

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme
14 February 2019 / 14 février 2019**

**and Council
et au Conseil
27 February 2019 / 27 février 2019**

**Submitted on 1 February 2019
Soumis le 1er février 2019**

**Submitted by
Soumis par:**

**Lee Ann Snedden
Director / Directrice**

Planning Services / Services de la planification

**Planning, Infrastructure and Economic Development Department / Direction
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Contact Person / Personne ressource:

**Shoma Murshid, Planner II/ Urbaniste II, Development Review East / Examen des
demandes d'aménagement est**

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Ward: BEACON HILL-CYRVILLE (11)

File Number: ACS2019-PIE-PS-0011

SUBJECT: Zoning By-law Amendment – 2280 City Park Drive

OBJET: Modification au Règlement de zonage – 2280, promenade City Park

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for all of 2280 City Park Drive to be considered one lot for zoning purposes, and that its public road frontage shall be City Park Drive, and that part of 2280 City Park Drive be permitted a maximum height of 65 metres, as detailed in Document 2.**

2. 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 City Clerk and Solicitor's Office and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to Bill 73 'Explanation Requirements' at the City Council Meeting of February 27, 2019," 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 *Règlement de zonage (n° 2008-250)* afin que l'ensemble du 2280, promenade City Park constitue un seul lot aux fins de zonage et donne sur la voie publique « promenade City Park », et qu'une hauteur de bâtiment maximale de 65 mètres soit permise pour une partie du 2280, promenade City Park, comme l'indique le document 2.
2. 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 de l'avocat général 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 du projet de loi 73 », à la réunion du Conseil municipal prévue le 27 février 2019, 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.

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

2280 City Park Drive

Owner

Riocan Real Estate Investment Trust

Applicant

FoTenn (Paul Black)

Architect

Hobin Architecture Incorporated

Description of site and surroundings

The site is located on the south side of City Park Drive, abutting the Blair Transit Station, Blair Transit-Oriented Development (TOD) station (future LRT station), and Gloucester Centre to the east. Immediately south is an unconstructed multi-use pathway (MUP), the OC Transpo Transitway, Stage 1 of the Light Rail Transit (LRT) system, as well as Ottawa Road 174.

The site is approximately 2.8 hectares with 137 metres of frontage along City Park Drive. Currently, the site is occupied by a single storey restaurant pad, a 23-storey residential building that is under construction, and surface parking.

Summary of requested Zoning By-law amendment proposal

The overall site is zoned TOD and consists of three areas with different subzones and exceptions. Area A and Area B, as shown in Document 1, are seeking an amendment to its TD2 zone's maximum height provision from 60 metres to 65 metres. A further zoning amendment is being sought to Area A, B and C: that the site shall be considered one lot for zoning purposes and that the public road frontage for the entire site shall be City Park Drive. As there is no change in permitted density, no incremental changes in zoning are to be considered under Section 37 guidelines for this Zoning By-law amendment.

Brief history of proposal

In mid-2016, the subject property received a Zoning By-law amendment from General Mixed Use Zone to a Transit Oriented Development subzone in order to reflect the intent of the 2016 Council-approved Blair TOD Plan. The intent of the zoning is to encourage higher density development that reinforces the transit network and the long-term plan under the Blair TOD Plan. The same Zoning By-law amendment from 2016 also introduced Section 37 benefits into the Zoning By-law for the lands zoned

TD2[2350], or as shown as Area A in Document 1. A Site Plan Control was also approved in 2016 within Area C, as shown in Document 1, for a 23-storey residential building. Currently, there is an active Site Plan Control application for a 20-storey residential building on the lands shown as Area A.

The overall site is proposed to be redeveloped in phases, as shown in Document 3, Draft Master Site Plan, with multi-buildings consisting of either residential development or mixed-use development, in accordance with the Blair TOD Plan. The Blair TOD Plan sets out a vision for development intensification around Blair transit (TOD) station. The Blair TOD station is the eastern terminus of Stage 1 of the LRT system.

