

November 7, 2023

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

**RE: Application for Consent
1 Centrepointe Drive, Ottawa**

Committee of Adjustment
Received | Reçu le

2023-11-08

City of Ottawa | Ville d'Ottawa
Comité de dérogation

Dear Mr. Bellemare,

The landowner of 1 Centrepointe Drive, Centurion Appelt ("Owner"), has retained Fotenn Planning +Desing ("Fotenn") as Agent to submit a Consent application to the Committee of Adjustment on their behalf. The intent of this application is to sever the existing parcel into separate parcels of land. The Owner intends to sell the severed parcel for future development.

Both the severed and retained lots are compliant with respect to all performance standards including minimum lot width and minimum lot area under the Zoning By-law. No new construction is proposed as part of this application at this time.

Pursuant to Section 42(1) of the Planning Act, the Owner requires two certificates, one for the retained parcel and one for the severed parcel.

In addition to this cover letter, the following materials have been enclosed in support of this application.

- / Completed application form;
- / Parcel Abstracts;
- / Draft Reference Plan;
- / Letter from the Owner's lawyer confirming that the proposed severance does not contravene section 50 of the Planning Act;
- / Tree Information Report (TIR).

Sincerely,



Thomas Freeman, B.URPL
Planner



Brian Casagrande, MCIP RPP
Partner

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Site Context and Surrounding Area

2.1 Site Context

The subject lands are located on the south-west corner of Centrepointe Drive and Baseline Road and are an irregularly shaped property that is comprised of seven (7) consolidated parcels. The parcel information numbers are 04692-0455 (LT), 04692-0025 (LT), 04692-0018 (LT), 04692-0020 (LT), 04692-0024 (LT), 04692-0477 (LT), and 04692-1250 (LT).

The total property area measures approximately 1.4 hectares (14,010.51 square metres) and has approximately 186.9 metres of frontage on Baseline Road (north), 54.7 metres of frontage on Centrepointe Drive (west), and 181.5 metres of frontage on Gemini Way (south). The property is currently occupied by a four (4) storey medical building and associated surface parking. Access to the property is from Gemini Way. The current *front lot line* for zoning purposes is the property's Centrepointe Drive frontage.



Figure 2: Aerial image of the subject property and proximity to transit.

2.2 Surrounding Context

The following generally describes the context surrounding the subject properties:

North: North of the subject Lands is Parkway Park, a low-rise neighbourhood consisting of low-rise rental apartments managed by CLV group. Further north is a low-rise residential neighbourhood made up predominantly of detached dwellings. Approximately 750 metres north of the subject site is the future Iris LRT station.

East: Immediately adjacent the subject lands, a 14-storey student residence is currently under construction at 2140 Baseline Road. The Woodline Building east of Constellation Drive is a government office building standing at 8-storeys with

2.3.2 Road Network

The subject lands are located on Baseline Road, an arterial road identified on Schedule C4 – Urban Road Network of the City of Ottawa Official Plan. Arterial Roads are those within the City which are intended to carry higher volumes of traffic to local and regional destinations. These roadways function as major public and infrastructure corridors that are intended to accommodate not only vehicular traffic but also pedestrians, public utilities, cyclists and public transit as well. Due to their ability to accommodate increased capacity, Arterial Roads are generally best suited for increased activity stimulated by residential and commercial intensification.

Centrepointe Drive is identified as a major collector and Gemini Way is identified as a collector. Major collectors and collectors provide connections between arterials and local roads. They are typically shorter, carry lower volumes of traffic, and have reduced speeds compared to arterials. Generally vehicular access to collectors is preferred to access onto an arterial road.

