

4. Official Plan Amendment and Zoning By-law Amendment – 19 Centrepointe Drive

Modification du Plan officiel et du Règlement de zonage – 19, promenade Centrepointe

Committee recommendations

That Council approve:

1. an amendment to the Official Plan, Volume 2a, Baseline and Woodroffe Secondary Plan, for 19 Centrepointe Drive to permit a maximum floor space index of 4.8, as detailed in Document 2;
2. an amendment to Zoning By-law 2008-250 for 19 Centrepointe Drive to permit a 22-storey and 24-storey high-rise apartment buildings, as detailed in Document 4;
3. that the implementing Zoning By-law does not proceed to City Council until the agreement under Section 37 of the *Planning Act* is executed.

Recommandations du Comité

Que le Conseil approuve :

1. une modification du Plan officiel, Volume 2a, Plan secondaire de la station Baseline et du chemin Woodroffe, visant le 19, promenade Centrepointe, afin de permettre un rapport plancher-sol maximal de 4,8, comme l'expose en détail le document 2;
2. une modification du Règlement de zonage 2008-250 visant le 19, promenade Centrepointe, afin de permettre la construction de deux tours d'habitation de 22 et 24 étages, comme l'expose en détail le document 4;
3. que le règlement de zonage de mise en œuvre ne soit pas soumis à l'examen du Conseil avant la conclusion de l'entente prévue en vertu de l'article 37 de la *Loi sur l'aménagement du territoire*.

Documentation/Documentation

1. Report from the Director, Planning Services, Planning, Infrastructure and Economic Development Department, dated June 23, 2021 (ACS2021-PIE-PS-0084)

Rapport de la Directrice, Services de la planification, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 23 juin 2021 (ACS2021-PIE-PS-0084)

2. Extract of draft Minutes, Planning Committee, July 8, 2021

Extrait de l'ébauche du procès-verbal du Comité de l'urbanisme, le 8 juillet 2021

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme
8 July 2021 / 8 juillet 2021**

**and Council
et au Conseil
21 July 2021 / 21 juillet 2021**

**Submitted on 23 June 2021
Soumis le 23 juin 2021**

**Submitted by
Soumis par:**

**Lee Ann Snedden,
Director / Directrice**

Planning Services / Services de la planification

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

Contact Person / Personne ressource:

**Stream Shen, Planner / Urbaniste, Development Review West / Examen des
demandes d'aménagement ouest**

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Ward: COLLEGE (8) / COLLÈGE (8)

File Number: ACS2021-PIE-PS-0084

**SUBJECT: Official Plan Amendment and Zoning By-law Amendment – 19
CentrepoinTE Drive**

**OBJET: Modification du Plan officiel et du Règlement de zonage – 19,
promenade CentrepoinTE**

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council approve an amendment to the Official Plan, Volume 2a, Baseline and Woodroffe Secondary Plan, for**

- 19 Centrepointe Drive to permit a maximum floor space index of 4.8, as detailed in Document 2;
2. That Planning Committee recommend Council approved an amendment to Zoning By-law 2008-250 for 19 Centrepointe Drive to permit a 22-storey and 24-storey high-rise apartment buildings, as detailed in Document 4;
 3. That Planning Committee recommend that the implementing Zoning By-law does not proceed to City Council until the agreement under Section 37 of the *Planning Act* is executed; and
 4. That Planning Committee approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* 'Explanation Requirements' at the City Council Meeting of July 21, 2021," subject to submissions received between the publication of this report and the time of Council's decision.

RECOMMANDATIONS DU RAPPORT

1. Que le Comité de l'urbanisme recommande au Conseil d'approuver une modification du Plan officiel, Volume 2a, Plan secondaire de la station Baseline et du chemin Woodroffe, visant le 19, promenade Centrepointe, afin de permettre un rapport plancher-sol maximal de 4,8, comme l'expose en détail le document 2;
2. Que le Comité de l'urbanisme recommande au Conseil d'approuver une modification du Règlement de zonage 2008-250 visant le 19, promenade Centrepointe, afin de permettre la construction de deux tours d'habitation de 22 et 24 étages, comme l'expose en détail le document 4;
3. Que le Comité de l'urbanisme recommande que le règlement de zonage de mise en œuvre ne soit pas soumis à l'examen du Conseil avant la conclusion de l'entente prévue en vertu de l'article 37 de la *Loi sur l'aménagement du territoire*; et
4. Que le Comité de l'urbanisme donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation soit incluse en

tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux 'exigences d'explication' aux termes de la *Loi sur l'aménagement du territoire*, à la réunion du Conseil municipal prévue le 21 juillet 2021», à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.

EXECUTIVE SUMMARY

Staff Recommendation

Planning staff recommend approval of the Official Plan and Zoning By-law amendment applications for 19 Centrepointe Drive for a 22-storey and 24-storey high-rise apartment buildings.

Through the Zoning By-law amendment application, the applicant is seeking to increase the permitted height of the buildings from 15 to 22 and 24 storeys. The applicant is also seeking to increase the permitted floor space index from 3.0 to 4.8.

Through the Official Plan amendment application, the applicant is seeking to increase the floor space index from 0.4 to 4.8. The current zoning permission for floor space index is higher than the Baseline and Woodroffe Secondary Plan requirement.

Applicable Policy

The proposal conforms to the relevant Official Plan and Baseline and Woodroffe Secondary Plan policies. The site is designated Mixed Use Centre pursuant to Schedule B of the Official Plan.

Based on policy 3.6.2, Mixed-Use Centres are critical element in the City's growth management strategy and are areas that has an opportunity to achieve high densities of housing through intensification and development of vacant lands.

The site is located within 450 metres from the Baseline rapid transit station and is within 120 metres from a future rapid transit station at the Baseline Road and Centrepointe Drive intersection. The property is within walking distance to a variety of uses such as schools, shopping centre, parks and employment. Overall, the site is well connected to a mix of amenities and is within short walking distance to frequent public transit.

Based on section 3.6.2 of the Official Plan, high-rise buildings of 10 storeys and more can be accommodated in the Mixed-Use Centre designation. Section 2.5.1 and Section 4.11 of the Official Plan provides policy directions for urban design and compatibility. The current zoning on-site allows for three 15-storey high-rise buildings. In comparison, the new two-tower proposal provides additional sky view and porosity, which offers an improved pedestrian level experience. The podium level is designed with three-storey ground-oriented townhouse units and stepbacks along the fourth and fifth storeys. Additional stepbacks were introduced along the tower portions such that both buildings generally align with the Urban Design Guidelines for High-rise Buildings.

Overall, the proposal conforms to the City's Official Plan, the Baseline Woodroffe Secondary Plan, the various city guidelines and represents good planning.

