



19 CentrepoinTE Drive

Planning Rationale
Zoning By-law Amendment + Official Plan Amendment
April 6, 2020



Prepared for Richcraft Homes

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1.0 Introduction

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Richcraft Homes is seeking to develop the lands known as 19 Centrepointhe Drive in the City of Ottawa with a cluster of three (3) towers proposed at 22, 26, and 24 storeys respectively. This Planning Rationale is submitted in support of Official Plan Amendment and Zoning By-law Amendment applications to permit this development proposal.

1.1 Subject Site

As shown in Figure 1, 19 Centrepointhe Drive (the 'subject lands') is located south of Baseline Road, west of Woodroffe Avenue along Centrepointhe Drive. The subject lands are legally described as PLAN 4M-623 BLK 25 LESS RP;4R-7298 PART 16.



Figure 1. 19 Centrepointhe Drive - the 'subject lands'.

1.2 Application Summary

This Planning Rationale is submitted in support of two applications, being an Official Plan Amendment and a Zoning By-law Amendment. A Site Plan Control application will be forthcoming

Minor Zoning By-law Amendment is required for the following reasons:

- / Revise the Floor Space Index cap of 3.0 to 4.52
- / Replace Schedule 299 with a new schedule that aligns with the proposed building heights.
- / Permit 405 resident parking spaces when 702 spaces are required.

An Official Plan Amendment is required to amend the Baseline Woodroffe Secondary Plan to permit site specific height and density above what is contemplated in the Secondary Plan.

1.3 Application History

In 2011, an application for a Zoning By-law Amendment (D02-02-11-0096) was submitted by Richcraft Homes to amend the zoning of the subject lands to permit a two (2) tower design at 22 and 24-storeys respectively. The amendment was required to permit an increase in height from 30 metres to 74 metres and to permit a Floor Space Index (FSI) of 3.0 when 2.5 was permitted. Following a submission to the Urban Design Review Panel at the time, the proposed development was revised to three (3) 15-storey towers. A Zoning By-law Amendment was still required in order to permit an increase in height from 30 metres to 49 metres and an increased FSI from 2.5 to 3.0 in addition to the following site-specific exceptions:

- / no parking is required for the first 350 square metres of gross floor area for a restaurant,
- / an outdoor commercial patio may be located within 15 metres of a residential zone and is not required to be screened and physically separated from the residential zone by a building, structure, fence or wall that is at least 2 metres in height
- / uncovered, unenclosed platforms where the walking surface is not higher than 1.5 m above adjacent grade – no maximum projection into a required yard and no minimum setback from a lot line

Following approval of the revised Zoning By-law Amendment, Richcraft proposed a phased approach to development that would see a full build out over approximately five (5) years. It is our understanding that this development proposal was not pursued due to the changing market demand for condominium units in Ottawa at the time as all three (3) towers were initially proposed as condominiums.

1.4 Area Context

The subject lands are located along Centrepointhe Drive, just off Baseline Road in the Centrepointhe neighborhood of the City of Ottawa. This area of the Centrepointhe Community can be generally characterized by a mix of residential, institutional and employment uses. Centrepointhe Drive effectively acts as the transition point from employment uses on its east side to residential uses on its west side. Baseline Road and Woodroffe Avenue are the major arterials of the area and handle the majority of traffic coming to and from the area. The Baseline Woodroffe Transit Station is located approximately 415 metres away from the subject lands and is slated to be converted to a Light Rail Transit Station as part of Phase 2 of the Confederation West Line project, currently underway.

North

Located north of the subject lands is a medical laboratory building accessed via Gemini Way which also features a private parking lot. Adjacent to this building, a student residence is proposed at 11-storeys at 2140 Baseline Road. North of Baseline Road are a number of low-rise dwellings in varying typologies, including low-rise apartment buildings, detached and semi-detached dwellings. Additionally, the Pinecrest Recreation Complex and Barbara Ann Scott Arena are located adjacent to the Bishop Hamilton Montessori School and the recreational facilities of Pinecrest Park. The Transitway and Cross-Town Bikeway are located approximately 600 metres north east of the site and are accessible via the pedestrian connections from Woodroffe Avenue.



Figure 2. View looking north across Gemini Way.

East

Directly abutting the subject lands to the east is the Sir Guy Carleton Secondary School site, which includes two (2) soccer fields and a parking area. The Woodline Building east of Constellation Drive is a government office building standing at 8-storeys with associated parking lots. Further east is a large parking area serving the Provincial Courthouse and just beyond that is the Baseline Woodroffe Transit Station. East of Woodroffe Avenue is the Algonquin College campus and slightly north of the campus is the College Square shopping area, which features a number of commercial uses and large surface parking areas.



Figure 3. View of the Woodline Building and Sir Guy Carleton SS soccer fields looking east.

South

On the east side of Centrepointhe Drive and south of the subject lands is the Sir Guy Carleton Secondary School building adjacent to the Provincial Offences Courthouse and the Ben Franklin Place Client Service Centre of the City of Ottawa. Beyond this, some commercial and restaurant uses are located adjacent to the Peter D. Clark Long Term Care Centre and the retirement community surrounding it. West of Centrepointhe Drive and south of the subject lands is a large pocket of low-rise residential dwellings accessible from Centrepointhe Drive via Hemmingwood Way. Centrepointhe Park and linkages to the greater multi-use pathway network are located just beyond this neighborhood.



Figure 4. View looking south along Centrepointhe Drive.

West

The area west of the subject lands is almost entirely characterized by low-rise residential dwellings of varying typologies including detached and semi-detached dwellings, low-rise residential apartment buildings, and townhouses. A small number of mid-rise apartment buildings are interspersed in the neighborhood, generally in proximity to Baseline Road. Some small commercial uses and home-based businesses are sprinkled throughout the neighborhood.



Figure 5. Subject lands as viewed from the west side of Centrepointhe Drive.

1.5 Road Network

As per Schedule E Urban Road Network of the City of Ottawa's Official Plan (Figure 6), the subject lands are located on Centrepointhe Drive which is identified a major collector road. The Official Plan identifies major collector roads as those that serve neighborhood travel between collector and arterial roads and may provide direct access to adjacent lands. Baseline Road is an arterial road located approximately 100 metres north of the subject lands and accessible via an intersection with Centrepointhe Drive.

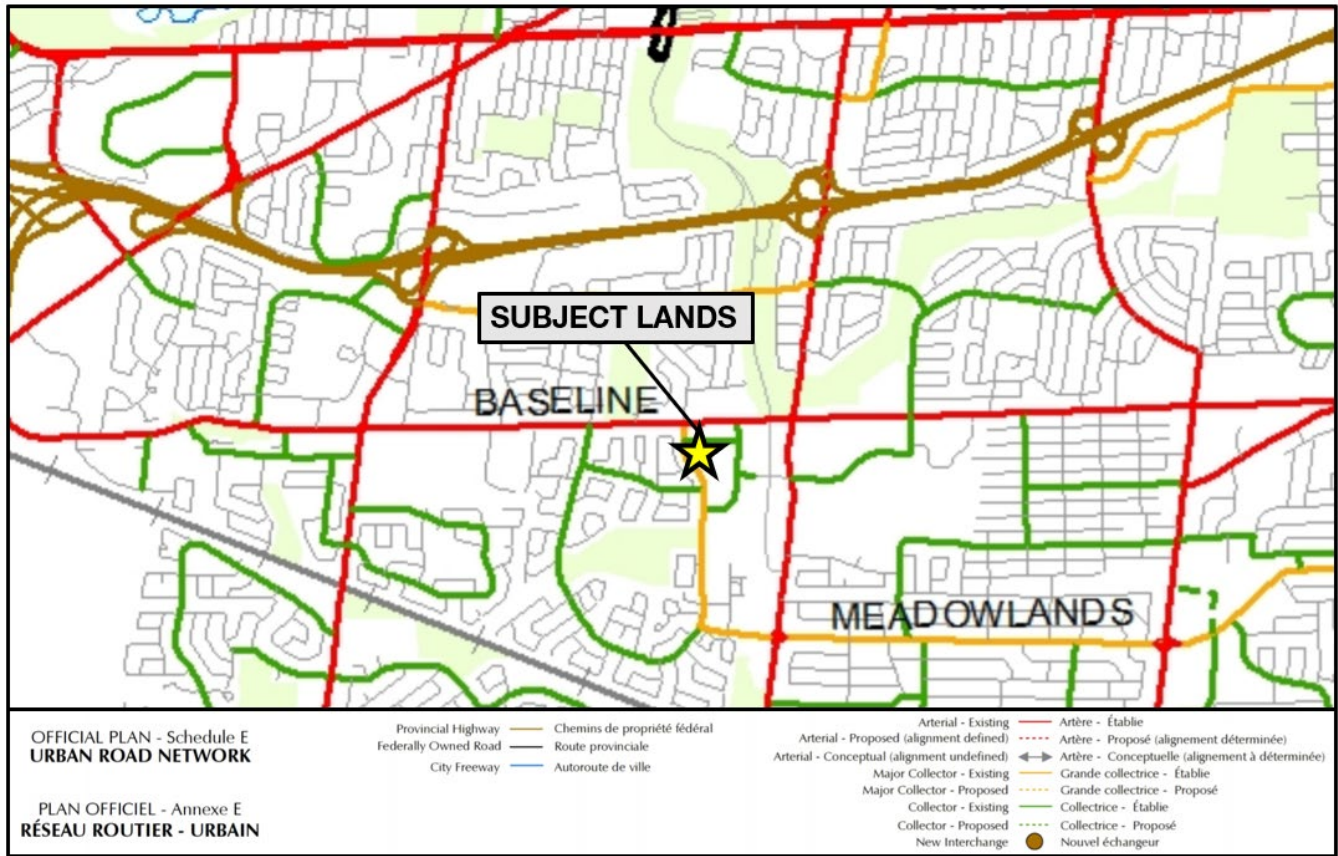


Figure 6. City of Ottawa Official Plan - Schedule E Urban Road Network.

1.6 Rapid Transit Network

As demonstrated on Schedule D Rapid Transit Network of the City of Ottawa's Official Plan (Figure 7), the subject lands are located in proximity to rapid transit. The proposed development is located approximately 450 metres (625 metres walking distance along public sidewalks and streets) from the Baseline Rapid Transit Station which currently serves residents as a bus rapid transit facility, however, as part of the Stage 2 Confederation Line West Extension project the Baseline Station is planned to be converted to Light Rail Transit.

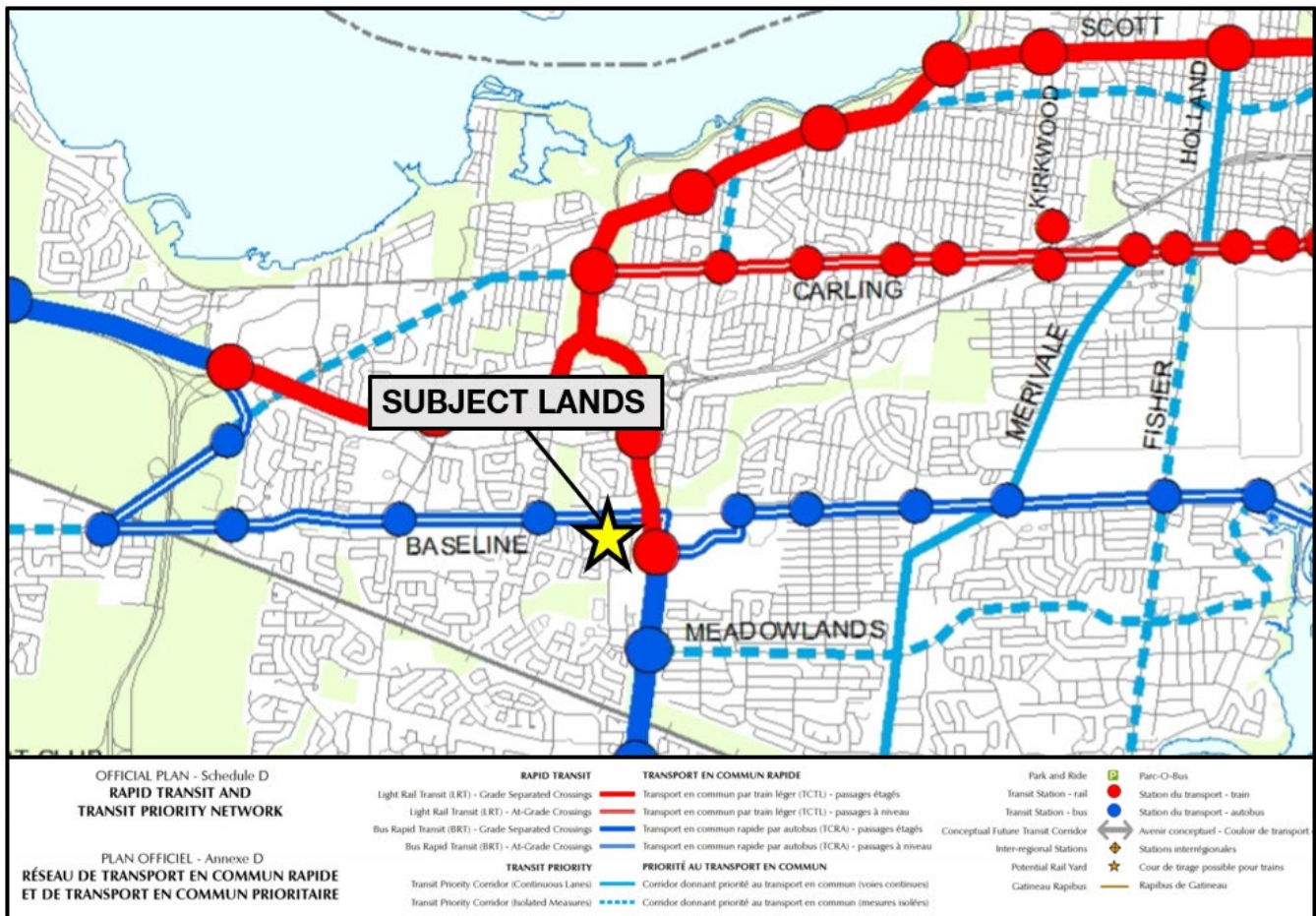


Figure 7. City of Ottawa Official Plan - Schedule D Rapid Transit Priority Network.

