



May 2, 2014

ACS2014-PAI-PGM-0102

NOTICE OF PLANNING COMMITTEE MEETING

Dear Sir/Madam

Re: Zoning – 1131 Teron Road

This is to advise you that the above-noted matter will be considered by the City of Ottawa Planning Committee on **Tuesday, May 13, 2014**.

The meeting will begin at 9:30 a.m. in the Champlain Room, City Hall, 110 Laurier Avenue West, Ottawa. You are welcome to attend the meeting and present your views.

Attached is a copy of the report outlining the Departmental recommendation.

The Committee will consider any written submissions in respect to this matter if provided to the Committee Co-ordinator of the Planning Committee at 110 Laurier Avenue West, Ottawa, K1P 1J1 or by fax at 613-580-9609 or by e-mail at Christopher.Zwierzchowski@ottawa.ca.

If you wish to speak to the Committee, please call the Committee Coordinator, [Christopher Zwierzchowski](mailto:Christopher.Zwierzchowski@ottawa.ca), at 613-580-2424, extension 21359 in advance of the meeting and preferably, by at least 4:30 p.m. on the day before the meeting.

If you wish to listen to this meeting via audiocast on Ottawa.ca, you may do so by accessing the URL below when the meeting is underway:

http://app05.ottawa.ca/sirepub/agendaminutes/index_en.aspx

If a person or public body does not make oral submissions at the public meeting or make written submissions to the City of Ottawa before the proposed by-law is passed, the person or public body is not entitled to appeal the decision of the Council of the City of Ottawa to the Ontario Municipal Board.

If a person or public body does not make oral submissions at the public meeting, or make written submissions to the City of Ottawa before the proposed by-law is passed, the person or public body may not be added as a party to the hearing of an appeal before the Ontario Municipal Board unless, in the opinion of the Board, there are reasonable grounds to do so.

For information on the item itself, please call the undersigned at 613-580-2424, extension 27586 or by e-mail at louise.sweet-lindsay@ottawa.ca.

Yours truly,

Original signed by

Louise Sweet-Lindsay

Planner

Planning and Growth Management Department

Attach.

Le 2 mai 2014

ACS2014-PAI-PGM-0102

AVIS DE RÉUNION DU COMITÉ DE L'URBANISME

Objet : Zonage – 1131, chemin Teron

Madame, Monsieur,

La présente vise à vous informer que le Comité de l'urbanisme de la Ville d'Ottawa étudiera l'article cité sous rubrique **le mardi 13 mai 2014**.

La réunion commencera à 9 h 30 dans la salle Champlain, hôtel de ville, 110, avenue Laurier Ouest, Ottawa. Nous vous invitons à assister à la réunion et à présenter votre point de vue.

Veillez trouver ci-joint une copie du rapport comprenant la recommandation du Service.

Le Comité étudiera les rapports écrits traitant de la question qui sont présentés à la coordinatrice du Comité de l'urbanisme, 110, avenue Laurier Ouest, Ottawa, K1P 1J1, par télécopieur au 613-580-9609 ou par courrier électronique à Christopher.Zwierzchowski@ottawa.ca.

Si vous souhaitez prendre la parole devant le Comité, veuillez téléphoner au coordonnateur du Comité, [Christopher Zwierzchowski](mailto:Christopher.Zwierzchowski), au 613-580-2424, poste 21359, avant la réunion et préférablement avant 16 h 30 la journée précédant la réunion.

Si vous souhaitez écouter la réunion à l'aide de la diffusion audio sur ottawa.ca, vous n'avez qu'à accéder au lien URL ci-dessous lorsque la réunion aura commencé : http://app05.ottawa.ca/sirepub/agendaminutes/index_fr.aspx

Si une personne ou un organisme public ne présente pas d'exposé oral à la réunion publique ou ne présente pas d'exposé écrit à la Ville d'Ottawa avant l'adoption du règlement, la personne ou l'organisme public ne pourra pas interjeter appel de la décision du Conseil de la Ville d'Ottawa devant la Commission des affaires municipales de l'Ontario.

Si une personne ou un organisme public ne présente pas d'exposé oral à la réunion publique ou ne présente pas d'exposé écrit à la Ville d'Ottawa avant l'adoption du règlement, la personne ou l'organisme public ne pourra être joint en tant que partie à l'audition de l'appel devant la Commission des affaires municipales de l'Ontario à moins que, de l'avis de la Commission, il existe des motifs raisonnables de le faire.

Pour obtenir des renseignements sur l'article même, veuillez communiquer avec la personne soussignée, au 613-580-2424, poste 28318 ou par courriel à kathy.rygus@ottawa.ca.

Veillez agréer, Madame, Monsieur, l'expression de mes sentiments les meilleurs.

Original signé par

Kathy Rygus

Urbaniste

Service de l'Urbanisme et Gestion de la croissance

p.j.



**ITEM NO
NUMÉRO DE L'ARTICLE**

**Request to speak form
Fiche de demande d'intervention**

Please complete the Request to Speak form and give the Committee Coordinator at the beginning of the meeting or sent it to by Fax at 613-580-9609.

Veillez remplir la fiche de Demande d'intervention et la remettre à la coordinatrice/au coordonateur du Comité de la réunion ou l'envoyer par Facsimile au (613)580-9609.

**Committee and Meeting Date
Comité et date de la réunion**

Subject/objet

Please indicate your position with respect to the report recommendation:

I agree I oppose

Veillez donner votre opinion sur la recommandation du rapport :

Je suis d'accord Je suis en désaccord

Name/nom

**Company, Agency or Community Organization (if applicable)
Société, agence ou organisme communautaire (s'il y a lieu)**

Street and/or e-mail address, Postal Code and Telephone/Adresse municipal et/ou courriel, code postal et numéro de téléphone

Personal Information contained on this form is collected pursuant to s.75 (4) of By-Law No. 2002-247, and will be used as a record of, and possible follow up to, participation in this meeting. Questions about this collection should be directed to the Manager, Council and Committee Services, 110 Laurier Avenue, Ottawa, Ontario K1P 1J1. Telephone (613) 580-2424, ext. 26836. / Les renseignements personnels contenus dans le présent formulaire sont recueillis en vertu du p.75(4) du Règlement municipal 2001-20, et seront utilisés à des fins de référence et de suivi éventuel à la participation à cette réunion. Toute question concernant cette collecte de renseignements doit être adressée au Gestionnaire des services au Conseil et aux Comités, 110, avenue Laurier Ouest, Ottawa (Ontario) K1P 1J1. Téléphone (613) 580-2424, poste 26836

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme**

**and Council
et au Conseil**

**April 25, 2014
25 avril 2014**

**Submitted by
Soumis par:**

**Nancy Schepers, Deputy City Manager / Directrice municipale adjointe, Planning
and Infrastructure / Urbanisme et Infrastructure**

Contact Person

Personne ressource:

**Michael Mizzi, Chief / Chef, Development Review Services / Services d'Examen
des projets d'aménagement, Planning and Growth Management / Urbanisme et
Gestion de la croissance**

(613) 580-2424, 15788, Michael.Mizzi@ottawa.ca

**Ward: KANATA NORTH (4) / KANATA
NORD (4)**

File Number: ACS2014-PAI-PGM-0102

SUBJECT: Zoning – 1131 Teron Road

OBJET: Zonage – 1131, chemin Teron

REPORT RECOMMENDATION

That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 to change the zoning of 1131 Teron Road and an abutting unaddressed parcel, shown on Document 1, from Residential First Density, Subzone M, with an Exception (R1M[773]) and Development Reserve Zone (DR) to Residential Fifth Density, Subzone A, with an exception and schedule (R5A[XXXX] SYYY) and Open Space Zone with an exception (O1[YYYY]), as detailed in

Documents 2 and 3, to permit a planned unit development consisting of a nine-storey and a three-storey apartment building.

