

2026-02-25

City of Ottawa | Ville d'Ottawa
Comité de dérogation

19 February 2026

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

**RE: Application for Consent
65 Gemini Way / 1 Centrepoint Drive**

Dear Michel Bellemare,

The owner of the lands municipally know as 65 Gemini Way / 1 Centrepointe Drive, Centurion Appelt ("Owner"), have 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 to create an additional lot, for a total of two parcels. 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.

In addition to this Cover Letter and Planning Rationale, the following materials have been included as part of this submission :

- / Complete application forms;
- / Draft Reference Plan / Survey;
- / Parcel Abstract Page (PIN);
- / Tree Information Report; and,
- / Cheque in the amount of \$4,276.00, made payable to the City of Ottawa.

Sincerely,



Tyler Yakichuk, MCIP RPP
Senior Planner

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1.0 Introduction

Fotenn Planning & Design, acting as agents on behalf of Centurion Appelt (“the Owner”), is pleased to submit this Planning Rationale in support of the enclosed Consent application for the lands located at 1 Centrepointe Drive in the City of Ottawa.

The intent of this Planning Rationale is to assess the proposed Consent application against the applicable policy and regulatory framework and to demonstrate how the proposed severance is appropriate for the subject property and compatible with surrounding land uses and existing infrastructure.

1.1 Purpose of Application

The owner is seeking to sever the existing property into two separate, independent parcels. The following application is required:

- / Primary Consent

1.1.1 Overview of Application

The owner of the subject property is proposing to create one lot from the existing lot, for a total of two lots.

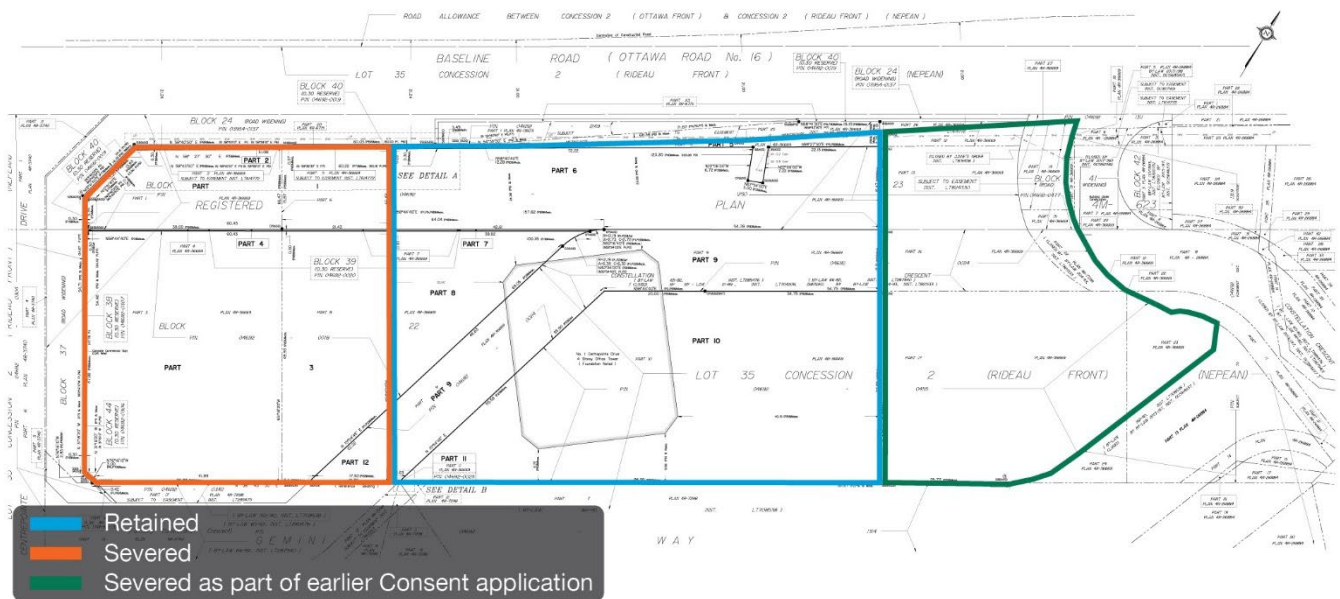


Figure 1: R-Plan of the subject property, identifying the severed and retained Parts, as well as portion of the property severed as part of an earlier application.