1.7 Cycling Network

Schedule C Primary Urban Cycling Network of the City of Ottawa's Official Plan (Figure 8) identifies Baseline Road as a Spine Route for cycling travel and is located approximately 100 metres north of the subject lands. Several off-street multi-use pathways are accessible from the subject lands, including those which follow the Transitway off Baseline Road and Woodroffe Avenue.

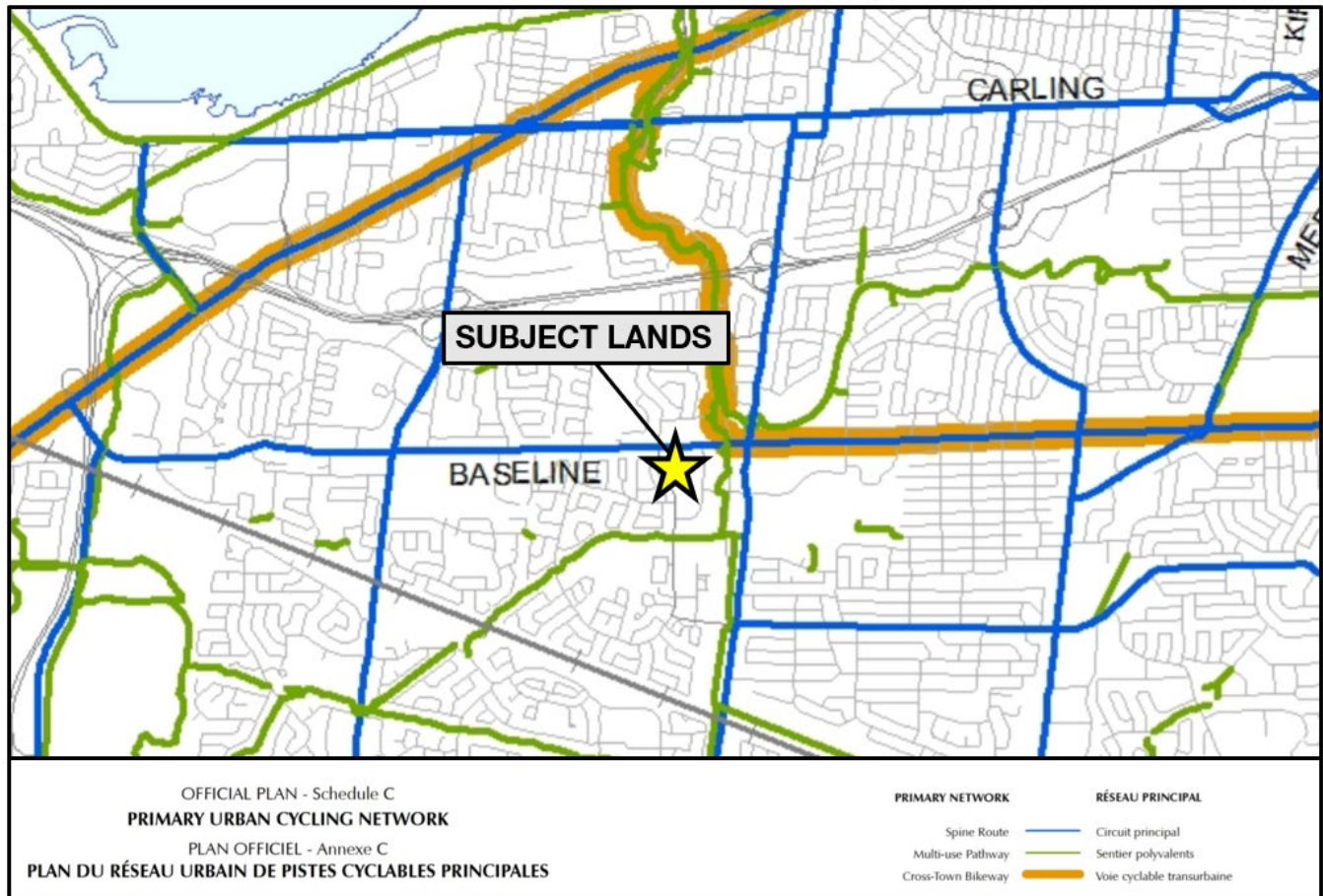


Figure 8. City of Ottawa Official Plan - Schedule C Primary Urban Cycling Network.

Proposed Development

The proposed development consists of three (3) towers standing at 22, 24, and 26 storeys each. The towers are identified as Tower A proposed at 22-storeys, Tower B proposed at 26-storeys, and Tower C proposed at 24-storeys (Figure 9). Tower A is proposed to include 188 dwelling units while Tower B is proposed to include 219 dwelling units, and Tower C will feature 178 dwelling units for a total of 585 dwelling units. The units are a mix of one-bedroom, one-bedroom with den, and two-bedroom units in addition to a small number of studio units. Units on the ground floor are directly accessible from the exterior at grade. Richcraft continues to evaluate the market conditions to determine the type of tenancy for each tower but it is anticipated that a significant portion will be rental.

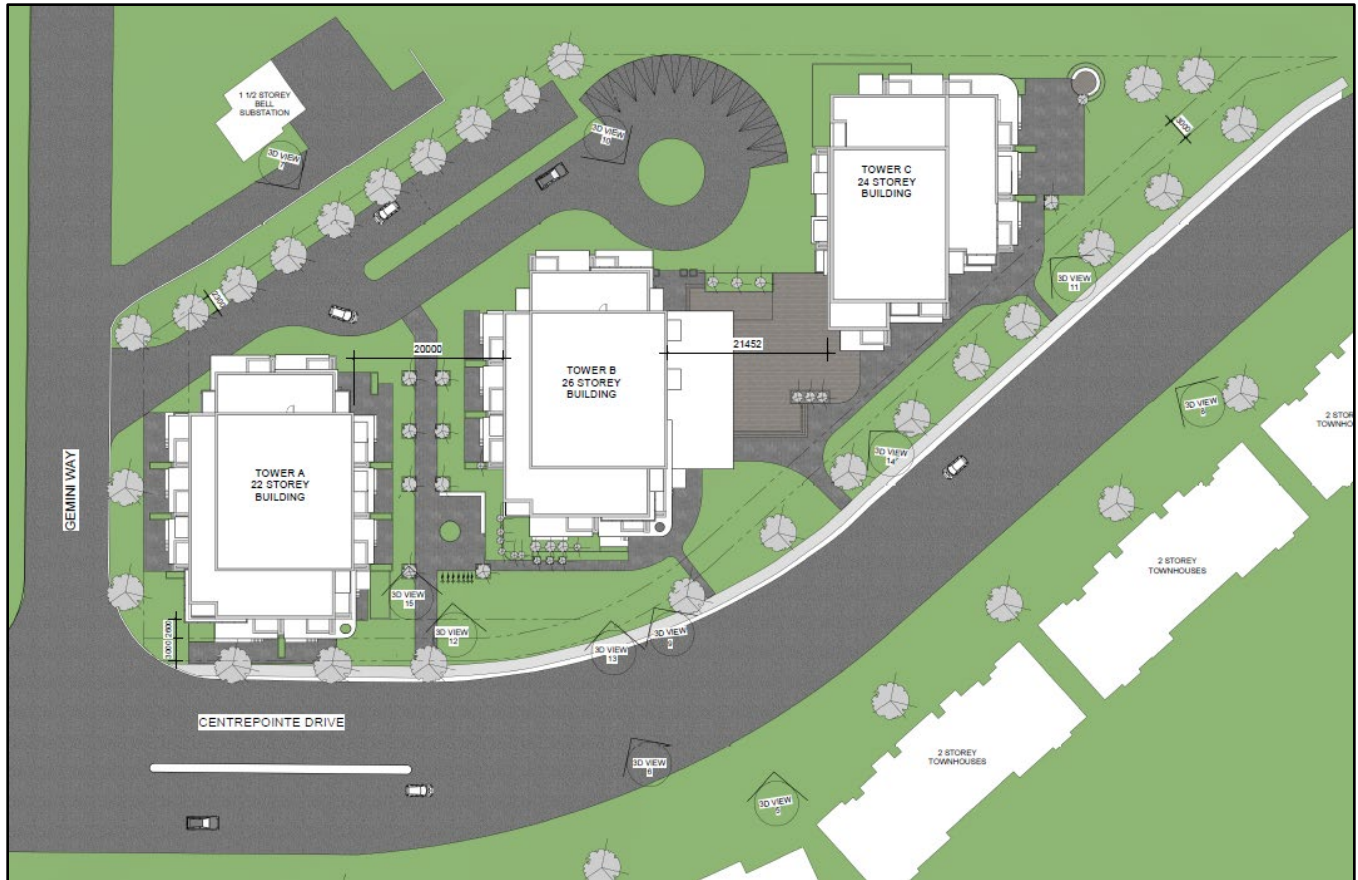


Figure 9. Conceptual site plan demonstrating the proposed development at 19 Centrepointe Drive.

The ground floor residential units are accessible individually from the exterior of the building, rather than internally as each has its own outdoor terrace space with steps and an entrance. The ground floor units and podium are designed to reflect their individual entrances, which creates a low-rise interface along Centrepointe Drive and within the site that encloses the street in a pedestrian friendly manner. The podium wall is animated and responds well to the pedestrian environment by incorporating significant glazing, glass curtain walls at key points, articulated and recessed entrances, and interior courtyards and amenity spaces which break up the massing between towers. The courtyard will allow residents and pedestrians to easily access Gemini Way from Centrepointe Drive and vice versa as well as circulate within the site.

Access to the site is proposed via a driveway from Gemini Way leading to the interior of the development and each tower's respective main entrance. A small loop is proposed to permit easy drop off for residents in

addition to a ten (10) surface parking spaces for delivery or visitors. Three (3) levels of underground parking are proposed and will be shared between all three (3) towers. A total of 552 vehicle parking spaces (slightly less than 1 per unit) and 312 bicycle parking spaces are proposed for the site. The parking garages also include bicycle tune up and maintenance spaces in addition to garbage rooms and storage space for residents.



Figure 10. Proposed design of ground floor units and courtyard.

Several communal amenity spaces are provided for the residents in each tower in addition to private amenity spaces. A total of 5,817 square metres of amenity space is proposed with 3,457 square metres of communal amenity area planned. This includes 2,500 square metres of amenity area at grade such as the ground floor terraces and the large deck area joining Tower B and C as well as a pool in Tower B, a café in Tower C, indoor/outdoor amenity area above the pool in Tower B, and multi functional amenity floors with a gym and party room on the 22nd storey of Tower A, the 24th storey of Tower C, and the 26th storey of Tower B.

The configuration of the towers on the site are such that the podiums front Centrepoin Drive and the towers above are angled to face the street, matching the curved contour of the right-of-way. This façade acts as the public realm frontage, though functionally, the other side of the building acts as the front as it includes the access, main entrance, and underground parking garage ramps. The 3-storey podium and ground-oriented units act as the base of the building and feature dark grey brick with white cladding accents and glazing. These materials are repeated throughout the design of the tower and aid to highlight transitions and articulations at the upper levels.

2.1 Public Consultation Strategy

Following pre-application consultation with City of Ottawa staff, a meeting was held with the Centrepoin Community Association to discuss the proposed development and identify any early concerns the community might have with the project. The meeting held on November 12th, 2019 resulted in a constructive discussion with several members of the association and they were able to share their concerns with potential traffic issues brought on by additional residents in the area, the height and density being proposed, and a lack of parking resulting in overflow on local streets. These issues were taken into consideration as the project moved onto the

design phase and are discussed in greater detail throughout this report as well as in other studies and reports submitted in support of this application. The property owner has provided continuous updates to the Councillor's office during the preparation of the application as well.

