

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme**

**and Council
et au Conseil**

**June 23, 2014
23 juin 2014**

**Submitted by
Soumis par:**

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Ward: KANATA NORTH (4) / KANATA
NORD (4) and KANTA SOUTH
(23) / KANATA-SUD (23) **File Number:** ACS2014-PAI-PGM-0142

**SUBJECT: City-initiated Official Plan and Zoning By-law amendment regarding
building heights in Kanata**

**OBJET: Modification du Plan officiel et du Règlement de zonage demandé
par la Ville relative à la hauteur des bâtiments à Kanata**

REPORT RECOMMENDATIONS

That Planning Committee recommend Council approve an amendment to:

- 1. Zoning By-law 2008-250 for multiple properties throughout Kanata North and Kanata South, as shown in Document 1 and detailed in Document 2; and**
- 2. The Official Plan, Volume 2b, Former City of Kanata, 5.7 Town Centre, as detailed in Document 3.**

RECOMMANDATIONS DU RAPPORT

Que le Comité de l'urbanisme recommande au Conseil d'approuver une modification au :

- 1. Règlement de zonage 2008-250 pour plusieurs propriétés à Kanata Nord et à Kanata Sud, comme le montre le document 1 et l'explique en détail le document 2;**
- 2. Plan officiel, volume 2B, ancienne Ville de Kanata, 5.7 Centre de ville, comme l'explique en détail le document 3.**

BACKGROUND

The Zoning Consistency Team (ZCT) was established in October 2012 fulfilling the Mayor's commitment at the Planning Summit of April 2012 to identify and fix areas where the zoning is not consistent with the policies or strategic directions of the Official Plan (OP), Secondary Plans or Community Design Plans.

The recommendations of this report derive from work completed to satisfy a priority study from the ZCT work plan approved by Planning Committee on June 11, 2013, whereby building heights were to be reviewed in the Kanata Town Centre and at key intersections across Kanata.

The Zoning By-law amendment affects various properties along March Road at the intersections of Klondike Road, Shirley's Brook Drive and Terry Fox Drive, as well as various properties along Hazeldean Road (Terry Fox Drive to Eagleson Road) and along the west side of Eagleson Road south of Rothesay Drive to Terry Fox Drive, as shown in Document 1.

The Official Plan amendment affects land within the Kanata Town Centre as defined by Volume 2B, former City of Kanata, 5.7 Town Centre, and as shown in Document 3.

DISCUSSION

The recommendations of the proposed Zoning By-law amendments are consistent with the policy direction of OPA 76 and OPA 150. Therefore, the recommended amendments to the Zoning By-law 2008-250 shall come into effect immediately when adopted by Council.

The proposed Official Plan amendment represents an implementation of OPA 150 by amending policy concerning building height in the Kanata Town Centre Secondary Plan. The proposed amendments to the Secondary Plan rely on OPA 150 and therefore will not come into effect unless and until the corresponding policies introduced by OPA 150 also come into effect.

Planning Act and Provincial Policy Statement

The Planning Act requires that all City planning decisions be consistent with the Provincial Policy Statement (PPS), a document that provides policies on matters of provincial interest related to land use development. The PPS contains policies which indicate that there should be an appropriate mix of residential and non-residential uses, a range of housing types, which efficiently use land, infrastructure and public services, to support strong and healthy communities.

The recommended Zoning By-law and Official Plan amendments are considered consistent with the matters of provincial interest as outlined in the Planning Act. It is considered in keeping with the PPS by promoting intensification and density in areas that are serviced by existing infrastructure and public services, is well served by public transit and community amenities, and encourages a mix of residential and non-residential uses. Collectively, these attributes support the long term prosperity of a vibrant liveable community with opportunity to live, work and play.

Zoning By-law Amendment

Recommendation 1 of this report represents an amendment to the Zoning By-law to provide consistency with, and an implementation of, the applicable designations in Schedule B of the Official Plan so that residents, developers and interested parties can have greater clarity on what could be developed on the subject sites, especially with respect to building height.

The subject properties in Kanata North (Ward 4), as shown on Maps 1 and 2 in Document 1 are designated in the Official Plan as General Urban Area (Section 3.6.1).

The policy context of Section 3.6.1 (General Urban Area) of the Official Plan for both OPA 76 and OPA 150 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, entertainment and institutional uses. This section notes that the Zoning By-law will continue to regulate the location, scale and type of land use in accordance with the provisions of the Official Plan.

Section 3.6.1 through OPA 76 is silent on specific building height and relies on the urban design and compatibility policy of Section 4.11. However, Section 3.6.1, Policy 4 of the Official Plan through OPA 150, states that up to six storeys is permitted where the property fronts on and has access to an Arterial Road on Schedules E or F of the Plan and is located within 800 metres walking distance of a Rapid Transit Station or on a Transit Priority Corridor on Schedule D of this Plan.

March Road is identified as an Arterial Mainstreet on Schedule E of the Official Plan and as a Transit Priority Corridor on Schedule D. The proposed zoning amendments in Maps 1 and 2 of Document 1 are appropriate for building heights up to six storeys, and the mixed-use zones are consistent with the General Urban Area designation.

The subject properties in Kanata South (Ward 23), as shown on Maps 3 and 4 in Document 1 are in areas designated on Schedule B of the Official Plan as an Arterial Mainstreet and are subject to Section 3.6.3 - Mainstreets.