The parts are shown on the Draft Reference Plan, as follows:

Property	Parts on R-Plan	Status	Total Lot Area	Total Lot Width
1 Centrepointe Dr.	5, 6, 7, 8, 9, 10, 11	Retained	6,576.5 square metres	95.38 metres
65 Gemini Way	1, 2, 3, 4, and 12	Severed	3,946.7 square metres	51.08 metres

1.1.2 Application History

Several Committee of Adjustment applications have been submitted and approved for the subject property in 2024. The following outlines the outcome of each application.

85 Gemini Way (Consent – Severance)

As identified in Figure 1, noted in green on the graphic above, the lands were part of two Committee of Adjustment applications in 2024. Approved on 14 June 2024 (**D08-01-24/B-00078**), the lands were severed from the remainder of the 1 Centrepointe Drive parcel. The purpose of the application was to create a new lot for financing purpose and ultimately sale of the property.

85 Gemini Way (Consent – Lot Line Adjustment)

Following the severance of what is now 85 Gemini Way, a Lot Line Adjustment application (**D08-01-24/B-00108**) was submitted and ultimately approved on 26 July 2024. The Lot Line Adjustment conveyed a portion of the lands to the abutting property, 2140 Baseline Road. The owners of 2140 Baseline Road filed a related consent application (**D08-01-24/B-00107**) as part of a mutual land exchange. The exchange of land was undertaken to account for development primarily on 2140 Baseline Road that mistakenly occurred on the abutting lands of 85 Gemini Way.

1 Centrepointe Drive / 65 Gemini Way (Consent – Severance)

A previous Consent application was submitted and approved (**D08-01-23/B-00293**) on 26 January 2024, to create a new parcel with similar dimensions and location to the active proposal. The active proposal looks to amend the formerly approved Consent (which has now lapsed without all conditions being met) to create a larger parcel to accommodate a larger development than what was contemplated at the time of the original Consent application.

Site and Surrounding Area

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 1.05 hectares (10,523.15square metres) and has approximately 147.88 metres of frontage on Baseline Road (north), 54.7 metres of frontage on Centrepointe Drive (west), and 146.46 metres of frontage on Gemini Way (south). The property is currently occupied by a four storey medical building and associated surface parking. Access to the property is from Geminin Way. The current front lot line for zoning purposes is the property's Centrepointe Drive frontage.

