.2.2(1)** In the Mainstreet Corridor designation, this Plan shall permit a mix of uses including offices. These uses are permitted throughout the building, however the Zoning By-law may require active commercial or service uses on the ground floor, which include those that support cultural development in order to maintain, extend, or create a continuous stretch of active frontages along a Mainstreet.

The subject property is located in the Outer Urban Transect and are designated Mainstreet Corridor within a Hub in the City of Ottawa's Official Plan. The policies of the Mainstreet Corridor designation shall apply, subject to the policies of the Hub designation as they relate to building heights, per policy 6.1.1(6).

4.2.4 Schedule C16 – Road Classification and Rights-of-Way Protections

Schedule C16 of the Official Plan identifies and establishes right-of-way protections throughout the City, to be implemented as part of city-led and developer-led projects and development applications. The City of Ottawa recently amended Schedule C16 of the Official Plan to reflect the updated Transportation Master Plan (TMP). As a result, the right-of-way protections along Merivale Road were increased to 46 metres from 44.5 metres. The changes to the protections have resulted in the proposed building footprints of Phase 1 extending into the right-of-way protection area.

The amended right-of-way protections associated with Merivale Road have been considered as part of the proposed development, but it is our opinion that the anticipated improvements can be accommodated within the right-of-way as depicted on the provided Site Plan and accompanying materials, and further refined as part of the ongoing technical review process and future Site Plan Control approval process.

The proposed Official Plan Amendment seeks to recognize the existing uses on the lands and the probable development horizon related to this proposal. The policies of both the Mainstreet Corridor and Hub designations seek to establish a high-density, mixed-use environment within areas in proximity to transit, and policy 6.1.1(4) specifically prohibits auto-oriented land uses, including automobile dealerships and automobile service stations and body shops. The subject property, currently supporting an existing car dealership, associated facilities and ancillary uses is anticipated to continue operating as such for the foreseeable future prior to the proposed multi-phase redevelopment taking place.

The proposed development on the site is anticipated to take place across two (2) phases, with an indeterminate timeline for each phase, dictated by the prevailing market conditions, infrastructure availability, and the establishment of the

Baseline BRT network. In the interim period, the existing uses are intended to continue, and the proposed Official Plan Amendment seeks to recognize this condition and allow for the use to continue in a manner which would allow for changes and improvements to the lands. The proposed amendment therefore recognizes the role of Hubs and Mainstreet Corridors in establishing the City's intensification targets in proximity to transit while also acknowledging the temporal challenges associated with long-term development timelines, allowing for existing uses across the entirety, or a portion, of the site to effectively operate in the interim period.

The automotive uses on the property, in existence since 1972, provide a valuable community service to abutting neighbourhoods, and employing approximately 200 employees. Hubs and Corridors provide areas for commercial services and employment, all contributing to 15-minute neighbourhoods. During the COVID-19 epidemic, automotive dealerships, body shops and rental establishments were deemed an essential service and underscore the importance of these uses to the function of a community.

The proposed Zoning By-law Amendment seeks to permit high-rise buildings up to 40 storeys, conforming to the applicable Transect and Designation policies. Since the subject lands are located along a Mainstreet Corridor, as well as within a Hub, Policy 6.1.1(6) indicates that building heights and densities for Hubs prevail over those related to the Mainstreet Corridor designation, indicating that high-rise, high-density development is appropriate and anticipated for the lands. The proposed development therefore reflects the planned function and use of the lands per the Official Plan.

The amendment does not propose changes to the Plan's direction seeking vertically-mixed uses and activated building frontages along the Mainstreet Corridors. The relevant policies align with the amendment request as it relates to height and density. Development elements related to the proposed unit mix, design features, and relationship to the existing context will be addressed as part of future Site Plan Control approvals.

4.2.5 Urban Design (Section 4.6)

Urban Design 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 contemplates an urban design framework to outline the City's urban design program. The subject lands are identified as a Tier 3 – Local (Major) Design Priority Area (DPA) per Table 5 – Design Priority Areas of the Official Plan, as it is in a Hub, outside of the Downtown Core. Tier 3 areas define the image of the city at the local level. Characterized by neighbourhood commercial streets and village mainstreets, these areas provide a high-quality pedestrian environment. Tier 3 areas also represent emerging areas that may contribute to defining Ottawa's local image in the future and areas that represent hubs of significant economic activity. These include commercial streets reflecting a suburban built form that may transition into a more walkable environment.

Policy 4.6.1.5 states that development within DPAs shall consider four season comfort, enjoyment, pedestrian amenities, beauty and interest through the appropriate use of the following elements:

- a) The provision of colour in building materials, coordinated street furniture, fixtures and surface treatments, greening and public art, and other enhanced pedestrian amenities to offset seasonal darkness, promote sustainability and provide visual interest;
- b) Lighting that is context appropriate and in accordance with applicable standards and guidelines; and
- c) Mitigating micro-climate impacts, including in the winter and during extreme heat conditions in the summer, on public and private amenity spaces through such measures as strategic tree planting, shade structures, setbacks, and providing south facing exposure where feasible.

Policy 4.6.3.5 Hubs and Special Districts should include comprehensive wayfinding initiatives to provide informative signage and maps at strategic locations including areas in front of significant buildings, transit stops, stations and major intersections.

Policy 4.6.5.2 states that 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.

Policy 4.6.5.3 encourages designs to minimize the potential for conflict between vehicles and pedestrians and to 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.

Policy 4.6.6 contains policies related to enabling the sensitive integration of new development into existing neighbourhoods.