The proposed amendments as shown on Map 3 of Document 1 affect a number of properties along Hazeldean Road between Terry Fox Drive and Eagleson Road. Section 3.6.3 - Mainstreets of the Official Plan, in both OPA 76 and OPA 150, permits building heights up to nine storeys. The current zoning along the subject corridor of Hazeldean Road permits building heights of 20 metres, which is generally consistent with a six-storey built form. The properties recommended for a nine-storey height limit (30 metres), as shown on Map 3 of Document 1, are primarily located in areas along the north side of Hazeldean Road and larger sites at key intersections.

With the exception of the southwest corner of Hazeldean Road and Eagleson Road, properties along the south side of Hazeldean Road were not rezoned for additional height through this study and will remain at a height limit of 20 metres. Height increases were not recommended along the south side due to the topography of the Hazeldean Road properties being at a higher elevation than the residential properties to the south, the lots depths are shallower compared to the north side (where nine storeys is recommended), and in association with this lot depth there is a right-of-way protection of

37.5 metres along Hazeldean; for these reasons it would appear that a complying nine-storey building would not be possible.

Properties along Hazeldean Road where nine storeys (30 metres) have been recommended are large enough and well-positioned to accommodate such height while maintaining the ability to incorporate compatibility measures with nearby residential areas. The ability to provide the appropriate built form transition, whereby the building height decreases in proximity to residential zones, in accordance with Table 185(f) of the Zoning By-law, can easily be accommodated. Notwithstanding the above, members of the public, developers and interested parties should be aware that OPA 150 Section 3.6.3, Policy 11 permits building heights up to 12 storeys through a zoning amendment at key nodes, such as the intersections of Hazeldean Road and Terry Fox Drive, as well as the Eagleson Road intersection.

In addition to the above amendments, 420 and 430 Hazeldean Road are recommended for amendment to Urban Exceptions 1216 and 1253 respectfully, as detailed in Document 2. These two exceptions have very high minimum parking requirements and limit permitted uses, both of which are viewed through this study as a barrier to encouraging the mixed-use development that the City supports on an Arterial Mainstreet.

The proposed amendments as shown on Map 4 of Document 1 affect a number of properties along the west side Eagleson Road south of Rothesay Drive to Terry Fox Drive.

The majority of the properties are already zoned Arterial Mainstreet, but the effect of the amendment is to increase the maximum building height to 30 metres in order to implement the nine-storey built form permitted by the Arterial Mainstreet designation. This amendment implements the policy direction of OPA 76 and OPA 150.

When the City-initiated proposals were circulated on April 2, 2014 the recommended zoning maps included the properties at 1045, 1055, 1075 and 1083 Klondike Road. These properties are currently zoned Development Reserve and were originally intended to be rezoned through this study to a Residential Fourth Density zone and Open Space zone.

City staff and representatives from the Mississippi Valley Conservation Authority met with the owners of 1055, 1075 and 1083 Klondike on site April 23, 2014 to review the flood plain and terrain mapping along Shirley Brook's creek and the proposed delineation of the Open Space zone. Discussion amongst the parties led to the

conclusion that the properties (staff included 1045 Klondike in this conclusion as well) would not be rezoned through this process due to the circumstances of the flood plain, questions surrounding slope stability, and ongoing mapping updates being reviewed by the Conservation Authority. The appropriate zoning will be determined through a specific proposal for the subject lands.

For information purposes, please note that Phase 2 of the Zoning Review 2014 being conducted by the City is reviewing a wide range of areas designated as Traditional Mainstreet, Arterial Mainstreet and Mixed-use Centre. One component of this pending report is to amend the Arterial Mainstreet zone to remove any reference to Floor Space Index, and at such time Hazeldean Road and Eagleson Road will be included in that recommendation.

Official Plan Amendment

Recommendation 2 of this report represents an amendment to the Kanata Town Centre Secondary Plan to ensure that the policy direction is updated for consistency with OPA 150, especially as it relates to building heights and density along the Rapid Transit Corridor.

The existing Secondary Plan provides some direction on building height but generally limits maximum heights in the mixed-use areas to 10 storeys for residential uses and eight storeys for non-residential uses.

Section 3.6.2 - Mixed-Use Centres and Town Centres of the Official Plan (OPA 150), encourages a maximum building height of 12 storeys for all uses, and a minimum of four storeys for residential and office use. Greater building heights may be considered subject to a secondary plan amendment, where proposals are consistent with policy 10 of Section 2.2.2.

Section 2.2.2, Policy 10 explains that a secondary planning process, identified in Section 2.5.6 and undertaken for a specific area may recommend changes to an existing secondary plan to establish different building heights.

The secondary planning process described in Section 2.5.6 of the Official Plan acknowledges that the process may result in only addressing strategic issues within the planning area, such as building height in this study. The process may also be scoped to focus on the objectives of the plan, and in this case the proposed amendments are focused on building heights.

The scoped process for this amendment is consistent with the guidance of Figure 2.9 (structure of Community Design Plans) and is detailed in Document 4.

The proposed amendments to the Kanata Town Centre Secondary Plan are detailed in Document 3.