DISCUSSION

Public consultation

Notice of this application was carried out in accordance with the City's Public Notification and Consultation Policy. Three comments were received. One was an inquiry on the timing of the Section 37 payout. The second was concern about the lack of shade trees being proposed along City Park Drive. The final comment was an inquiry on the pricing for each of the rental units for Phases 1 and 2. Responses to these shall be provided under the concurrent Site Plan Control.

Official Plan designation

The property is designated Mixed-Use Centre, pursuant to Schedule B of the Official Plan. Mixed-Use Centres are strategically located with respect to transit stations and are characterized by transit-supportive land uses, including high-density residential and compatible mixed-use development. Compact development with high density residential in close proximity to offices and retail, and which provides opportunities for walking, cycling and transit, will be supported.

Other applicable policies and guidelines

Blair Transit Oriented Development Plan

On January 22, 2014, City Council approved a TOD plan for the land surrounding Blair LRT station, which includes the site at 2280 City Park Drive. The Blair TOD Plan, implemented through the Blair Secondary Plan, identifies and recommends opportunities for intensification within the Blair Station area, including increasing cycling facilities, improving street networks, identifying transit-supportive land uses, and identifying appropriate areas for increased height and density.

From these recommendations, a Transit Oriented Development (TD) zone was implemented on many properties within the TOD plan area, including portions of this site, with the highest redevelopment potential near Blair Station. The TD zoning includes minimum density requirement, maximum parking rates and minimum floor space indexes to support intensification that is consistent with the Blair TOD Plan and the policies for Mixed-Use Centres.

Transit-Oriented Development Guidelines

City Council approved the Transit-Oriented Development Guidelines in 2007 to provide guidance to assess, promote and achieve TOD within Ottawa. Components of development that the guidelines address include land use, site layout, built form, pedestrian and cycling connectivity, parking and streetscaping.

Urban design Guidelines for High-Rise Housing

The Urban Design Guidelines for High-Rise Housing are a tool used during the review of development proposals to promote and achieve appropriate high-rise development. The guidelines provide review tools with respect to context, built-form, pedestrian-scapes, public realm, open space, amenity areas, and site circulation and parking.

Urban Design Review Panel

The property is within a Design Priority Area and the Zoning By-law amendment application and Site Plan Control application was subject to the Urban Design Review Panel (UDRP) process. The applicant presented their proposal to the UDRP at a formal review meeting on October 4, 2018, which was open to the public. The panel's recommendations from the formal review of the Zoning By-law amendment and Site Plan Control applications, are as follows:

- Given the density proposed in the master plan (build-out), the Panel believes it is important that a children's playground and a play complex be integrated into the site.
- The Panel feels strongly that an internal physical connection from the proposed park area abutting City Park Drive to the MUP is needed.
- The Panel suggests increasing the prominence of the Phase 2 building's entrance on the MUP side.

Planning staff will continue to work with the applicant on addressing the panel's recommendations through the active Site Plan Control process.

Planning rationale

The Zoning By-law amendment is consistent with the policies of the Mixed Use Centres designation in the Official Plan and Blair TOD Plan. The Zoning By-law amendment will continue to promote compact, mixed-use development that contributes to walkable communities, with high density residential in close proximity to offices and retail.

The proposed increase in height will continue to meet the policies and height objectives, under the Blair Secondary Plan and Blair TOD Plan, provided the 65 metres will stay within 20 storeys. The requested increase in height is appropriate in this case.