- / **Policy 4.6.6.1** states that impacts on neighbouring properties and on the public realm shall be mitigated through transition in building heights in accordance with the applicable design guidelines.
- / **Policy 4.6.6.2** states that transition between mid and high-rise buildings and adjacent properties designated as neighbourhood will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, setbacks, and generally be guided by the application of an angular plane as may be set out by the Zoning By-law or Council-approved Plans or design guidelines.
- / **Policy 4.6.6.3** states that where two or more high-rise buildings exist within the immediate context, new high-rise buildings should provide for variation in building heights.
- / **Policy 4.6.6.4** states that amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential:
 - a) Provide protection from heat, wind, extreme weather, noise and air pollution; and,
 - b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.
- / **Policy 4.6.6.8** states high-rise buildings shall be designed to respond to context and transect area policies, and should be composed of a well-defined base, middle and top. Floorplate sizes should generally be limited to 750 square metres for residential buildings and 2,000 square metres for commercial buildings with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.
- / **Policy 4.6.6.9** states separation distance between high-rise towers should be provided to ensure privacy, light, and sky views for residents. Generally, a separation of 23 metres is preferred, though lesser separation distance may be permitted in accordance with Council approved design guidelines. Where the planned context would allow for high-rise buildings, development proposals should demonstrate and consider this.

The subject property lies within a Design Priority Area and future development will be required to consider both the built form and the public realm. The proposed Official Plan Amendment and Zoning By-law Amendment continue to reflect the Official Plan's goals and priorities related to urban design, through providing additional densities in proximity to transit in a manner which respects the existing context surrounding the site. Through strategic building orientation and siting, the proposed development limits the potential impacts resulting from the proposed development, while also ensuring the functional design and future operation of the subject property.

The existing dealership building, two (2) storeys in appearance and located in close proximity to the street edge, with considerable landscaped areas and access control, embraces the City's urban design direction, particularly as an interim use.

4.3 City of Ottawa Urban Design Guidelines

The City of Ottawa released an updated series of Urban Design Guidelines to reflect the City's recent new Official Plan, as well as the accompanying Comprehensive Zoning By-law. The guidelines are to be applied based on the site-specific characteristics and the surrounding context, including the Official Plan designation. These represent general guidelines to be used during the preparation and review of development proposals. Where specific policies are provided in an area-specific policy document, the area-specific policies will take precedent over the guidelines. As such, the Urban Design Guidelines for High-Rise Buildings, as well as the Guidelines for Neighbourhoods and Streets (Wider than 30 metres) have been reviewed against the proposed development.

4.3.1 Urban Design Guidelines for Buildings – High-Rise

Context guidelines encompass views, vistas and landmarks, transition in scale, infill, and heritage:

- / Views and angular planes are to be respected in the development process, and view analysis are required to evaluate the potential impact of proposed development on views and viewplanes. Proposals for high-rise development are to clarify whether the building will be a landmark building or a background building through context analysis, and design should suit the building's intended role (landmark or background) in the city's skyline;
- / Height transitions are to be progressive, with buildings nearer the edge of high-rise areas to be progressively lower in height than those in the centre. High-rises proposed on sites surrounded by other high-rise buildings of consistent should relate to that height and scale, as well as provide variation. The base of a building should relate to the height and type of the existing or planned street wall context.

Built Form guidelines concern the morphology and how it impacts the experience of tall buildings, distinguishing point towers and bar buildings:

- / Point towers (narrow, with small floor plates) are the preferred built form.
- / Bar buildings are appropriate in specific circumstances, where they can be oriented north-south, placed to frame streets and open spaces, and coordinated with point towers to create a "balanced grouping" of high-rise types.

Pedestrian Realm guidelines concern the unique opportunities and challenges in the design of public and private open spaces in concert with high-rise development:

- / The maximum recommended floorplate for a high-rise residential tower is 750 square metres with larger towers where design features have been incorporated to mitigate wind and shadow impacts, maintain sky views, and allow for access to natural light;
- / The minimum separation between towers should generally be 23 metres. This includes separation from towers on adjacent properties (11.5 metres on each side of the shared property line);
- / The middle of the tower should step back 3 metres or more from the base. A minimum setback of 1.5 metres would be acceptable; and
- / Parking should be located underground or at the interior of the site;
- / A minimum of 6 metres of space should be provided between the curb and the building face along the primary frontages of a high-rise building.

As identified in the accompanying Urban Design Brief, the proposed development meets many of the guidelines as it relates to the overall development, and specifically the seven (7) high-rise towers. The towers have been strategically sited in order to ensure separation distances are met, as well as being organized in a manner which respects the heritage characteristics of the Experimental Farm to the north and the sensitive low-rise residential area to the south and west. The building is of an appropriate scale, representative of the planned development along rapid transit corridors within the City's urban area.

Many of the detailed design elements of the overall development are to be further refined as part of a future Site Plan Control application(s).

4.3.2 Urban Design Guidelines for Neighbourhoods and Street – Mainstreets (Wider than 30m) **Mainstreet as well as features which relate to and interface directly with the street:**

- / Locate new buildings along the public street edge;
- / Provide a 2.0 metre wide unobstructed concrete sidewalk along the identified mainstreet and locate the sidewalk to match the approved streetscape design plans for the area. In addition, provide a 2.0 to 4.0 metre wide planted boulevard and a 1.0 to 3.0 metre landscape area in the right-of-way;
- / Plant trees in the boulevard when it is 4.0 metres wide. If the boulevard is less than 4.0 metres wide, plant the trees in the landscape area to ensure healthy tree growth;
- / Use buildings, landscaping, decorative paving, bicycle parking, and other streetscape elements to create continuous streetscapes; and,
- / New building should be set back 0 to 3.0 metres from the front property line.