RECOMMANDATION DU RAPPORT

Que le Comité de l'urbanisme recommande au Conseil d'approuver une modification au Règlement de zonage 2008-250 de manière à faire passer le zonage du 1131, chemin Teron et d'une parcelle adjacente sans adresse, tel qu'illustré dans le document 1, de Zone résidentielle de densité 1, sous-zone M, assortie d'une exception (R1M[773]) et Zone d'aménagement futur (DR) à Zone résidentielle de densité 5, sous-zone A, assortie d'une exception et d'une annexe (R5A[XXXX] SYYY) et Zone d'espaces verts assortie d'une exception (O1[YYYYY]), tel qu'exposé en détail dans les documents 2 et 3, afin de permettre l'aménagement constitué de deux complexes immobiliers de neuf et de trois étages respectivement.

EXECUTIVE SUMMARY

Assumptions and Analysis

The application was reviewed and evaluated against the Official Plan policies pertaining to intensification outside target areas and within 600 metres of a future rapid transit station. The evaluation concluded the proposal for a mid-rise building transitioning in height from nine to three storeys and the three-storey low-rise apartment building satisfies the applicable policies in the Official Plan, particularly those dealing with intensification in General Urban Area designations. The Department is also satisfied that compatibility, design, transportation and servicing aspects of the proposal have been adequately considered. The proposed Zoning By-law amendment conforms to the general intent of the Official Plan and staff recommends approval of the proposed Zoning By-law amendment.

Financial Implications

In the event the application is refused and an external planner is retained, funds are not available within existing resources and the expense would impact Planning and Growth Management's operating impact.

Public Consultation

The initial application which was for a 10 and 15-storey apartment building and six townhouses was circulated in 2012 to residents within 120 metres of the site and

technical agencies for a 30-day comment period. The proposal was presented at several Ward Councillor local community information sessions and meetings were also held with the Kanata Beaverbrook Community Association. The Kanata Beaverbrook Community Association submitted detailed comments and, in addition, over 70 individual comments were received from residents. The overwhelming majority were in opposition to both the initial and current 120-unit proposal. The residents do not support the project due to concerns over building height and massing, reduced setbacks, traffic and not meeting the vision of the Beaverbrook Community.

RÉSUMÉ

Hypothèses et analyse

La demande a été examinée et évaluée au regard des politiques du Plan officiel ayant trait à la densification à l'extérieur des secteurs ciblés et à moins de 600 mètres d'une future station de transport en commun rapide. Cette évaluation a permis de conclure que le projet de construction d'un immeuble de hauteur moyenne offrant une transition de hauteur entre neuf et trois étages, et d'un immeuble de faible hauteur de trois étages respecte les politiques du Plan officiel, en particulier celles portant sur la densification du secteur urbain général. Le Service apprécie également le fait que les aspects du projet liés à la compatibilité, à la conception, au transport et à la viabilisation ont été pris en compte de manière adéquate. La modification proposée au Règlement de zonage est conforme à l'intention générale du Plan officiel, et le personnel recommande son approbation.

Répercussions financières

Si la demande est refusée et que les services d'un urbaniste externe sont retenus, les fonds ne seront pas disponibles à même les ressources existantes et cette dépense aurait des répercussions sur le budget de fonctionnement de la Direction de l'urbanisme et de la gestion de la croissance.

Consultation publique

La demande initiale, qui concernait un immeuble d'appartements de dix à quinze étages et six maisons en rangée, a été présentée en 2012 aux résidents habitant à moins de 120 mètres de l'emplacement et aux organismes techniques, qui ont pu l'examiner pour une période de 30 jours, aux fins de commentaires. La proposition a été présentée lors de plusieurs séances d'information organisées par le conseiller du quartier, et des réunions ont également eu lieu avec la Kanata Beaverbrook Community Association.

Cette dernière a fait part de commentaires détaillés et, par ailleurs, plus de 70 commentaires individuels ont été soumis par des résidents qui, en grande majorité, se sont opposés au projet original ainsi qu'à la proposition actuelle de 120 unités d'habitation. Les résidents ne soutiennent pas ce projet car ils expriment des préoccupations au sujet de la hauteur et de la volumétrie des bâtiments, des retraits réduits, de la circulation engendrée et de son incompatibilité avec la vision d'avenir de la collectivité de Beaverbrook.

BACKGROUND

The site is located at the southwest corner of Teron Road and March Road. The property is approximately 1.87 hectares in size and is comprised of two lots: a rectangular parcel of land along the east side of Teron Road and a large triangular parcel of land wedged between Teron Road and March Road, as shown in Document 1. It abuts the Beaverbrook Community and was originally part of the industrial park area that was severed through the acquisition and eventual construction of March Road. The smaller rectangular parcel is currently occupied by a single-storey commercial office building. There are two hydro-electric overhead lines along the northern edge of the larger parcel running parallel to March Road. Both lines and towers are protected through easements. The property is relatively flat and there is perimeter vegetation around the rectangular portion of the lot consisting of a mix of mature trees, a cedar hedge and shrubs and a row of mature deciduous trees between the hydro line and March Road.

Surrounding land uses to the north include commercial office and light industrial uses along the east side of March Road. The northwest corner of the property adjacent to the Teron Road/March Road intersection acts as a boundary to the Kanata North Business Park Major Employment Area. To the east/southeast of the site is a multi-family dwelling development referred to as the Bethune Condominium and to the south/southwest along the west side of Teron Road is a similar multi-family townhouse development. The neighbourhood offers schools and parks, local convenience shopping, employment and other retail services in proximity to the property.

Teron Road is a major collector road with widened asphalt driving surface, a sidewalk and on-road cycling lanes in both directions. March Road is a major arterial road with a future bus rapid transit route and transit station proposed at the March Road/Teron Road intersection. The Environmental Assessment Study for the transit route has been approved and is planned for construction during the 2024 to 2031 time period.

Current Zoning

The larger portion of the site is currently zoned Development Reserve (DR) and the smaller rectangular portion containing the existing office building is zoned Residential First Density, Subzone M, Exception 773 (R1M[773]). The purpose of the Development Reserve zone is to recognize lands intended for future urban development in areas designated General Urban Area. The intent of the Residential First Density, Subzone M, zone is to restrict the building form to detached dwellings and has a maximum building height of 11 metres. The exception provisions attached to this zone permits an office as an additional land use.

Purpose of Zoning Amendment

The purpose of this Zoning By-law amendment is to rezone the lands to accommodate a proposed residential planned unit development. The development is to consist of two apartment buildings containing a total of approximately 120 units. On the larger portion of the site, a mid-rise, multi-storey structure is proposed that ranges from three to nine floors transitioning in height on the south, east and west sides. It will contain 96 units. The second structure is a three-storey low-rise apartment building containing 24 units. Both structures will sit above a multi-level 172-space underground parking garage with accessible and some visitor parking located at grade. Complementary non-residential uses will be permitted on the ground floor such as a convenience store and service uses of limited size.

The applicant had originally presented to the community a two-tiered, 10 and 15-storey apartment building containing 173 units, coupled with six three-storey townhouses. Given the comments received from community residents and staff, the proposed concept plan was revised and the design further evolved to that which is being recommended in this staff report.

Proposed Zoning

The application is proposing to rezone the lands to Residential Fifth Density, Subzone A, with an exception and schedule (R5A[XXXX]SYYY) and Parks and Open Space Zone with an exception (O1[YYYY]). The proposed main use of the development is considered as an apartment building, mid-high rise and apartment building, low-rise in a planned unit development built form. The R5A zone permits a wide mix of residential building forms ranging from multiple attached to apartment dwelling, mid-high rise. The portion of the lands containing the hydro line easements will be rezoned to Parks and Open Space with an exception (O1 [YYY]) and will be developed as privately-owned

green space with landscaping and pathways, secured with access easements for use by new and existing residents of the Beaverbrook community.