Public Consultation/Input

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Official Plan and Zoning By-law amendments. A public information session was held virtually on November 9, 2020. The meeting was attended by the ward Councillor, city staff, the applicant and approximately 150 residents. Most comments were related to transportation concerns such as roadway congestion and lack vehicular parking spaces, as well as the proposed high-rise buildings and its compatibility with the adjacent low-rise residential community west of Centrepointe Drive.

RÉSUMÉ

Recommandation du personnel

Le personnel chargé de la planification recommande l'approbation des demandes de modification du Plan officiel et du Règlement de zonage visant le 19, promenade Centrepointe, en vue de permettre la construction de deux tours d'habitation de 22 et 24 étages.

En demandant une modification du Règlement de zonage, le requérant souhaite faire passer de 15 étages à 22 et 24 étages la hauteur de bâtiment autorisée. Le requérant souhaite également obtenir une augmentation de 3,0 à 4,8 du rapport plancher-sol maximal.

Par sa demande de modification du Plan officiel, le requérant souhaite faire passer de 0,4 à 4,8 le rapport plancher-sol. L'autorisation actuelle de la désignation de zonage en

matière de rapport plancher-sol est supérieure à l'exigence du Plan secondaire de la station Baseline et du chemin Woodroffe.

Politique applicable

La proposition est conforme aux politiques pertinentes du Plan officiel et du Plan secondaire de la station Baseline et du chemin Woodroffe. L'emplacement est désigné Centre d'utilisations polyvalentes dans l'annexe B du Plan officiel.

Aux termes de la politique 3.6.2, les centres d'utilisations polyvalentes sont des secteurs cruciaux de la stratégie de gestion de la croissance de la Ville et offrent des possibilités de densité élevée en matière de logement, par le biais de projets de densification et d'aménagement des terrains vacants.

L'emplacement se trouve à moins de 450 mètres de la station de transport en commun rapide Baseline et à moins de 120 mètres d'une future station de transport en commun rapide dont la construction est prévue à l'angle du chemin Baseline et de la promenade Centrepointe. Il se trouve également à distance de marche de diverses utilisations, comme des écoles, un centre commercial, des parcs et divers employeurs. Globalement, l'emplacement est bien relié à toute une variété de commodités et se trouve à courte distance de marche d'un axe de passage fréquent de transport en commun.

Aux termes de la section 3.6.2 du Plan officiel, les grands immeubles de dix étages et plus sont autorisés dans la désignation de Centre d'utilisations polyvalentes. Les sections 2.5.1 et 4.11 du Plan officiel énoncent des orientations stratégiques en matière de design urbain et de compatibilité. Le zonage actuel de l'emplacement permet la présence de trois tours de 15 étages. En comparaison, le projet de construction des deux tours permet une meilleure vue sur le ciel et une meilleure porosité, offrant ainsi aux piétons une expérience plus agréable. Le socle de trois étages abriterait des habitations en rangée de trois étages donnant sur la rue et présenterait un retrait aux quatrième et cinquième étages. D'autres retraits ont été intégrés dans la partie tour, de manière à ce que les deux bâtiments respectent, de façon générale, les Lignes directrices d'esthétique urbaine pour les habitations de grande hauteur.

Globalement, la proposition est conforme aux politiques du Plan officiel de la Ville, au Plan secondaire de la station Baseline et du chemin Woodroffe ainsi qu'aux diverses lignes directrices municipales, et constitue un exemple de bonne planification.

Consultation et commentaires du public

La publication des avis et la consultation publique se sont déroulées conformément à la Politique de publication des avis et de consultation publique approuvée par le Conseil municipal pour les modifications au Plan officiel de la Ville et au Règlement de zonage. Une séance publique d'information s'est déroulée de manière virtuelle le 9 novembre 2020. Le conseiller du quartier, des employés de la Ville, le requérant et environ 150 résidents y ont participé. La plupart des commentaires portaient sur des préoccupations liées au transport, comme les embouteillages et le manque de places de stationnement, ou encore sur la construction proposée des tours et leur compatibilité avec le quartier résidentiel de faible hauteur, adjacent à l'ouest de la promenade CentrepoinTE.

BACKGROUND

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

Site location

19 CentrepoinTE Drive

Owner and Applicant

Richcraft Homes

Description of site and surroundings

The site is located at the southeast corner of CentrepoinTE Drive and Gemini Way, has an area of 7,548 square metres and is currently vacant. The property is surrounded by low-rise residential homes to the west across CentrepoinTE Drive, Sir Guy Carleton Secondary School and sports fields to the east, and a medical building with its associated surface parking to the north across Gemini Way.

Summary of Proposed Development

The applicant is proposing to develop two high-rise residential buildings at 22 and 24 storeys, containing 575 units. The site is accessed from Gemini Way and includes 499 vehicle parking spaces and 612 bicycle parking spaces.

Summary of requested Official Plan amendment proposal

The applicant is proposing to amend the Baseline and Woodroffe Secondary Plan to permit a site-specific maximum floor space index of 4.8 for 19 Centrepointe Drive, whereas the current policy permits a maximum floor space index of 0.4.

Summary of requested Zoning By-law amendment proposal

The site is currently zoned Mixed-Use Centre Zone, Exception 2007, Maximum Floor Space Index 3.0, Schedule 299 (MC [2007] F(3.0) S299) which permits the development of three 15-storey residential buildings.

The applicant is proposing to rezone the site by increasing the maximum floor space index permission to 4.8 and to replace the existing zoning exception and schedule to permit the development of a 22-storey and 24-storey residential buildings.

Brief history of proposal

On January 23, 2013, Council approved an amendment to the Zoning By-law ([ACS2013-PAI-PGM-0022](#)) which permitted the development of three 15-storey high-rise apartment buildings with a floor space index of 3.0. The previous proposal includes 364 dwellings unit and 467 parking spaces.

DISCUSSION

Public consultation

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Official Plan and Zoning By-law amendments. A public information session was held virtually on November 9, 2020. The meeting was attended by the ward Councillor, city staff, the applicant and approximately 150 residents. Most comments were related to transportation concerns such as roadway congestion and lack vehicular parking spaces, as well as the proposed high-rise buildings and its compatibility with the adjacent low-rise residential community west of Centrepointe Drive.

For this proposal's consultation details, see Document 5 of this report.

Official Plan designation

The site is designated [Mixed Use Centre](#) pursuant to Schedule B of the Official Plan. Mixed Use Centres occupy strategic locations on the Rapid-Transit network and act as

central nodes of activity within their surrounding communities and the city. These centres are critical element in the City's growth management strategy, being areas with potential to achieve high densities and compact development oriented to rapid transit.