Built Form guidelines relate directly to the massing and scale of the buildings on the site as they relate to the street:

- / Design street sections with a ratio of building height to road corridor width of between 1:6 (low), 1:3 (medium) and 1:2 (high);
- / Base new developments on an internal circulation pattern that allows logical movement throughout the site. Design the internal circulation pattern with direct connections to the surrounding streets, where possible
- / Create intensified, mixed-use development, incorporating public amenities such as bus stops and transit shelters, at nodes and gateways by concentrating height and mass at these locations;
- / Design the built form in relation to the adjacent properties to create coherent streetscapes;
- / Landscape the area in front of building walls and use projections, recesses, arcades, awnings, colour and texture to reduce the visual size of any unglazed walls;
- / Design richly detailed buildings that create visual interest, a sense of identity and a human scale along the public street;
- / Orient the front façade to face the public street and locate front doors to be visible, and directly accessible, from the public street; and,
- / Use clear windows and doors to make the pedestrian level façade of walls, facing the street, highly transparent;

Pedestrians and Cyclists guidelines is concerned with the interactions between the development and active transportation features on and adjacent to the site:

- / Connect pedestrian walkways between adjacent properties in order to facilitate circulation between sites;
- / Provide direct, safe, continuous and clearly defined pedestrian access from public sidewalks to building entrances;

- / Provide unobstructed pedestrian walkways that are a minimum of 2.0 metres wide along any façade with a customer or resident entrance. Make all other on-site pedestrian walkways at least 1.5 metres wide;
- / Provide weather protection at building entrances, close to transit stops and in places with pedestrian amenities;
- / Provide an unobstructed 2.0 metre wide sidewalk in the public right-of-way, across private access driveways. Ensure little or no change in elevation; and,
- / Provide site furnishings such as benches, bike racks and shelters, at building entrances and amenity areas.

Vehicles and Parking guidelines address the orientation and location of vehicles accesses and parking on the site:

- / Locate surface parking spaces at the side or rear of buildings. Provide only the minimum number of parking spaces required by the Zoning By-law;
- / Locate parking structures that serve multiple properties in the interior of the block as intensification occurs;
- / Orient car parking spaces to minimize the number of traffic aisles that pedestrians must cross; and,
- / Provide a consistent width of landscape and pedestrian areas across the front of the site.

Landscape and Environment guidelines provides specific guidance as it relates to the landscaping surrounding and, on the site, as well as recommendations related to tree planting and spacing:

- / Use continuous landscaping to reinforce pedestrian walkways within parking areas;
- / Select trees, shrubs and other vegetation considering their tolerance to urban conditions, such as road salt or heat. Give preference to native species of the region of equal suitability;
- / Plant trees away from the curb next to private property when the boulevard is narrower than 4.0 metres;
- / Coordinate tree and street-light locations with above and below-grade utilities;
- / Plant trees, shrubs and ground cover on any unbuilt portions of the site that are not required to meet minimum parking requirements. This includes any areas reserved for future phases of development;
- / Use green building technologies such as green roofs, drip irrigation, and other Leadership in Energy and Environmental Design (LEED) approaches;
- / Protect and feature heritage, specimen and mature trees on site by minimizing grade changes and preserving permeable surfaces;
- / Landscape areas between the building and the sidewalk with foundation planting, trees, street furniture, and walkways to the public sidewalk;
- / Provide a minimum 2.5 metre wide landscape area along the site's side and rear yards in order to provide screening and enhance environmental benefits; and,
- / Plant street trees between 7.0 and 10.0 metres apart along public streets and internal pedestrian walkways. Plant trees in a 4.0 metre boulevard, a minimum 2.5 metres away from the curb of the public street and 1.5 metres from the public sidewalk. Plant in permeable surfaces with a minimum of 10.0 square metres of soil area per tree.

Signs guidelines speak to the placement, orientation, and general size of signage on the building and the property in relation to the street frontage:

- / Design buildings to accommodate signs that respect building scale, architectural features, signage uniformity and established streetscape design objectives;
- / Design sign illumination to be task oriented and avoid glare/light spillover toward adjacent land uses;

- / Locate and design ground-mounted and wall-mounted signs to complement the character and scale of the area and promote an active, pedestrian-friendly environment; and,
- / Restrict temporary and portable signs. Prohibit billboards, revolving signs and roof signs on private property.

Servicing and Utilities guidelines are concerned with the siting of servicing elements as well as site lighting:

- / Share service and utility areas between different users, within a single building or between different buildings, to maximize space efficiencies;
- / Enclose all utility equipment within buildings or screen them from both the arterial mainstreet and private properties to the rear. These include utility boxes, garbage and recycling container storage, loading docks and ramps and air conditioner compressors; and,
- / Design lighting so that there is no glare or light spilling onto surrounding uses.

The proposed development seeks to take advantage of the property's through-corner lot condition through the framing of both street frontages as well as respecting the adjacent low-rise residential areas to the south and east. The buildings' massing are anticipated to be located adjacent to both of the Mainstreet Corridor frontages. The massing consists of high-rise tower portions above mid-rise podiums which are intended to ensure a pedestrian-oriented interface is created along the street while also recognizing the transit-oriented nature of the site and the expanded right-of-way widths.

Many of the detailed design elements of the tower and development as a whole are to be further refined as part of a future Site Plan Control application.

4.4 City of Ottawa Comprehensive Zoning By-law (2008-250)

The subject property is currently zoned Arterial Mainstreet, Subzone 10 (AM10) in the City of Ottawa's Comprehensive Zoning By-law (2008-250). The Am zone accommodates a range of land uses which seek to recognize the role of these lands in accommodating significant intensification along key corridors within the City and located in proximity to existing and planned transit infrastructure. The provisions

The permitted uses in the AM10 zone are identified in the table below:

Residential	Non-Residential
apartment dwelling low rise; apartment dwelling, mid rise and high-rise; bed and breakfast; dwelling units; group home; home-based business; home-based day care; retirement home; and, rooming house.	amusement centre, amusement park, animal care establishment, animal hospital, artist studio, automobile dealership, automobile rental establishment, automobile service station, bank, bank machine, bar, broadcasting studio, car wash, catering establishment, cinema, click and collect facility, community centre, community health and resource centre, convenience store, day care, diplomatic mission, drive-through facility, emergency service, funeral home, gas bar, hotel, instructional facility, library, medical facility, municipal service centre, museum, nightclub, office, park, parking garage, payday loan establishment, personal brewing facility, personal service business, place of assembly, place of worship, post office, production studio, recreational and athletic facility, research and development centre, residential care facility, restaurant, retail food store, retail store, school, service and repair shop, sports arena, storefront industry, technology industry, theatre, training center, urban agriculture