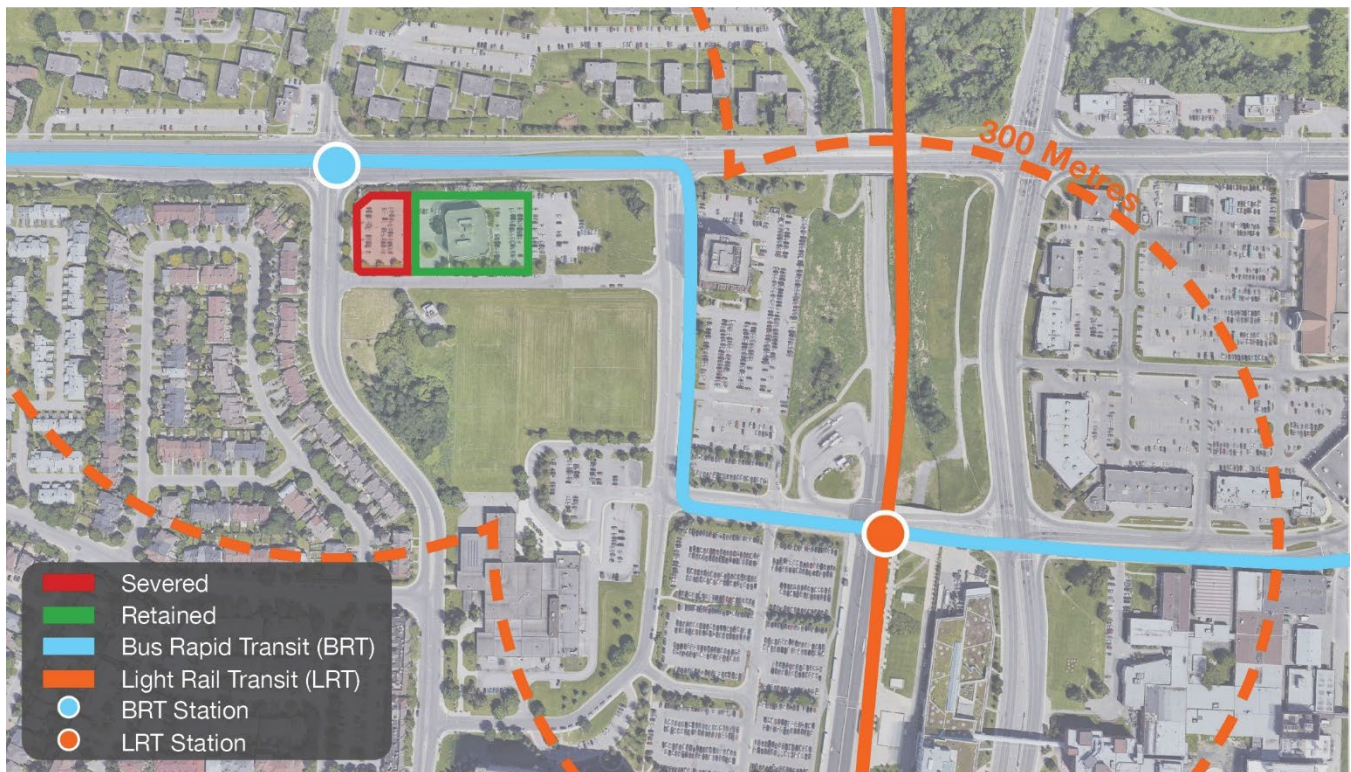


Figure 2: Aerial image of the subject property and proximity to transit.

2.1 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 has recently been occupied at 2140 Baseline Road. The Woodline Building east of Constellation Drive is a government office building standing at 8-storeys with associated parking lots. On the east side of Woodroffe Avenue is Algonquin College and a large commercial plaza known as College Square.

South: Immediately south of the subject lands at 19 Centrepointe Drive there is a recently completed development consisting of a 22-storey high-rise apartment building, a 24-storey high-rise apartment, and a shared five-storey podium. Adjacent to this site is Sir Guy Carleton Secondary School with associated surface parking and a sports field. Beyond this is the Provincial Courthouse and the Ben Franklin Place Library and Client Service Centre of the City of Ottawa. Further still are commercial and restaurant uses that are located adjacent to the Peter D. Clark Long Term Care Centre and the retirement community surrounding it. West of Centrepointe Drive and south of the subject lands is a large pocket of low-rise residential and commercial dwellings accessible from Centrepointe Drive via Hemmingwood Way. Centrepointe Park and linkages to the greater multi-use pathway network are located just beyond this neighborhood.

West: To the west of the subject lands, are a low-rise residential neighbourhood consisting of predominantly townhouse dwellings. North of this neighbourhood is the Pinecrest Recreation complex, which includes a community centre and 12-hectare park.

2.2 Transportation Context

2.2.1 Transit Network

The subject lands are well positioned with regard to current and future transit connectivity. The subject property will front onto the forthcoming Centrepointe Road Bus Rapid Transit Station (BRT) that will form part of a Rapid Transit Corridor running east-west along Baseline Road. The subject property currently has access to local transit Route 88 with both eastbound and westbound stops. The subject lands are also within close proximity to the existing transitway station at Algonquin college which is currently under construction to become an LRT station.