Additional public consultation elements were planned in the weeks around the time of the application's submission, however, with the onset of the COVID-19 pandemic, all public gatherings and events were re-scheduled and eventually cancelled. At the time of the completion of this report, no further direction has been provided on if or when public events will resume nor has any additional information on alternative methods of consultation been proposed.

3.0 Policy & Regulatory Framework

3.1 Provincial Policy Statement (2014)

The 2014 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 rely on the establishment of efficient land use and development patterns and the accommodation of an appropriate range and mix of uses.

The proposed development meets the applicable policies of the PPS, including:

- / Promotes the efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term.
- / Accommodates an appropriate range and mix of residential, employment, commercial, and other uses to meet long-term needs;
- / Avoids development and land use patterns which may cause environmental or public health and safety concerns;
- / Promotes cost-effective development patterns and standards to minimize land consumption and servicing costs;
- / Improves accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;
- / Proposing development in a settlement area, which is the focus of growth and development;
- / Proposes a density and mix of land uses which efficiently use land and resources, are appropriate for available infrastructure, and supports active transportation; and
- / Contributes to an appropriate range and mix of housing types and densities that efficiently use land, resources, infrastructure and public service facilities, and supports the use of active transportation and transit.

The proposed development is in conformity with the intent and policies of the Provincial Policy Statement (2014).

3.2 Provincial Policy Statement (2020)

Ontario's Ministry of Municipal Affairs and Housing has released the latest version of the Provincial Policy Statement (2020) on February 28th, 2020. The Provincial Policy Statement (PPS) establishes province-wide standards for how we use land and resources and guides decision-making on key land use issues across Ontario. These initiatives will help Ontario deal with the affordable housing crisis that has been created over the past 15 years.

The Provincial Policy Statement (2020) comes into effect May 1st, 2020, however, the applicable policies of the PPS to the proposed development, among others, are listed for reference below:

- / Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- / Accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;

- / avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- / promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- / promoting development and land use patterns that conserve biodiversity;
- / preparing for the regional and local impacts of a changing climate;
- / are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- / support active transportation;
- / are transit-supportive, where transit is planned, exists or may be developed;
- / Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.
- / New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.
- / Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:
 - permitting and facilitating:
 - all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
 - all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
- / 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;
- / promoting densities for new housing which efficiently use land, resources, *infrastructure* and *public service facilities*, and support the use of *active transportation* and transit in areas where it exists or is to be developed;
- / requiring *transit-supportive* development and prioritizing *intensification*, including potential air rights development, in proximity to transit, including corridors and stations; and
- / establishing development standards for *residential intensification*, *redevelopment* and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

The proposed development is in conformity with the intent and policies of the updated Provincial Policy Statement (2020).

3.3 City of Ottawa Official Plan (2003, as amended)

3.3.1 Mixed Use Centre

The subject lands are designated 'Mixed Use Centre' on Official Plan Schedule B (Urban Policy Plan), as demonstrated in Figure 11. Mixed Use Centres occupy strategic locations in the City in proximity to the rapid transit network and act as central nodes of activity within their surrounding communities and the City of Ottawa as a whole. These areas have the potential to achieve high densities through development of vacant lands into compact, mixed-use communities oriented to rapid transit. In many mixed-use centres, the mix of uses is incomplete and there is a need for housing to achieve the area's potential to become a complete, liveable community.

Policy 1 of Section 3.6.2 outlines the following criteria for Mixed Use Centres:

- / Most of the centre is within an 800m walking distance of one or more rapid transit stations, and contains one or more arterial roads with all day, frequent transit service;
- / There is opportunity to achieve high densities of jobs and housing through intensification and redevelopment of older sites and development of vacant land;
- / High-Rise Buildings of 10 storeys and more can be accommodated in a manner that provides appropriate transition to the surrounding area;
- / Employment targets of at least 5,000 jobs can be achieved in Mixed Use Centres and at least 10,000 jobs can be achieved in Town Centres;
- / The area is or can become transit-oriented, as described in this section;
- / The area is suitable for a mix of uses and could be linked within the area's greenspace network.

The addition of 585 dwelling units to the underdeveloped, vacant lands at 19 Centrepointhe Drive will contribute to higher, transit supportive densities within walking distance of the Baseline Rapid Transit Station.

Policy 3 states that Mixed Use Centres are priority areas for undertaking more detailed Secondary Plans. These plans may:

- / Provide for minimum and maximum building heights;
- / Apply the target density for the area identified in Figure 2.3, or require different densities to be achieved on a site-specific basis such that, over time, the overall target density is achieved for the area;
- / Develop area-specific design considerations.

An amendment to the existing Baseline Woodroffe Secondary Plan policies are discussed in this report.

Policy 5 contemplates a broad variety of land uses permitted within Mixed Use Centres at transit-supportive densities, such as offices, secondary and post-secondary schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, daycare centres, retail uses, entertainment uses, services (such as restaurants), high- and medium-density residential uses and mixed-use development containing combinations of the foregoing. Major Urban Facilities are permitted as set out in Section 3.6.7.

The proposed development consists of three (3) towers, which are defined as High-rise apartment dwellings in the Zoning By-law and considered high density residential uses. The siting and design of the buildings provide adequate transition to the rear yards of the low-rise dwellings located approximately 45 metres away across Centrepointhe Drive.

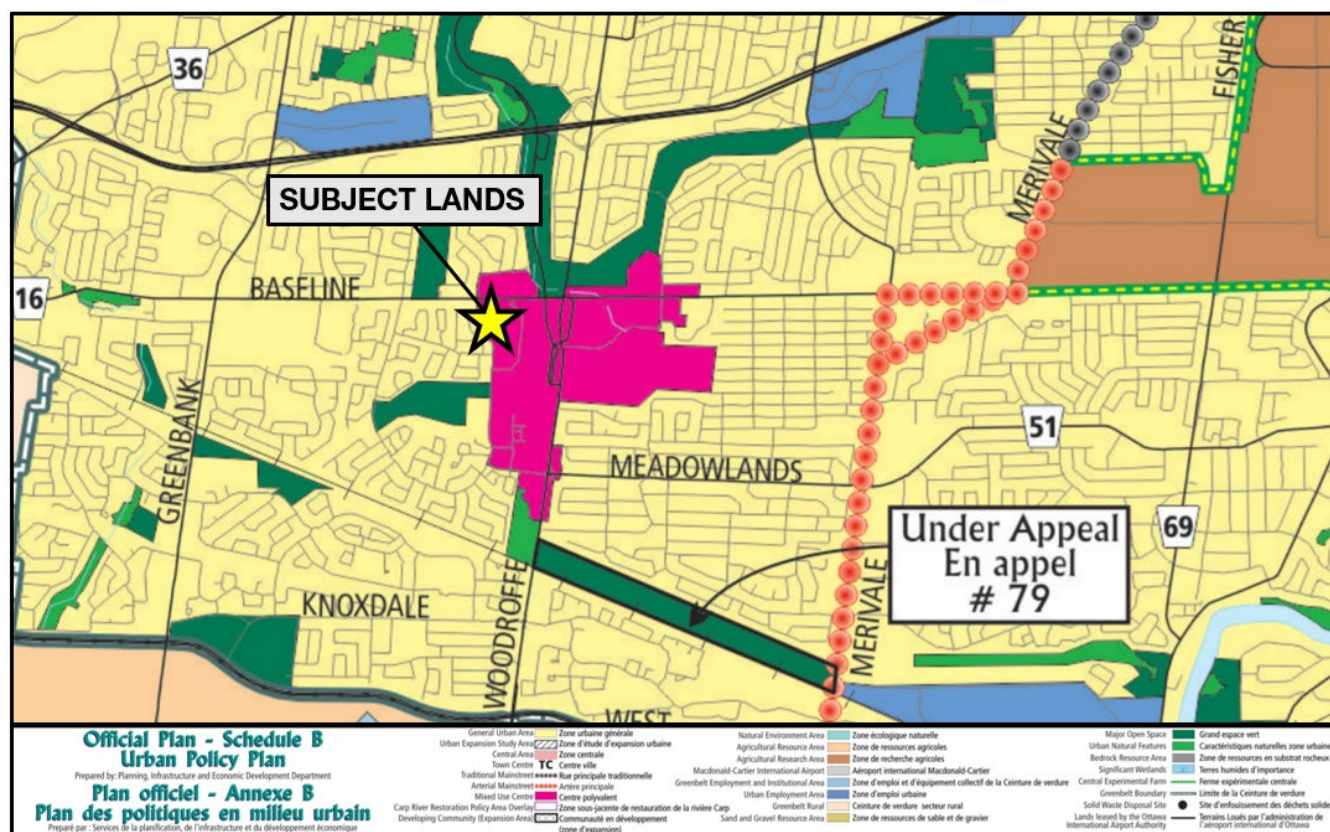


Figure 11. City of Ottawa Official Plan - Schedule B Urban Policy Plan.

Policy 9 further states that all development applications and Community Design Plans for Mixed-Use Centres will be reviewed in the context of this Plan and in particular:

- / Will be evaluated in the context of the Design Objectives and Principles in Section 2.5.1 and the criteria set out in Section 4.11, particularly with regard to achieving a compact, mixed-use, transit-oriented, pedestrian-friendly environment and creating a place with visual interest;
- / Will, where possible, contribute to a range of housing options in the area.

The policies of Section 2.5.1 and 4.11 are discussed in detail below. The proposed high-rise apartment dwellings would be the first high rise residential housing options to locate within the area of the Mixed-Use Centre.

Policy 10 states that Mixed-Use Centres will optimize the use of land through provisions for compact mixed-use development. The Zoning By-law and community design plans will:

- / Require employment and housing as part of a larger mix of uses and permit a mix of uses within a building or in adjacent buildings;
- / Require residential uses in the form of apartments and other multiples at a medium or high density;
- / Provide for the potential for shared parking arrangements among uses that peak at different time periods;
- / Allow for the potential redevelopment of surface parking areas;
- / Not permit uses that require large areas of their site to be devoted to the outdoor storage, sale or service of goods to be located within 800 metres walking distance of a rapid transit station;
- / Ensure that an appropriate transition in built form between the Mixed-Use Centre and any surrounding General Urban Area occurs within the Mixed-Use Centre site

The proposed development includes housing in the form of high-rise apartment dwellings at transit supportive densities with appropriate transition to low-rise residential dwellings in the area.

Policy 11 states that plans, public works and development proposals for Mixed-Use Centres will enhance opportunities for walking, cycling and transit and in particular will:

- / Give priority to walking and cycling in public rights-of-way;
- / Provide direct, barrier-free connections for pedestrians and cyclists linking transit and other developments in the Mixed-Use Centre along public rights-of-way, off-road pathways and open space connections;
- / Use public art and the design of public streets and spaces to create attractive public areas;
- / Provide adequate, secure, and highly visible bicycle parking at rapid transit stations and throughout the Centre;
- / Design transit shelters, seating and other facilities that contribute to attractive public areas and that enhance personal security through such measures as described in Section 4.8.

Pathways and pedestrian connections to sidewalks are provided on site and from the subject lands to other areas of the Mixed-Use Centre, effectively linking the proposed development to the transit station via sidewalks. A total of 312 bicycle parking spaces are proposed for the underground parking garage areas in addition to bicycle maintenance areas to support active transportation for residents.

3.3.2 Managing Growth

Approximately 90% of the growth in the City of Ottawa is to be accommodated within the urban boundary where services are readily available or can be easily provided. This approach efficiently uses existing facilities and infrastructure while providing the least impact on agricultural lands, mineral resources, and environmental areas. This growth strategy is to be implemented through:

- / Intensification and infill; and
- / New development on vacant lands in designated growth areas that contributes to the completion of an existing community or builds a new community.

Policy 1 of Section 2.2.2 defines residential intensification as the intensification of a property, building or area that results in a net increase in residential units or accommodation and includes [among others]:

- / The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification; and
- / Infill development.

Policy 3 contemplates Mixed-Use Centres as a target area for intensification. Policy 5 identifies minimum density targets, expressed in jobs and people per gross hectare, including a density target of 200 people and jobs per hectare for the Baseline-Woodroffe Mixed-Use Centre area. Policy 6 also states that new development within intensification areas is required to meet the density targets for that area, however, higher or lower densities may be prescribed in a secondary plan where that plan re-allocates density among site to achieve the overall density objective.

The proposed development falls under the residential intensification definition and is within a Mixed-Use Centre, a target area for intensification. There are few examples of existing mid to high rise apartment buildings within the Baseline Woodroffe Mixed Use Centre planning area while the remainder of the area contains low-rise residential dwellings and other non-residential uses. The introduction of high-density residential dwellings will offset the lack of existing density and aid in achieving the Official Plan's target density. The proposed development would introduce approximately 1200 persons per hectare at this site, which while over the density target, will also help achieve the overall objective for the planning area.