The applicable provisions of the AM10 zone are as follows:

Provision	Required	Provided	Compliance
-----------	----------	----------	------------

Minimum Lot Width (m) Section185(a)	No minimum	Varies	Yes
Minimum Lot Area (m²) Section185(b)	No minimum	3,562m²	Yes
Minimum Front¹ and Corner Side Yard Setback (m) Section186(10)(b)(i)	0 metres , at least 50% of the frontage along the front lot line and corner side lot line must be occupied by building walls located within 3 metres of the frontage for a mixed-use building	0 metres ~34% of frontage within 3 metres of front lot line	No
Minimum Interior Side Yard Setback (m) Section186(10)(c)	3.0 metres for the first 20 metres back from the street;	16 metres	Yes
	7.5 metres beyond 20 metres back from the street.	6.5 metres	No
Minimum Rear Yard Setback Section186(10)(d)	3.0 metres for any building wall within 20 metres of a lot line abutting a public street; 7.5 metres in all other cases	Beyond 20 metres: 11.5 metres	Yes
Minimum Building Height (m) Section186(10)(e)	If located within 10 metres of the front or corner lot lines: A mixed-use building must have a minimum ground floor height of 4.5 metres	Ground floor height: 4.5m	Yes
	The minimum building height required is 7.5 metres (at least 2-storeys)	>7.5 metres	Yes
Maximum Building Height (m) Section186(j)(i), (iii), and (v)	In any area up to and including 20 metres from a rear lot line abutting a R1, R2 or R3 zone: 11 metres	14 metres	No
	In any area over 20 metres and up to and including 30 metres from a rear lot line abutting a R1, R2, R3, or R4 zone: 20 metres	44 metres	No
	In all other cases: 30 m	104 metres (34 Storeys)	No
Maximum Floor Space Index Section 185 (g)(ii)	No Maximum	4.55	Yes
Active Entrances Section186(10)(g)	The ground floor façade facing a public street of a building located within 4.5	The location and availability of active entrances along the front facades of the	Yes

¹ The lot line abutting the designated "Arterial Mainstreet", as per Schedule B of the Official Plan, is the front lot line (Section 186, 10 a))

	metres of the front lot line or corner side lot line must include: (i) a minimum of one active entrance from each individual occupancy located immediately adjacent to the front lot line or corner side lot line in the case of non-residential uses; and a minimum of one active entrance in the case of a residential use building;	proposed buildings is anticipated to adhere to the applicable requirements of the applicable Zoning By-law provisions.	
Transparent Glazing Section 186(10)(h)	A minimum of 50% of the surface area of the ground floor façade, measured from the average grade up to a height of 4.5 metres, facing a public street must be comprised of transparent glazing	Ground floor façade fenestration to be confirmed as part of a future Site Plan Control application	N/A
Automobile Use Exceptions Section 186(10)(i)	Clauses (b) and (e) do not apply to a lot containing only an automobile dealership, automobile rental establishment, automobile service station, or gas bar, but the following must be satisfied: (i) a maximum front yard setback of 3 metres is required to any building containing these uses; and, (ii) an automobile dealership and automobile rental establishment require a minimum building height of 7.5 metres,	Existing Condition on the lands.	Yes
Amenity Space Requirements Section 137	6m ² per unit, 50% required to be communal space.	The amenity space provisions to be provided as part of the proposed development shall be confirmed as part of a future Site Plan Control application and shall be subject to the applicable provisions of the By-law at the time of application.	N/A

The applicable provisions related to vehicle and bicycle parking requirements are detailed in the table below:

Provision	Required	Provided	Compliance
Minimum Parking Required Section 101	Section 101(5)(d): where a non-residential use building has an active entrance located within 300 metres of a rapid-transit station shown on Schedule 2A, the minimum parking required by	The number of parking spaces proposed as part of the proposed development has not been confirmed as part of these applications. Future Site Plan Control applications will be required to comply	N/A

	Table 101 for the residential use is calculated using the rates for Area X. The entirety of the subject site is in proximity of Baseline Road, which has multiple rapid transit stations within 300 metres, therefore the following rates apply: 0.5 per dwelling unit, less the first 12 units. (55 spaces required) Where a non-residential use located partly or entirely on the ground floor has a gross floor area of 200 square metres or less, no off-street motor vehicle parking is required to be provided.	with the applicable parking requirements.	
Maximum Vehicle Parking Section 103	Residential: 1.75 spaces / dwelling unit (Combined resident and visitor spaces) Non-Residential: 4.0 per 100m² GFA		
Visitor Parking Section 102	Visitor Parking (Area X) 0.1 spaces/dwelling unit, less the first 12 units, to a maximum of 30 spaces per building		
Bicycle Parking Section 111	0.5 spaces / dwelling unit 1 per 250m² Commercial GFA		

4.4.2 Zoning By-law Amendment

The proposed development features several areas of Zoning non-compliance which are proposed to be addressed through this Zoning By-law Amendment application. The areas of required relief are as follows:

Provision	Requirement	Proposed
Minimum Front and Corner Side Yard Setback (m) Section186(10)(b)(i)	0 metres, at least 50% of the frontage along the front lot line and corner side lot line must be occupied by building walls located within 3 metres of the frontage for a mixed-use building	~34% of the frontage within 3 metres is occupied by building walls
Minimum Interior Side Yard Setback (m) Section186(10)(c)	Beyond 20 metres back from the street: 7.5 metres	6.5 metres