Other applicable policies and guidelines

The site is located within the Constellation precinct pursuant to Schedule 1 of the [Baseline and Woodroffe Secondary Plan](#). The goal of this plan is to create a vibrant, urban focal point for business, commerce and academia, where a majority of people travel by walking, cycling and use of public transit.

The [Transit-Oriented Development Guidelines](#) also apply to this site as it is located within 600 metres of the Baseline rapid transit station. The guideline aims to encourage a mix of moderate to high-density transit-supportive land uses within walking distance to a rapid transit station.

The [Urban Design Guidelines for High-rise Buildings](#) provide urban design guidance to promote and achieve appropriate high-rise development. The guideline speaks to compatible development through massing and setback, provide adequate separation between towers, encourage small floor plates and create quality public and private spaces.

Urban Design Review Panel

The property is within a Design Priority Area and the Official Plan and Zoning By-law amendment applications was subject to the Urban Design Review Panel (UDRP) process. The applicant presented their proposal to the UDRP at an informal review meeting on December 6, 2019 and a subsequent formal review meeting on January 8, 2021, the latter of which was open to the public.

The panel was successful in aiding in the implementation of the following:

- A reduction from three to two towers.
- Modifying the tower design to create a slender profile.
- Stepping back of Tower B at the 20 and 24th storey to improve the massing relationship based on a 45-degree angular plane analysis.

Additional design analysis to enhance the tower vertical articulation and the improvement of on-site circulation will be reviewed as part of the Site Plan Control application.

Planning rationale

The applicant is proposing an Official Plan and Zoning By-law amendment applications to permit a 22-storey and 24-storey high-rise apartment buildings. The previous approved zoning permitted three 15-storey buildings. Therefore, the new amendments seek to increase the density and building height on-site.

Density

The site is designated Mixed Use Centre pursuant to Schedule B of the Official Plan. Based on Policy 3.6.2, Mixed-Use Centres are critical element in the City's growth management strategy and are areas that has an opportunity to achieve high densities of housing through intensification and development of vacant land.

The site is located within 450 metres (700 metre walking distance) from the Baseline rapid transit station. Baseline station is currently a major transit station within the City with multiple bus routes and is undergoing conversion to become a new terminus station for the City's confederation line light rail transit system. In addition, based on the [Baseline Road Rapid Transit Corridor Planning and Environmental Assessment Study](#), there is a future rapid transit station proposed along Baseline Road at the Centrepointe Drive intersection, which is approximately 120 metres from the site. Furthermore, the site is also located within a 15-minute walking distance to the College Square Mall (which includes a grocery store and hardware store), Algonquin College, Ben Franklin Place, school and parks. Overall, the site is well connected to a mix of amenities and is within short walking distance to frequent public transit.

As part of the Official Plan amendment application, the applicant is seeking to increase the floor space index from the 0.4 permitted within the Baseline and Woodroffe Secondary Plan to 4.8. Floor space index is the ratio of the gross floor area of a building to the total area of the lot which the building is located and is a measure of development density. From the previously Zoning By-law amendment application, the site is permitted a floor space index of 3.0, so the change is from 3.0 to 4.8. In numerical term, the applicant is requesting approximately additional 13,000 square metres in gross floor area.

Baseline and Woodroffe Secondary Plan policy 3.1 explains the approach it took in formulation the development and transportation policies. Transportation is a key consideration during the development of the plan, it forms the skeletal structure of the area and determines the level of development that can be accommodated. The plan was developed in the late 1990s and was designed to guide developments over the

planning period of 2021. Within the Constellation Precinct, office uses are encouraged closest to the station and residential uses is encouraged adjacent to existing residential dwellings along Centrepointe Drive. Given the age of the Secondary Plan and that significant investments have been made to the City's rapid transit station since its adoption, the plan area can now support a higher level of density compared to what was originally anticipated at the time development. A transportation impact assessment was also completed by the applicant's transportation consultant and forecasted that the majority of the new trips will be completed through public transit. The report further concluded that the existing capacity on the adjacent transit routes can accommodate these additional trips.

To further facilitate the transit-oriented nature of this development, the applicant has agreed to provide the following to be secured through a Section 37 Agreement and the Site Plan Control application:

- \$450,000 monetary contribution to Ward 8 for the purpose of nearby traffic calming improvements.
- Preloaded monthly transit pass for all residents for a period of one year.
- Approximately 300 bicycle parking spaces above and beyond the minimum zoning requirement, along with a bike tune up and maintenance area.

Overall, based on the relevant policies found within the Official Plan, Secondary Plan and the Transit-Oriented Development Guidelines, staff concludes that the proposed increase in density is appropriate and represents good planning.

Height and setback

Based on Section 3.6.2 of the Official Plan, high-rise buildings of 10 storeys and more can be accommodated in the Mixed-Use Centre designation, but it must be done in a manner that provides appropriate transition to the surrounding area. Section 2.5.1 and Section 4.11 of the Official Plan provides policy direction for urban design and compatibility.

Section 2.5.1 provides a number of design objectives to encourage good urban design through built form, open space and infrastructure. Some of the objectives include defining quality public and private spaces through development, create places that are safe and accessible, and ensuring that new development respects the character of existing areas.

Section 4.11 sets out the objective criteria that can be used to evaluate compatibility. Compatibility of new buildings with their surrounding through setbacks, height, transition, material and incorporating elements and details of common characteristics of the area. Development that are taller than the existing or planned context shall demonstrate that an effective transition in height and massing through means such as incremental change in building height, massing and building setbacks and step-backs.

Given the site context, the most significant transition is to the west towards the existing low-rise residential neighbourhood. The existing low-rise homes front onto Centrepointe Drive, which is a major collector roadway with an approximate right-of-way width of 30 metres. The proposed development is located on the east side of Centrepointe Drive and the closest point between an existing low-rise residential building and the proposed tower is approximately 42 metres, with the majority of both towers more than 48 metres away.

The previous 2013 Council approved proposal was for three 15-storey buildings, which is an important part of the analysis. For this Zoning By-law amendment, the initial application submitted by the applicant was for three high-rise towers with heights of 22, 24 and 26 storeys. Through the recommendation of the Urban Design Review Panel, the applicant reduced the number of towers from three to two and introduced a continuous street facing podium level along Centrepointe Drive. Compared to the previous three-tower proposal, the two-tower proposal provides additional sky view and porosity, which offers an improved pedestrian level experience. A before and after rendering can be found under Document 7. The podium level is designed with three-storey ground-oriented townhouse units, which reflect the existing condition on the west side of Centrepointe Drive. A step back was introduced along the fourth and fifth storey to minimize its impact on the pedestrian realm. Furthermore, a 45-degree angular plane analysis, as referenced in the Urban Design Guidelines for High-rise Buildings, was conducted to analyze the building to building transition between the existing community west of Centrepointe Drive to the proposed towers. Building A, being the building at the corner of Centrepointe Drive and Gemini Way, was reduced by two floors and shifted five metres to the east to increase the proposed setback to Centrepointe Drive. For Building B, additional setback was introduced on the 20th and 22nd storey to provide greater transition to Centrepointe Drive. Overall, both buildings generally align with the 45-degree angular plane guideline. The analysis can be found under Document 6. Through the site plan control application, the building design will be further refined.