Policy 10 states that intensification may occur in a variety of built forms from low-rise to high-rise provided urban design and compatibility objectives are met. Denser development, that often means taller buildings, should be located in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses. Building heights and densities for different areas may be established through this plan or a secondary plan and will be implemented through zoning. A secondary planning process identified in Section 2.5.6 and undertaken for a specific area may recommend a new or changes to an existing secondary plan to establish different building heights. Low-rise intensification will be the predominant form of intensification in the General Urban Area.

Urban Design and Compatibility are discussed in greater detail below. The subject lands are located approximately 600 metres walking distance from the Baseline Rapid Transit Station and the development is proposed at heights and densities capable of supporting the Rapid Transit Network. As part of this application, an amendment to the Baseline-Woodroffe Secondary Plan will be required to permit transit supportive densities due to a maximum 0.4 Floor Space Index provision for the subject lands in the Secondary Plan.

Policy 11 contemplates the distribution of appropriate building heights which will be determined by:

- / The location in a Target Area for Intensification identified in policy 4 above or by proximity to a Rapid Transit station or Transit Priority corridor, with the greatest density and tallest building heights being located closest to the station or corridor; and
- / The Design and Compatibility of the development with the surrounding existing context and planned function, as detailed in Section 4.11, with buildings clustered with other buildings of similar height.

The subject lands are within a Mixed-Use Centre, a target area for intensification, as well as in proximity to a Rapid Transit Station. Section 4.11 is discussed in greater detail below.

The Location of High-Rise and High-Rise 31+ buildings is influenced by the need to provide an adequate separation distance from other existing and potential future High-Rise buildings. Separation distances between buildings are to be considered when considering sites for development of High-Rise buildings and High-Rise 31+ buildings. The City may implement separation distances through the Zoning By-law. In areas with a small or narrow lot fabric, consolidation of two or more lots may be in order to address separation distance requirements.

Adequate (20+ metres) separation is provided between all three (3) towers on the subject lands and no abutting lands are zoned for residential or mixed-use dwellings, however, adequate setbacks and separation distance to abutting properties is maintained.

Policy 17 dictates that ‘for Official Plan amendments to increase building heights that are established in Section 3 of this Plan, or in a secondary plan, the proponent must demonstrate that the following criteria are met:

- / the impacts on the surrounding area (e.g. the community design plan study area) have been assessed comprehensively;
- / the direction in policy 10 above is met;
- / the requirements of Section 2.5.6 where the proposal involves a High-Rise or High-Rise 31+ building; and
- / an identified community amenity is provided.

As part of the application, supporting studies have been submitted which evaluate the impacts of the proposed development on the surrounding area. The proposed development meets the provisions of Policy 10, as discussed above. Although community benefits are anticipated to be required as a function of triggering Section 37 of the Planning Act, a community amenity component is to be discussed through the approval process.

3.3.3 Urban Design and Compatibility

Section 2.5.1 – Designing Ottawa of the City of Ottawa’s Official Plan outlines a number of design objectives, detailed below, which should be considered when reviewing development applications. The proposed development responds to these design objectives in the following ways:

To enhance the sense of community by creating and maintaining places with their own distinct identity.	The introduction of new residential dwellings in the proposed high-rise format will create a new pocket of residents in the Centrepointhe community and contribute to the Transit Oriented identity of the area. Additionally, the proposed development will help achieve the targeted density for this planning area.
To define quality public and private spaces through development	The design of the clustered towers incorporates open spaces that blend into the surrounding area, such as the courtyard and looped driveway in the interior of the site. The introduction of a large ground floor deck space between Tower B and C plus the 3 rd level deck above the podium of Tower B create a unique space that is visually interesting and attractive. The pedestrian pathways along the street and connections from open spaces and amenity areas to Centrepointhe Drive frame the edge of the street and provide animation.
To create places that are safe, accessible and are easy to get to.	Safe access to the site by vehicle is proposed from Gemini Way rather than directly onto Centrepointhe Drive. Pedestrian pathways and access to linkages to transit are incorporated in the design of the site. Additionally the development will increase the natural surveillance of the adjacent park space and sidewalk along Centrepointhe. Other access and traffic implications are being reviewed as part of the application.
To ensure that new development respects the character of existing areas.	To mitigate the impacts of the towers on low-rise residential dwellings across Centrepointhe Drive, the podium was broken up and gaps introduced between the towers to reduce the imposing streetwall facing the dwellings. The angled configuration of the towers allows for sun to fall on neighboring properties without completely blocking out the light.
To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.	As the Centrepointhe community evolves towards more Transit Oriented Development, the introduction of high-rise dwelling units offers a type of housing choice that is limited in the area.
To understand and respect natural processes and features in development design.	Landscaping and stormwater infrastructure will serve to manage post development flows of water runoff on the property.
To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.	The angles and configuration of the towers in addition to a high degree of glazing allows for maximizing the capture of sunlight and heat. The proximity to transit and provision of bicycle parking provides support for alternative modes of transportation.

Policy 2 identifies Mixed-Use Centres as Design Priority Areas which will be reviewed for their contribution to an enhanced pedestrian environment and the distinct character and unique opportunities of the area. The Ottawa Urban Design Review panel will review the urban design elements of the proposed development.

Section 4.11 – Urban Design and Compatibility discusses policies which speak to design elements of the proposal and how they fit into the context of their surroundings. Policy 2 provides compatibility criteria used for evaluating the compatibility of development applications, as follows:

Views

- / The proposed towers at 22, 24, and 26-storeys tall are considered to be high-rise, however, they are not in an area with protected viewsheds and therefore will have no impacts on views.

Building Design

- / It is acknowledged that transition to low-rise residential dwellings across Centrepoin Drive is important at this site, therefore a number of design elements and mitigating factors are introduced to lessen the impacts of the proposed development to those existing dwellings. The 3-storey podium of each tower facing Centrepoin Drive is broken up along its façade to reduce the imposing nature of a large streetwall. Additionally, ground floor dwelling units facing Centrepoin Drive will have access directly onto the sidewalk, thus providing entrances and active frontages along these portions of the podium. Windows at the podium level provide ‘eyes on the street’ and landscaping elements in the front entrance help to accentuate the access points.
- / The towers are designed with a modern look that incorporates varying materials and colours, vertical articulations, changes in window sizes, and stepbacks.
- / Drop off areas, loading zones and garbage collection are all proposed interior to the site and away from Centrepoin Drive.

Massing and Scale

- / It is difficult to compare the prevailing pattern of development of adjacent lands to the property due to the property’s unique shape, location, and adjacent uses. The lot is an irregular pentagon shape that narrows to a point and it’s southern extremity. The lot is also a corner lot with frontage on both Centrepoin Drive and Gemini Way. Additionally, the only adjacent uses are a hydro station and a secondary school, both of which reflect significantly different zoning provisions than the Mixed-Use Centre zoning applicable to the subject lands.
- / Transition to low-rise dwellings across Centrepoin Drive are provided through the following measures:
 - Front and corner yard setbacks are proposed at 3 metres or greater.
 - Ground oriented units and a 3-storey podium along Centrepoin Drive mirror the massing and scale of existing development across Centrepoin Drive. Each tower has articulated stepbacks that reduce the massing above the 3rd storey.
 - The podium wall is broken up by articulations, ground floor entrances, recessed alcoves, and the courtyard, pathways, and terraced areas between each tower.
 - The tower portions above the podium are sufficiently setback from Centrepoin Drive. Tower A is stepped back 6.4 metres from the lot line facing Centrepoin Drive at the 21st storey; Tower C is stepped back 6.65 metres at the 24th storey; and Tower B is stepped back 6.8 metres from the lot line facing Centrepoin Drive at the 25th storey.
 - The siting and angle of the tower portions reduce the number of low-rise dwellings that could potentially be impacted by shadows from the development. Additionally, Centrepoin Drive is identified as a major collector road with a Right-of-Way width of approximately 30 metres fronting the subject lands which provides additional separation between the towers and low-rise residential across (Figure 12).

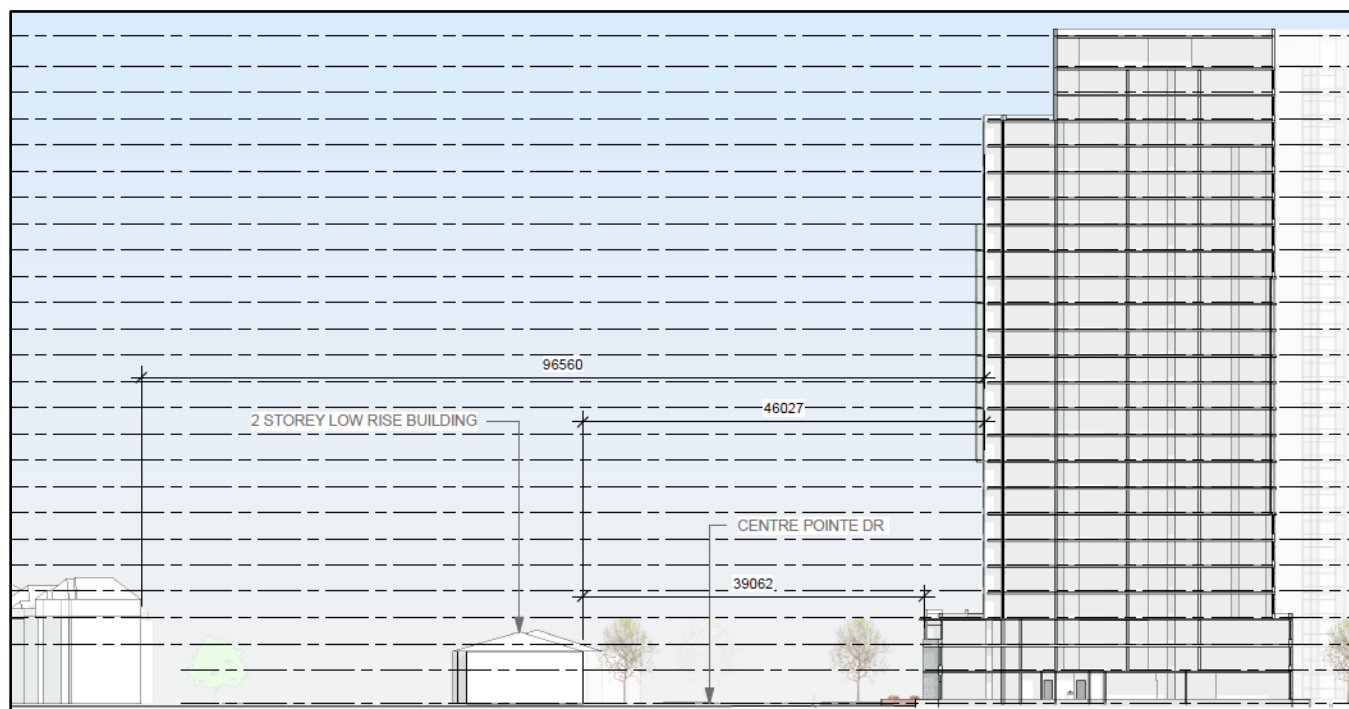


Figure 12. Demonstration of transition to low-rise residential dwellings across Centrepointe Drive.

High-rise Buildings

- / A Shadow Analysis and a Wind Study have been prepared in support of this application to ensure there are minimal impacts to pedestrian comfort, particularly along Centrepointe Drive. The proposed design of the site includes a number of pedestrian amenities including landscaping along the public frontages, internal pathways, rest areas, and courtyards that split the podiums allowing pedestrians to cross through the site.
- / The proposed design of the development reflects the typical three integrated parts of a high-rise building being: base, middle, and top.
 - The 3-storey podium with ground-oriented units and entrances at grade reflects the existing dwellings across Centrepointe Drive and respects the scale and proportion of this area.
 - The tower portion above the podium is stepped back from the base. Tower separation between Tower B and Tower C is proposed at 21.452 metres, whereas Tower A and Tower B are separated by approximately 20.324 metres. Adjacent properties, being the Hydro Station and Sir Guy Carleton Secondary School, are highly unlikely to re-develop as high-rise buildings, however, if that were the case, there is sufficient tower separation from the proposed development to the adjacent properties.

Outdoor Amenity Areas

- / The ground floor façade of Tower A is located approximately 33 metres from the nearest rear yard residential property line. The towers above will be setback further than that. Though some degree of overlook from the towers to the low-rise residential dwellings is expected, the angle of the towers reduces the number of units which will directly face Centrepointe Drive and the low-rise dwellings. Additionally, landscaping, stepbacks, and terracing are proposed to reduce impacts on adjacent private amenity areas.

- / The proposed development features a mix of private balconies, terraces above the podium, and communal outdoor at-grade spaces such as the courtyard deck and the amenity space on the east side of Tower C. The amenity area requirements of the zoning by-law are being met.