Maximum Building Height (m) Section 186(j)(i), (iii), and (v)	In any area up to and including 20 metres from a rear lot line abutting a R1, R2 or R3 zone: 11 metres	104 metres (34 storeys)
	In any area over 20 metres and up to and including 30 metres from a rear lot line abutting a R1, R2, R3, or R4 zone: 20 metres	
	In all other cases: 30 m	

4.5 City of Ottawa Zoning By-law (2026-50)

The City of Ottawa approved a new Zoning By-law (2026-50) on March 11, 2026. Following the appeal period, it was announced that multiple appeals were filed against various sections of the new Zoning By-law. The Ontario Land Tribunal (OLT) will ultimately determine what sections of the new Zoning By-law are in force while the balance are left to be resolved through hearing and/or mediation process. The City, in coordination with the OLT, intends to have the specific sections of the By-law subject to an appeal identified, with the remainder being in full force and effect by September 2026. In the interim, the City is taking the position that the most restrictive of provisions between the old and new by-laws will apply to any new permit or development application.

It is Fotenn's opinion, however, that the current By-law (2008-250) remains in-force until such time that the By-law has been repealed, or the specific sections of the new By-law not subject to the ongoing appeals to the OLT have been identified, per the Staff report dated January 28, 2026. The subject property is proposed to be zoned Hub Zone 2, Exception 3113, with a height limit of 30 metres (H2[3119] H(30)).

The permitted uses in the H2 zone are as follows:

Residential	Non-Residential
Dwelling unit	animal care establishment, artist studio, automobile rental establishment, bank, broadcasting and production studio, catering establishment, community centre, courthouse, day care, emergency service, funeral home, government service centre, hospital, hotel, indoor entertainment facility, instructional facility, library, medical facility, micro-distribution facility, museum, nightclub, office, parking garage, payday loan establishment, personal service business, place of assembly, place of worship, post-secondary educational institution, recreation and athletic facility, research and development centre, restaurant, retail store, school, sports arena, storefront industry, theatre, training centre.

The following provisions are applicable to the subject property as they relate to the proposed development:

H2[3119] H(30)	Required	Provided	Compliance
Minimum Lot Area Section 902(11)(a) Section 207	No minimum Area B: 1,150m ²	26,018m ²	Yes
Minimum Lot Width Section 902(11)(b)	No minimum	N/A	Yes
Minimum Front and Exterior Side Yard Setback	(i) For any part of the building 15 metres or less above grade: No Minimum	N/A	Yes

H2[3119] H(30)	Required	Provided	Compliance
Section 902(11)(c)	(ii) For any part of the building greater than 15m above grade: 1.5 metres	3.1 metres	
	(ii) For any part of the building greater than 30m above grade: 3 metres	5.1 metres	
Minimum Interior Side Yard Setback Section 902(11)(d)	(i) Where abutting an N1, N2, N3, N4, N5, or N6 Zone: 3 metres	6.5 metres	Yes
	(ii) Abutting a rapid transit corridor: 2 metres	N/A	
	(iii) All other cases: No minimum	N/A	
Minimum Rear Yard Setback Section 902(11)(e)	(i) Where abutting an N1, N2, N3, N4, N5, or N6 Zone: 6 metres	11.5 metres	Yes
	(ii) Where abutting a rapid transit corridor: 2 metres	N/A	
	(iii) All other cases: No minimum	N/A	
Minimum Building Height Section 902(11)(f)	4 metres Ground Floor: 4 metres	> 7.5 m	Yes
Maximum Building Height Section 902(11)(g)	30 metres	105 metres	No
Angular Plan Provisions Section 902(10)	For areas up to and including 25 metres from a lot line abutting an N1, N2, N3 and N4 – Neighbourhood Zones, no part of a building may project above a 45-degree angular plane measured from a height of 15 metres above the said lot line.	Not compliant (Building E)	No
Soft Landscaping Section 902(6)	A soft landscaped buffer of a minimum of 3 metres must be provided abutting any lot line shared with lands in the N1, N2, N3, N4, N5 and N6 – Neighbourhood Zones	Not compliant. No buffer is provided along the rear line along Street C.	No
Front Yard Provisions Section 902(4)	Where a front or exterior side yard is provided that is 1 metre or greater in depth, that yard must contain any of the following: (a) an outdoor commercial patio; (b) bicycle parking; (c) soft landscaping; or	Soft landscaping as well as several other elements will be established in the front and exterior yards as part of the proposed development	Yes

H2[3119] H(30)	Required	Provided	Compliance
	(d) benches, street furniture or other similar features.		
Provisions for High-Rise Buildings Section 207	Minimum Interior Side Yard Tower Setback: 10 metres	14.5 metres	Yes
	Minimum Tower Separation: 20 metres	23.4 metres	Yes
Amenity Area Section 208	6m ² per unit, 50% required to be communal area.	The amenity space provisions to be provided as part of the proposed development shall be confirmed as part of a future Site Plan Control application and shall be subject to the applicable provisions of the By-law at the time of application.	N/A
Provisions for Underground Structures Section 210	Where the below-grade portion of a building projects into a rear yard, a minimum contiguous soft landscaped area must be provided in that yard as follows: 30 m ² ; and on a lot 30 m in width or greater, an additional 30 m ² for every full 15 m increment of lot width = 30 m²	The siting of associated underground structures and facilities has not been confirmed as part of these applications.	N/A
	Min. horizontal dimension of soft landscaped area: 3 m		
Permitted Projections above the Height Limit, Indoor Amenity Space Section 203	Max. floor area: 50% of the area of the roof, no greater than 300 m ²	The amenity space provisions to be provided as part of the proposed development shall be confirmed as part of a future Site Plan Control application and shall be subject to the applicable provisions of the By-law at the time of application.	N/A
	Max. projection: 5 m above the height limit		
	Min. setback from exterior wall: 2 m		
Large Dwelling Units Section 708	In the case of a mid-rise or high-rise building containing dwelling units at least 5 per cent of dwelling units must have at least three bedrooms, or a minimum gross floor area of at least 80 square metres.	The proposed development does not currently demonstrate the proposed unit mix or sizing as this will be finalized as part of the future Site Plan Control process.	N/A