It is important to note that lands within the Kanata Town Centre are not subject to any proposed zoning amendments through this report and there are several reasons contributing to this. The proposed policy amendments in Document 3 are intended to provide clarity for maximum height limits throughout the Town Centre and represent an implementation of the policy direction from OPA 150. The existing zoning throughout the Town Centre is consistent with the proposed policy direction, albeit in some cases the zoning is on the lower end of the spectrum, such as currently permitting a 10 storey height in an area with policy direction for High-rise 10 to 30 storey buildings. The Department is satisfied with this consistency and the recommendations contained in Document 3, and further notes that the policy framework sets the criteria for when a High-rise 10 to 30 storey is permitted through a Zoning By-law amendment.

Furthermore, an Environmental Assessment and mainstreet study is being conducted for Kanata Avenue and the recommendations of this study will result in a proposed zoning amendment to reflect the mainstreet vision for Kanata Avenue. The policy direction for Kanata Avenue detailed in Document 3 is consistent with this study.

Lastly, the Real Estate Partnership and Development Office (REPDO) are working on a concept plan for the City-owned lands between Kanata Avenue and Campeau Drive. Staff has worked diligently with the interested parties, the Ward Councillor and the community regarding the concept for these lands. The proposed policy in Document 3 satisfies these discussions. Once the concept plan is final, the Department understands that REPDO will rezone the lands in accordance with the approved development concept. The current zoning exceeds the proposed policy direction and is therefore consistent with the Secondary Plan, as amended.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

CONSULTATION

Notice of the City-initiated amendments was carried out in accordance with the City's Public Notification and Consultation Policy and the alternative measures of the Official Plan. The public was engaged through the use of a study website

(www.ottawa.ca/kanatazoing) that was updated throughout the process, two public meetings were held, and an ongoing dialogue with detailed responses throughout the circulation and commenting period was provided. Details of the notification and consultation are provided within Document 5.

COMMENTS BY THE WARD COUNCILLORS

Councillor Wilkinson and Councillor Hubley are aware of the proposed amendments.

LEGAL IMPLICATIONS

Should the recommendations in this report be adopted and the matters appealed to the Ontario Municipal Board, the length of any hearing will depend on the issues raised and the properties in respect of which appeals are received. A hearing could range from three days to two weeks, however it could likely be conducted within staff resources.

As a City-initiated project there would not be a right to appeal in the event that the Zoning and Official Plan amendments are not adopted.

RISK MANAGEMENT IMPLICATIONS

There are no risk implications associated with this report.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

There are no accessibility impacts associated with this report.

TECHNOLOGY IMPLICATIONS

Information Technology and Planning and Growth Management have agreed that for Land Use reports from Development Review Services and Policy Development and Urban Design Branches, there is no technology component.

TERM OF COUNCIL PRIORITIES

The following Term of Council Priority (from the City of Ottawa 2011-2014 Strategic Plan, as amended May 2012) is supported through this proposal:

- TM2 - Maximize density in and around transit stations

SUPPORTING DOCUMENTATION

Document 1 Maps illustrating recommended zoning

Document 2 Details of recommended zoning

Document 3 Details of recommended Official Plan Amendment

Document 4 Secondary Planning Process

Document 5 Consultation Details

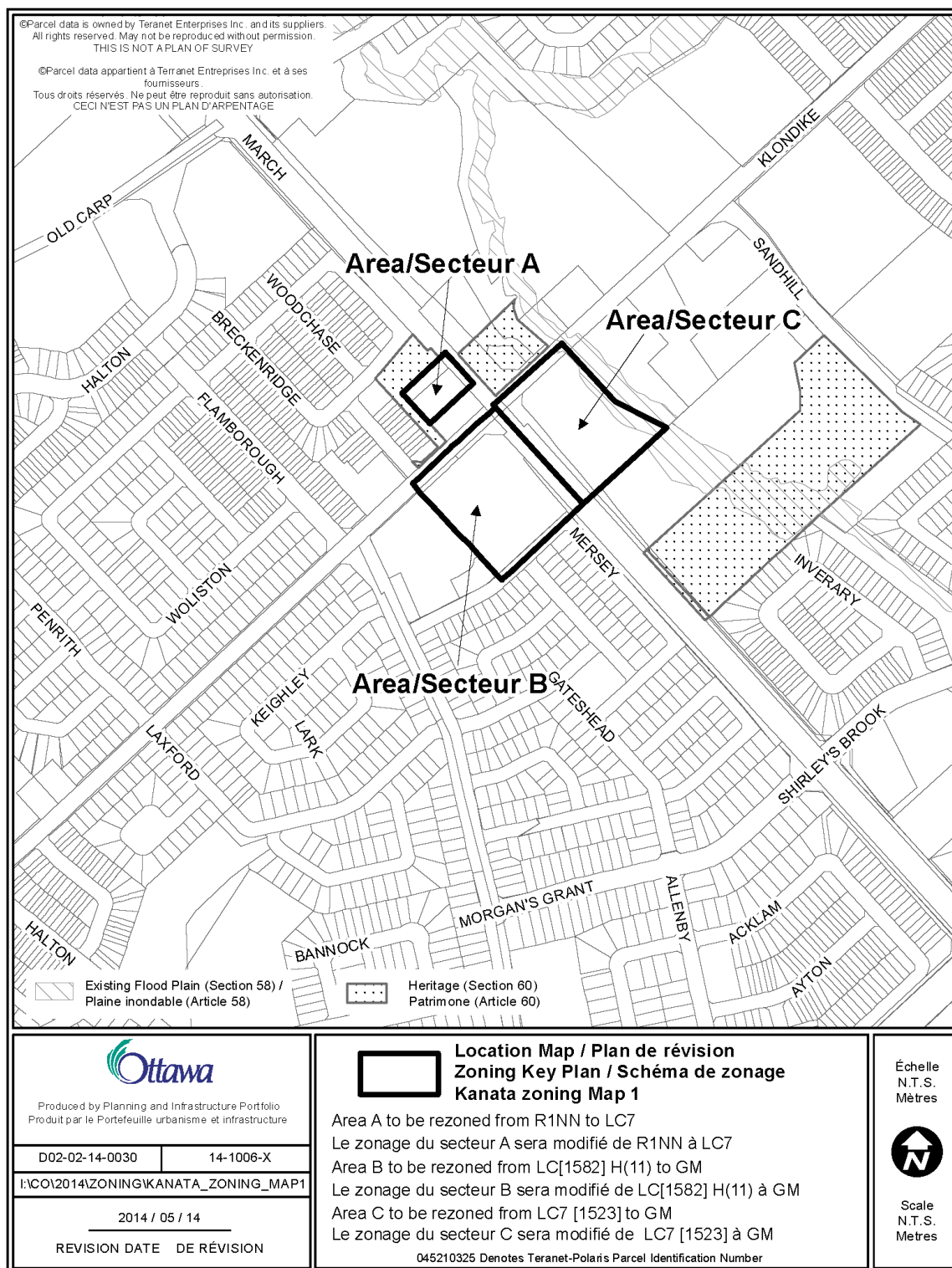
DISPOSITION

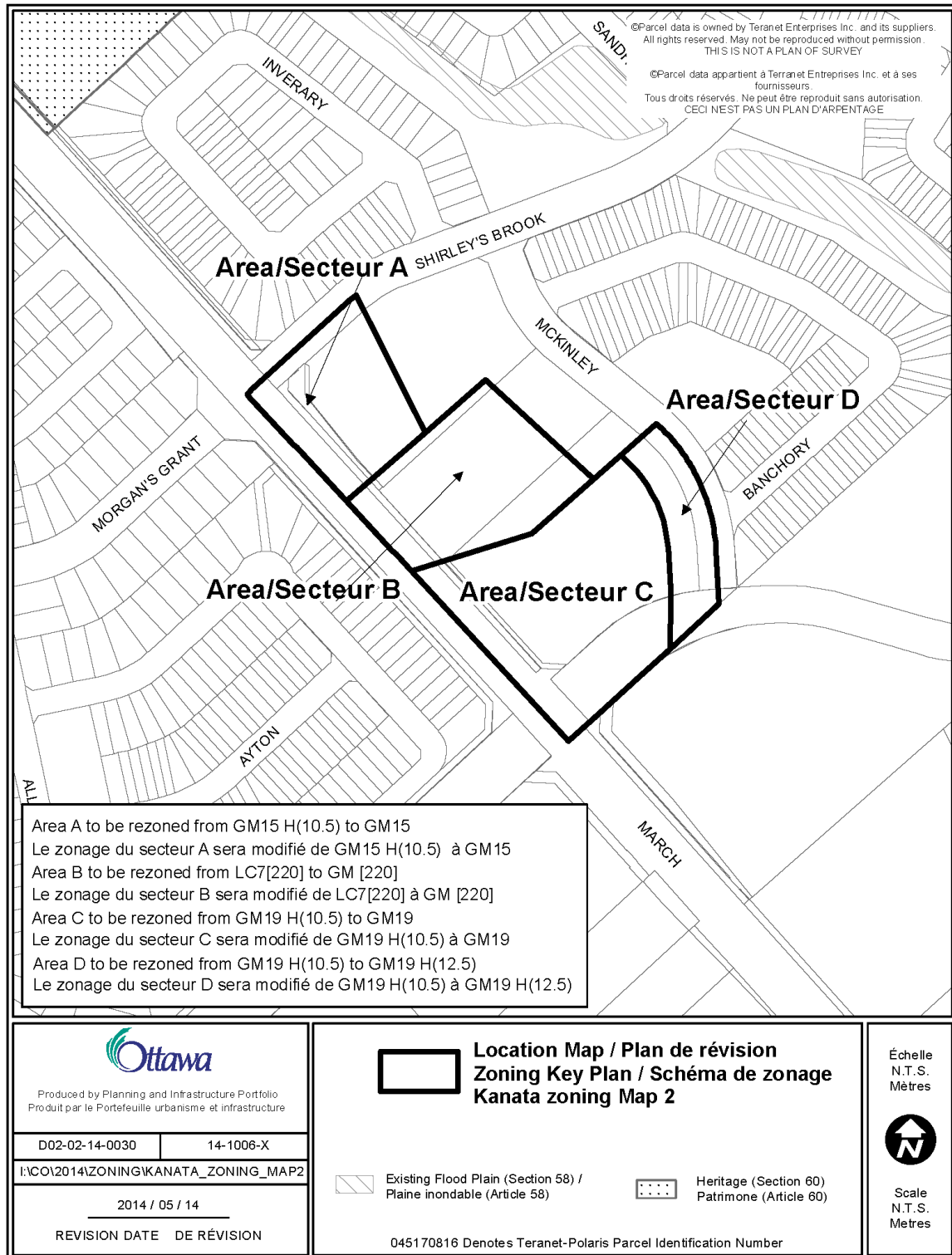
City Clerk and Solicitor Department, Legislative Services, to notify the owners, Ghislain Lamarche, Program Manager, Assessment, Financial Services Branch (Mail Code: 26-76) of City Council's decision.