The Zoning By-law amendment request that all three zones within 2280 City Park Drive be considered one lot for zoning purposes, and that its public road frontage be City Park Drive, is appropriate in this case. In Section 93 of the Zoning By-law there are provisions regarding "One Lot for Zoning Purposes" which states that a group of occupancies in a range of mixed-use zones, including General Mixed-Use Zone, Local Commercial Zone, Mixed-Use Downtown Zone, and others, that are designed, developed, and managed as a unit, whether by a single owner or by a group of owners or tenants acting in collaboration, are considered as one lot for zoning purposes. Several of the zones in which the "One Lot for Zoning" provision is currently applicable are zones where a mix of uses and compact development are encouraged (e.g. Mixed-Use and Mixed-Use Downtowns). The TD zone, being a newer zone, has not been added to this list, despite the TD zone having replaced the General Mixed Use Zone on several properties, within proximity to TOD stations in Ottawa. The proposed Zoning By-law amendment seeks to add a provision in the interim, that land shown as Area A, B and C, be considered one lot for zoning purposes, and that the public road frontage for the lot shall be City Park Drive. This is appropriate as the site has and is intended to function as one site, in that a group of occupancies will be designed, developed and managed as a unit, whether by a single owner or by a group of owners or tenants, acting in collaboration.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the Provincial Policy Statement, 2014.

RURAL IMPLICATIONS

There are no rural implications with this report.

COMMENTS BY THE WARD COUNCILLOR

Councillor Tierney is aware of the application and is in support of the Zoning Amendment.

LEGAL IMPLICATIONS

There are no legal impediments to the adoption of the recommendations in this report.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

ASSET MANAGEMENT IMPLICATIONS

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

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

Accessibility will be reviewed through the Site Plan Control and the building permit processes.

TERM OF COUNCIL PRIORITIES

This project address the following Term of Council Priorities:

TM3 – Integrate the rapid transit and transit priority network into the community

ES1 – Support an environmentally sustainable Ottawa

HD3 – Create new and affordable housing options

APPLICATION PROCESS TIMELINE STATUS

The application was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to workload volumes.

SUPPORTING DOCUMENTATION

Document 1 Location and Zoning Map

Document 2 Details of Recommended Zoning

Document 3 Draft Master Site Plan

Document 4 Phase 2 Site Plan

Document 5 Phase 2 Renderings

CONCLUSION

Planning staff support the requested Zoning By-law amendment as the proposal continues to support the Official Plan policies for Mixed-Use Centres and Blair TOD Plan. The proposed Zoning By-law amendment represents good planning. The Zoning By-law amendment is recommended for approval.

DISPOSITION

Legislative Services, Office of the City Clerk and Solicitor to notify the owner; applicant; Krista O'Brien, Tax Billing, Accounting and Policy Unit, Revenue Service, Corporate Services (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.