Provision	Requirement	Proposed	Compliance
-----------	-------------	----------	------------

Maximum Number of Resident Parking Space Rate Area C of Schedule A1 Section 602	1.25 spaces per dwelling unit 3.6 spaces per 100m ² of GFA	The number of parking spaces proposed as part of the proposed development has not been confirmed as part of these applications. Future Site Plan Control applications will be required to comply with the applicable parking requirements.	N/A
Minimum Visitor Parking Space Rate Section 603	0.1 per dwelling unit after the first 24 dwelling units, up to a maximum of 20 spaces		
Minimum Bicycle Parking Space Rates Section 613	Residential Short Term: Minimum of 2 spaces with an additional 1 space per 20 dwelling units		
	Non-Residential Short Term: 2 spaces with an additional 1 space per 250m ²		
	Long Term: 0.75 per unit		
	Min. Inclusive: 5%		
Minimum Driveway Width Section	6 metres		
Bicycle Parking Space Dimensions		Width	Length
	Horizontal	0.6 m	1.8 m
	Vertical	0.6 m	1.5 m
	Stacked	0.37 m	1.8 m
	Inclusive	1 m	2.75 m

4.5.1 Urban Exception 3119

Urban Exception 3119 establishes temporary use permissions for several existing uses on the lands, including automobile dealership, automobile service station, and car wash. The temporary period is three (3) years, ending March 11, 2029. The Official Plan Amendment proposed as part of this application seeks to expand these permissions indefinitely through an accompanying Area-Specific Policy and subsequent Zoning By-law Amendment. As part of the Zoning By-law Amendment, this exception would no longer be needed if the application is approved.

4.5.2 Zoning By-law Amendment

The proposed development features several areas of Zoning non-compliance which are proposed to be addressed through this Zoning By-law Amendment application. The areas of required relief are as follows:

Provision	Requirement	Proposed
Permitted Uses		automobile dealership; automobile service station; and, car wash.
Maximum Building Height Section 902(11)(g)	30 metres	105 metres

Angular Plan Provisions Section 902(10)	For areas up to and including 25 metres from a lot line abutting an N1, N2, N3 and N4 – Neighbourhood Zones, no part of a building may project above a 45-degree angular plane measured from a height of 15 metres above the said lot line.	Not compliant (Building E)
Soft Landscaping Section 902(6)	A soft landscaped buffer of a minimum of 3 metres must be provided abutting any lot line shared with lands in the N1, N2, N3, N4, N5 and N6 – Neighbourhood Zones	Not compliant. No buffer is provided along the rear line along Street C.

Official Plan Amendment

5.1.1 Purpose

The purpose of this application is to recognize the existing conditions on the subject property as they relate to the development horizon associated with the proposed development. While the Official Plan and corresponding Zoning By-law recognize these lands as a Hub, with the opportunity to accommodate transit-oriented densities, the long-term development timeline for this project will require the existing uses on the lands to continue until such time that infrastructure availability and market conditions see a positive shift.

In the interim period, the existing land uses on the subject property – automobile dealership, automobile service stations and body shops, and automobile rental establishment – are planned to continue their operations until such time that the proposed redevelopment is to take place. Factors such as local servicing capacity, the establishment of adjacent rapid-transit infrastructure, and general market trends in the land development sector all contribute to the realistic expectation that large-scale redevelopment is best accomplished across longer timelines. In order to facilitate the operation of existing uses before a full-scale redevelopment takes place, including any potential expansions or relocations, the proposed Official Plan Amendment and Zoning By-law Amendment are required as the applicable policies and zoning would render the existing uses non-conforming, reducing the owner's flexibility to expand or reorganize the operations on the site.

While the uses on the lands may continue to operate without the requested Official Plan Amendment, and accompanying Zoning By-law Amendment, through Legal Non-Conforming Rights, their status would continue to present challenges from a land use planning perspective. Should the owner, wish to expand or relocate a use or building on the site, the permissions granted through Legal Non-Conforming Rights may not account for all possible expansion or reorganization scenarios. These applications seek to establish a defined set of permissions which would ultimately grant the owner the ability to reorganize the site as needed without needing to adhere to the strict limitations tied to Legal Non-Conforming Rights.

The proposed amendment does not seek to establish a condition which would run contrary to the Official Plan's priorities surrounding intensification and creating complete communities around rapid transit stations and corridors. Rather, this proposal seeks to maintain the use permissions granted to the lands by the Official Plan, while recognizing the practical realities associated with large-scale redevelopment opportunities in areas which continue to await the necessary transit and servicing infrastructure delivery to support the planned densities.

The Official Plan Amendment seeks to provide additional flexibility to the existing land uses on the subject property as they continue to operate and evolve over time, acknowledging that the future redevelopment of the lands will align with the goals and policies of the Official Plan once the necessary infrastructure additions and upgrades are made.

5.1.2 Site Specific Policy

The following Area Specific Policy is proposed in order to implement the above-noted Official Plan Amendment:

Area on Annex 5	Policy #	Policy
X	X.1	On the lands known legally as Part of Lots 13, 14 & 15 and Part of Lot 12, Registered Plan 30 and Part of Block E, Registered Plan 592106, and known municipally as 1200 Baseline Road, the following land uses shall be permitted on the lands: – Automobile dealership; – Automobile service stations and body shops; and,

		- Car Wash The above-noted use permissions shall continue until such time that the lands are fully redeveloped, at which time, these use permissions shall be repealed.
--	--	--

6.0 Zoning By-law Amendment

6.1 Proposed Zoning By-law Amendment

The Zoning By-law Amendment proposed through this application seeks to facilitate the proposed development on the subject property. As the applicability of both the current and new Zoning By-laws are currently being contested and subject to ongoing appeals to the OLT, the required relief from both of the By-laws has been provided separately below.