Based on the reduced number of towers from three to two, the lowering of building height and the introduction of additional setback and setbacks, staff concludes that the proposed building height and setback is compatible with the adjacent community.

Overall, the proposal conforms to the City's Official Plan, the Baseline Woodroffe Secondary Plan, the various city guidelines and represents good planning.

Section 37 Agreement

Pursuant to Section 37 of the *Planning Act*, the City may authorize increases in the height and density of development above the levels otherwise permitted by the Zoning By-law, in return for the provision of community benefits. The Official Plan, Section 5.2.1.11, states that limited increases will be permitted in return for the provision of community benefits as set out in the Zoning By-law, which shall be secured through an agreement registered on title, as per the *Planning Act*. The project must still represent good planning.

The proposed zoning permits a maximum floor space index of 4.8 whereas the previous zoning permitted a floor space index of 2.5 prior to an incremental increase to 3.0 in 2013. Therefore, the proposed gross floor area is more than 25 per cent of that permitted as of right and as such, the owner is required to provide a Section 37 contribution. As discussed, in this report, planning staff are satisfied that the proposed development is consistent with the principles and policies of the Official Plan and Council-approved design guidelines and that it represents good planning.

As set out in the Council-approved Section 37 Guidelines, the Ward Councillor, in consultation with the local community, will identify potential benefits to be considered for inclusion in a Section 37 By-law and Agreement. Council will then give approval to the contributions and associated community benefits being secured as part of the approval of the zoning changes for increased height and density.

In accordance with the Council-approved guidelines, the amount of the Section 37 contribution for this proposal has been determined to be \$600,000, along with other non-cash contributions. This contribution will provide the following:

- \$450,000 for nearby traffic calming improvements.
- \$80,000 for additional resource purchases at the Ottawa Public Library, Nepean Centrepointe Branch.
- \$70,000 for nearby park improvements.

In addition, the following non-cash contributions will be provided and will be secured as part of the Site Plan Control application (D07-12-21-0071).

- Preloaded monthly transit pass for all residents for a period of one year.
- Approximately 300 bicycle parking spaces above and beyond the minimum zoning requirement, along with a bike tune up and maintenance area.
- Greenroof on the fourth and fifth storey of the proposed buildings.

The details of the Section 37 contributions are also contained within the Zoning By-law (see Document 4). These community benefits will be secured prior to the issuance of the first building permit and details on final Section 37 contribution will be contained within the Section 37 Agreement and will be indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for Ottawa, calculated from the date of the Section 37 Agreement to the date of payment. The implementing Zoning By-law will not proceed to City Council until such time as the agreement under Section 37 of the *Planning Act* is executed.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the 2020 Provincial Policy Statement.

RURAL IMPLICATIONS

There are no anticipated rural implications.

COMMENTS BY THE WARD COUNCILLOR

The Ward Councillor is aware of the application related to this report.

LEGAL IMPLICATIONS

Should the recommendations be adopted and the resulting official plan amendment and zoning by-law be appealed to the Ontario Land Tribunal, it is anticipated that a three day hearing would be required. It is anticipated that this hearing can be conducted within staff resources. In the event that the applications are refused, reasons must be provided. Should there be an appeal of the refusal, it would be necessary to retain an external planner.

RISK MANAGEMENT IMPLICATIONS

There are no risk implications.

ASSET MANAGEMENT IMPLICATIONS

There are no asset management implications associated with the recommendations in this report.

FINANCIAL IMPLICATIONS

In accordance with the Council-approved guidelines, the amount of the Section 37 cash contribution for this proposal has been determined to be \$600,000. The cash contribution will be secured prior to the issuance of the first building permit and details on final Section 37 contribution will be contained within the Section 37 Agreement and will be indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for Ottawa, calculated from the date of the Section 37 Agreement to the date of payment. This contribution will provide the following:

- \$450,000 for nearby traffic calming improvements
- \$80,000 for additional resource purchases at the Ottawa Public Library, Nepean Centrepointhe Branch
- \$70,000 for nearby park improvements

In addition, the following non-cash contributions will be provided and will be secured as part of the Site Plan Control application.

- Preloaded monthly transit pass for all residents for a period of one year
- Approximately 300 bicycle parking spaces above and beyond the minimum zoning requirement, along with a bike tune up and maintenance area
- Greenroof on the fourth and fifth story of the proposed buildings

In the event that the application is refused and appealed, it would be necessary to retain an external planner. This expense would be funded from within Planning Services' operating budget.

ACCESSIBILITY IMPACTS

The proposed buildings will be required to meet the accessibility criteria contained with

the Ontario Building Code.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priority:

- Thriving Communities

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D01-01-20-0005 for Official Plan amendment and D02-02-20-0027 for Zoning By-law amendment) was not processed by the "On Time Decision Date" established for the processing of Official Plan and Zoning By-law amendments due to complexity associated with the urban design analysis.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Details of Recommended Official Plan Amendment

Document 3 Zoning Schedule

Document 4 Details of Recommended Zoning

Document 5 Consultation Details

Document 6 Proposed Site Plan

Document 7 45 Degree Angular Plane Analysis

Document 8 Comparison of Previously Approved Design and Current Buildings

CONCLUSION

The Planning, Infrastructure and Economic Development Department recommends approval for the Official Plan and Zoning By-law amendment applications to permit the development of a 22-storey and 24-storey high-rise apartment buildings. The proposed amendments are consistent with the Provincial Policy Statement, conforms to the City's Official Plan and represents good planning.

DISPOSITION

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Krista O'Brien, Program Manager, Tax Billing and Control, Finance Services

Department (Mail Code: 26-76) of City Council's decision.

Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.



Legal Services, Innovative Client Services Department to forward the implementing by-law to City Council.

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

Document 1 – Location Map

For an interactive Zoning map of Ottawa visit geoOttawa.