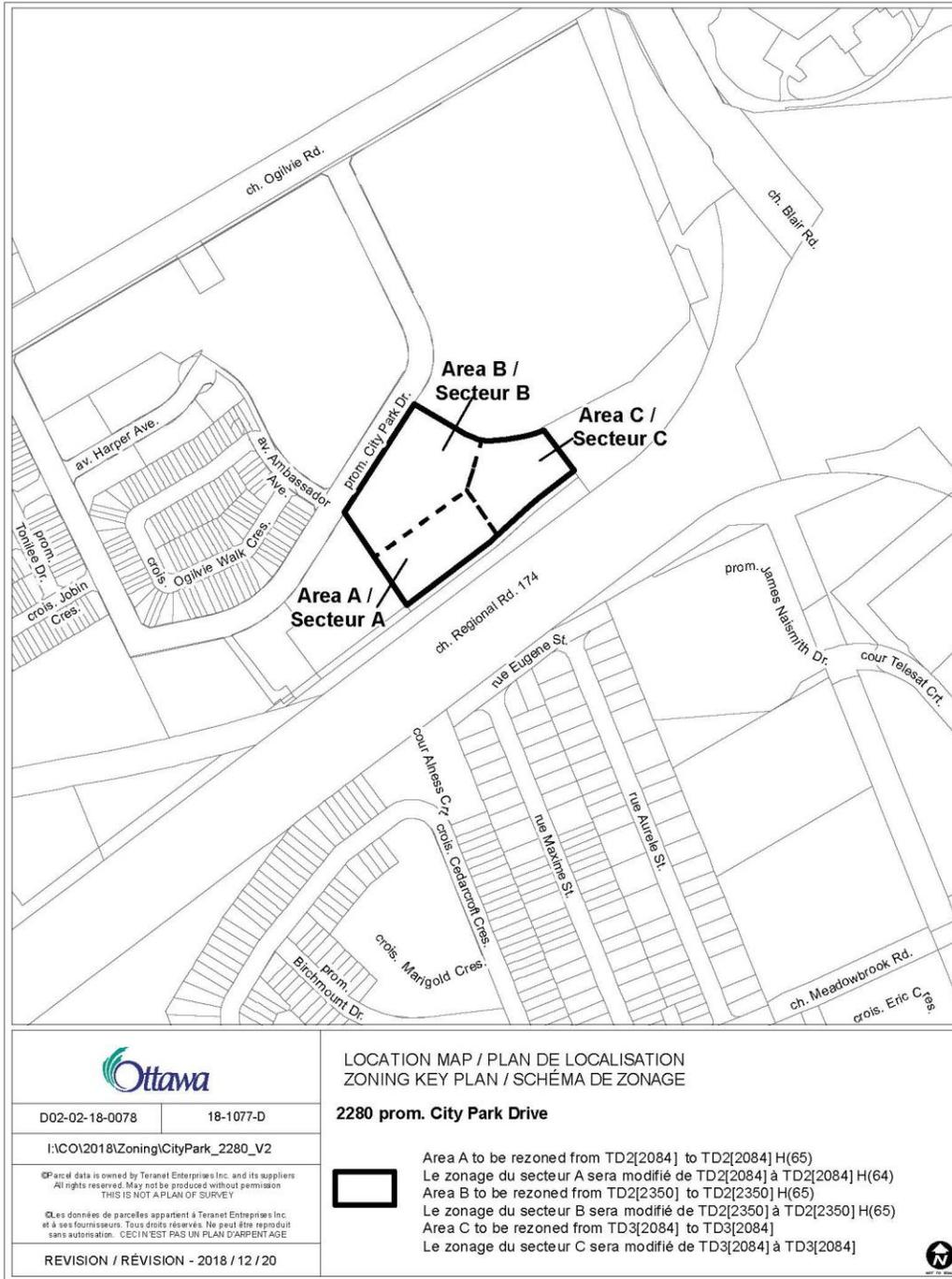
Legal Services, Office of the City Clerk and Solicitor to forward the implementing by-law to City Council.

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

Document 1 – Location Map

For an interactive Zoning map of Ottawa visit geoOttawa

The subject site is located on the south side of City Park Drive between Blair Station to the east and the transitway and Ottawa Road 174 to the south.