The specific relief requested through this application is as follows:

6.1.1 Comprehensive Zoning By-law (2008-250)

- / To permit for a maximum building height of 34 storeys;
- / To permit for a minimum of 33% of the frontage within 3 metres of front lot line; and,
- / To permit for an interior side yard setback of 6.5 metres beyond 20 metres back from the street.

6.1.2 City of Ottawa Zoning By-law (2026-50)

- / To permit the following uses:
 - automobile dealership;
 - automobile service station; and,
 - car wash.
- / To permit for a maximum building height of 34 storeys;
- / To permit for a building to project into the angular plane required through Section 902(10); and,
- / To permit for a landscape buffer of 0 metres along the rear lot line.

The proposed Zoning By-law Amendment seeks to recognize the applicable policy context of the Official Plan – specifically the policies of the Hub and Mainstreet Corridor designations, alongside the overarching goals and policies of the Plan related to transit-oriented development and intensification. The Hub designation anticipates building heights of up to 40 storeys, subject to the applicable urban design policies. The proposed development seeks to thoughtfully establish building heights across the site, ranging from six (6) storeys to 34 storeys, strategically located in order to respect the heritage characteristics and value of the adjacent Experimental Farm to the north as well as the sensitive low-rise residential areas to the south and east.

Separately, the relief related to the frontage, setback, landscape buffer, and angular plane requirements represent minor deviations from the requirements of the Zoning By-law(s) which seek to permit the comprehensive development scheme on the lands. The exceptions, across both By-laws, reflect the irregular lot shape and orientation in relation to the adjacent low-rise residential lands.

Efforts have been made to orient and organize the proposed development in a manner which respects and provides a sufficient degree of transition to the south and east towards the neighbouring residential area. Particularly as it relates to the requested relief from the angular plane requirements of Section 902(10), the proposed development features a tower setback of over 15 metres from the rear lot line, helping to limit potential concerns related to privacy and overlook while recognizing the role of these lands in providing the residential densities anticipated by the Official Plan. The horizontal separation of the closest building massing, the strategic location of the greatest building heights, and the site's orientation to the north of the surrounding residential areas allows for the proposed densities to be accommodated, while ensuring that the potential impacts do not exceed those generally anticipated for the lands per the Official Plan and Zoning By-law(s).

The proposed Zoning By-law Amendment on the subject property seeks to allow for a development scheme that aligns with the policies and priorities of the Official Plan as they relate to intensification efforts in proximity to planned rapid-transit corridors. The proposed amendments also seek to establish site-specific permissions recognizing the physical characteristics and limitations of the subject property which are required in order to allow for the proposed development, while continuing to reflect the Official Plan's policies as they relate to Urban Design and built form transitions.

6.2 Proposed Exceptions

The following represent the proposed Zoning By-law Amendments, reflected as the implementing Exception to the tied to the land.

6.2.1 Comprehensive Zoning By-law (2008-250)

I – Exception Number	II – Applicable Zones	III – Additional Land Uses Permitted	IV – Land Uses Prohibited	V - Provisions
XXXX (By-law 20XX-XXX)	AM10 [XXXX]	None	None	/ To permit a maximum building height of 34 storeys; / To permit a minimum of 33% of the frontage within 3 metres of front lot line; / To permit an interior side yard setback of 6.5 metres beyond 20 metres back from the street.

6.2.2 City of Ottawa Zoning By-law (2026-50)

I – Exception Number	II – Applicable Zones	III – Additional Land Uses Permitted	IV – Land Uses Prohibited	V - Provisions
XXXX (By-law 20XX-XXX)	H2 [3119] H(30)	/ automobile dealership / automobile service station / car wash		/ To permit for a maximum building height of 34 storeys; / To permit for a building to project into the angular plane required through Section 902(10); and, / To permit for a landscape buffer of 0 metres along the rear lot line. / The uses listed in Column III are permitted for a temporary period of three years, ending March 11, 2029.

7.0 Supporting Studies

7.1 Serviceability Report

Novatech was retained to complete a Servicing & Stormwater Management Report for the proposed development. The report, dated June 30th, 2026, seeks to demonstrate that the proposed development can be adequately serviced by the existing municipal infrastructure. The expected unit counts were utilized to estimate the anticipated partial- and full-build out of the site, though without unit types being defined, a standard 1.8 persons per unit assumption was applied.

An existing 300mm diameter watermain is located along each of the site's frontages – Merivale Road, Baseline Road, and Eleanor Drive. The site currently features a 100mm diameter water service connection. The proposed development is likely to be serviced by a 200mm watermain, requiring looping within one of the two pressure zones. Based on the enclosed evaluation, it was concluded that the existing watermain and proposed connection are anticipated to provide adequate flow, pressure, and stagnation limitations based on the unit counts and assumptions used in the report.

A 250mm diameter sanitary sewer is located within both the Baseline Road and Eleanor Drive rights-of-way, as well as 200mm diameter sanitary service within Merivale Road. The site currently features an existing 125mm connection to the 250mm service within Eleanor Drive, while the car dealership currently outlets to the back of the building through an easement, connecting to the service within Eleanor Drive. City Staff have identified sanitary sewer capacity issues along Baseline Road, therefore the proposed development will need to be evaluated at the time of the future Site Plan Control application to determine whether the necessary capacity has been, and continues to be, made available.