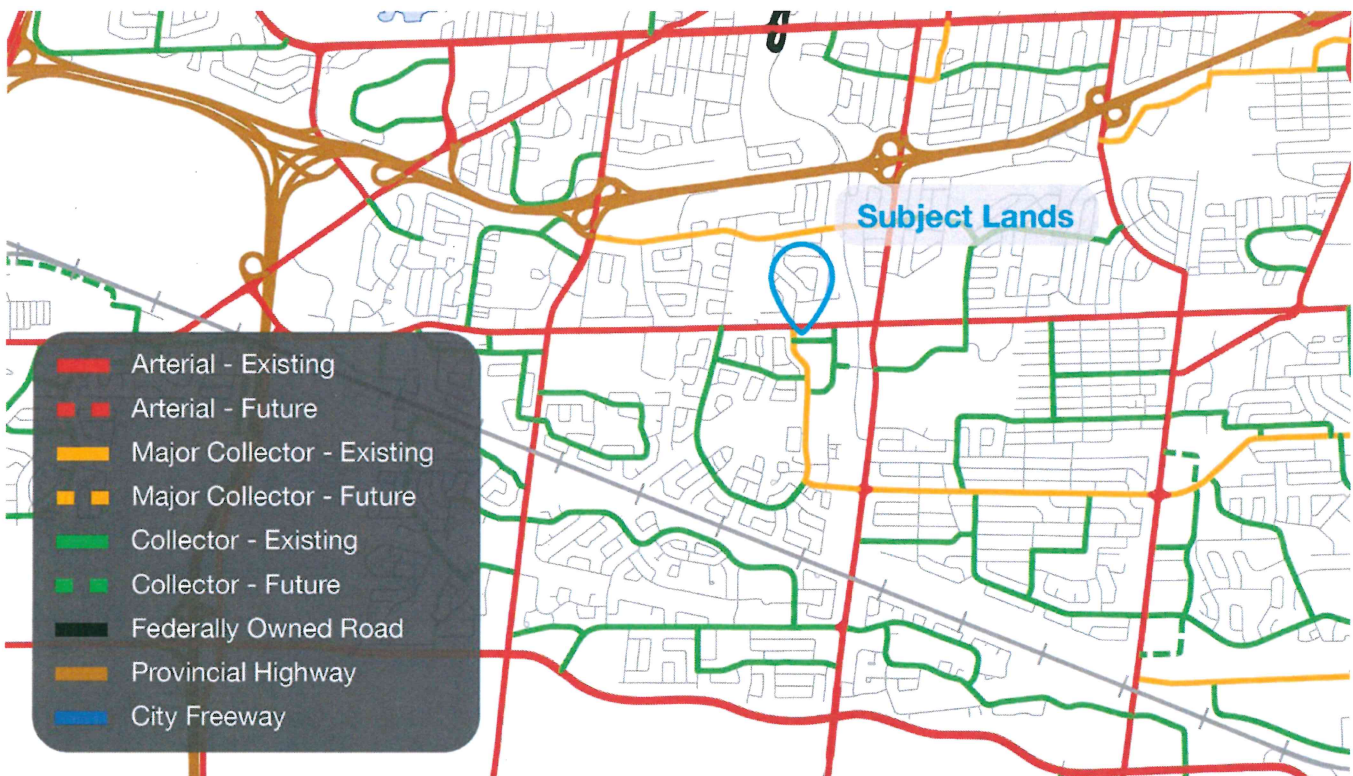


Figure 4: Schedule C4 - Urban Road Network



Figure 6: Aerial image of the severed (red) and retained (green) lots

The proposed severed and retained lots are generally rectangular in shape, adhere to the zoning requirements, are capable of being developed within the provisions of the Mixed Use Centre zone and are similar in size and shape to other lots in the area.

g) The restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;

Both the severed and retained lots do not impose any restrictions on adjacent lands and are fully compliant with the applicable performance standards in the zoning by-law. Zoning By-law 93(1) allows for the shared site access, infrastructure servicing, and parking on the proposed lots. Future development may consider access easements and modifications to surface parking area, however, each lot will function independently for present consideration.

Overhead Ottawa Hydro lines are located along the frontage of Baseline Road abutting the severed and retained lots. Any future development will need to respect the clearances surrounding hydro poles and wires.

h) Conservation of natural resources and flood control;

The subject lands are not located in a sensitive ecological area or in a floodplain. No adverse impacts are anticipated on natural resources and flood control as a result of the proposed Consent application.

i) The adequacy of utilities and municipal services;

The severed and retained lots will be independently serviced by existing Municipal services, including watermain and sanitary services. Through pre-consultation with the City, it has been identified that staff are monitoring servicing capacity constraints in this area; any future redevelopment will be evaluated based on the servicing capacity available at the time of development.

j) The adequacy of school sites;

The subject site is within proximity to existing public school sites.