The property is considered as a through corner lot. The front lot line is that portion of the Teron Road frontage that connects to March Road, since it is the shortest of the street frontages, as shown in Document 1. The rest of the Teron Road and March Road lot lines are considered as corner lot lines, while the lot lines abutting the Bethune Condominium to the east and north are interior lot lines with the exception of the lot line that extends perpendicular to Teron Road, adjacent to the low-rise apartment building, which is considered as the rear lot line. Therefore, the property line running along the front of the apartment buildings, adjacent to Teron Road, is considered as a corner lot line, and requires a 4.5-metre corner side yard setback. Given this irregular configuration of the lands, modifications are required to the parent zone to permit the proposed development.

The proposed exception zone will make the following modifications to the parent R5A zone in order to allow the construction of the proposed planned unit development:

Change the minimum corner side yard setback which currently requires 4.5 metres to 3.0 metres.

Change the minimum rear yard setback, which is the yard located on the east side of the low-rise apartment dwelling, from 6.0 metres to 2.5 metres.

Allow for hard landscaping within the corner side yard for ground floor terraces. This exception is for a small area in front of the three-storey apartment building.

Not permit balconies on the wall of a building abutting the rear yard.

A zoning schedule illustrating maximum permitted building height limits will be added to the amending by-law.

The proposed interior side yard setback of 7.5 metres for the yard adjacent to the north side of the three-storey apartment building and abutting the Bethune Condominium is greater than the required interior side yard setback of 3 metres. The proposed interior side yard setback of 7.5 metres for the yard adjacent to the mid-rise (three to nine storeys) apartment building meets the required 7.5 metre setback.

DISCUSSION

Planning Act and Provincial Policy Statement

The *Planning Act* outlines those land use matters that are of Provincial interest to which all City planning decisions shall have regard. The Provincial interests that apply to this site include the appropriate location of growth and development and the promotion of sustainable development that supports public transit and is oriented to pedestrians. In addition, the *Planning Act* requires that all City planning decisions be consistent with the Provincial Policy Statement (PPS). PPS policies indicate that there should be an appropriate mix of uses and range of housing types and densities which efficiently use land, resources, infrastructure and public service facilities, and support the use of alternative transportation modes and public transit.

The proposed Zoning By-law amendment allows for a mix of residential, and potential small scale commercial uses which will efficiently use land and contribute to a balanced community. The site is located on a major arterial and the proposed density makes good use of existing urban lands, services and infrastructure. Staff conclude that the proposal is consistent with the matters of Provincial interest as outlined in the *Planning Act* and PPS.

Official Plan

The application was deemed complete prior to the adoption of Official Plan amendment 150 by Council and as such was reviewed and processed in light of the existing Official Plan.

The majority of the land is designated as General Urban Area. A small portion of the property immediately adjacent to March Road, and coinciding with where the hydro easements are located is designated as Employment Area. This portion of the lands is not intended for development consistent with the terms of that easement. The policies of that designation are not relevant. The General Urban Area in the Official Plan permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure and institutional uses.

While the Official Plan is supportive of the establishment of a broad mix of uses in Ottawa's neighbourhoods, this is not meant to imply that all uses will be permitted everywhere within areas that are designated General Urban Area. Subject to the policies for General Urban Areas, the City supports infill development and intensification

within the General Urban Area in a manner that enhances and complements desirable characteristics and ensures the long-term vitality of the many existing communities that make up the City.

Strategic Direction – Managing Growth (Section 2.2)

Section 2 of the Official Plan sets broad strategic directions to meet the challenge of managing growth, providing infrastructure, maintaining environmental integrity and creating liveable communities within Ottawa. Policy 2.2.2.14 speaks to intensification focused on major elements of the rapid transit network. Intensification is to occur in target areas (town centres and mixed-used centres), and lands which are designated General Urban Area and are within 600 metres of future or existing rapid transit stations with potential to develop as compact, mixed-used and pedestrian-friendly nodes. Policy 4.11.9 also states that high-rise buildings may be considered within 600 metres of a rapid transit station, provided all other policies of the Official Plan have been met.

The subject proposal is located on March Road, a major arterial with a future rapid bus transit station planned for the March Road/Teron Road/Richardson Side Road intersection. The proposed Zoning By-law amendment will facilitate a form of intensification that provides more residential opportunities to serve a variety of demographic profiles within the Kanata Community.

The Official Plan makes reference to where high-rise buildings may be considered. Policy 15 in Section 2.2.2 states interior portions of low-rise residential neighbourhoods will continue to be characterized by low-rise buildings and new development proposed within the interior of established neighbourhoods will be designed to complement the area's pattern of built form and open spaces. The site is not located in the interior portion of the neighbourhood, but on the periphery of the Beaverbrook Community.

Section 2.5.1 Urban Design and Compatibility

Key concepts of the Official Plan for all intensification focus on urban design and compatibility considerations. Good urban design and quality architecture can create lively community places with distinctive character and meaningful connections between the existing surroundings. Compatible development, according to Section 2.5.1, means development that, although it is not necessarily the same as or similar to existing buildings in the vicinity, nonetheless, it enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties. It fits well within its physical context and works well among those functions that surround it. Nevertheless, a development can be designed to fit and

work well in a certain existing context without being the same as the existing development. The Official Plan provides policies related to design and compatibility in Sections 2.5.1 and 4.11.

Section 2.5.1 contains seven design objectives relating to how built environment should be addressed as the city matures and evolves. These design objectives are broadly stated and are to be applied within all land use designations from the broad citywide perspective down through to the neighbourhood, street, site and building perspective. The proposed development has been evaluated in relation to this section of the Official Plan.

The first design objective is to enhance the sense of community by creating and maintaining places with their own distinct identity. The proposed rezoning will meet this design objective by incorporating a quality of architecture that will enhance and improve upon the image of the city. The proposed apartment building project is distinctive from the existing townhouse and business park development surrounding it, but is also characteristic of the area and in keeping with current zoning and existing mid and high rise apartment building development located along Teron Road, The Parkway, and Varley Drive.

The second, third and fourth design objectives relate to defining quality public and private spaces, and ensuring the development is integrated to complement and enliven the surroundings. The proposed development provides quality outdoor amenity space in the form of private terraces, balconies and the large open space area located in the adjacent hydro easements. The close relationship to the street edge ensures that the buildings are easily and quickly accessible for pedestrians and walkways proposed for the large open space area allows connectivity to March Road. The proposed landscaping, open space, contrasting building shape and materials associated with the proposed development will complement the surroundings.

The fifth consideration of design is to provide for adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice. The proposal represents a relevant example of compact urban form for this site's location adjacent to both residential and employment land uses. With the transitions in building height, architectural characteristics and landscaping, the proposed development can be integrated into the surrounding community. As well, the units provided will help fulfill the goal of providing accommodation to meet the needs of people of different incomes and lifestyles at various stages in life.

The sixth and seventh considerations relate to understanding and respecting natural processes and features, and maximizing energy efficiency and promoting sustainable design to reduce resource consumption, energy use and carbon footprint of the built environment. The proposed development will provide for landscaping along the street, enhanced open space areas under the hydro lines and through the Site Plan Control process any opportunities to retain and manage stormwater on site will be investigated. Proximity to rapid transit along the future rapid transit bus route on March Road, bus transit, cycling and sidewalks along Teron Road will help maximize opportunities for sustainable transportation modes.

Section 4.11

The proposed rezoning must also be evaluated in relation to the Official Plan's compatibility policies contained in Section 4.11. While certain policies such as loading, lighting and location of vehicular access are issues for Site Plan Control, there are other specific policies in this section that give direction to evaluating rezoning proposals. These relate to traffic, parking, outdoor amenity areas, sunlight, microclimate and supporting neighbourhood services.