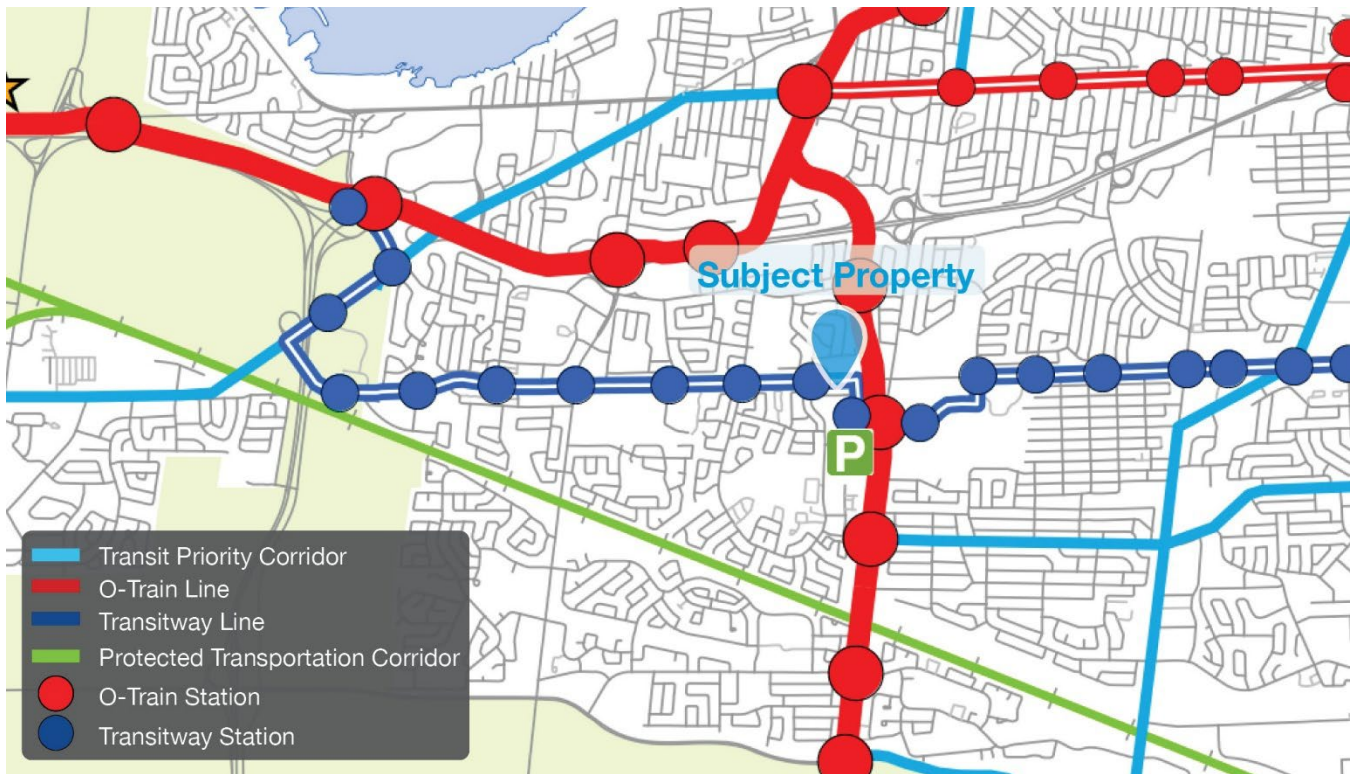


Figure 3: Schedule C2 – Transit Network (Ultimate), City of Ottawa Official Plan.

2.2.2 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.