Public Art

- / No public art is proposed for this development at this time.

Design Priority Areas

- / The height of the ground floor is proposed at 3.75 metres, whereas the remaining upper floors are proposed at 3 metres of height.
- / The ground-oriented townhouse dwellings face Centrepointhe Drive and are accessible from the sidewalk. The podium wall is broken up between Tower A and Towers B and C to provide a courtyard area where pedestrians can pass through and residents can use as an outdoor space.
- / A high degree of glazing is proposed at grade, including for those areas which front onto Centrepointhe Drive.
- / A multitude of articulations, alcoves and bays are proposed at the interface of the podium and the public realm to soften the impact of the building wall to the street. Additionally, the courtyard and deck area between towers works to break up the massing.
- / The façade of each tower is composed of a variety of materials and treatments which serve to accentuate transitions in the building. For example, the podium is distinct from the tower portions due to the dark grey brick with white cladding accents that serve to visually separate the base from the tower above.
- / Trees and landscaping elements are proposed at the ground level as well as above the podium on the terraces. Interior pedestrian connections and connections to public sidewalks are proposed.

The proposed development's design elements are compatible with the criteria and design objectives listed in Sections 2.5.1 and 4.11 of the Official Plan.



Figure 13. Demonstration of the courtyard and deck between Tower B and C.

3.4 Baseline and Woodroffe Secondary Plan

The Baseline and Woodroffe Secondary Plan was implemented as a means of directing development to the area and creating a focal point for business and employment uses with good access to transit. The Secondary Planning area is demonstrated in Figure 14. The Secondary Plan was initiated in 1999 as part of the former City of Nepean and was incorporated into the City of Ottawa's policies in 2003 following amalgamation. The Secondary Plan has a planning period to 2021.

The proposed development meets the following objectives identified in the Secondary Plan:

- / To create a sense of identity and continuity through streetscaping, massing and urban design.
- / To protect for the most dense development which can be accommodated in the Secondary Plan area over the planning period (2021), while recognizing that this level of development is an interim step in the evolution of this centre.
- / To strengthen and improve the visual character of the centre.
- / To provide opportunities for a healthy living style through the provision of recreational pathways, improved public and private pedestrian amenities, well planted greenways and complementary uses which encourage walking.
- / To provide opportunities for high density residential development.
- / To improve pedestrian and cycling access and linkages between neighbouring communities, across roads, and among uses within the Secondary Plan area.
- / To develop a land use pattern and transportation system that supports pedestrians, cyclists, transit, and vehicular traffic.
- / To limit access points into developments from public roads and create a system of internal roads which provide clear way finding within various precincts in the Secondary Plan Area.
- / To ensure that development within Secondary Plan Area minimises the effect on surrounding residential communities of through traffic or off-site parking.
- / To ensure that all new developments are designed to facilitate safe and efficient pedestrian movements and to minimize on-site pedestrian/vehicle conflicts.
- / To optimize transit ridership by improving pedestrian linkages, locating buildings closer to the street, and modifying transit routes as required.
- / To use all appropriate aspects of traffic demand management, such as mixed land uses, reduced parking requirements and parking caps, revision of parking pricing, and subsidizing transit passes, as a tool to minimize the number of people coming to the Secondary Plan Area by private vehicles.

Section 3.1 of the Plan details the approach to transportation and development. A key component of this is using the capacity of the transportation system as a determinant of the maximum density that can be accommodated. High density uses should be located close to the transit station and the maximum development potential is based on no more than 50% of peak period trips being made by car at build out in 2021. The development potential was derived from the Baseline Woodroffe Primary Employment Centre Transportation Review Study, and although it is a general indication of what level of density the plan should be able to accommodate, the plan is intended to be revisited over the years as transportation and land use factors change over time. The policies further state that generally, office uses are encouraged closest to the station as they are the most likely to generate high transit ridership while residential, retail and service development is generally preferred just outside of the 300 metre radius around the station.

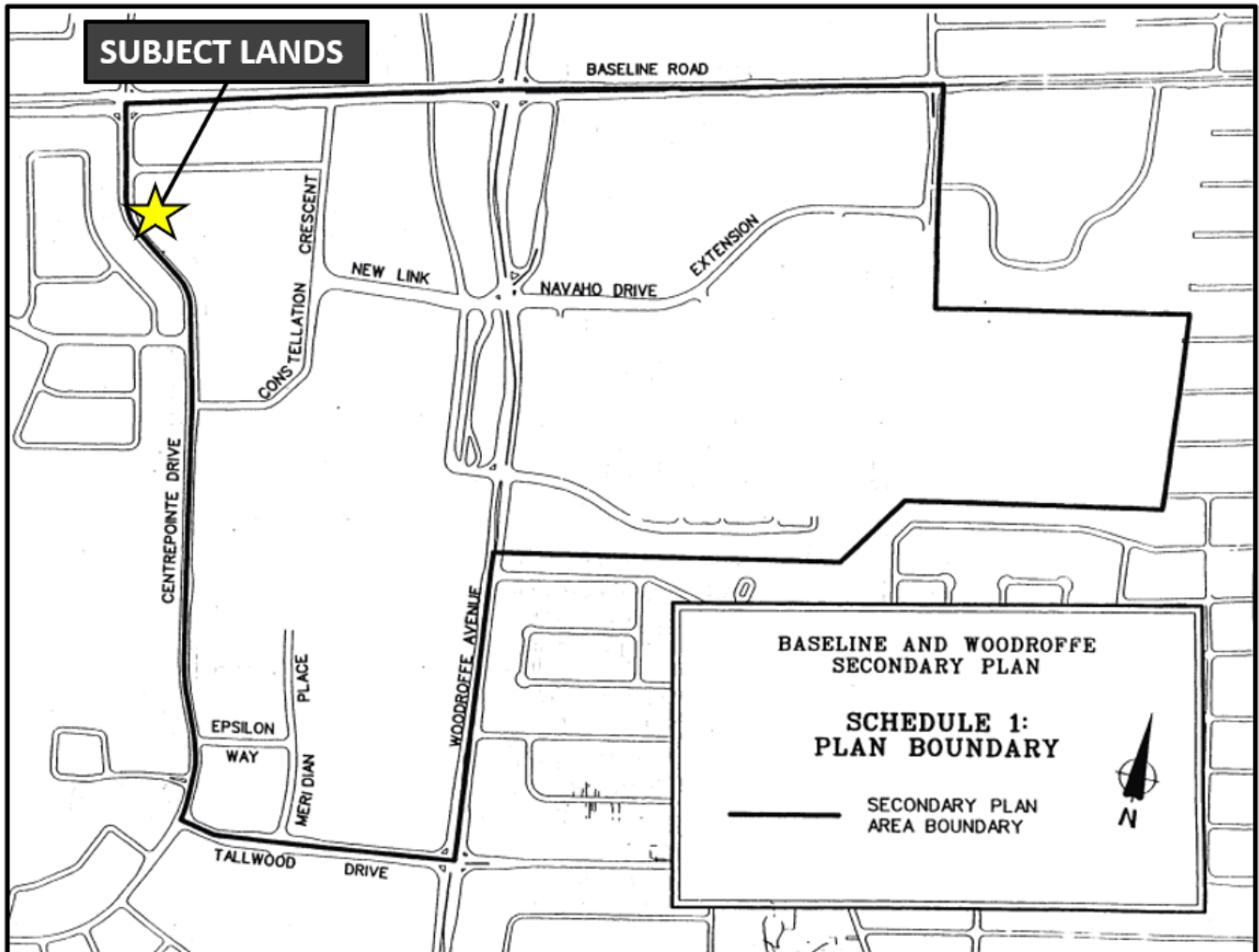


Figure 14. Baseline and Woodroffe Secondary Plan Schedule 1 - Plan Boundary.

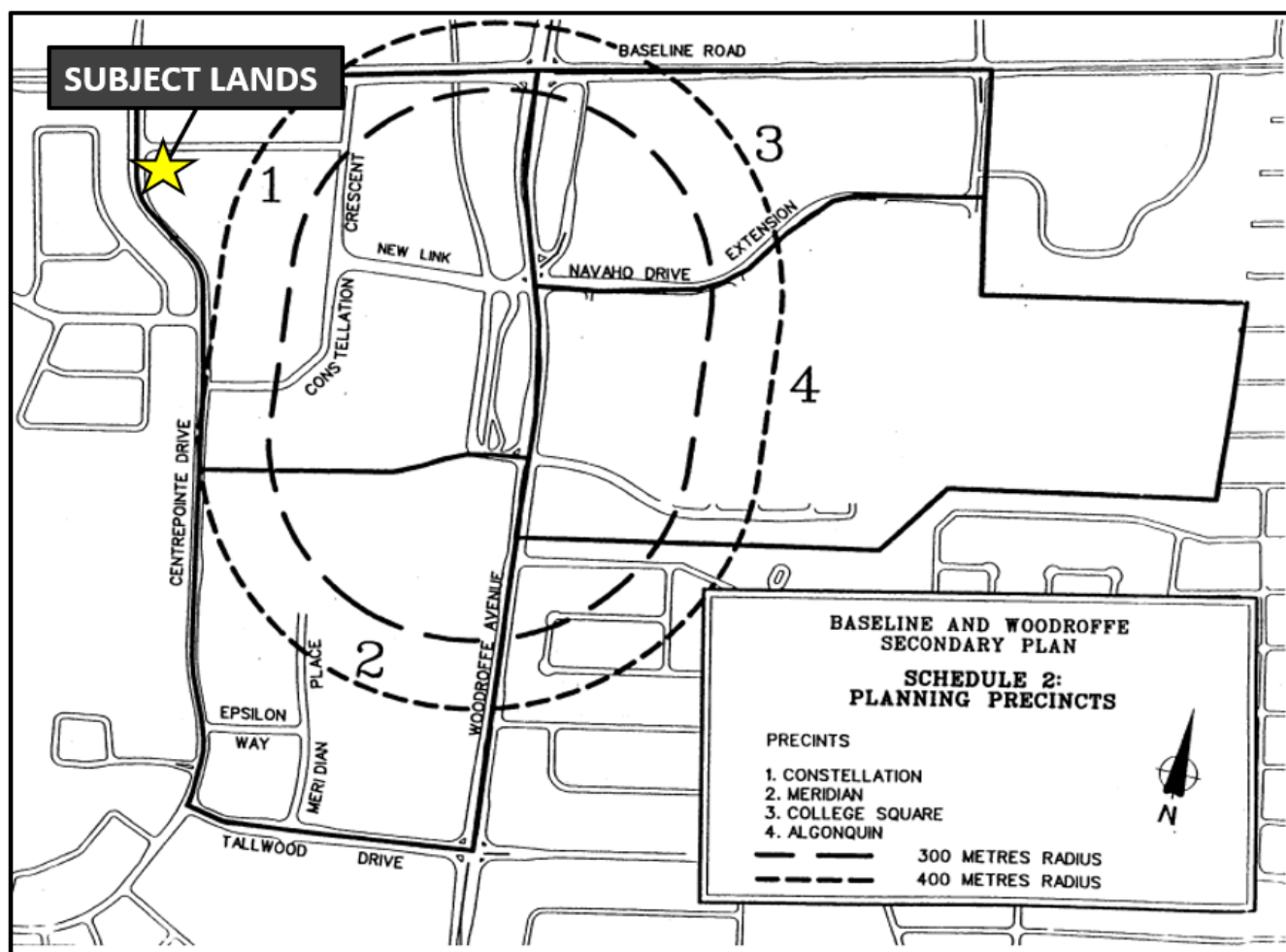


Figure 15. Baseline and Woodroffe Secondary Plan Schedule 2 - Planning Precincts.

Land use and urban design is discussed in Section 3.3 of the Plan. Schedule 2 of the Plan (Figure 15) identifies the planning precincts of the Secondary Plan area. The subject lands are located within the Constellation Precinct. The plan states that development on lands located within a 300-metre radius of the transit station should generally be developed at a Floor Space Index (FSI) of 1.0 and land outside of the 300-metre radius should be developed at an FSI of 0.4. The subject lands fall outside of the 300-metre radius and therefore are subject to the 0.4 FSI. However, the plan states that all precincts should be developed as integrated units which contain a mix of complementary uses, further detailed in the Precinct Policies.

It is undetermined whether or not the Baseline Woodroffe Primary Employment Centre Transportation Review Study was updated or if changing land use factors were considered in updating or reviewing the proposed densities and maximum FSI of the secondary plan. The proposed development would not meet the established FSI of 0.4 for the Constellation Precinct as the FSI of the proposed towers is 4.52.

Section 3.4.1 outlines the policies specific to the Constellation Precinct where the subject lands are located. This precinct is intended to accommodate the largest office component of the four precinct areas; however, residential uses are encouraged adjacent to existing residential dwellings along Centrepointe Drive. The policies further state that the Constellation Precinct has a development potential of approximately 111,000 square metres, not including the floor area of the existing secondary school and 400 housing units which can be supported by the transportation network.