Traffic:

The site is located on Teron Road which is a major collector road. The traffic generated by the proposed development has been evaluated by a Transportation Impact Study and it has concluded that the adjacent road is adequate to handle the anticipated traffic subject to the installation of an eastbound left turn lane on Teron Road at the proposed access to the site.

Parking Requirements:

Parking will be provided in accordance with the Zoning By-law. There is ample on-site parking for both residents and visitors.

Outdoor Amenity Areas:

Outdoor amenity areas are provided in the form of private balconies and terraces at grade along the rear of the buildings and along the street frontage to provide a more human scale at street level. The stepping back of the mid-rise building creates opportunities for terrace amenity areas at various floors. All units have either the above-noted terraces or balconies as private amenity areas. However, in response to concerns from residents of the Bethune Condominium, attention has been paid to the removal of most balconies facing the existing townhouses at the Bethune

Condominium. A zoning provision is being recommended that would not permit any balconies on the east wall of the low-rise apartment building adjacent to the rear property line. Those that are remaining in the low-rise building are located at lower floor levels where there is a larger yard setback and are oriented such that they are screened by existing vegetation and proposed new planting to the adjacent existing townhouses to provide sufficient privacy to both the new units and the existing built form. The same consideration has been given to the east façade of the mid-rise building with the strategic placement of the private balconies to reduce any intrusion views towards the existing townhouses and associated amenity areas of the Bethune Condominium to the east and southeast.

Sunlight:

A Sun-Shadow Study was submitted in support of the development and it demonstrated that there is no additional shadowing onto adjacent buildings resulting from the new buildings.

Microclimate:

The adverse impacts regarding any of these issues are being minimized through the setbacks of the new structures from the lot lines abutting the existing residential development at the south and southeast and in restricting the height of development to less than 10 storeys. The ability to transform the existing hydro easement area into pedestrian and landscaped features, including stormwater management will enhance the opportunity for improved habitation for certain flora and fauna.

Supporting Neighbourhood Services:

The site is located in proximity to several neighbourhood amenities, commercial uses and employment areas along March Road and Teron Road. The addition of new residents to this section of Teron Road will contribute to the strengthening of local demand for retail and services.

Other relevant policies found in Section 4.11 are as follows:

Policy 4.11.3 states development proponents will indicate how the proposed development addresses the intent of the Design Objectives and Principles. While all Design Objectives and Principles must be considered, not all elements will apply in all cases and not all with equal importance. Attention has been paid to the balance between the property and the existing built form in the immediate surrounding neighbourhoods, and in context to the wider community. In terms of the three to

nine-storey (mid-rise) building, one of the key integration elements is its orientation parallel to the hydro line and articulated building façade along the Teron Road lot line. The townhouses located across Teron Road have been considered in the design by turning the main axis of the development away from the townhouses and by the location of parking, garage access and views. This creates many additional opportunities for landscaping to soften the impact along the street edge, provides additional private amenity areas along that frontage, as well as a direct pedestrian connection to the building's front lobby.

Section 4.11.12 provides policies on building transitions. New development must be integrated with surrounding land uses by ensuring an effective transition in built form is provided between areas of different development profile. The proposed development has been designed to be compatible through a careful design that transitions from lower to taller buildings. The mid-rise building's angled façade and stepped building height (three to nine storeys) on three sides (south, east and west) of the development presents a transition in height for the townhouses to the south and east with the highest portion far enough to the north and northwest that those units on the south side of Teron Road and east of the development are minimally impacted. Existing vegetation and new plantings along the street and to the east will help to increase the transitioning between the existing low-rise built form and the proposed mid-rise building. The height proposed for the low-rise apartment building is not significantly taller than the adjacent townhouse units. There is no valid transition issue between the existing development and the proposed building at the southeast end of the project. The positioning of the building in the southeast area of the property is consistent with massing and scale of nearby low-rise (two-storey) residential development and will provide a transition of built form from the nearby townhouses to the new development.

Details of Proposed Zoning

A Zoning By-law amendment is required to permit the proposed development and to modify certain performance standards for the site. The requested exceptions to the performance standards include reductions in the corner side yard setback and rear yard setback. The request to reduce the corner side yard adjacent to Teron Road from 4.5 metres to 3 metres is supported by staff. It will only apply to portions of the buildings. Benefits include locating the buildings and associated terraces closer to street, assisting in creating a more pleasant and interactive pedestrian environment. Furthermore, the relocation of the low-rise building closer to the street allows for an increased setback at the rear of the building adjacent to the existing Bethune Condominium. For the rear yard setback, which is the yard adjacent to the east side of the low-rise apartment building,

the applicant is requesting a reduction from 6 metres to 2.5 metres. Staff can support this change as it relates only to the low-rise building which is only slightly taller than the adjacent townhouses. The existing cedar hedge and proposed new landscaping located between the nearby townhouses and proposed low-rise structure will provide screening for the adjacent homes and amenity areas. In addition, to further mitigate against this impact, balconies will not be permitted on any walls abutting the rear yard. Finally, a Schedule forming part of the proposed Zoning By-law amendment (attached as Document 3) is being recommended to delineate the maximum permitted height for the various areas of the building/site based on the shape and location of the building.

Conclusion

The proposed Zoning By-law amendment supports the direction of the *Planning Act*, PPS and Strategic Directions of the Official Plan. Staff conducted a thorough evaluation of the proposal both in terms of the suitability of the site for the requested use and its compatibility with the surrounding land uses and is satisfied that intensification is appropriate for this site. Given the proposed design which provides for adequate transitioning and buffering from the neighbourhood, the development will contribute to a positive urban design experience. Furthermore, staff assessed the availability of the existing municipal services infrastructure and road network to support the intended uses, and recommend approval of the proposed Zoning By-law amendment.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

CONSULTATION

Notice of this application was carried out in accordance with the City's Public Notification and Consultation Policy. Considerable public consultation was undertaken. Starting back to 2011, several community information meetings were held in the community and separate meetings were also held with Kanata Beaverbrook Community Association and with residents of the neighbouring condominium known as the Bethune Condominium.

A summary of the public comments received is provided in Document 4.

The Kanata Beaverbrook Community Association submission is attached as Document 9.

COMMENTS BY THE WARD COUNCILLOR

Councillor Wilkinson provided the following comments:

“The Beaverbrook Community was developed as the first community in the Garden City which laid out a very specific plan under which Kanata was created. This plan included three neighbourhoods around a central core. From the beginning it was a mixed development with single family homes, rental town house complexes, condominium town house complexes and an eight storey rental apartment building. This was done so that all income and age groups could live in the same community. To meet the Garden City Concept development was in clusters of homes (either single family groups, town house groups or apartment complex) each of which had open space on at least one side. Connectivity was through the parks via pathways rather than with hard infrastructure so no concrete sidewalks or curbs were included. Multiple units and the shopping plaza added private open space to the mix to have the Garden City concept throughout so that the apartment building was surrounded by a meandering creek and open landscaped areas and trees.

A Town Centre was part of the designation for the lands accumulated by Bill Teron and was reserved for higher apartments and higher densities. At this time there are 5 completed high rise apartment buildings in the Town Centre (3 15 storey, and 2 10 storey), a third 10 storey apartment is under construction and a two further have site plan approval for 12 and 5 storeys. As well as these 8 apartments others are located adjacent to the Town Centre lands – one going to 14 storeys and a 7 storey recently approved and not yet built. There are also 10 low rise (3 - 4 storey) apartment buildings and 3 multi storey retirement residences. No other area outside the Greenbelt even approaches this number and height of apartments

These 23 high density developments show that Kanata North has positively received high density developments when they are in the right place. 1131 Teron Road is not the right place for a number of reasons. These include:

- 1) It is distant from the Town Centre lands where the east west transit system is to be built; it is in an area of town houses with one complex (Bethune Condominium) of 2 storey town houses to the east and south of the proposed apartments and two other 2 storey townhouse developments (Varley Townhouses and Jackson Court Condominiums) immediately across Teron Road.