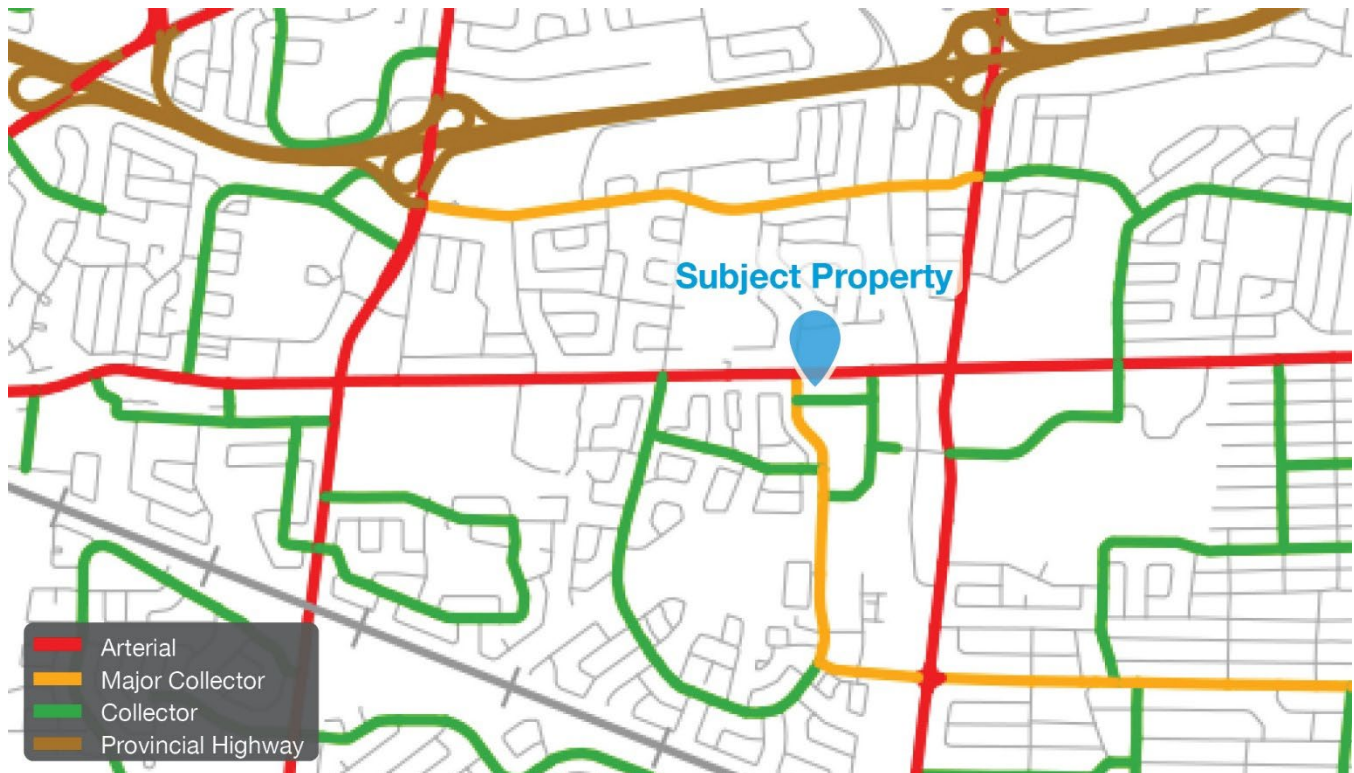


Figure 4: Schedule C4 – Urban Road Network, City of Ottawa Official Plan.

Planning Act Criteria for Consent Application

The Planning Act is provincial legislation that empowers municipalities to engage in land use planning activities in Ontario.

It is our professional planning opinion that the application meets the criteria for lot division as described in Section 53(1), 53(12) and 51 of the Planning Act. As the proposal does not include an internal road network, major servicing or other elements of a subdivision, the following criteria are generally those which apply to applications for **Consent**:

a) The effect of development of the proposed subdivision on matters of provincial interest

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

The following PPS policies are applicable to the subject property, among others:

Planning for People and Homes

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.

Housing

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:

- a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;
- 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.

Settlement Areas and Settlement Area Boundary Expansions

- 2.3.1.2 Land use patterns within settlement areas should be based on densities and a mix of land uses which:
- efficiently use land and resources;
 - optimize existing and planned infrastructure and public service facilities;
 - support active transportation;
 - are transit-supportive, as appropriate [...]
- 2.3.1.3 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.
- 2.3.1.5 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.
- 2.4.1.2 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:
- to accommodate significant population and employment growth;
 - as focal areas for education, commercial, recreational, and cultural uses;
 - to accommodate and support the transit network and provide connection points for inter- and intra-regional transit [...]

Strategic Growth Areas

- 2.4.1.3 Planning authorities should:
Permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;

Transportation Systems

- 3.2.2 Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.
- 3.2.3 As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.

The proposed Consent application represents an opportunity for residential development which includes close proximity to future rapid transit station services and location within the urban boundary – and is therefore aligned with the PPS and provincial interest. The Consent application would facilitate the establishment of an increased supply and mix of housing stock on an underutilized parcel.

b) Whether the proposed subdivision is premature or in the public interest

The conveyed lands will be used for the purposes established in the City of Ottawa Official Plan and Zoning By-law, and the Consent is intended to create a separate parcel of land for future residential development.

The Consent application is technical in nature, allowing for the creation of one new parcel of land from an existing lot, for future development regulated through Site Plan Control. The primary reason for the Consent application is for financing reasons and possible future sale of the lands.

c) Whether the plan conforms to the Official Plan and adjacent plans of subdivision, if any.

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.

Transect Policies

The Official Plan divides the City into six 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 most urban (the Downtown Core) to least urban (Rural). Throughout the Transect policies, references are made to urban and suburban built form and site design. Transect Policies provide direction on minimum and maximum height based on context through the type of Transect and designation.



Figure 5: Schedule A – Transect Policy Areas, City of Ottawa Official Plan.