Stormwater flows on the lands are currently managed via on-site private sewers outletting to an existing 300mm diameter sewer within Eleanor Drive, an existing catchbasin and 600mm diameter sewer which outlets to the Eleanor Drive sewer, as well as a 300mm diameter sewer within an easement along the back of the property that services both the subject site as well as the lands at 25 Eleanor Drive. The proposed development is anticipated to be serviced by several private storm sewers, ranging in size from 300mm to 750mm, with the western portion of the site outletting to the sewer within Eleanor Drive and the eastern portion of the site outletting to the existing sewer within Baseline Road. The existing easement along the rear of the site will be maintained and the sewer replaced.

7.2 Heritage Impact Assessment

A Heritage Impact Assessment (HIA) was prepared by Commonwealth Historic Resource Management, dated May 2026. This (HIA) was prepared to consider potential impacts of the proposed development on and adjacent to the Central Experimental Farm (CEF). Two documents outline the heritage value of the CEF and guide its heritage conservation – the Commemorative Integrity Statement (CIS) and the Statement of Significance (SOS). Both the CIS and SOS acknowledge that development within the urban areas outside the boundaries of the CEF is not necessarily a threat to the heritage value or integrity of the CEF as a historic place. It is the opinion of Commonwealth Historic Resource Management, and the author of the report, that the proper development will have no impact on the cultural heritage values associated with the research functions of the CEF.

7.3 Pedestrian Level Wind Study

Gradient Wind was retained by the owner to prepare a Pedestrian-Level Wind Study, dated June 3rd, 2026, in support of the proposed Official Plan Amendment and Zoning By-law Amendment applications. The study investigated pedestrian wind conditions within and surrounding the subject site as well as identified areas where conditions may interfere with certain pedestrian activities so that mitigation measures may be considered where required.

The study involves the simulation of wind speeds for selected wind directions in a three-dimensional (3D) computer model using the computational fluid dynamics (CFD) technique, combined with meteorological data integration, to

assess pedestrian wind comfort and safety within and surrounding the subject site according to City of Ottawa wind comfort and safety criteria. The results and recommendations derived from these considerations are as follows:

- / Most grade-level areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for the intended pedestrian uses throughout the year. Specifically, conditions over surrounding sidewalks, transit stops, neighbouring surface parking lots, proposed streets, drop-off areas, pedestrian pass-throughs, on-site surface parking area, walkways, and areas in the vicinity of building access points are considered acceptable.
 - The walking comfort threshold is shown to be exceeded between Buildings B and C and to the northeast of Building D during the spring, but given the location of the exceedances, the combined marginal exceedance is deemed to be satisfactory.
- / During the typical use period, conditions over the proposed parkland are predicted to be suitable for a mix of sitting and standing activities with the conditions over the shared terrace between Buildings A and B predicted to be suitable for strolling or better.
- / The conditions over the podia rooftops, representing potential rooftop amenity spaces, are predicted to be suitable for a mix of sitting and standing.

The findings of the study conclude that the pedestrian-level wind conditions resulting from the proposed development are predicted to be considered acceptable, recognizing the potential mitigation measures included as part of the report.

7.4 Transportation Impact Assessment

CGH Transportation was retained to complete a Transportation Impact Assessment (TIA) in support of the proposed Official Plan Amendment and Zoning By-law Amendment applications. The TIA, dated December 2025, reviewed the anticipated traffic generation, existing roadway and infrastructure capacities as well as the design of on-site and off-site traffic controls. The proposed development is anticipated to generate 597 two-way people trips during the AM peak hour, and 605 trips during the PM peak hour. Approximately 160 of these trips are anticipated to be vehicle trips in the AM and approximately 165 in the PM. Approximately 300 of the AM peak hour trips and 244 of the PM peak hour trips are anticipated to be transit trips. Based on the proposed design, availability of planned transit infrastructure, TDM measures, and existing street networks, the report recommends that the proposed development proceed from a transportation perspective.

Conclusion

It is our professional opinion that the proposed Official Plan Amendment and Zoning By-law Amendment applications to facilitate the development of the proposed development on the subject property in the City of Ottawa constitutes good planning and is in the public interest for the following reasons:

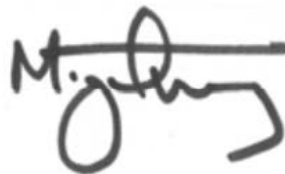
- / The proposed development is consistent with the policies of the Provincial Planning Statement, proposing the intensification of a property within a Strategic Growth Area where existing infrastructure and public service facilities will be made available;
- / The proposed development conforms to the policy direction provided by City of Ottawa Official Plan regarding intensification and the land use policies for the Mainstreet Corridor and Hub designations, notwithstanding the proposed;
- / The proposed Official Plan Amendment, through an Area-Specific Policy, seeks to establish permissions for the existing uses on the lands in order to allow for their continued operation until such time that the site's redevelopment takes place. The policy seeks to provide additional flexibility than would otherwise be granted through Legal Non-Conforming Rights, allowing the owner to effectively manage the operations in the interim period prior to key outstanding infrastructure improvements along Baseline Road are actioned;
- / The proposed development conforms to and is consistent with the urban design objectives and direction established through the policies of Section 4.6 of the Official Plan. Further, the proposal advances and aligns with many of the priorities established through the City's Urban Design Guidelines; and,
- / The proposed development complies with the general intent of the City of Ottawa Comprehensive Zoning By-law (2008-250) as well as the new Zoning By-law (2026-50), subject to the specific Zoning By-law Amendments proposed through this application. The proposed Zoning By-law Amendments are supported by the applicable policies of the Official Plan as well as the supporting plans and studies provided in support of this application. Through permitting the redevelopment of the subject property, located along a Mainstreet Corridor, and within a Hub, these applications represent good land use planning in support of the long-term evolution and development of this area.

Please do not hesitate to contact the undersigned should have any questions or require additional information. Please advise us in writing of the timelines for the technical circulation of the application materials at your earliest convenience.

Sincerely,



Evan Saunders, RPP MCIP
Planner



Miguel Tremblay, RPP MCIP
Partner