The stated development potential of the Constellation Precinct includes 400 dwelling units and 111,000 square metres of Gross Floor Area (assuming the same GFA definition as the zoning by-law). The existing buildings in the precinct area total approximately 74,369.9 square metres of GFA (Figure 16), which does not include the Sir Guy Carleton High School as it is exempt. There is an additional 13,551.5 square metres of GFA planned for 2140 Baseline Road, however, this being a residential building, would be included in the 400-unit exemption as 271 dwelling units are proposed in that building. The proposed development at 19 Centrepointe Drive includes 34,113.7 square metres of GFA and 585 dwelling units, of which 129 units would be exempted as part of the 400 dwelling units. This results in only 26,591.6 square metres of GFA being counted as part of the precincts development potential. Including these exemptions and the proposed GFA of 19 Centrepointe Drive, the total development GFA of the Constellation Precinct would be approximately 100,961.5 square metres; therefore, remaining under the development potential cap contemplated in the secondary plan.

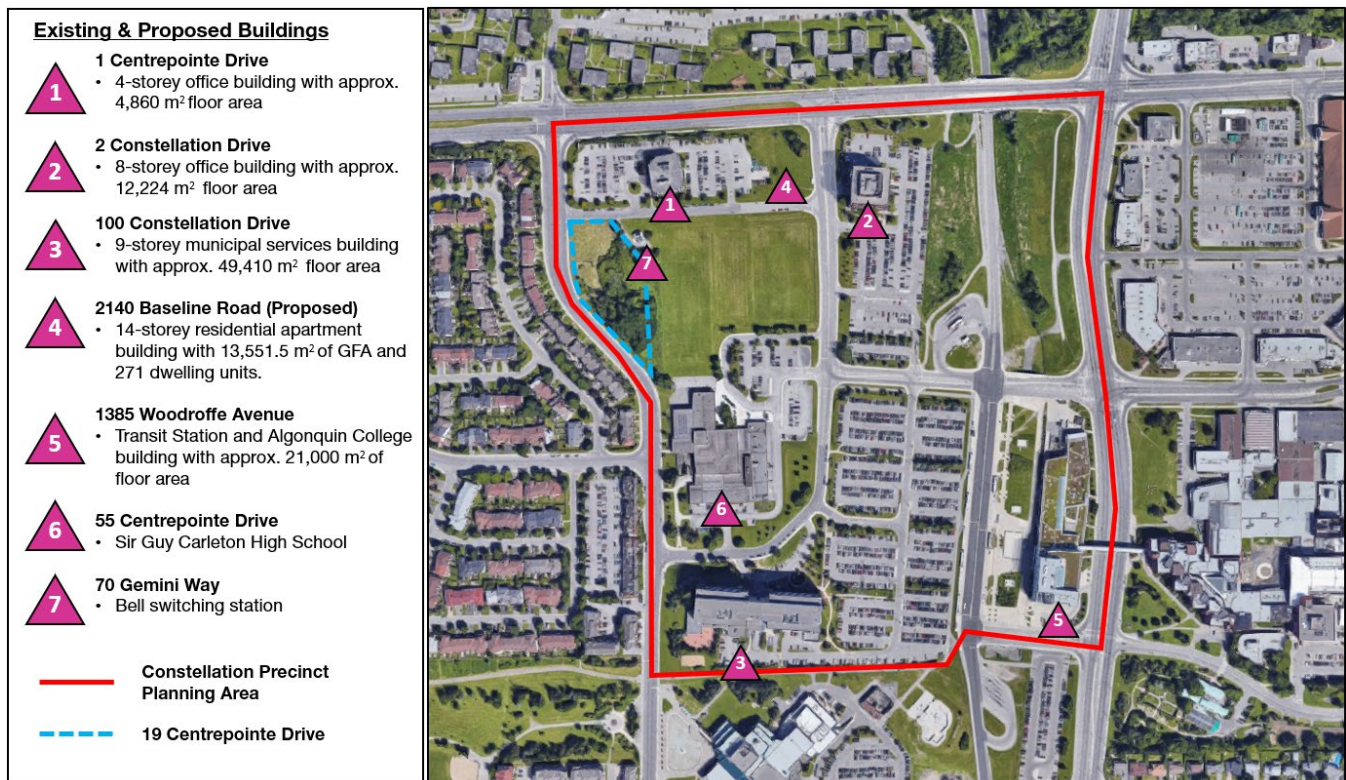


Figure 16. Existing and proposed buildings within the Constellation Precinct.

3.4.1 Proposed Amendment

Following discussions with City of Ottawa Planning staff, it was determined that an amendment to the secondary plan would be necessary to implement the development as proposed in conjunction with a zoning by-law amendment.

The Baseline Woodroffe Secondary Plan specifically states that: “Minor variations from numerical requirements in the Plan may be permitted without an amendment provided that the general intent of the Plan is maintained.” Though the proposed development meets the development potential cap for the Constellation Precinct of 111,000 square metres of GFA, it does not propose a Floor Space Index that meets the 0.4 FSI contemplated in the plan. Furthermore, the proposed FSI of 4.52 would not be considered a minor variation and thus requires an amendment to secondary plan. It is our opinion that this FSI cap is not in conformity with other established density policies of the City of Ottawa and does not contribute to good planning principles as established in the Provincial Policy Statement for the following reasons:

The Floor Space Index cap of 0.4 for lands outside of a 300-metre radius from the transit station does not represent a land use pattern and density that supports transit and active transportation, per policy 1.6.7.4 of the PPS. As the Baseline Rapid Transit Station currently serves as a Bus Rapid Transit station and is planned for light rail conversion as part of the south-west terminus of the Confederation Line, the lands around it will continue to be a transit supportive node. The Ontario Ministry of Transportation's Transit Supportive Guidelines states that transit nodes within a 5 to 10-minute walk of a transit station should meet the minimum densities in the table below:

Transit service type	Suggested minimum density
Basic Transit Service (One bus every 20-30 minutes)	22 units per ha / 50 residents & jobs combined
Frequent Transit Service (One Bus every 10-15 minutes)	37 units per ha / 80 residents & jobs combined
Very Frequent Bus Service (One bus every 5 minutes with potential for LRT or BRT)	45 units per ha / 100 residents & jobs combined
Dedicated Rapid Transit (LRT/BRT)	72 units per ha / 160 residents & jobs combined
Subway	90 units per ha / 200 residents & jobs combined

Figure 17. Ontario's Transit Supportive Guidelines' Suggested Minimum Densities.

If an FSI of 0.4 was implemented on the site at 19 Centrepointhe Drive, it could be developed as follows:

$0.75479 \text{ hectares} \times 0.4 \text{ FSI} = 0.30 \text{ hectares} = 3,019 \text{ m}^2 \text{ building footprint at 1-storey}$

Or, a building footprint of 754.75 m^2 at 4-storeys

Assuming 85% efficiency for Gross Floor Area, it would leave 641.5 m^2 of GFA per floor. If we maintain similar sized one (1) and two (2) bedroom units as is proposed in this application, that will allow for approximately 11 units per floor for a total of 44 units.

$44 \text{ units} / 0.75479 \text{ hectares} = 58 \text{ units/hectare}$

This density is below the 72 units/hectare suggested minimum density to support BRT and LRT. Though it is recognized that these are only suggested minimum densities and not an official target established by the City of Ottawa, the City of Ottawa has established its own set of prescribed densities within the Official Plan. Section 2.2.2 of the Official Plan contemplates intensification as well as how and where it should be implemented. Policy 5 of Section 2.2.2 identifies minimum density targets for target areas within the City of Ottawa, including Mixed-Use Centre such as the Baseline-Woodroffe area. The minimum density target for Baseline-Woodroffe is listed as 200 people and jobs per gross hectare. Using the calculations above as a basis for density, we can determine the minimum density of a development at 0.4 FSI as follows:

Building footprint of 754.75 m^2 at 4-storeys with 44 dwelling units total.

Assuming 1.7 persons per household for an apartment building that has fewer than 5-storeys, based on Stats Canada's 2016 Census information on average household size for the City of Ottawa:

44 dwelling units x 1.7 persons per dwelling = 74.8 or 75 persons per hectare

Once again, the maximum 0.4 FSI cap would result in densities that are below a transit supportive density. The densities contemplated in the City of Ottawa's Official Plan are not able to be met based on the 0.4 FSI cap established in the Baseline Woodroffe Secondary Plan.

Additionally, a number of Transit Oriented Development plans and studies have been completed or are in the process of being completed within the City of Ottawa. These plans generally contemplate minimum densities in the range of 200 to 400 people and jobs per gross hectare.

Policy 6 of Section 2.2.2 of the Official Plan contemplates the minimum density targets stated in table 2.3 as follows: "All new development within the boundaries of the intensification target areas listed in Figure 2.3 will be required to meet the minimum density targets. Higher or lower densities may be permitted in a secondary plan for a target area where that Plan that re-allocates density among sites to achieve the overall objective of people and jobs. Where phased development is proposed the proponent must demonstrate how the density target will be achieved at build out. Where implemented through secondary plans and zoning, the targets in Figure 2.3 will be converted from gross density to net density and from people and jobs per hectare to dwelling units and gross floor area equivalents."

This policy is in place to recognize that some areas surrounding transit stations are already developed at different densities, whether higher or lower, and in order to achieve the density targets of the entire planning area, site by site application of higher or lower densities may be required.

The proposed development at 19 CentrepoinTE Drive would introduce FSI and densities at the following rates:

$$\begin{aligned}\text{FSI} &= \text{GFA} / \text{Total Site Area} \\ \text{FSI} &= 34,113.7 \text{ m}^2 / 7,547.9 \text{ m}^2 \\ \text{FSI} &= 4.52\end{aligned}$$

Assuming 1.6 persons per household for an apartment building that has 5 or more storeys, based on Stats Canada's 2016 Census information on average household size for the City of Ottawa:

$$\begin{aligned}585 \text{ proposed dwelling units} \times 1.6 &= 936 \text{ total persons} \\ 7,547.9 \text{ m}^2 &= 0.75479 \text{ hectares}\end{aligned}$$

$$\begin{aligned}\text{Density in persons per gross hectare} \\ &= 936 \text{ persons} / 0.75479 \text{ ha} \\ &= 1240 \text{ persons per gross hectare}\end{aligned}$$

$$\begin{aligned}\text{Density in dwelling units per gross hectare} \\ &= 585 \text{ dwelling units} / 0.75479 \text{ ha} \\ &= 775 \text{ dwelling units per gross hectare}\end{aligned}$$

Recognizing that the Baseline Woodroffe Secondary Plan area has already developed to varying degrees and there are several large landowners and institutional uses that are unlikely to change in the near future such as Algonquin College, the Sir Guy Carleton High School and its grounds, Mary Pitt Centre, or the College Square Mall. There are very limited opportunities for properties that can be developed and can contribute to transit supportive densities for the planning area. The subject lands at

19 Centrepointhe Drive are one of the few undeveloped sites within the Constellation Precinct of the Secondary Plan, as demonstrated in Figure 18 below:



Figure 18. Developed areas within the Constellation Precinct of the Baseline Woodroffe Secondary Plan.

The largest of the undeveloped lands includes the transitway lands at Baseline Road and Woodroffe Avenue, however, a portion of these lands are currently used for bus rapid transit and have pathways for pedestrians. Their viability as development ready lands in the future is also unlikely as the LRT is planned to be extended through these lands to Baseline Station. It can also be contemplated that the large parking lot areas surrounding the station could see redevelopment at some point in the future, though this will depend on a number of factors and will also take several years.

The proposed development at 19 Centrepointhe Drive seeks to introduce an FSI and density above what the Baseline Woodroffe Secondary Plan contemplates, however, as discussed above, the FSI and density proposed are in conformity with provincial guidelines for transit oriented development and meet the policies of the Official Plan. Though it is important to recognize the policies of the Secondary Plan, in this instance they are outdated and it is our opinion that the policies of the Official Plan are more appropriate for guiding and controlling development within this planning area.

Furthermore, the existing zoning on the property being MC[2007] F(3.0) S299 already contemplates a more appropriate FSI of 3.0 which was the result of previous zoning by-law amendment approvals in 2002 and 2012. At the time of application in 2002, the FSI was approved for an increase from 0.5 to 2.5 and the maximum permitted height increased from 18.3 metres to 30 metres which was carried forward into the new comprehensive zoning by-law as part of the City of Ottawa's review in 2003. The second application in 2012 was approved to allow an FSI of 3.0 and an increase in maximum permitted height from 30 metres to

The Secondary Plan's FSI cap of 0.4 for the subject lands should be removed altogether to permit transit supportive densities on a property that can accommodate appropriate intensification and meet the City of Ottawa's targets for intensification.