As identified on Figure 5, the subject property is located in the **Outer Urban Transect**. The Outer Urban Transect comprises neighbourhoods inside the Greenbelt built in the last third of the twentieth century. The neighbourhoods represent the classic suburban model and are characterized by the separation of land uses, standalone buildings, generous setbacks and low-rise building forms. The planning challenge is to introduce more viable public transit and active mobility options, help functional local hubs and corridors to emerge and develop, and encourage more diverse housing forms to meet the changing needs of an evolving demographic. Intensification within the Outer Urban Transect is directed to Hubs and Corridors that are serviced by rapid transit.

Section 5.3 of the Official Plan outlines policies for lands within the Outer Urban Transect. The following policies apply to the subject site:

Policy 5.3.1.2 states that the Outer Urban Transect is generally characterized by low- to mid-density development. Development shall be:

- a) Low-rise within Neighbourhoods and along Minor Corridors;

- b) Generally Mid- or High-rise along Mainstreet Corridors, except where the lot is too small to provide a suitable transition to abutting low-rise areas, in which case only low-rise development shall be permitted; and
- c) Mid- or High-rise in Hubs.

Policy 5.3.1.3 states that in the Outer Urban Transect, the City shall support the rapid transit system and begin to introduce urban environments through the designation and overlay policies of the Official Plan, by:

- a) Supporting the introduction of mixed-use urban developments at strategic locations close to rapid transit stations; and
- 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

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.

Hub Designation

As identified on Figure 6, the subject property is designated as a **Hub**. 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.

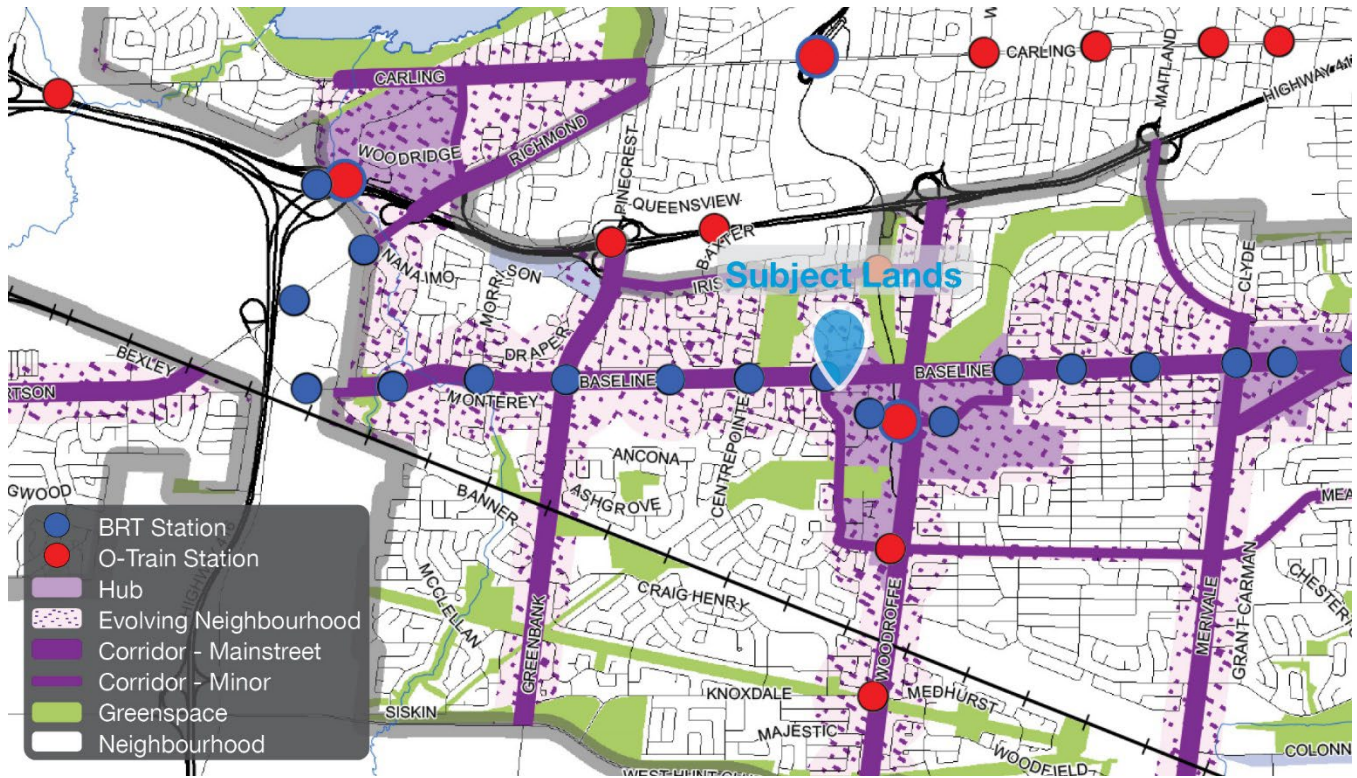


Figure 6: Schedule B3 – Outer Urban Transect, City of Ottawa Official Plan.