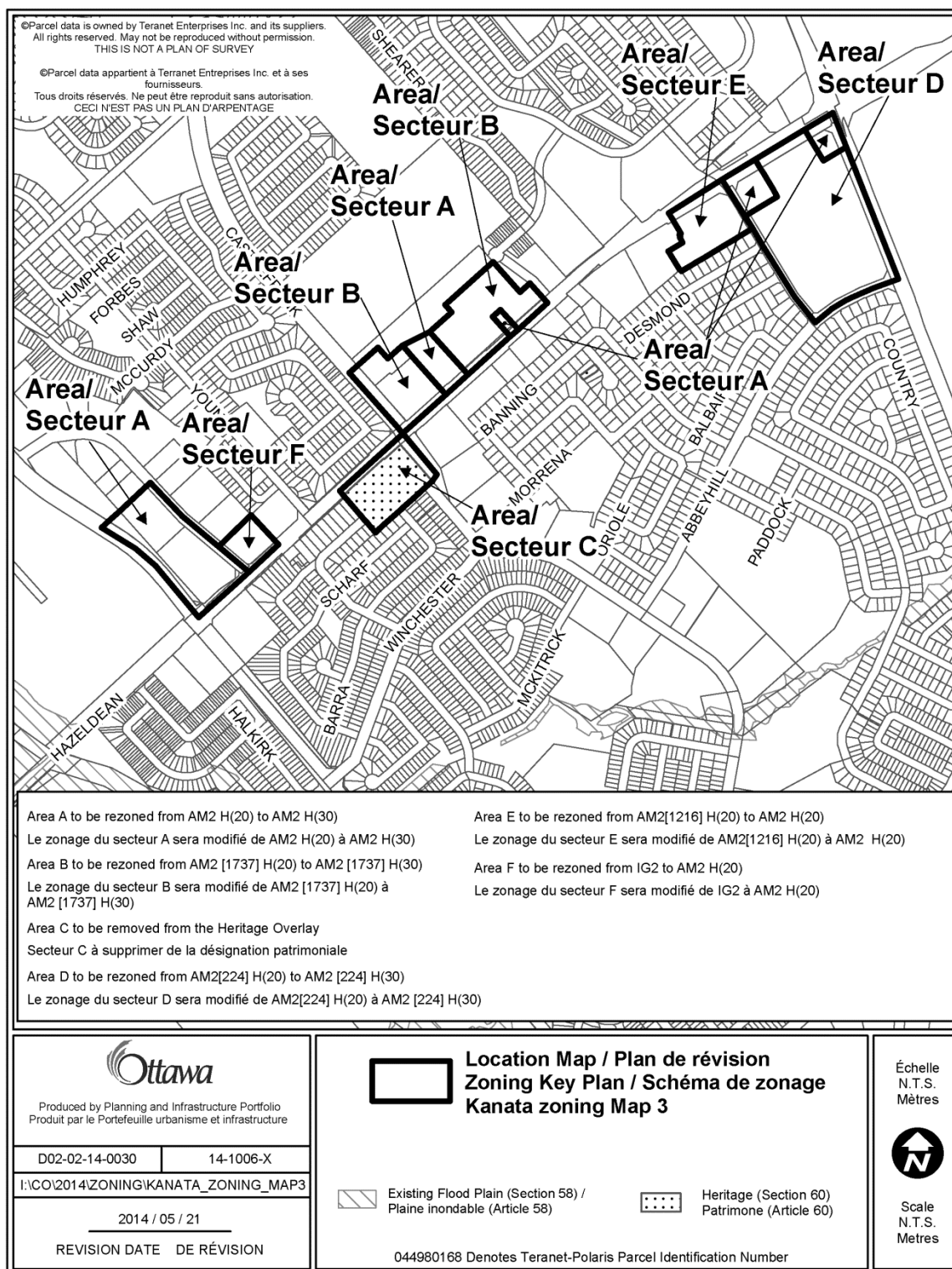
Planning and Growth Management Department to prepare the implementing by-law, forward to Legal Services and undertake the statutory notification.