- 2) It is facing on Teron Road, which has buildings set back from the road with major landscaping to fit into the Garden City Concept. The proposed zoning is to actually reduce the setbacks from the road and the adjacent townhouses rather than set it back as was done with the Atriums and 2 the Parkway which also are on Teron Road (at the Town Centre end). Having the 3 storey apartment 2.5 metres from the lot line of existing townhouses completely destroys the existing privacy of those homes.
- 3) For 2 the Parkway the criteria used for a mid-rise infill used the criteria of a 45 degree angle from the adjacent property to the height of the apartment. So a 7.5 meter separation would permit a 7.5 meter height. For 2 The Parkway this meant that the building was moved back from the roads, enabling the landscape that is a key part of a Garden City. A chart showing the different way that staff have dealt with the two proposal is shown below.
- 4) This leads to this question – why is the Official Plan being used in a different way for similar proposals in the same community? Why aren't those parts of the Official Plan that require compatibility to the existing community being used? Why aren't the statements made at the Planning Summit to protect the integrity and historic planning of a community being followed?
- 5) Teron Road at Steacie (across from this property) is already deemed a failed intersection by City staff. Adding an additional 120 units will paralyze this important route that connects Beaverbrook and Kanata Lakes to the Kanata North Business Park.
- 6) The right of way for March Road was donated by Drytex (now Asten-Johnston) on the basis that the larger parcel would remain with a business zoning. They have state that an apartment would interfere with their business as noise from their operation (large screens for the pulp and paper industry), which includes moving the screens at night would likely disturb residents who could try to close them down. This is one of the few manufacturing plants left in Ottawa and has been in this location for more than 40 years.
- 7) The wall of the larger apartment is right on the line of the hydro easement. There are two major hydro tower lines there and a set back of the building from that line (as has been done elsewhere on this corridor) should have been required.
- 8) The approval seems to be almost entirely based on the proximity to March Road. A surface bus route is planned there in about 15 years. I have just found out that

to build bus lanes will mean a reduction in road lanes on a road which is already operating at levels above capacity. March Road is the only north-south arterial (and there is no place to put another one) in Kanata North and it is very busy. With the expansion lands along March Road adding more traffic, taking lanes away makes no sense. This route needs to be rethought – a better route to the business park would be to have the route to the Nortel Campus that follows Campeau to the Business Park being a better location. Regardless, having access to a bus stop should not take priority over compatibility with the community or the privacy of existing residents.

- 9) Teron Road is not a commercial street such as found inside the Greenbelt where high rise buildings are being approved. It is primarily a residential road with low storey town houses from the Parkway to the north end of Teron. Any infill should be compatible to that existing in the area.
- 10) Beaverbrook is being studied for a district heritage designation because of its community design, which is still used in planning schools across Canada. Approving this zoning would be like putting one like it in the centre of Rockcliffe Park!
- 11) There is presently one dwelling unit on the site, which has single family zoning with an exception to permit the office of the applicant (who also lives there). The same zoning as that found in the adjacent town house complex would increase the density without destroying the development concepts that have been used in Beaverbrook for the past 49 years.
- 12) The community is opposed to this zoning for these and other reasons and I am personally set to appeal it to the OMB if this travesty of zoning is approved.

Criteria	2 The Parkway	1131 Teron
Closest residences	<ul style="list-style-type: none"> • 45m+/- on Callaghan Court • 80m to single family unit on Banting Crescent 	<ul style="list-style-type: none"> • 3 storey building has 2 adjacent row house sections of 3 units each within 12.5 and 9.5 meters respectively • 9 storey building has 1 row house section of 3 units within 15 meters and multiple units in Jackson Court and Varley Lane within 45 meters
Overlook	To side facing end-walls for Callaghan Court units	<ul style="list-style-type: none"> • 3 storey building - direct overlook from 2nd and 3rd floor units into the back yards and rear windows of all 6 units on Bethune Court • 9 storey building - face to face"/direct viewing across Teron Road
Density on buildable land	194 units/ha	326 units/ha
Exceeds Beaverbrook and Kanata Town centre Density	Yes	Yes
Angular plan/Transition	Meets transition and 1:2 plane guidelines to Callaghan Court and the Atriums	3 storey apartment fails on 1:2 plane from base of closest building and 45 degree from lot line for adjacent low rise dwellings Only 2.5 meters from lot line
Transition	From 7 storeys to 3 storeys over 45m	From 9 storeys to 2 storeys <ul style="list-style-type: none"> • 15 m to Bethune Court • 45 m to Varley Lane and Jackson Court
Road and property line setbacks	<ul style="list-style-type: none"> • 20m from Teron vs previous 10m • 15.4m from lot line vs previous 4m • 25 m from The Parkway vs previous 15m 	<ul style="list-style-type: none"> • 3m from Teron • 2.5m from lot line • Requires turn lane too close to Steacie
Provision of Stepping	Yes	Yes for 9 storey, no for 3 storey apartment"

LEGAL IMPLICATIONS

Should the recommendation in this report be adopted and this matter appealed to the Ontario Municipal Board, it is anticipated that a three day hearing would result. It is expected that such hearing could be conducted within staff resources. Should the application be refused, reasons must be provided. In the event of the refusal being appealed to the Ontario Municipal Board, it would be necessary for the City to retain an external planner.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

FINANCIAL IMPLICATIONS

In the event the application is refused and an external planner is retained, funds are not available within existing resources and the expense would impact Planning and Growth Management's operating impact.

ACCESSIBILITY IMPACTS

Any building constructed on the property will be required to meet all accessibility criteria of the Ontario Building Code. Additional design considerations will be reviewed during the subsequent Site Plan Control process.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications associated with this report.

TECHNOLOGY IMPLICATIONS

Information Technology has approved this report without comment.

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 number of revisions that occurred to the proposal as a result of community and staff comments.

TERM OF COUNCIL PRIORITIES

EP3 – Support growth of local economy.

GP3 – Make sustainable choices.

TM4 – Promote alternative mobility choices.