3.5 Urban Design Guidelines for Transit Oriented Development

Transit Oriented Development (TOD) is generally considered to be medium or high-density development within 600 metres walking distance of a rapid transit stop or station. Given that the subject lands are within approximately 415 metres of an existing rapid transit stop at Baseline, the following guidelines are applicable and have been met by the proposed design, among others:

- / Provide transit supportive land uses within a 600-metre walking distance of a rapid transit stop or station. Transit-supportive land uses encourage transit use and transportation network efficiency as they:
 - Establish high residential and/or employee densities;
- / Create a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally, thereby reducing the need to travel. Elements include a variety of different housing types, employment, local services and amenities that are consistent with the policy framework of the Official Plan and the City's Zoning By-Law. The mix of different uses can all be within one building and/or within different buildings within close proximity of one another;
- / Locate buildings close to each other and along the front of the street to encourage ease of walking between buildings and to public transit. Coordinate the location and integration of transit stops and shelters early in the design process to ensure sufficient space and adequate design;
- / Step back buildings higher than 4 to 5 storeys in order to maintain a more human scale along the sidewalk and to reduce shadow and wind impacts on the public street;
- / Create highly visible landmarks through distinctive design features that can be easily identified and located. For example, taller buildings can create a landmark location because they stand out on the skyline;
- / Set large buildings back between 3.0 and 6.0 metres from the front property line, and from the side property line for corner sites, in order to define the street edge and to provide space for pedestrian activities and landscaping;
- / Provide architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians;
- / Use clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order provide ease of entrance, visual interest and increased security through informal viewing;
- / Provide convenient and attractive bicycle parking that is close to building entrances, protected from the weather, visible from the interior of the building and that does not impede the movement of pedestrians;
- / Locate parking lots to the rear of buildings and not between the public right-of-way and the functional front of the building. For buildings on corner sites, avoid locating parking lots on an exterior side;
- / Encourage underground parking or parking structures over surface parking lots. Locate parking structures so that they do not impede pedestrian flows and design them with active street-level facades, including commercial uses and/or building articulation, non-transparent windows or soft and hard landscaping;

The proposed development incorporates many of the TOD urban design recommendations listed above and will contribute a transit supportive building and streetscape to this portion of Centrepointhe Drive.

3.6 Urban Design Guidelines for High Rise Buildings

The City of Ottawa's Urban Design Guidelines for High-rise Buildings was approved by City Council on May 23, 2018 and provides recommendations for urban design and guidelines to be used during the review the review of development proposals. The proposed development meets the following recommendations, among others:

- / When a proposed high-rise building abuts lots where only low-rise residential buildings are permitted, the lot should be of sufficient width or depth to establish the desirable transition:
 - in the Central Area and the emerging downtown districts the lot should be of sufficient size to establish a minimum 20m tower setback from the abutting low-rise residential properties
- / Enhance and create the overall pedestrian experience in the immediate surrounding public spaces (including POPS) through the design of the lower portion, typically the base, of the building, which:
 - fits into the existing urban fabric, animates existing public spaces, and frames existing views; and
 - creates a new urban fabric, defines and animates new public spaces, and establishes new views.
- / Additional height may be appropriate through the provision of step backs and architectural articulation, particularly on wider streets and deeper lots.
- / The ground floor of the base should be animated and highly transparent. Avoid blank walls, but if necessary, articulate them with the same materials, rhythm, and high-quality design as more active and animated frontages.
- / Step back the tower, including the balconies, from the base to allow the base to be the primary defining element for the site and the adjacent public realm, reducing the wind impacts, and opening skyviews:
 - a step back of 3m or greater is encouraged.
 - the minimum step back, including the balconies, should be 1.5m; and
 - where development lots are very narrow (less than 30m), such as in the Central Area and emerging downtown districts, and a step back is difficult to achieve, use various design techniques to visually delineate the tower from the base (Figure 2-16). Use other measures to mitigate shadow and wind impacts.
- / Articulate the tower with high-quality, sustainable materials and finishes to promote design excellence, innovation, and building longevity, including:
 - orienting and shaping the tower to improve building energy performance, natural ventilation, and daylighting;
 - articulating the facades to respond to changes in solar orientation, wind effects, and context.
- / Integrate roof-top mechanical or telecommunications equipment, signage, and amenity spaces into the design and massing of the upper floors.

The proposed development generally meets the recommendations of the Urban Design Guidelines for High Rise Buildings. The proposed development provides adequate tower separation in addition to appropriate transition to low-rise residential areas.

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

The subject lands are currently zoned 'MC[2007] F(3.0) S299 – Mixed Use Centre, Exception 2007, Floor Space Index Cap of 3.0, Schedule 299' (Figure 19). As part of the prior application for a zoning amendment and the subsequent approval in 2012, the zoning on site was amended from 'MC F(2.5) H(30) – Mixed Use Centre, Floor Space Index Cap 2.5, Maximum Height 30 metres' to its current zoning.



Figure 19. Existing zoning at 19 Centrepoin Drive.

As part of the prior zoning amendment, site-specific exception number 2007 was added to the zoning to address the following:

- / maximum building heights as per Schedule 299,
- / no parking is required for the first 350 square metres of gross floor area for a restaurant,
- / an outdoor commercial patio may be located within 15 metres of a residential zone and is not required to be screened and physically separated from the residential zone by a building, structure, fence or wall that is at least 2 metres in height
- / uncovered, unenclosed platforms where the walking surface is not higher than 1.5 m above adjacent grade,
- / no maximum projection into a required yard and no minimum setback from a lot line.

Figure 20 below is Schedule 299, which demonstrates the maximum permitted building heights on the subject lands. The maximum building heights reflected in Schedule 299 correspond to the proposed heights of the previous development proposal, which was approved in 2013.

An apartment dwelling, high-rise is a permitted use in the Mixed-Use Centre zone.

The table below demonstrates a comparison of the existing zoning provisions applicable to the subject lands and what is proposed as part of this application:

Zoning Mechanism	Mixed-Use Centre [2007] F(3.0) S299	Proposed	Compliance
Minimum Lot Area	No minimum	7,547.9 m ²	✓
Minimum Lot Width	No minimum	Irregular	✓

Zoning Mechanism	Mixed-Use Centre [2007] F(3.0) S299	Proposed	Compliance
Minimum Front and Corner Side Yard	(iii) other cases; no minimum	Front: 3.743 m Corner: 3.414 m	✓
Minimum Interior Side Yard Setback	(iii) other cases; no minimum	3.005 m	✓
Minimum Rear Yard Setback	(iii) other cases; no minimum	45.053 m	✓
Maximum Floor Space Index	FSI = 3.0	4.52	✗
Maximum Building Height	Per Schedule 299	Tower A: 69 m Tower B: 81 m Tower C: 75 m	✗
Minimum Required Resident Parking (Area C)	After the first 12 residential units, 1.2 spaces per dwelling unit = 585 units x 1.2 spaces = 702 parking spaces	405 spaces	✗
Minimum Required Visitor Parking (Area C)	0.2 per dwelling unit = 585 units x 0.2 spaces = 117 spaces	117 spaces	✓
Minimum Parking Space Dimensions	2.6 m x 5.2 m	2.6 m x 5.2 m	✓
Aisle and Driveway Provisions	6 m for parking garage aisles	6 m	✓
Minimum Number of Bicycle Parking Spaces	0.5 per dwelling unit = 585 units x 0.5 spaces = 293 spaces	312 spaces	✓
Minimum Required Private Amenity Area	6 m ² per dwelling unit = 585 units x 6 m ² = 3,510 m ² Aggregated into areas of up to 54 m ² , and where more than one aggregated area is provided, at least one must be a minimum of 54 m ²	5,817 m ²	✓
Minimum Required Communal Amenity Area	A minimum of 50% of the required total amenity area = 1,755 m ²	3,457 m ²	✓
Minimum Width of Landscaped Area	No minimum, except that where a yard is provided and not used for required driveways, aisles, parking, loading spaces or outdoor commercial patio, the whole yard must be landscaped.	Landscaped Open Space on Site: 52.1% or 3,932.1 m ²	✓

Zoning Mechanism	Mixed-Use Centre [2007] F(3.0) S299	Proposed	Compliance
Landscaping Provisions for Parking Lots	<p>A minimum of 15% of the area of any parking lot, whether a principal or an accessory use, must be provided as perimeter or interior landscaped area comprised of the following:</p> <ol style="list-style-type: none"> 1. a landscaped buffer must be provided between the perimeter of the parking lot and a lot line in accordance with Table 110. A driveway may cross the landscaped buffer; and 2. in addition to the landscaped buffer, interior landscaping may be provided including various landscaped islands, landscaped medians, pedestrian pathways or public plazas to meet the minimum 15% requirement <p>Minimum width of a landscape buffer of a parking lot, for a parking lot containing 10 or fewer spaces:</p> <p>Abutting a street = 3 m Not abutting a street = None</p>	<p>1.575 m setback buffer at surface parking lot</p> <p>52.1% of the lot is landscaped, including the medians, pathways, public spaces, etc.</p>	✓

Additionally, as multiple buildings are planned on one lot, the Planned Unit Development provisions of Section 131 apply:

Zoning Mechanism	Requirement: Section 131 - Planned Unit Development	Proposed	Compliance
Minimum Width of Private Way	6 m	6 m	✓
Minimum Setback for any Wall of a Residential Use Building to a Private Way	Notwithstanding any front yard setback requirement associated with any zone or subzone, the minimum setback for any wall of a residential use building to a private way is 1.8 metres	N/A, no private way proposed	✓
Minimum Setback for any Garage or Carport Entrance from a Private Way	5.2 m	N/A, no private way proposed	✓ ✓
Minimum separation area between buildings within a	(a) where the height of abutting buildings within the PUD is less than or equal to 14.5 metres	1.2 m	20.324 m between Tower A and B ✓

planned unit development	(b) all other cases	3 m	21.452 m between Tower B and C	
Parking		<p>(a) In addition to providing parking pursuant to Section 100 of this by-law, parking within a planned unit development may be located anywhere within the development, whether or not the development parcels within the planned unit development are severed.</p> <p>(b) Required visitor parking may be provided as parallel parking on a private way, provided the private way has a minimum width of 8.5 metres.</p>	Shared underground parking located within the development, 10 surface parking spaces	✓
Landscaping and Parking		<p>(a) In the case of a planned unit development consisting of detached, linked-detached, semi-detached, three-unit or townhouse dwellings, or any combination thereof, all lands located between the dwelling unit or oversize dwelling unit, the extension of the main wall of the dwelling unit or oversize dwelling unit, and the private way are to be landscaped with soft landscaping, other than the area used for a driveway leading to the dwelling unit's associated parking space, garage or carport.</p> <p>(b) In no case may any dwelling unit or oversize dwelling unit located within a planned unit development that has its own driveway leading to its associated parking space, garage or carport have a driveway that is wider than the associated parking space, garage, or carport. Furthermore, the remaining area between the dwelling unit or oversize dwelling unit and the private way must be landscaped with soft landscaping, with the exception of a walkway of no more than 1.25 metres in width.</p>	N/A	✓

The City of Ottawa has recently proposed a set of zoning provisions for high-rise buildings, however, these provisions have yet to be enacted as they are currently under appeal. The provisions are listed in the table below.

Proposed Provisions		Properties Zoned Mixed-Use Downtown (MD) (outside of Lyon/Wellington/Elgin/Gloucester- see graphic below)	Area A Outside MD Zone but within Greenbelt (includes Blackburn Hamlet and Bells Corners- see graphic below)	Area B Properties Located Outside Greenbelt
Minimum Lot Area	Corner Lot	900 m ²	1,150 m ²	1,350 m ²
	Interior Lot	1,350 m ²	1,350 m ²	1,800 m ²
Definition of Tower		That portion of a building over 6 storeys	That portion of a building over 9 storeys or a height equal to the width of the widest public street abutting a lot line, whichever is less	
Minimum Interior Side and Rear Yard Setbacks for a Tower		7.5 m	10 m	11.5 m
Minimum Separation Distance Between Towers on the Same Lot		15 m	20 m	23 m

The proposed development is located within Area A. The proposed interior side yard tower setbacks are 5.263 metres for the interior side yard and 45.053 metres for the rear yard. Though the rear yard setback meets the proposed requirement, the interior side yard setback would not be met. It should be noted, however, that the setbacks do not account for properties with non-residential uses or that are zoned for non-residential uses such as the abutting school site and hydro station. In this instance, a minimum 10-metre interior side yard setback would be excessive as no residential uses or high-rise towers are permitted on the adjacent properties nor are they likely to redevelop with high-rise residential uses. Additionally, the lot area is well over the minimum requirement at 7,547.9 square metres. Tower separation distances are proposed at 20.324 metres between Tower A and Tower B and 21.452 metres between Tower B and Tower C.

3.7.1 Proposed Zoning By-law Amendment

The following requirements of the applicable zoning are requested to be amended as part of this application:

- / To remove the Floor Space Index cap.