The proposed Consent has proper regard to the criteria found in Section 51(24) of the Planning Act.

4.2 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act, provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters be consistent with policy statements issued under the Act.

The PPS promotes the development of strong communities, which relies on the establishment of efficient land use and development patterns and the accommodation of an appropriate range and mix of uses.

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

1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

1.1.1 Healthy, liveable, and safe communities are sustained by:

- / directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs.

1.6 Infrastructure and Public Service Facilities

- 1.6.6.1 Planning for sewage and water services shall:
- a. accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:
 1. municipal sewage services and municipal water services; and
 2. private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available or feasible;
 - d. integrate servicing and land use considerations at all stages of the planning process.
- 1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.

The severance of the lands to create one (1) new parcel on full municipal services promotes the efficient use of the land in accordance with housing and growth management policy direction. The subject site is well suited for intensification being located close to transit and neighbourhood amenities, Overall, the proposed severance is consistent with the policies of the 2020 Provincial Policy Statement.

4.3 City of Ottawa Official Plan (2022, as amended)

The Official Plan for the City of Ottawa was approved November 4, 2022. The Plan provides a framework for development in the City 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 sets out the policies to guide the development and growth of the City.

The subject site is designated Hub in the City of Ottawa Official Plan, as shown on Schedule B3 of the Official Plan, Figure 4 above. Baseline Road is identified as a Mainstreet Corridor, however, where Corridors intersect or overlap with Hubs, the building height policies governing Hubs shall prevail.

- b) Targeting Hubs as selected segments of Mainstreets for mid-density and mixed-use development to reinforce or establish an urban pattern.

Policy 5.3.1.4 states that 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;
- b) Predominantly ground oriented forms in Neighbourhoods located away from frequent street transit and Corridors, with Low-rise multi-unit dwelling permitted near rapid transit and frequent street transit routes; and
- c) In Hubs, a range of housing types to accommodate individuals not forming part of a household.

Policy 5.3.3.1 states that 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; and
- b) Outside the area described by Policy a), up to High-rise where the parcel is of sufficient size to allow for a transition in built form massing.

Policy 5.3.3.2 states that 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.

4.3.2 Hub Designation

Hubs are areas centred on planned or existing rapid transit stations and/or frequent street transit stops. The planned function of Hubs is to concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity than the areas abutting and surrounding the Hub.

The strategic purpose of Hubs is to:

- / Focus major residential and non-residential origins and destinations including employment within easy walking access of rapid transit stations or major frequent street transit stops;
- / Integrate with, and provide focus to, Downtown Core and Inner Urban Neighbourhoods and Downtown Core, Inner Urban, Outer Urban and Suburban 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 automobile;
- / Establish higher densities than surrounding areas conditional on an environment that prioritizes transit users, cyclists and pedestrians, as well as excellent urban design; and
- / Reduce greenhouse gas emissions and contribute to the goals of 15-minute neighbourhoods by concentrating residential and non-residential uses.

Hubs are identified as Protected Major Transit Station Areas (PMTSAs) for the purposes of the Provincial Policy Statement.

Policy 5.2.3.1 states that within Hubs, permitted building heights are as follows:

- a) Up to a 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, not less than 3 storeys and up to High-rise;
- b) High-rise 41+ where permitted by a secondary plan;
- c) Outside the area described by Policy a), not less than 3 storeys and up to a High-rise where the parcel is of sufficient size to allow for a transition in built form massing; and

- / allow the permitted uses in a compact and pedestrian-oriented built form in mixed-use buildings or side by side in separate buildings; and
- / impose development standards that ensure medium to high profile development while minimizing its impact on surrounding residential areas.

MC Zone provisions	Requirement	Severed	Retained	Compliance
Minimum Lot Area Table 191 (a)	No minimum	2,540.20m ²	11,519m ²	Yes
Minimum Lot Width Table 191 (b)	No minimum	29.15m	157.75m	Yes

The proposed consent conforms to the performance standards of the MC Zone provisions.