SUPPORTING DOCUMENTATION

Document 1 Location and Key Zoning Map

Document 2 Details of Recommended Zoning

Document 3 Zoning Schedule

Document 4 Consultation Details

Document 5 Proposed Site Plan

Document 6 Proposed Landscape Plan

Document 7 Proposed Perspectives

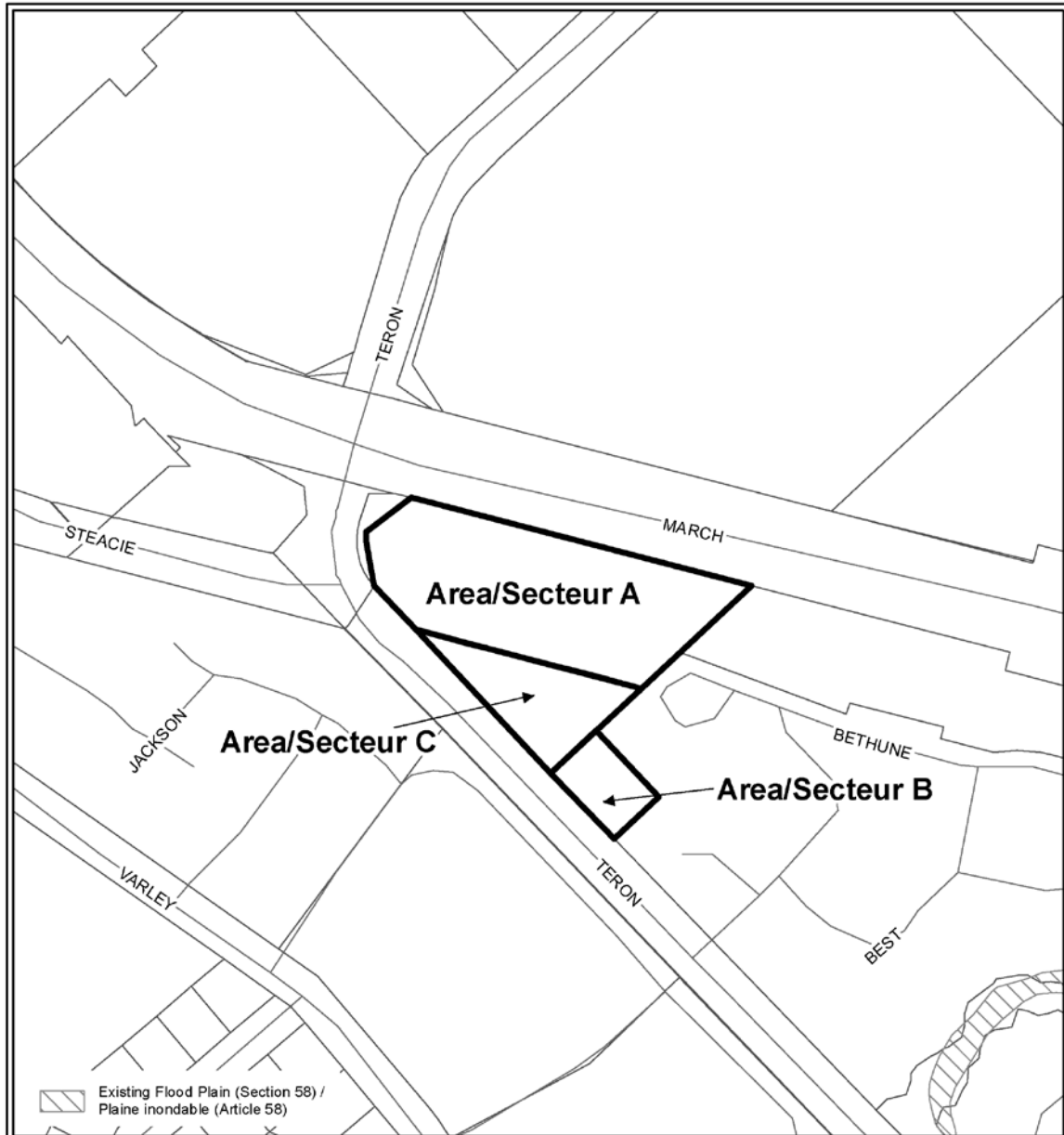
Document 8 Proposed Elevations

Document 9 Community Association Comments (attached separately on file with the Clerk)

DISPOSITION

City Clerk and Solicitor Department, Legislative Service, to notify the Owner, applicant, OttawaScene Canada Signs, 1565 Chatelain Avenue, Ottawa, ON K1Z 8B5 of City Council's decision.

Document 1 – Location and Key Zoning Map



Ottawa
 Produced by Planning and Infrastructure Portfolio
 Produit par le Portefeuille urbanisme et infrastructure

D02-02-12-0041	14-0606-X
I:\CO\2014\ZONING\TERON_1131	
2014 / 03 / 24	
REVISION DATE	DE RÉVISION

**Location Map / Plan de révision
 Zoning Key Plan / Schéma de zonage
 1131 chemin Teron Road**

Area A to be rezoned from DR to O1[yyyy]
 Secteur A devant être rezoné de DR à O1[yyyy]

Area B to be rezoned from R1M[773] to R5A[xxxx] Syyy
 Secteur B devant être rezoné de R1M[773] à R5A[xxxx] Syyy

Area C to be rezoned from DR to R5A[xxxx] Syyy
 Secteur C devant être rezoné de DR à R5A[xxxx] Syyy

