

4. Zoning By-law Amendment – 2190 Halifax Drive

Modification du *Règlement de zonage* – 2190, promenade Halifax

Committee recommendation

That Council approve an amendment to Zoning By-law 2008-250 for 2190 Halifax Drive to permit a 56.5-metre-high (17-storey) apartment building, as detailed in Document 2.

Recommandation du Comité

Que le Conseil approuve la modification apportée au *Règlement de zonage 2008-250* visant le 2190, promenade Halifax afin de permettre la construction d'un bâtiment résidentiel de 56,5 mètres de haut (17 étages), comme le précise le document 2.

Documentation/Documentation

1. Director's report, Planning Services, Planning, Infrastructure and Economic Development Department, dated November 26, 2019 (ACS2019-PIE-PS-0133)

Rapport de la Directrice, Services de la planification, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 26 novembre 2019 (ACS2019-PIE-PS-0133)

2. Extract of draft Minutes, Planning Committee, December 12, 2019
Extrait de l'ébauche du procès-verbal du Comité de l'urbanisme, le 12 décembre 2019

Report to
Rapport au:

Planning Committee
Comité de l'urbanisme
12 December 2019 / 12 décembre 2019

and Council
et au Conseil
29 January 2020 / 29 janvier 2020

Submitted on 26 November 2019
Soumis le 26 novembre 2019

Submitted by
Soumis par:

Lee Ann Snedden
Director / Directrice

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

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Ward: ALTA VISTA (18)

File Number: ACS2019-PIE-PS-0133

SUBJECT: Zoning By-law Amendment – 2190 Halifax Drive

OBJET: Modification du *Règlement de zonage* – 2190, promenade Halifax

REPORT RECOMMENDATIONS

1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 2190 Halifax Drive to permit a 56.5-metre-high (17-storey) apartment building, 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 Office of the City Clerk and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* 'Explanation Requirements' at the City Council Meeting of January 29, 2020," 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 la modification apportée au *Règlement de zonage 2008-250* visant le 2190, promenade Halifax afin de permettre la construction d'un bâtiment résidentiel de 56,5 mètres de haut (17 étages), comme le précise 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 soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux 'exigences d'explication' aux termes de la *Loi sur l'aménagement du territoire*, à la réunion du Conseil municipal prévue le 29 janvier 2020 », 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

2190 Halifax Drive

Owner

LS GP Inc.

Applicant

Marcel Denomme

Architect

Dredge Leahy Architects Inc.

Description of site and surroundings

The 4.36-hectare site is used for residential purposes and currently contains two 13-storey apartment buildings and 51 townhouse dwellings. The proposal retains all existing buildings on the site, but will modify the existing parking structures. The subject site is located on the corner of Walkley Road and Halifax Drive. The site is situated in the Elmvalle Acres community, directly to the east of Canterbury High School. To the south of the site on the opposite side of Walkley Road are lands used for employment purposes. To the north and west of the site, on the other side of Halifax Drive, is a low-rise residential neighbourhood.

Summary of requested Zoning By-law amendment proposal

The property is currently zoned Residential Fifth Density, Subzone B, Maximum Height 39 Metres (R5B H[39]). The R5 parent zone and R5B subzone permit a range of residential building forms, including apartment dwelling, high-rise. A companion Site Plan Control application is seeking to build a 17-storey, 202-unit residential apartment tower.

DISCUSSION

Public consultation

A public consultation was held on November 5, 2019 at the Jim Durrell Recreation Centre. At the meeting was Councillor Cloutier, the applicant (Marcel Denomme) and applicant's consultant (Miguel Tremblay), and the file lead (Kelby Lodoen Unseth). Six members of the community attended the meeting, with one comment sheet provided from the meeting. Comments and responses have been attached to this report under Document 3.

For this proposal's consultation details, see Document 3 of this report.

Official Plan designation

Schedule B of the Official Plan (OP) identifies the subject property as General Urban Area. The General Urban Area designation allows for a range of residential housing types. Taller buildings may be considered for site that front an arterial road, are located on a transit priority corridor, and are in an area characterised by taller buildings, or sites zoned to permit taller buildings. The property faces Walkley Road, which is identified as a cycling spine route under Schedule C, Bus Rapid Transit (BRT) route under Schedule D, and an Arterial Street under Schedule E.

Planning rationale

The Official Plan under Schedule B identifies the site as General Urban Area, which encourages a full range of housing types. Denser buildings should be located in areas that support the Rapid Transit and Transit Priority networks. As well, the distribution of appropriate building heights will be determined by the design and compatibility of the development with the surrounding existing context, with buildings clustered with buildings of similar height. The City supports compatible intensification within the urban boundary, including areas designated as General Urban Area. These areas are characterized by such locations as remediated brownfield sites or current or former parking lots and are considered underutilized.

The Residential Fifth Density Zone (R5) is designed to allow for a mix of housing types from single detached to mid-high-rise apartment dwellings, in areas designated as General Urban Area, in a manner which is compatible with the existing land use pattern.

As the site has existing height restrictions in excess of 30 metres, a high-rise apartment is considered a permitted use within the R5 zoning district.

The proposed development site is currently the site of a parking area, adjacent to an arterial roadway which is also identified as a cycling spine route and Bus Rapid Transit Corridor. The site is also characterized by two existing high-rise buildings, and as such, allows for the development of a high-rise building at this location. The proposal meets the Official Plan and Zoning By-Law policy as outlined above.

A companion Site Plan Control application (Application No. D07-12-19-0075) was also submitted for a 17-storey apartment tower, that could contain 202 residential units. The

Site Plan Control application reviews details of the proposal such as parking, lighting, landscaping, and accessibility details.

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 direct implications associated with this report.