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
- d) On parcels that are within a designated Hub but not covered by a local plan, High-rise buildings shall only be permitted on parcels of sufficient size to allow for a transition in built form massing, and their height shall be lowest at the outer edge of the Hub and tallest at the centre of the Hub and near a rapid transit station.

The proposed Consent application conforms to the Outer Urban Transect and Hub designation policies which encourage a diversity of functions, a higher density of development and a greater degree of mixed uses within proximity to frequent transit. The Consent application conforms to the Inner Urban Transect and Corridor policies which support infill development in the form of a variety of uses and levels of intensification. The proposed Consent application does not propose any new construction at this time but will contribute to intensification by creating a new lot that is compliant with existing zoning and compatible with the lot fabric of the broader community.

d) The suitability of the land for the purposes for which it is to be subdivided

The proposed Consent application looks to create one new lot from one existing parcel of land. The two resulting lots would both remain compliant with the minimum required lot width and lot area, as per the zoning provisions of the Mixed-Use Centre – MC zone. The intended purpose of the Consent application is to create a lot of sufficient size to provide residential development at a future date. The proposed Consent looks to amend the earlier application by creating a larger lot to better accommodate and provide flexibility in the built form of future residential development.

The proposed new lot is 3,946.7 square metres in area, which provides adequate lands for the intended purposes of the lands as noted in Section 3c) of this report and the Official Plan.

- e) The number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them.

As noted in Section 2.2.1 of this report, the subject property is located along a BRT Transitway and has frontage along an Arterial Road (Baseline Road) and a Major Collector Road (Centrepoint Drive). Major Collectors connect communities and usually provide connections between arterial and local roads. Arterials are the major routes of the City's transportation network that generally carry large volumes of traffic over the longest distances. Arterials function as major public and infrastructure corridors in the urban communities and villages they traverse.

The abutting roads are all publicly maintained and connected to the larger urban road network of the City of Ottawa. The proposed lots are located within a local road network that provides direct access to the greater road network and highway system within the City.

- f) The dimensions and shapes of the proposed lots.

The proposed lots will have total areas of 3,946.7 square metres (severed) and 6,576.5 square metres (retained) respectively. The lot width of the proposed parcel is 51.08 metres (severed) and 95.38 metres (retained) respectively. Further, the shape of each proposed lot is rectilinear and typical of parcels in the surrounding area.

As already noted, the proposed lots are fully compliant with both lot width and lot area, as per the existing Zoning By-law. Further, the proposed lots are of sufficient size to accommodate development through future Site Plan Control, which will regulate orderly development consistent with the subject property's Transect and Designation, as identified in the Official Plan.

- 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

The subject property is zoned Mixed-Use Centre, Floor Space Index 2.0, Height Limit 34 metres – **MC F(2.0) H(34)**.

The following table outlines the relevant zoning provisions for the subject property, based on the proposed Consent application, and compliance against the existing zoning.

Provision MC	Required	Provided	Compliance
Minimum Lot Area <i>Table 191(a)</i>	No minimum	6,576.5 square metres (retained) 3,946.7 square metres (severed)	Yes Yes
Minimum Lot Width <i>Table 191(b)</i>	No minimum	95.38 metres (retained) 51.08 metres (severed)	Yes Yes
Land Use <i>Section 191(1)</i>	Medical Facility (Permitted) Apartment dwelling (Permitted)	Medical Facility (retained) Apartment Dwelling (severed)	Yes Yes