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE OFFICIAL PLAN AMENDMENT / MODIFICATION DU PLAN OFFICIEL	
D02-02-20-0027 D01-01-20-0005	21-0757-Y		
I:\CO\2021\Zoning\Centrepointe19		Area A to be rezoned from MC [2007] F(3.0) S299 to MC [2007] F(4.8) SXXX Secteur A devant être rezoné de MC [2007] F(3.0) S299 à MC [2007] F(4.8) SXXX	
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REVISION / RÉVISION - 2021 / 05 / 14			

Document 2 – Details of Recommended Official Plan Amendment

Official Plan Amendment XX

Official Plan for the City of Ottawa

INDEX

THE STATEMENT OF COMPONENTS

PART A – THE PREAMBLE

1. Purpose
2. Location
3. Basis
4. Rationale

PART B – THE AMENDMENT

1. Introduction
2. Details of the Amendment

PART C – IMPLEMENTATION AND INTERPRETATION

THE STATEMENT OF COMPONENTS

PART A – THE PREAMBLE introduces the actual amendment but does not constitute part of Amendment No. XX to the Official Plan for the City of Ottawa.

PART B – THE AMENDMENT constitutes Amendment XX to the Official Plan for the City of Ottawa.

PART A – THE PREAMBLE

1. Purpose

To allow a site-specific exemption from the maximum floor space index of 0.4 under Section 3.3 General Land Use and Urban Design Policies of the Baseline Woodroffe Secondary Plan to allow a maximum floor space index of 4.8 for the site located at 19 Centrepointe Drive.

2. Location

19 Centrepointe Drive.

3. Basis

The applicant is proposing two high-rise residential apartment buildings with a floor space index of 4.8.

4. Rationale

The proposed Official Plan amendment represents good planning as the amendment will allow for a residential development of higher density close to the rapid transit station. Increasing building height and density is appropriate for this site and is designed in a manner that is consistent with the general policy framework of the Mixed Use Centre designation within the Official Plan.

Baseline and Woodroffe Secondary Plan policy 3.1 explains the approach it took in formulation the development and transportation policies. Transportation is a key consideration during the development of the plan, it forms the skeletal structure of the area and determines the level of development that can be accommodated. The plan was developed in the late 1990s and was designed to guide developments over the planning period of 2021. Within the Constellation Precinct, office uses are encouraged closest to the station and residential uses is encouraged adjacent to existing residential dwellings along Centrepointe Drive. Given the age of the Secondary Plan and that significant investments have been made to the City's rapid transit station since its adoption, the plan area can now support a higher level of density compared to what was originally anticipated at the time development. A transportation impact assessment was also completed by the applicant's transportation consultant and forecasted that the majority of the new trips will be completed through public transit. The report further concluded that the existing capacity on the adjacent transit routes can accommodate these additional trips.

PART B – THE AMENDMENT

1. Introduction

All of this part of this document entitled Part B – The Amendment consisting of the following text constitutes Amendment No. XX to the Official Plan for the City of Ottawa.

2. Details of the Amendment

The City of Ottawa Official Plan, Volume 2a – Secondary Plans, Baseline and Woodroffe Area, is hereby amended as follows:

2.1 By adding a new subsection in Section 3.3 as follows:

Section 3.3.1

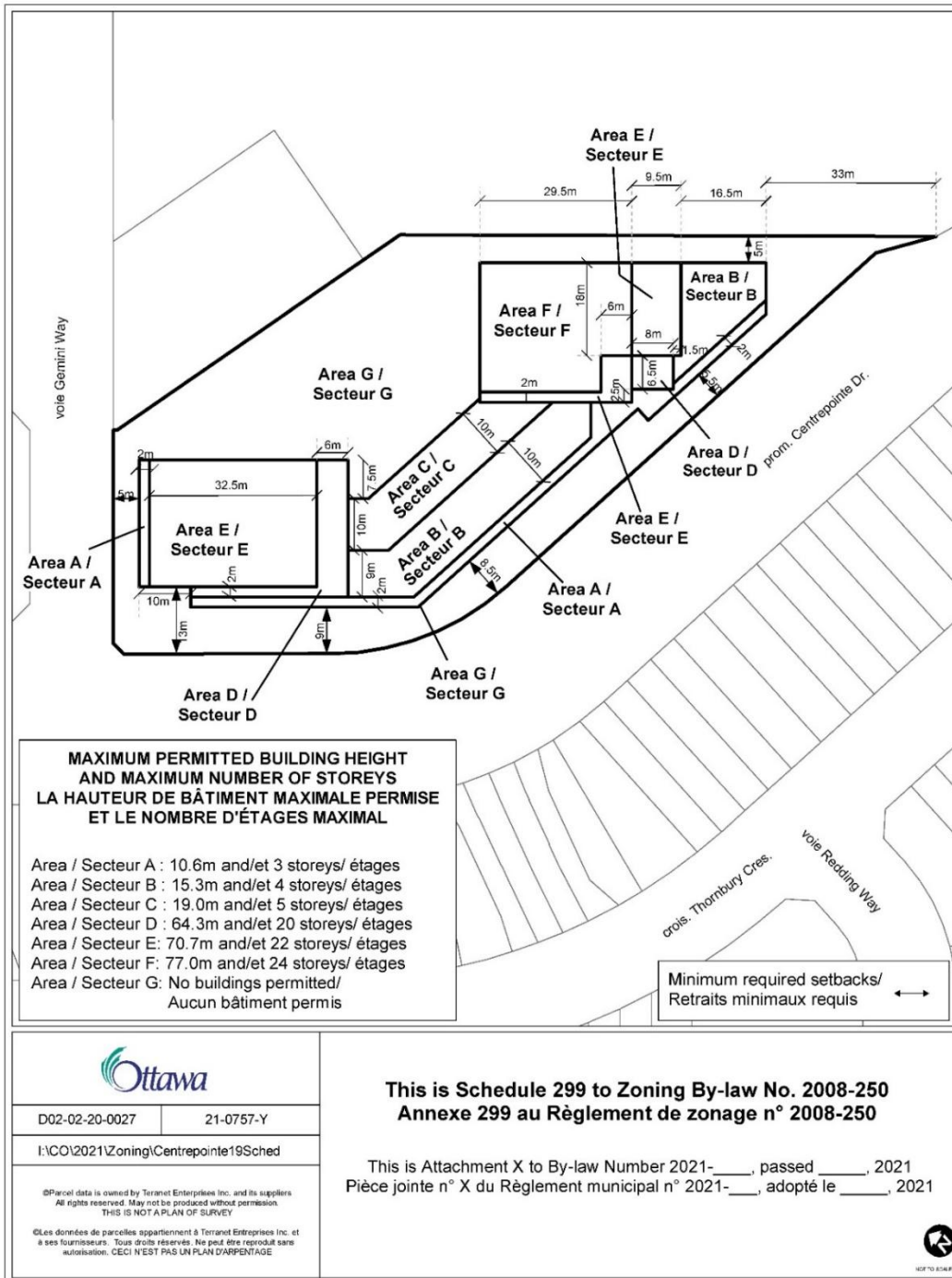
Notwithstanding the maximum floor space index referenced in Section 3.3, the land addressed 19 Centrepointe Drive and legally described as Part of Block 25, Registered Plan 4M-623, City of Ottawa, shall be subject to a maximum floor space index of 4.8.