045140316 Denotes Teranet-Polaris Parcel Identification Number

Échelle
 N.T.S.
 Mètres

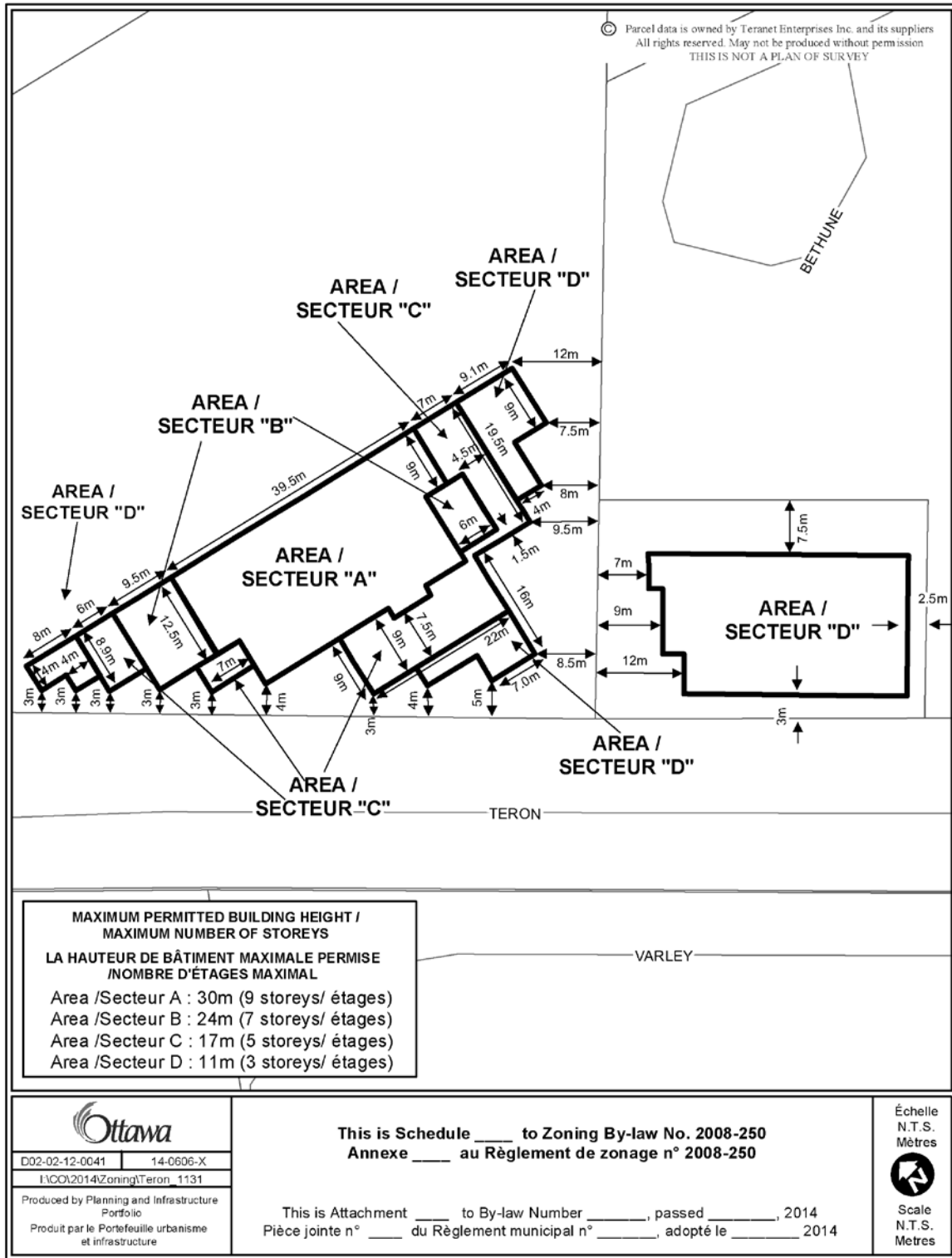
Scale
 N.T.S.
 Metres

Document 2 – Details of Recommended Zoning

Proposed changes to the Comprehensive Zoning By-law

1. Rezone the lands shown in Document 1 as follows:
 - a. Area A from DR to O1[yyyy];
 - b. Area B from R1M[773] to R5A[XXXX] SYYY; and
 - c. Area C from DR to R5A[XXXX] SYYY.
2. Add a new exception, R5A[XXXX] SYYY, to Section 239 – Urban Exceptions containing provisions similar in effect to the following:
 - a. The minimum corner side yard setback is 3 metres.
 - b. The minimum rear yard setback is 2.5 metres.
 - c. The maximum permitted building heights are as per Schedule YYY, and no building or part of a building, other than an accessory building or structure and a permitted projection, is permitted outside of areas A through D inclusive on Schedule YYY.
 - d. Despite the requirement in subsections 109(11) and (12) that all parts of the corner side yard not occupied by driveways, parking spaces, walkways and permitted projections must be soft landscaped, those areas of the corner side yard requiring soft landscaping may also be landscaped with hard landscaping.
 - e. Balconies are not permitted on that wall of a building abutting the rear yard.
 - f. The lands zoned R5A[XXXX] SYYY and O1[YYYY] are considered one lot for zoning purposes.
3. Add a new exception, O1[YYYY], to Section 239 – Urban Exceptions containing a provision similar in effect to; “The lands zoned R5A[XXXX] SYYY and O1[YYYY] are considered one lot for zoning purposes.”
4. Add Document 3 as a new schedule to Part 17 – Schedules

Document 3 – Zoning Schedule



Document 4 – Consultation Details

Comments from individual residents as well as the Kanata Beaverbrook Community Association were received on the proposed zoning. The majority of the comments were in opposition or had concerns with the proposal. The comments are summarized below:

Summary of Public Comments

Concern: Impact of Traffic on Teron Road

Residents concerned there will be increased congestion along Teron Road. There is already too much traffic in the area and it is unsafe for pedestrians.

Response:

A Transportation Brief was submitted in support of the proposed development. It concluded that the adjacent road is adequate to handle the anticipated traffic subject to the installation of an eastbound left turn lane on Teron Road at the proposed access. With the addition of a sidewalk on the east side of Teron Road along the frontage of the development and through the hydro easement lands, safe passageways for pedestrians to travel throughout the area will be provided. As well, the site's proximity to the proposed rapid bus transit station will allow easy access for pedestrians to rapid transit. Further analysis will be undertaken during the Site Plan Control process.

Concern: Proposed Height and Massing

- The buildings are too high; should not be higher than 3 storeys.
- Not compatible with two-storey townhouses in surrounding neighbourhood.
- The buildings are too large for the site; they are being crammed into the space between Teron Road and the hydro easements.

Response:

It is the Department's position that the site is appropriate for the proposed mid-rise and three-storey apartment buildings. The height of the proposed development is in keeping with the intent of the Official Plan and through the transitioning of building heights in the mid-rise building takes the massing away from the nearby low-rise development. The proposal is in conformity with the policies of the Provincial Policy Statement and the proposal capitalizes on an intensification opportunity by developing an underutilized site with new housing in an area where services and infrastructure are available.

In addition, in response to concerns expressed by the public the initial design was revised to eliminate the high-rise apartment building and further in-depth consultation took place between staff and the applicant. This resulted in a coordinated effort which staff believes reduces the height/massing concerns by the use of additional setbacks and stepped heights.

Concern: It does not comply with Beaverbrook concepts and characteristics. Beaverbrook was designed as a Garden City and it is inappropriate to approve this development when it is not compatible with the Beaverbrook concepts, character and characteristics.

Response:

Given the site's location on the periphery of Beaverbrook Community, adjacent to employment areas and on a major arterial, the property is more suited for higher density development. The proposed development has been reviewed in light of the relevant planning documents that are in place today and approved by Council. Official Plan policies would actually support high rise development on the site; however, mid-rise development is seen as more appropriate given the site's location adjacent to existing low-rise development.

Concern: The proposed setback to Teron Road is too small.

Response:

Only corners of the three to nine-storey building versus the full face of the building are at the 3-metre setback from Teron Road which minimizes any impact. Official Plan policies encourage buildings to be close to the street in order to ensure that private space is connected to the public space and it allows for a pedestrian-oriented building frontage which creates a safer, friendlier pedestrian experience.

Concern: Reduction of privacy for adjacent units.

Response:

The design ensures there will not be any reduction of privacy for the adjacent units. This is done through the use of setbacks and the transition in height of the taller building, as well as the placement of terraces and balconies have been strategically located so as to reduce any intruding views towards the Bethune Condominium units and associated private amenity areas. The underground garage has been pulled back from the property line thus allowing for the retention of mature vegetation including

significant oak trees along the common property boundary with the Bethune Condominium project to lessen the impact of the development on the established residences. Landscaping and other factors to ensure privacy for adjacent units is maintained will be thoroughly considered through the Site Plan Control process.

Concern: Future Bus Rapid Transit Station does not justify increased density.

Not sufficient reason to say site should be high density because a future bus rapid transit station is proposed. In addition, the Transitway is not planned until after 2031.

Response:

Official Plan policies encourage intensification particularly adjacent to future or existing rapid transit stations. The bus rapid transit route, in which the Environmental Assessment Study has been approved, could have a construction start as early as 2024.

Concern: Teron Road is a limited access parkway.

Response:

Teron Road is not classified as a parkway, it is a major collector. The City does not specify if certain roads have limited access. Access is controlled through the development review process and the Private Approach By-law. The Transportation Impact Study notes that the private approach for the proposed development meets the City's Private Approach By-law and is located in a satisfactory location along Teron Road.

Concern: Existing servicing is not adequate to service proposed use.

The site is currently not serviced by sanitary and storm sewers (the one claimed was designed for Teron Road drainage, not the existing property which is serviced by ditch systems) and while water is said to be supplied to the property, the servicing study indicates that the new buildings will connect to a Feedermain, for which local service connections are forbidden.

Response:

Storm servicing is directly adjacent the site and the investigation from the 2009 flooding has removed extraneous sources of flow. Sanitary servicing is available in Teron Road, but not directly in front of the subject property and the applicant can extend services for use. The water pipe directly in front of the application in Teron Road is not available for

connection, but there are other pipes and opportunities in the ROW that are available to the applicant.

Comment:

I have no objection to the proposed development. I enjoy living in the area and want to have a choice in the type housing available should I wish to downsize.

Community Organization Comments

Kanata Beaverbrook Community Association

The Kanata Beaverbrook Community Association (KBCA) provided a position paper on the application. The paper in its entirety is attached as Document 9. The matters raised in the Association's comments have been included in the above comments and responses and also addressed in the Discussion section of the report.