As discussed above regarding the secondary plan amendment, given that the proposed secondary plan amendment seeks to remove the FSI caps altogether, we are also seeking removal of the 3.0 FSI cap from the site-specific zoning provisions of the applicable Mixed-Use Centre [2007] F(3.0) S299 zoning under the same rationale.

- / Revise Schedule 299 to reflect the newly proposed maximum building heights.

Schedule 299 should be amended to reflect the newly proposed heights of each tower, being: Tower A at 69 metres, Tower B at 81 metres, and Tower C at 75 metres.

- / To permit 405 resident parking spaces when 702 resident parking spaces are required.

Given the transit-oriented nature of the development and its proximity to the Baseline Transit Station and the planned LRT extension, an effort should be made to encourage transit ridership within the development and a reduced parking rate would help achieve this. An excess of bicycle parking is provided to offset some of the reduced private vehicle parking. A total of 117 visitor parking spaces, meeting the requirement, are provided to prevent any potential spill over of visitors into nearby residential areas.

Additionally, Section 4.2 of the secondary plan outlines the criteria of which applications for zoning by-law amendments should meet in order to be recommended for approval:

- / conform with the policies and designations of this Secondary Plan; and,
- / are supported by a traffic impact and parking studies acceptable to the City; and,
- / have considered the appropriateness of various Transportation Demand Management measures; and,
- / can be provided with adequate services and facilities as required by the policies of this Plan; and,
- / are not premature and are in the best interest of the municipality; and,
- / comply with the Urban Design Policies of this Plan.

All of these provisions have been met as discussed above in this report.

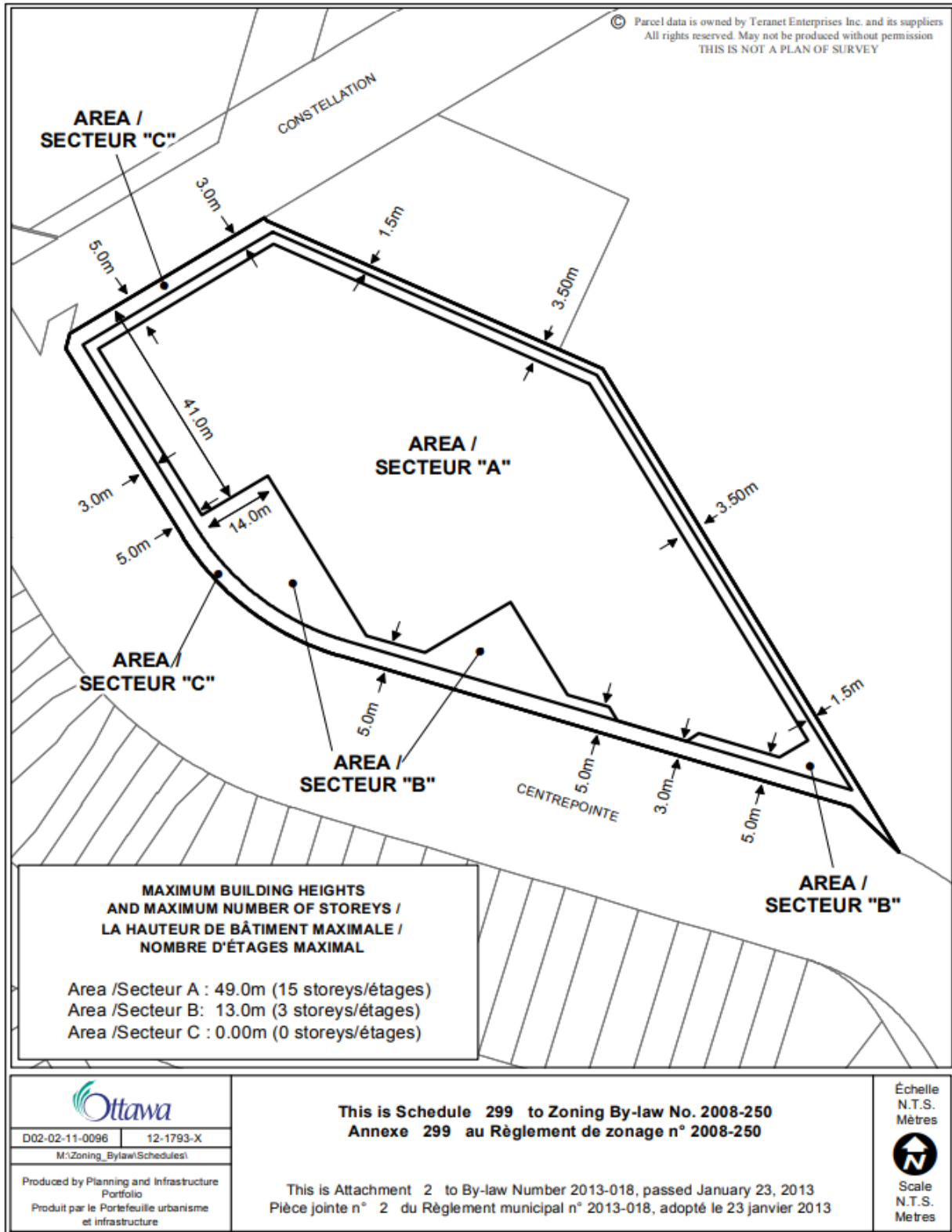


Figure 20. Schedule 299 - Maximum Building Heights at 19 CentrepoinTE Drive.

4.0 Design Brief

4.1.1 Analysis of Existing and Planned Context

The existing urban fabric around the subject lands can be characterized as relatively diverse in its typology. For example, within a 50-metre radius of the property are a secondary school with fields for recreation, a utility hydro station, low-rise residential dwellings, and a 4-storey commercial office building. Beyond that, if we examine uses within the Baseline and Woodroffe Secondary Plan planning area, the diversity increases even more. The College Square Mall, Algonquin College Campus, Baseline Rapid Transit Station and Transitway, the Provincial Courthouse at the Mary Pitt Centre, and the City of Ottawa offices at Ben Franklin Place are all examples of major, diverse land uses in this area. Furthermore, essentially all of these uses are locked into their locations and will likely not be re-locating, particularly as Phase 2 of the LRT construction will extend to Baseline Station. As a result, there are a limited number of vacant or underutilized sites within the secondary planning area that will be developed or re-developed in the coming years (Figure 21).



Figure 21. Developed areas within the Constellation Precinct of the Baseline Woodroffe Secondary Plan.

4.1.2 Comparing to Previously Approved Design

In 2011, an application for a Zoning By-law Amendment (D02-02-11-0096) was submitted by Richcraft Homes to amend the zoning of the subject lands to permit a two (2) tower design at 22 and 24-storeys respectively. The amendment was required to permit an increase in height from 30 metres to 74 metres and to permit a Floor Space Index (FSI) of 3.0 when 2.5 was permitted. Following a submission to the Urban Design Review Panel at the time, the proposed development was revised to three (3) 15-storey towers. A Zoning By-law Amendment was still required in order to permit an increase in height from 30 metres to 49 metres and an increased FSI from 2.5 to 3.0 in addition to a number of site-specific exceptions. Figure 22 below demonstrates the 2012 approved site plan against the proposed site plan included as part of this application.

Though the general configuration of the site and towers remains consistent, a number of key differences are reflected in the current proposed design, notably:

- / The tower heights are increased from 15-storeys to 22, 26, and 24-storeys respectively.
- / The 3-storey podium is reduced in size and no longer spans the three (3) buildings. The addition of pedestrian pathways, terraces, and the courtyard deck area being proposed between Tower B and Tower C has broken up the podium and reduced the massing at the ground level.
- / Ground floor accessible townhouses were proposed as part of the 2012 approval, however, the plans also included a commercial component on the ground floor that would host a coffee shop and outdoor patio space fronting onto Centrepointhe Drive. A commercial component is no longer being contemplated as part of the current proposed design and the townhouse units have been replaced with apartment units that are directly accessible from individual ground floor entrances, which add to the pedestrian oriented nature of the site. Steps and landings for each entrance are provided and create an interface at the street level.
- / Access to the site continues to be proposed from Gemini Way and the configuration of the access to the front entrance and parking garage remains similar to the previous site plan.
- / Several outdoor amenity areas are proposed in the latest design, resulting in significantly more space for use by residents on the site. This includes an outdoor deck area at the upper levels of each tower, a large courtyard deck between Tower B and C, pathways and linkages within the site, and a smaller courtyard between Tower A and B with landscaping elements.
- / Much of the trees and landscaping remains the same, however, the current design incorporates trees within some of the amenity spaces of the development, such as the courtyards between towers.
- / The current proposal demonstrates a slight rotation the towers so that they are oriented more towards Centrepointhe Drive and provide a better interface with the public realm. Tower A remains in approximately the same configuration as the 2012 design.
- / Materials and architectural elements have changed slightly, as demonstrated in Figure 23. The current design proposes simple white and grey contrasting for the materials and utilizes glass to accentuate portions of the building.
- / Balconies are varied as cantilevered balconies and punched in balconies are proposed as part of the new design to create articulation and variation on the facades of the towers.



Figure 22. Concept plan demonstrating previously approved site plan compared to proposed.



Figure 23. Renderings of the previously approved design and the current development proposal.

5.0 Supporting Studies

5.1 Pedestrian Level Wind Study

The results of the Wind Study prepared by Gradient Wind demonstrate that wind comfort conditions at grade are predicted to be moderately windy during the summer season and windy during the colder seasons but nevertheless acceptable for all anticipated uses throughout the year. The terrace area above the podium of Tower B is mostly suitable for seating during the summer season and the roof areas of the Towers are generally acceptable for sitting at least 75% of the time in most areas with slightly lower percentages during the colder months. It is proposed that 1.8-metre-high wind barriers be installed at the rooftops to mitigate wind conditions and increase comfort levels in addition to other techniques which can be further explored at the site plan stage. No areas surrounding the subject site at grade level were found to experience conditions that could be considered uncomfortable on a seasonal basis, or dangerous on an annual basis.

5.2 Sun Shadow Study

The Sun Shadow Study prepared by RLA demonstrates that minimal shadow impacts are anticipated to the low-rise residential dwellings across Centrepointhe Drive. The siting of the subject lands, configuration of the lot, and orientation of the towers all contribute to lessened impacts. There are some minor shadowing impacts in the early morning to a small number of homes on Centrepointhe Drive, however, at all other times and throughout all seasons, the majority of the shadows fall north towards commercial uses and Baseline Road or east towards the Sir Guy Carleton SS property.

5.3 Assessment of Adequacy of Public Services

The Assessment of Adequacy of Public Services Report prepared by David Schaeffer Engineering Ltd. (DSEL) concluded that the existing municipal water and sewer infrastructure have the capacity to accommodate the proposed development. The report contemplates that storm water retention via rooftop, surface and subsurface storage may be required to meet the stormwater management objectives in addition to stormwater quality controls at the outlet. The proposed development can be accommodated based on existing capacities and proposed mitigation measures.

5.4 Phase I ESA

An update to the Phase I Environmental Site Assessment was completed by Paterson Group and the results of the investigation indicate that the currently vacant, undeveloped property did not host any potentially contaminating activities on site or within the study area and consequently no further investigations are recommended.

5.5 Transportation Impact Assessment

A Transportation Impact Assessment was prepared by CGH Transportation to assess the transportation network's capacity for the proposed development and the new users of the site. From a network impact analysis standpoint, the proposed development can be supported through a few measures such as improved pedestrian connectivity towards Baseline Station are proposed. Additionally, supportive TDM measures suitable for this site include on-site trip coordination for residents, transit and active transportation maps, 1-year transit passes for new residents, unbundling of parking from rental and purchase costs, providing secure bicycle parking spaces and permanent bike repair stations, providing car share services, and providing separated areas for short-term and long-term parking.

Conclusion

It is our professional opinion that the proposed Zoning By-law Amendment and Official Plan Amendment application is appropriate, represents good planning, and is in the public interest.

The proposal is consistent with the Provincial Policy Statement (PPS) by providing efficient and appropriate development on lands within the urban boundary and in an intensification target area which can support transit and contributes to the range of housing options available in the CentrepoinTE Community.

The proposed development conforms to the Official Plan's vision for managing growth in the urban area and meets the policies for Mixed-Use Centres. The proposal responds to its context by proposing a development at transit supportive densities, as well as ensuring a built form transition along the street to abutting low-rise residential. The development meets the urban design and compatibility objectives, principles, and policies in Sections 2.5.1 and 4.11 of the Official Plan.

The proposed development meets the vast majority of applicable requirements of the Comprehensive Zoning By-law 2008-250. The requested amendments are appropriate and will not create undue negative impacts on the community or surrounding properties.

Supporting studies confirm that the proposal is functional and appropriate.

Sincerely,



Brian Casagrande, MCIP RPP
Partner



Nick Sutherland, M.PI, LEED GA
Planner