Part C – IMPLEMENTATION AND INTERPRETATION

Implementation and Interpretation

Implementation and interpretation of this Amendment shall be in accordance with the policies of the Official Plan for the City of Ottawa.

Document 3 – Zoning Schedule



D02-02-20-0027

21-0757-Y

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This is Schedule 299 to Zoning By-law No. 2008-250
 Annexe 299 au Règlement de zonage n° 2008-250

This is Attachment X to By-law Number 2021-____, passed _____, 2021
 Pièce jointe n° X du Règlement municipal n° 2021-____, adopté le _____, 2021



Document 4 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 19 Centrepointe Drive:

1. Rezone the lands shown in Document 1 as follows:
 - a. In Area A, from MC [2007] F(3.0) S299 to MC [2007] F(4.8) S299
2. Replace Exception 2007 in Section 239, Urban Exceptions, with provisions similar in effect to the following:
 - a. In Column II, replace the existing text with:
 - MC [2007] F(4.8) S299
 - b. In Column V, replace the existing text with:
 - Maximum building heights and minimum setbacks and setbacks as per Schedule 299.
3. Amend Part 17 - Schedules by replacing Schedule 299 with the schedule shown on Document 3.
4. The following will be added as Section X of Part 19 of the Zoning By-law, will be titled 19 Centrepointe Drive and will set out the facilities, services and matters that must be provided as per Section 37 of the *Planning Act*:

19 Centrepointe Drive

(X) (1) The City shall require that the owner of the lands at 19 Centrepointe Drive enter into an agreement pursuant to Section 37 of the *Planning Act*, to be registered on title, to the satisfaction of the City Solicitor and General Manager, Planning, Infrastructure and Economic Development Department, to secure the public benefits noted below, and which will comprise a combination of public benefits including monies that would be paid to the City to be used for defined capital projects and facilities/works to be undertaken by the owner. The total value monies to be secured being \$600,000 to the City, indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for Ottawa, calculated from the date of the Section 37 Agreement to the date of payment.

- (a) The specific benefits to be secured and provided are:
 - (i) Ward 8 specific account for nearby traffic calming improvements: \$450,000
 - (ii) Ward 8 specific account for Ottawa Public Library, Nepean Centrepointe Branch additional resource purchases: \$80,000
 - (iii) Ward 8 specific account for nearby park improvements: \$70,000
- (b) In addition, the following non-cash contributions will be provided:
 - (i) As part of the Site Plan Control approval process, a condition shall be registered as part of the site plan agreement such that the owner shall provide a monthly transit pass for new residents of the proposed buildings for a period of one year. The pass shall be given at a rate of one pass per dwelling unit with an upset cost limit of \$845,250 for the entire development.
 - (ii) As part of the Site Plan Control approval process, the owner shall provide an additional 300 bicycle parking spaces above and beyond the minimum zoning requirement, along with a bicycle tune up and maintenance area.
 - (iii) As part of the Site Plan Control approval process, the owner shall include a greenroof on the fourth and fifth storey of the proposed buildings, with a minimum area of 260 square metres.
- (c) Notwithstanding the foregoing, the owner and the City may modify or amend said agreement(s), from time to time upon the consent of the City and the owner, without further amendment to those provisions of the Zoning By-law which identify the facilities, services and matters to be secured.
- (d) The payment of Section 37 funds shall be provided prior to the issuance of a building permit for the proposed development.

Document 5 – Consultation Details

Notification and Consultation Process

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for the Official Plan and Zoning By-law amendments. A public information session was held virtually on November 9, 2020. The meeting was attended by the ward Councillor, city staff, the applicant and approximately 150 residents.

Summary of Public Comments and Responses

Comment #1: Transportation related comments.

- Concerned about additional vehicular traffic and impact to surrounding roadway congestion.
 - Response: Based on the Transportation Impact Assessment prepared by CGH Transportation, the proposal is projected to generate 58 morning peak hour and 61 afternoon peak hour two-way vehicle trips and is considered to have minimal impact on the existing roadway network. Furthermore, the applicant is located in close proximity to existing and future rapid transit station and a mix of different amenities which will help promote active transportation options such as walking, cycling and taking public transit.
- Can a roundabout be implemented at Hemmingwood Way and Centrepointe Drive?
 - Response: The intersection improvements was recently completed as part of the [Centrepointe Drive and Hemmingwood Way Area Traffic Management Project](#). Therefore, a potential roundabout was not reviewed as part of this application.
- Consider banning westbound left turn from Gemini Way to Centrepointe Drive.
 - Response: Based on the Transportation Impact Assessment prepared by CGH Transportation, the westbound movement intersection movement is at an acceptable level of service. Therefore, there is no plan to prohibit this turning movement.

- Consider directing vehicle traffic along Gemini Way to Constellation Drive. Can the median along Constellation Drive be removed?
 - Response: The median along Constellation Drive prohibits the eastbound left-turn movement from Gemini Way because it conflicts with the northbound left-turn lane from the Baseline Road intersection. Furthermore, it prohibits left turn movement out of developments on the east side of Constellation Drive, which if permitted, will further the potential conflicts and safety concerns. Removing this median was not considered as part of these applications.
- Concerned about intersection capacity of Baseline Road and Woodroffe Avenue intersection.
 - Response: The Baseline Road and Woodroffe Avenue intersection is a major roadway intersection that receives its traffic from the greater community and City. Currently, the intersection is experiencing some delays. The proposal will add approximately 31 vehicles trips to this intersection in the morning peak hour and 33 vehicles in the afternoon peak hour, which will result in minimal impact to the existing intersection operation.
- Baseline Road and Constellation Drive should include bike lanes. Baseline Road should be redesigned to enhance cycling measures.
 - Response: Baseline Road is identified as a Spine Route and Constellation Drive is identified as a Local Route within the City's Ultimate Cycling Network. However, this is outside of the scope for this proposal and will be considered as a City project in the future.
- Concerned about the amendment to reduce the required parking spaces and overflow parking to the nearby streets and parking lots. The area is already experiencing parking constraints.
 - The applicant is providing 499 vehicle parking spaces, which exceeds the minimum zoning requirement of 344 parking spaces. As a result, the proposed parking ratio is considered as-of-right and no amendment is being sought.

Comment #2: Comments supportive of the proposed development.