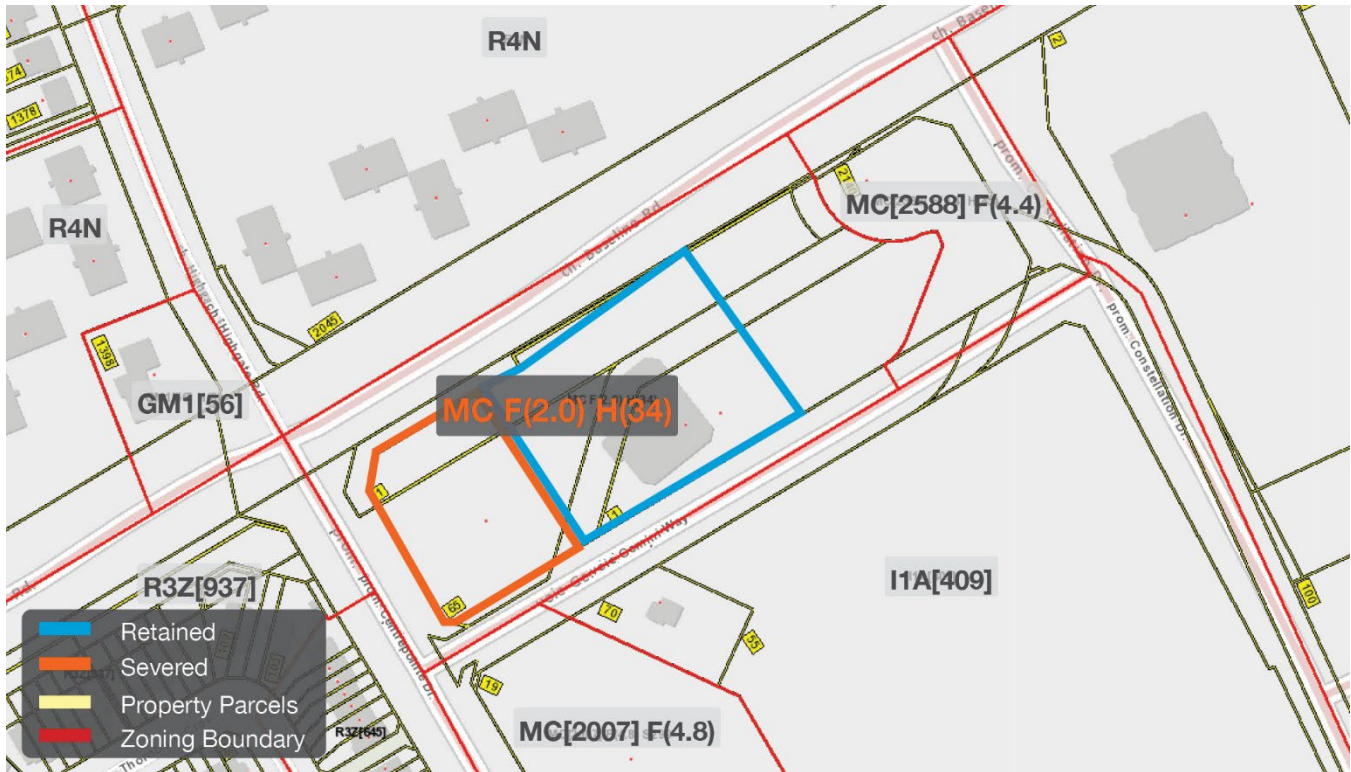


Figure 7: Excerpt from City of Ottawa Zoning Map (GeoOttawa).

The restrictions on the land are appropriate, and the proposed Consent remains compliant with the above noted restrictions.

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 subject property is municipally serviced, and no limitations on water capacity have been identified, relative to the level of residential intensification sought as part of any future development

j) The adequacy of school sites

No shortage of schools has been identified within the surrounding area of the subject property.

k) The area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes

No portion of the property is proposed for public dedication. It is anticipated that part of any future development application, public dedication in the form of parkland or road widening allowances will be contemplated as part of any future Site Plan Control application.

- l) The extent which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy

The proposed lots are not anticipated to have an impact on energy delivery.

- m) The interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area

A Site Plan Control or Plan of Subdivision is not required for the creation of lot as contemplated through a Consent application. Future development may require a Site Plan Control application, but no development is contemplated at this time

Conclusion

It is my professional opinion that the proposed consent application meets the criteria for lot division under the *Planning Act*. The proposed creation of one lot in addition to the retained lot, for future residential purposes, in an area that is located within the Urban Boundary and serviced represents good planning and is in the public interest.

For your consideration

A handwritten signature in black ink, consisting of several overlapping, slanted strokes that form a stylized representation of the name Tyler Yakichuk.

Tyler Yakichuk, MCIP RPP
Senior Planner