Document 6 – Proposed Landscape Plan



1131 Teron Road, Kanata ON
Kanata Development Study

CSSW

Document 7 – Proposed Perspectives

Existing Townhouses, Proposed Low-Rise and Mid-Rise Buildings

Eastern view from Teron Road

VIEW | EASTERN VIEW FROM TERON ROAD



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Project No. : 2370
March 2014

TERON ROAD DEVELOPMENT
Ottawa, Ontario

Front view on Teron Road

VIEW | FRONT VIEW ON TERON ROAD



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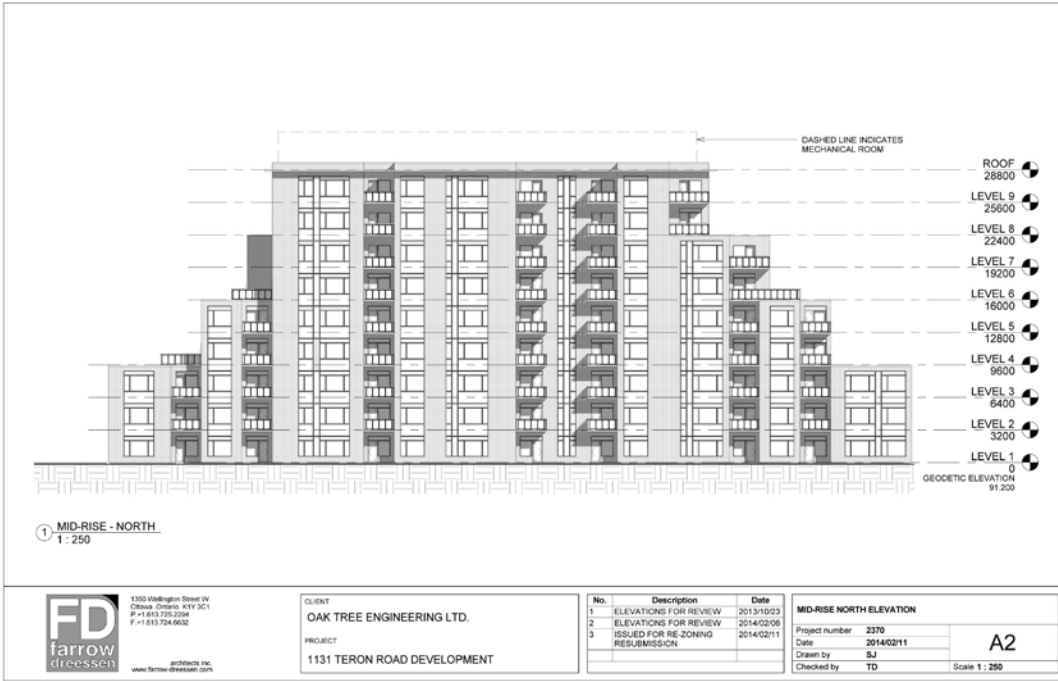
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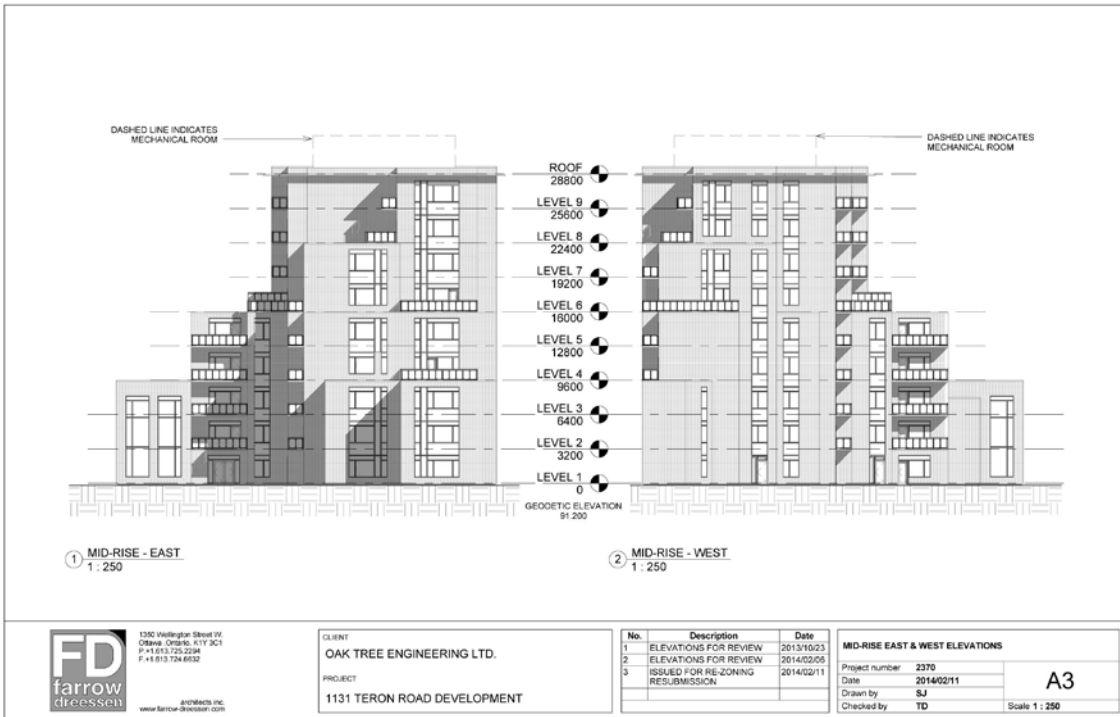
TERON ROAD DEVELOPMENT
Ottawa, Ontario

Document 8 – Proposed Elevations

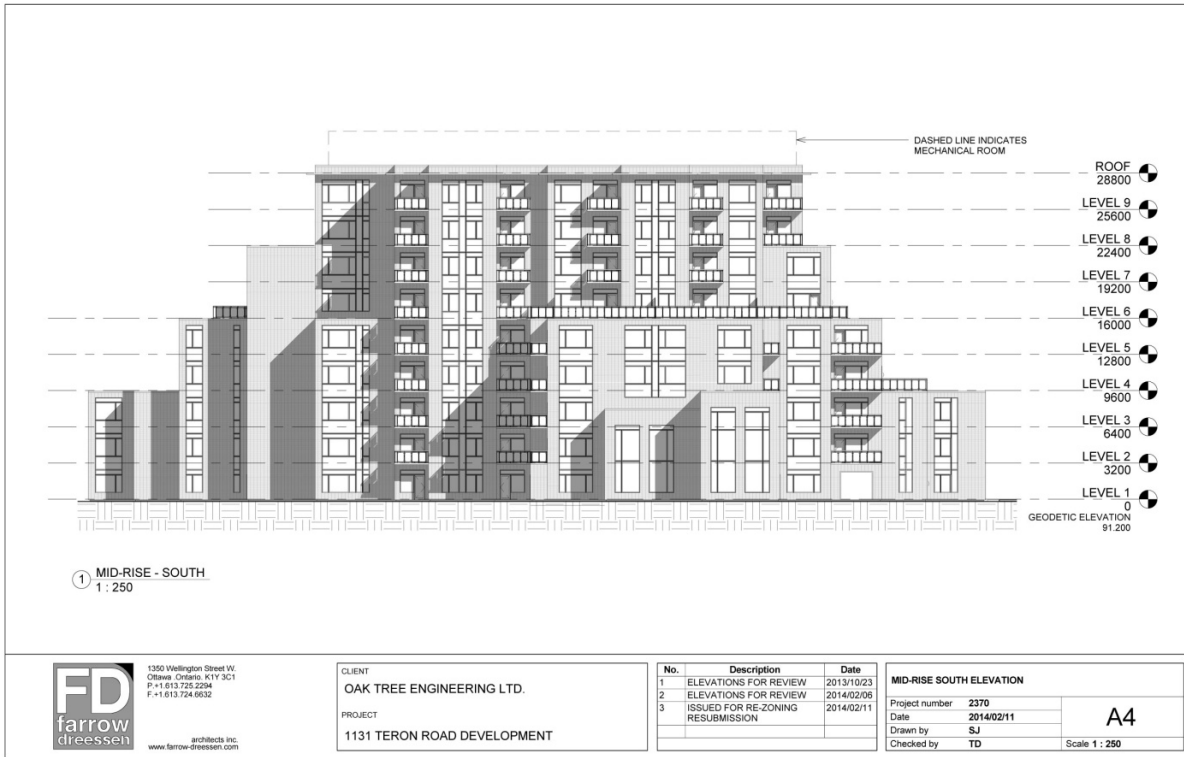
Mid-Rise North Elevation



Mid-Rise East and West Elevations



Mid-Rise South Elevation



Low-Rise Elevations