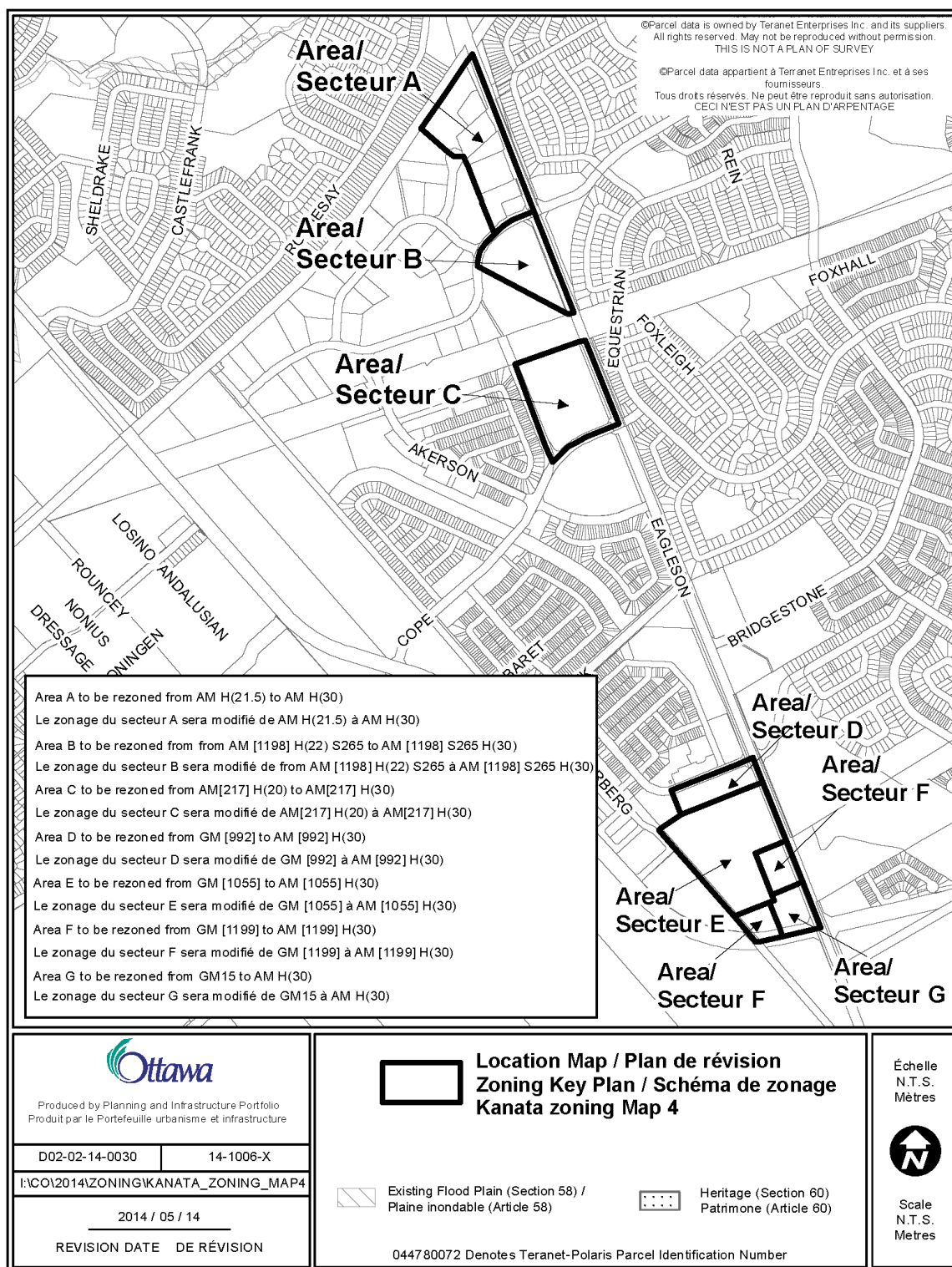
Legal Services to forward the implementing by-law to City Council.

Document 1 - Maps Illustrating Recommended Zoning









Document 2 - Details of Recommended Zoning

1. Rezone the lands shown in Document 1 in accordance with the legends contained therein.
2. Amend section 239, Urban Exception 220 as follows;
 - a) In column III delete the following additional permitted uses;
 - animal care establishment
 - animal hospital
 - instructional facility
 - b) In column IV delete the following prohibited uses;
 - artist studio
 - day care
 - recreational and athletic facility
3. Amend Section 239, Urban Exception 1199 as follows;
 - a) In Column III delete the following additional permitted uses;
 - automobile service station
 - car wash
 - automobile dealership
4. Amend section 239, Urban Exception 1253 as follows;
 - a) In Column III delete the following additional permitted uses;
 - instructional facility
 - b) In Column IV delete the following text for additional prohibited uses;

“all uses except:”

 - artist studio
 - office

- personal service business
- retail store
- technology industry

c) In Column V delete the following provisions;

- maximum cumulative gross floor area of 1068 square metres for retail store and personal service business
- minimum required number of parking spaces 94

d) In Column III add the following additional permitted use;

- Recreational and Athletic Facility

e) In Column V add the following provision;

- minimum required number of parking spaces is 94 for the first 5,150 m² of gross floor area (unless fewer spaces are required as per Section 101), and any additional gross floor area beyond 5,150 m² will require parking at the applicable rate in Section 101.

5. Amend section 239, Urban Exceptions, by deleting exception [1216] in its entirety.
6. Amend section 239, Urban Exceptions, by deleting exception [1523] in its entirety.

Document 3 - Details of Recommended Official Plan Amendment

1. Introduction

All of this part of this document entitled Details – The Amendment consisting of the following text and the attached Schedule constitutes Amendment No.136 to the Official Plan.

2. Details

The City of Ottawa Official Plan, Volume 2b, Former City of Kanata, 5.7 Town Centre, is hereby amended as follows:

- 2.1 by adding a new subsection, 5.7.4.4, titled “Building Height and Density” and policies as follows;

“Building heights, like the design of building facades, should vary to create an interesting urban streetscape and shall be governed by the policies of Section 5.7.5.9.

Development must be designed to meet the minimum density requirements expressed in jobs and people per hectare as set out in Figure 2.3 of the Official Plan.”

- 2.2 by replacing all five references to “Castlefrank Road” in Section 5.7.5 - Land Use Designations with the words “Kanata Avenue”
- 2.3 Section 5.7.5.2 Central Business District, is amended by deleting the heading “Densities” and all the text associated with this heading beginning with the wording “Development must be designed to meet the employment and residential targets.....”
- 2.4 by amending Section 5.7.5.2 Central Business District, under the heading “Phasing” as follows:
- 2.5 In the first sentence of the second paragraph delete the word “extensive”
- 2.6 Add a third paragraph under the heading “Phasing” as follows;
- “Onsite parking will be in accordance with Policy 5.7.7.8 of this Plan.”
- 2.7 by amending Section 5.7.5.8 Mixed Use Centre as follows:

- 2.8 by adding the words “and Town Centre” after the words “Mixed-Use Centre” in policies a(1.) and a(2.)