COMMENTS BY THE WARD COUNCILLOR

Councillor Cloutier provided the following comments:

“I have heard concerns from residents about building height, traffic and transit connectivity. These concerns were received via email and comments heard at public meetings. The slight proposed height increase allows for more units to be made available to Ottawa’s rental market along a major arterial route, of which I am supportive.

I would like to see better transit and quick extensions of the planned Bus Rapid Transit along Heron and Walkley given this and other upcoming applications adjacent to Heron Road which will create further demand for transit service.”

LEGAL IMPLICATIONS

There are no legal implications associated with implementing the report recommendations.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications with this proposal.

ASSET MANAGEMENT IMPLICATIONS

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

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

The companion site plan control application will take into consideration the Ottawa Accessibility Design Standards such as accessible parking spaces, depressed curbs, and tactile walking surface indicators.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- Transportation and Mobility (TM) – The subject property is adjacent to an arterial street, designated cycling spine route, and designed Bus Rapid Transit route, which provides for multiple transportation options for residents. As well, increased density along transit corridors improves the economic feasibility of transit.

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-19-0069) was processed by the "On Time Decision Date" established for the processing of Zoning By-law amendment applications.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Proposed Zoning By-law Amendment

Document 3 Public Consultation Details

Document 4 Development Concept

Document 5 Proposed Landscape Plan

CONCLUSION

The Planning, Infrastructure and Economic Development Department recommends approval of the application to rezone the lands from R5B H[39] to R5B H[56.5]. The application is consistent with the Provincial Policy Statement and the Official Plan.

DISPOSITION

Legislative Services, Office of the City Clerk 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, Innovative Client Services Department, to forward the implementing by-law to City Council.

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

Document 1 – Location Map

For an interactive Zoning map of Ottawa visit geoOttawa.



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE	
D02-02-19-0069	19-1341-B	 2190 prom. Halifax Dr. Area A to be rezoned from R5B H[39] to R5B H[56.5] Secteur A devant être rezoné de R5B H[39] à R5B H[56.5]	
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REVISION / RÉVISION - 2019 /11 /26			

Document 2 – Proposed Zoning By-law Amendment

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 2190 Halifax Drive:

1. Rezone the lands as shown as Area A in Document 1:
 - a. Area A from R5B H[39] to R5B H[56.5]

Document 3 – Public Consultation Details

Notification and Consultation Process

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. One public meeting was held in the community on November 5, 2019 at the Jim Durrell Recreation Centre.

Public Comments and Responses

Comment:

Will this development lead to the evacuation of tenants?

Response:

The proposed building is a new addition to the property and will not require removal of existing residential units.

Comment:

Will the new building include a percentage of affordable housing?

Response:

The proposed building is to provide market-rate rental units.

Comment:

Will current tenants of the property preserve all previously acquired privileges (ie. parking)?

Response:

Amenities are not to be removed from the property or existing structures as part of this development.

Comment:

Is there a plan to attenuate the impact of the construction on the students of the neighbouring school?

Response:

The Ottawa-Carleton District School Board has requested the following conditions to ensure student safety:

- i. That construction fencing be erected along the property line between the proposed development at 2190 Halifax Drive and the Canterbury High School site as a means of delineating separate ownership;
- ii. That construction traffic not be permitted on Canterbury High School laneway or parking areas;
- iii. That site hoarding be required adjacent to OCDSB property to prevent any access by students to the construction site.

Comment:

Loss of privacy due to new residents looking over the neighbouring area.

Response:

The structure is proposed for the southwest corner of the property. This location is bounded by two 13-storey residential towers to the northeast, commercial development to the south, Canterbury School to the west. The closest single-unit residences to the proposed structure are 150 metres to the northeast, and 250 metres to the west.

Comment:

The proposal is out of character for the area, which is characterized by single family homes.

Response:

The site has as-of-right zoning to allow for the proposed density, however the intent of the request to increase the height limit is to allow for a taller and narrower building, setback from the existing structures on the property to mitigate shadow impacts and maintain sky views.

Comment:

The building will be an eye sore as it is out of character and the height will stand out.

Response:

The subject property is currently characterized by two 13-storey residential towers. The intent of the taller design is to mitigate shadow impacts, maintain skyviews, and allow for access to natural light. As well, by proposing a narrower building than what is currently on site, this will prevent the blocking of southerly views from the nearby 13-storey tower.

Comment:

The area is already congested with high levels of traffic. The proposal will increase traffic and the likely-hood of traffic accidents.

Response:

The site faces Walkley Road, an arterial roadway, which is where neighbourhood traffic is typically directed. Walkley Road is also designated as a cycling spine route, and Bus Rapid Transit corridor. This allows for residents to utilize multiple modes of transportation, reducing the reliance on single occupancy vehicles.

Comment:

The rezoning will open up the area to more high-rise buildings that are not in line with the character of the community and would decrease the value of homes.

Response:

The site currently allows for high-rise apartment buildings due to the two existing 13-storey high-rise buildings on site. The zoning by-law amendment is minor in nature as it is to reconfigure the as-of-right density on the site to create a design to mitigate shadow impacts, maintain skyviews, and allow for access to natural light

Comment:

The area is already dense, and the neighbouring school is over capacity.

Response:

The Ottawa-Carleton District School Board provided comments on the application, however concerns related to student capacity was not a noted concern.

Comment:

What is the plan for parking during construction? Halifax Drive is already busy.

Response:

Access to the development site will be from Walkley Road.

Comment:

The sun shadow would affect numerous buildings in the immediate vicinity, plus the sports field for Canterbury High School.

Response:

A sun shadow review was completed as part of the application submission. The only time a shadow from the proposed structure may cross onto the Canterbury Highschool property is during winter mornings.

Document 4 – Proposed Landscape Plan



Document 5 – Proposed Landscape Plan