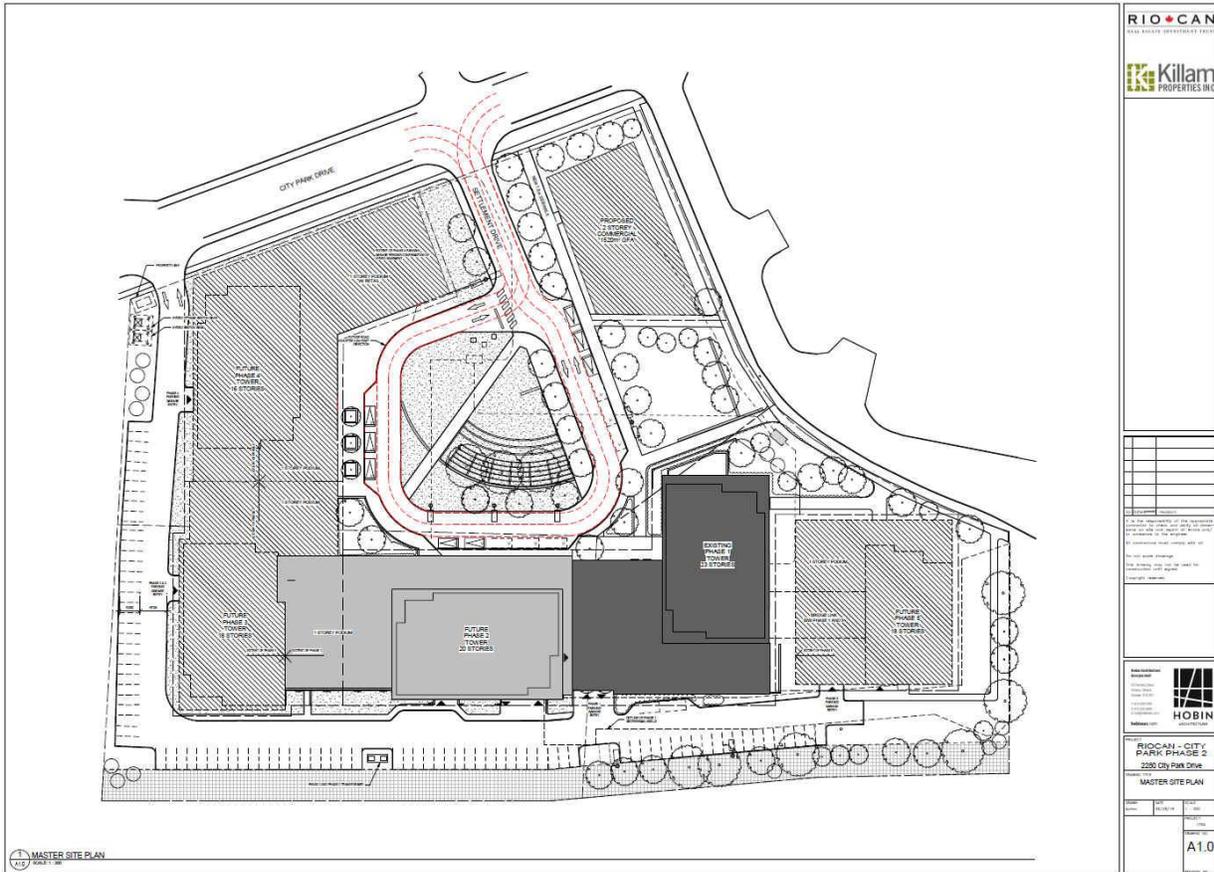


Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 2280 City Park Drive:

1. Rezone the lands shown on Document 1 as follows:
 - Rezone Area A from TD2[2084] to TD2[2084] H(65); and
 - Rezone Area B from TD2[2350] to TD2[2350] H(65).
2. Amend Section 239 – Urban Exceptions with provisions similar in effect to the following:
 - Add the following provisions to Column V to Exceptions [2084] and [2350]:
 - The lands zoned TD3[2084], TD2[2350], and TD2[2084] are one lot for zoning purposes;
 - The front lot line is the lot line abutting City Park Drive.

Document 3 – Draft Master Site Plan



Document 4 – Phase 2 Site Plan

3.3 PHASE 2 SITE PLAN

DEVELOPMENT STATS

Zoning: TD2[2350]
 Height: 20 storeys (64.4 metres)
 Units: 208
 Bachelors: 10 Units
 1 Bed: 112 Units
 1 Bed + Den: 9 Units
 2 Bedroom: 61 Units
 2 Bedroom + Den: 16 Units
 GFA: 14,522m² (156,256 sq.ft)
 Proposed Common Amenity Area:
 Interior: 607m²
 Exterior: 1,109m²
 Parking:
 190 interior spaces
 20 exterior spaces (visitors)

 Extent of Phase 2 Development



Document 5 – Phase 2 Renderings