- 2.9 by replacing the text in bullet (3.) with the following;

“The implementing Zoning By-law for the area designated as “Mixed-Use Centre” on Schedule B-1 Kanata Town Centre shall contain holding provisions that does not permit development until a transportation impact assessment has been submitted to and approved by the City. The transportation assessment is to identify the roadway and intersection modifications, including the upgrading of the construction of the Terry Fox Drive/Earl Grey Drive underpass and or the widening of Terry Fox Drive, that are required to support the proposed development. The holding zone will not be lifted until the General Manager, Planning and Growth Management is satisfied that the roadway and intersection modifications will be completed by the proponent or the proponent in partnership with the City prior to occupancy of the development.

- 2.10 by adding a new subsection, 5.7.7.8, titled “Onsite Parking” and policies as follows:

“5.7.7.8 Onsite Parking

Onsite parking for new mid-rise and high-rise buildings shall be located in a parking structure or underground and concealed from public view. The provision of limited surface parking for visitor use and accessible parking spaces or as an interim measure may be permitted in the Zoning By-law or through Site Plan Control where development on the site is being phased.

Surface parking shall not be located in any yard abutting Kanata Avenue or Campeau Drive”.

- 2.11 by adding a new subsection, 5.7.5.9, titled “Maximum Building Heights” and policies as follows:

“5.7.5.9 Maximum Building Heights

In addition to the policies for individual sections of this plan the objectives of the Official Plan are to encourage the development of a vibrant Town Centre that is supportive of transit use. For this reason both minimum and maximum building heights may apply in order to create an urban context to

the streets within the centre and to provide a transition to adjacent residential areas. All new development or redevelopment will be subject to the following policies.

In accordance with Schedule B-2, the Building Height designations are subject to the following policies:

1. Maximum building heights shall be in accordance with Schedule B-2. Where zoning that pre-dates the adoption of Schedule B-2 exceeds the building height permitted on Schedule B-2, the existing zoning shall apply.
2. In addition to maximum heights in policy 1 above, minimum building heights and building height transitions shall also apply to specific areas as follows:
 - a) **Development facing Campeau Drive** (between the City lands to the west and Gray Crescent) will be subject to the following provisions:
 - i. A minimum building height of three storeys is required
 - ii. The maximum building height is three storeys for any development within 25 metres of the lot line abutting Campeau Drive
 - iii. Mid-rise buildings up to a maximum of six storeys are permitted provided the building transitions from three storeys along Campeau Drive in accordance with the principles in Section 4.11 of the Official Plan.
 - iv. To maintain a landscaped buffer and parkway character between the edge of the Town Centre and residential neighbourhoods to the north, yard setbacks from a lot line abutting Campeau Drive will generally be 6 metres.
 - b) **Development facing Kanata Avenue** (between Lord Byng Way/Maritime Way and Earl Grey Drive) will be subject to the following provisions:
 - i. A minimum building height of three storeys applies along the north side of Kanata Avenue. Since the grade of the lands on the south side of Kanata Avenue is lower than the grade of the road, buildings are required to have a minimum building height of two storeys above the level of the Kanata Avenue paved roadway.