- Supportive of the proposed development. Prefer this proposal instead of 500 new townhouse or single-detached dwellings outside of the greenbelt.
- Supportive of the move from three to two towers.
- Supportive of a reduction in parking space due to its proximity to future light rail transit.

Response: The comments have been noted.

Comment #3: Comments relating to compatibility and building design.

- Concerned about the proposed building height adjacent to the low-rise residential homes west of Centrepointe Drive.
 - Response: The original application was for three buildings with heights of 22, 24 and 26 storeys. The applicant has since removed one tower, with the remaining heights being 22 and 24 storeys. Compared to the original proposal, the two-tower proposal offers additional sky view and porosity, which offers an improved pedestrian level experience. Addition stepback was also introduced on both buildings such that they generally align with a 45-degree angular plane transition from the low-rise community west of Centrepointe Drive.
- Concerned about the five-storey podium being too tall and out-of-scale with the surrounding community.
 - Response: A two metre stepback was introduced above the third storey, with a further ten metre stepback from the fourth to the fifth podium level. The three storey podium portion fronting Centrepointe Drive has been designed to allow for ground-oriented units similar to those on the west side of Centrepointe Drive.
- Concerned about the zero-building setback along Centrepointe Drive.
 - Response: The buildings have been pushed back from the Centrepointe Drive lot line. Building A is now setback nine metres from the lot line, with the tower portion setback 13 metres from the lot line. Building B is setback 5.5 metres from the lot line, with the closest point of the tower portion

setback seven metres from the lot line, while the majority of the tower portion is setback even further.

- Concerned about the increase in floor plate when the three towers were revised to two.
 - Response: The tower floor plate was increased from the previous proposed 670 square metres to 877 square metres. Overall, the two-tower design provides a better pedestrian experience with the increase in sky view and porosity. The floor plate and building design will be further refined through the Site Plan Control process.
- Concerned about the aesthetic, low-quality look of the towers.
 - Response: The application is currently at an Official Plan and Zoning By-law amendment stage which is primarily focused on building massing. The design will be further refined at the Site Plan Control stage. The applicant will also have to return to the Urban Design Review Panel for their formal site plan submission where the panel will provide further input on building design.
- Concerned about the shadowing impact to existing homes.
 - Response: A Sunshade Analysis was submitted by the applicant that shows the building's shadow quickly moves away from the low-rise residential community after the early morning hours. There is limited additional shadow impact compared to the previously approved high-rise proposal.
- Concerned about privacy impact to existing homes.
 - Response: The closest point of the proposed buildings is approximately 40 to 45 metres away from the existing homes along CentrepoinTE Drive. The tower portion is setback even further. There are no anticipated additional privacy impacts compared to the previously approved high-rise proposal.

Comment #4: Concerned about noise during construction.

Response: The construction activity will be subject to the City's [Noise By-law](#).

Comment #5: Concerned about the foundation of homes close to the development site during construction.

Response: All blasting activities need to conform to the City's standard S.P. No: F-1201 Use of Explosives guideline, along with a pre-blast survey for homes within 75 metres of the site prior to any blasting activities. A condition will be included as part of the site plan approval.

Comment #6: Concerned about the units being rental and its impact to property values of existing homes and increase in crime.

Response: Property value is not a criterion under the *Planning Act* and is not considered as part of this application. The proposed development will introduce ground-oriented units along the podium level which will provide eyes on the street. There is no indication that rental properties result in increase in crime.

Comment #7: Concerned about the virtual public information session and consultation being conducted during the pandemic. Would like to engage in in-person consultation prior to the project's approval.

Response: During the pandemic, in order to meet provincial requirements and to promote public safety, the City of Ottawa had to adapted to online engagement to avoid in-person meetings. While we recognize some residents' preference for in-person meeting, the City is still under the obligation of the *Planning Act* to process development applications within the prescribed statutory timeline. Online engagement allows the City to gather feedback from the community while still processing the applications in a timely manner. The statutory public meeting for the Official Plan and Zoning By-law amendment applications continues to be the Planning Committee meeting. The online engagement session is in addition to the statutory public meeting requirement under the *Planning Act*.

Comment #8: Consider including sustainability elements within the building.

Response: The applicant is proposing to include a greenroof on the fourth and fifth storey rooftop, along with a potential community garden as part of the Site Plan Control application. Furthermore, the applicant is proposing to minimize the percentage of glass for the tower by applying punched windows. The applicant is also proposing to install high quality windows, increased insulation, and using building orientation to reduce energy usage.

Comment #9: Concerned about future residents trespassing over the Sir Guy Carleton high School land.

Response: The school board was circulated on the development applications and did not issue a concern.

Comment #10: Concerned about bird safety.

Response: This comment has been raised with the applicant and will be reviewed as part of the Site Plan Control application.

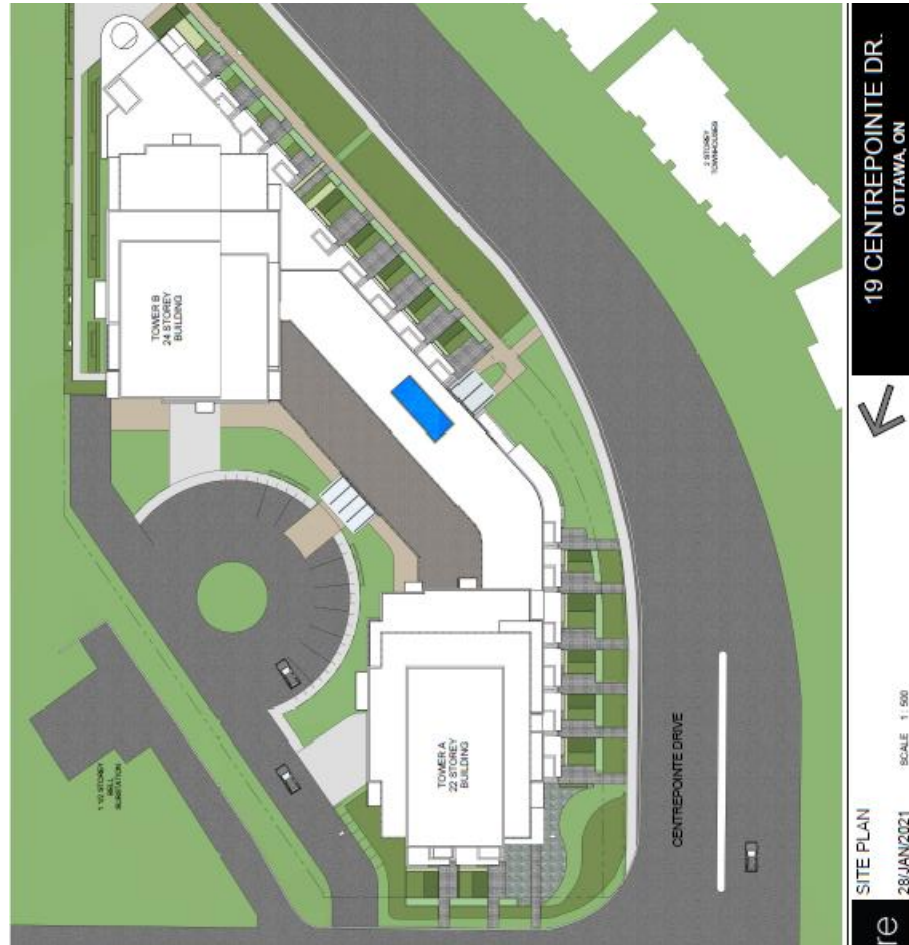
Comment #11: The community should receive some benefit for the increase in density.

Response: As part of the Section 37 contribution, \$600,000 is dedicated to Ward 8 for the purpose of nearby traffic calming, nearby park improvements and additional resource purchase at the Nepean Centrepointe Branch of the Ottawa Public Library.

Comment #12: Concerned about capacity constraint associated with existing amenities such as library, park, skating rink, etc as a result of the new influx of residents.

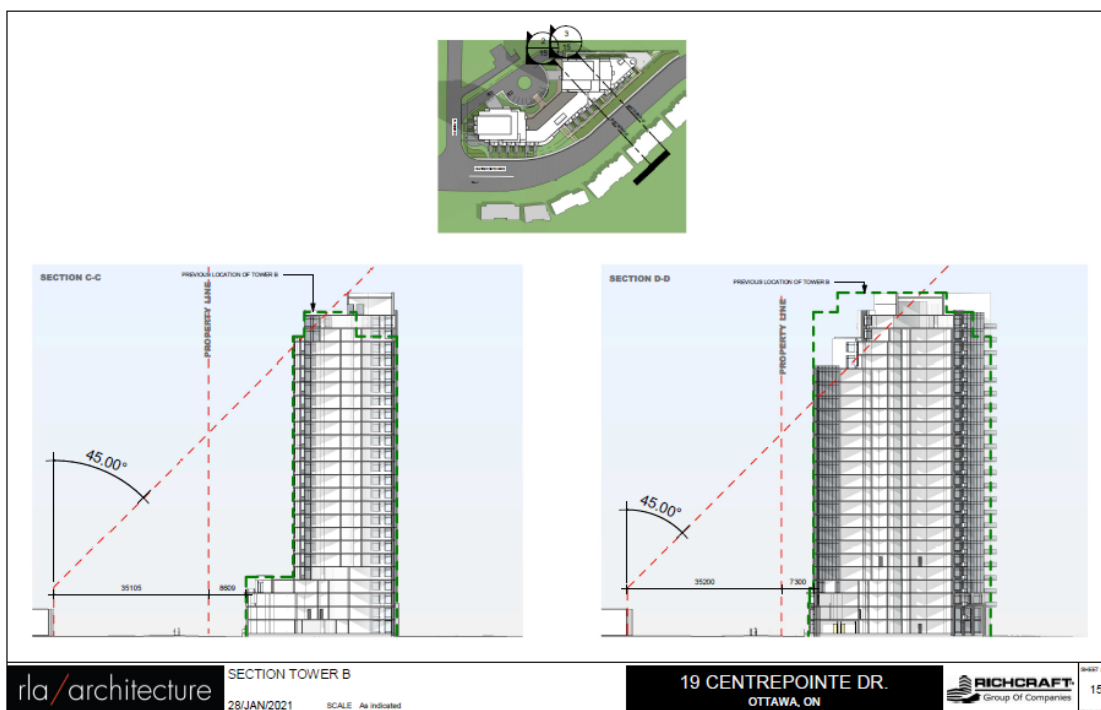
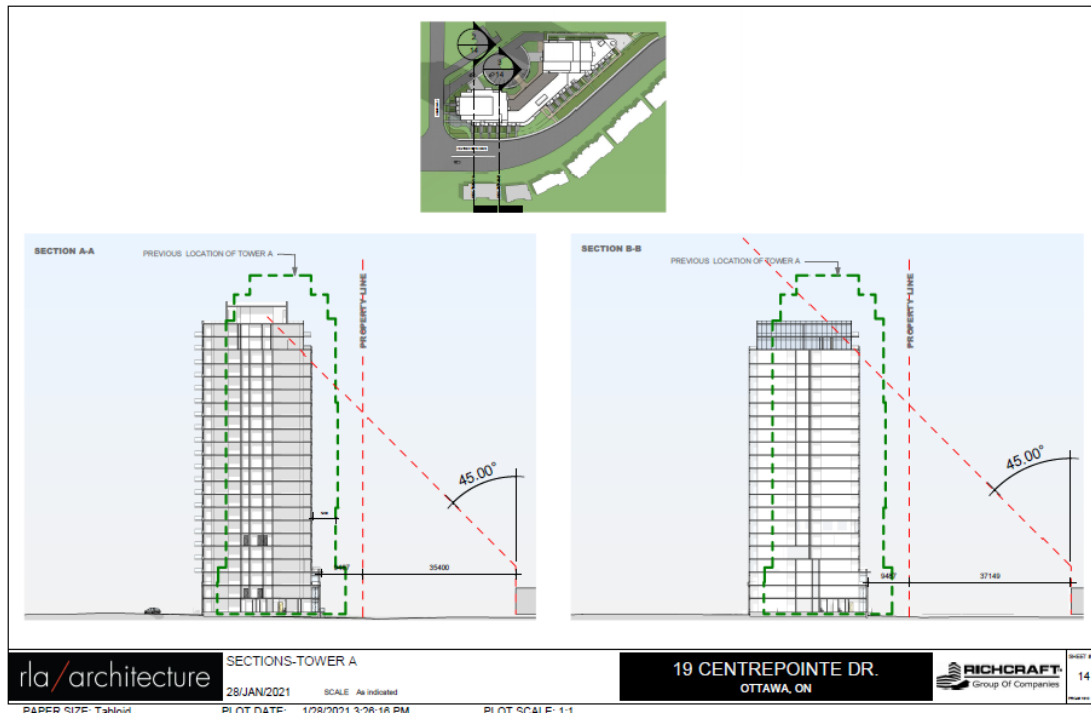
Response: The proposed development will be paying both Development Charges, as well as cash-in-lieu of parkland, which will contribute to funding new growth-related capital costs and parkland requirements associated with the additional units.

Document 6 – Proposed Site Plan



Document 7 – 45-Degree Angular Plane Analysis

Green outline represents previous location of buildings.



Document 8 – Comparison of Previously Approved Design and Current Buildings