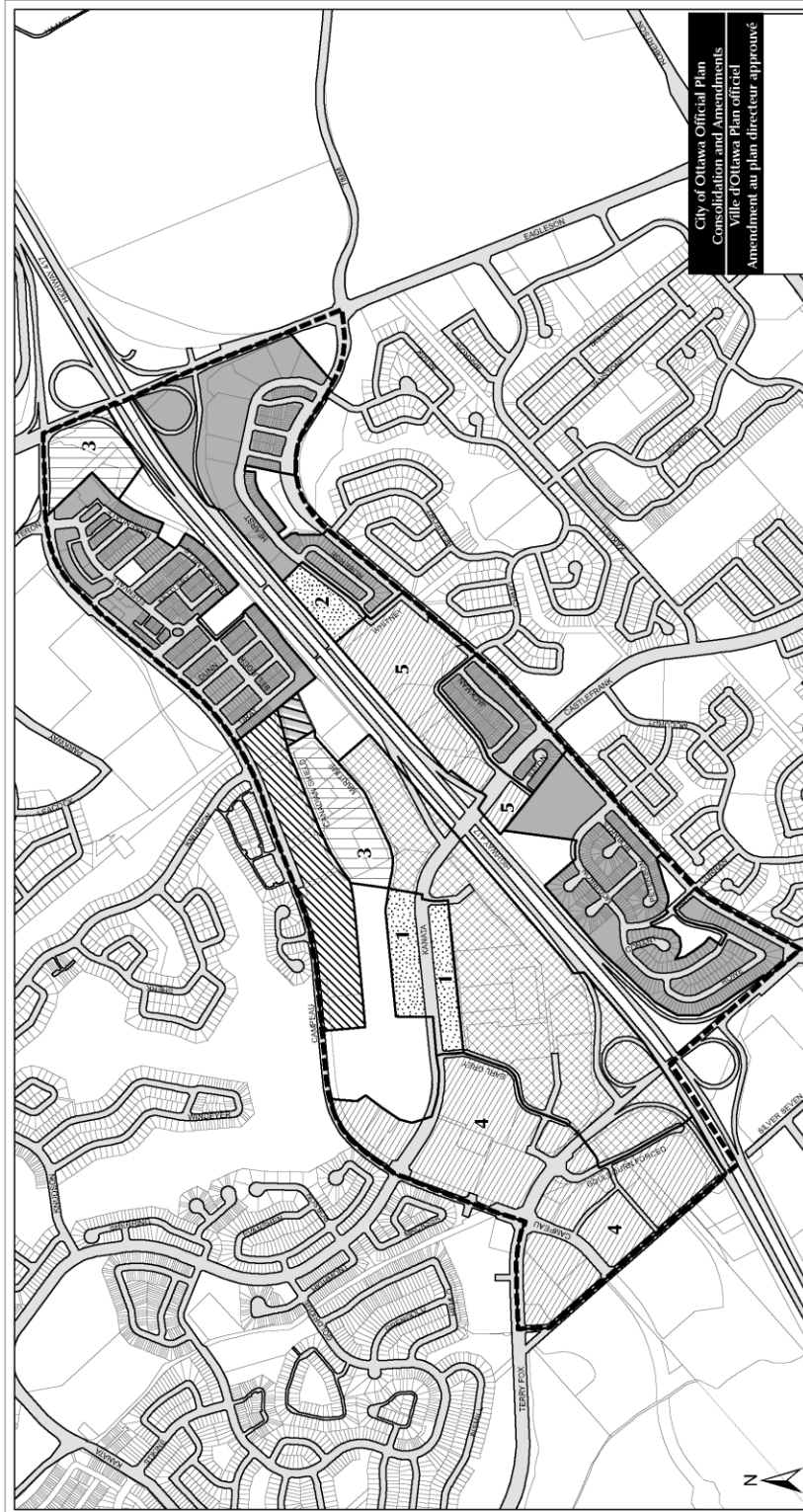
- ii. Mid-rise buildings up to a maximum height of nine storeys are permitted and shall provide built form transition to lower heights along Kanata Avenue, and will be developed in accordance with the principles in Section 4.11 of the Official Plan.
- c) **Development facing Hearst Way** (between Whitney Drive and the eastern portion of Roberge Crescent) will be subject to the following provisions:
 - i. Minimum building height of three storeys is required.
 - ii. Mid-rise buildings generally up to seven storeys are permitted and shall provide built form transition to adjacent low-rise residential to lower heights along Hearst Way, and will be developed in accordance with the principles in Section 4.11 of the Official Plan.
 - iii. to establish a human-scale and pedestrian oriented street environment, building step-backs must be provided immediately after the third storey generally resulting in a 45 degree angular plane beginning from the top of the third storey facade that is oriented towards Hearst Way.
- d) **Development located in any area “3” or “4” of Schedule B-2** will be subject to the following provisions;
 - i. A minimum building height of three storeys is required.
 - ii. High-rise buildings up to the maximum height on Schedule B-2 are permitted provided built form transition in accordance with the principles in Section 4.11 of the Official Plan.
- e) **Development located in area “5” of Schedule B-2** (along Aird Place and Katimavik Road) will be subject to the following provisions;
 - i. Minimum building height of three storeys is required.
 - ii. A high-rise building up to a maximum of 12 storeys will be permitted; however, where demonstrated that a development site is located within 400 metres walking distance of a Rapid Transit Station on Schedule D of the Official Plan, additional height may be considered in accordance with Policy 5.7.5.9 f).

- iii. Development shall provide built form transition to adjacent low-rise residential in accordance with Section 4.11 of the Official Plan, and ensure that a human-scale and pedestrian oriented street environment is established along Aird Place and Katimavik Road.

f) **Development located in an area permitting “High-Rise 10 to 30 storeys”** on Schedule B-2 will be subject to the following provisions;

- i. Subject to a zoning amendment, a High-Rise 10 to 30 storey building may be considered where it is demonstrated that the development satisfies all of the following:
 - a. Minimum building height of three storeys is required.
 - b. Meets the Urban Design and Compatibility policies in Section 4.11 of the Official Plan.
 - c. Meets the Designing Ottawa policies in Section 2.5.1 of the Official Plan.
 - d. The appropriate maximum building height will be determined on the basis of site conditions and constraints and the ultimate height must be supportable by the required submissions for a Zoning By-law Amendment, which will include but is not limited to a Transportation Impact Study, Geotechnical Study, Servicing Brief, Sun Shadow Study, and a Concept Plan demonstrating compliance with Section 4.11 of the Official Plan.

2.12 by adding a new Schedule after Schedule B-1, herein referred to as Schedule B-2 and attached to this amendment”.



KANATA TOWN CENTRE SECONDARY PLAN - SCHEDULE B-2

Maximum Building Heights

Secondary Plan Boundary / Limite du plan secondaire

MAXIMUM PERMITTED BUILDING HEIGHT / MAXIMUM NUMBER OF STOREYS / LA HAUTEUR DE BÂTIMENT MAXIMALE PERMISE / NOMBRE D'ÉTAGES MAXIMAL

- Low-Rise / Immeubles de faible hauteur
- 6 storeys / étages
(Subject to Policy 5.7.5.9.2a / sous réserve de la politique 5.7.5.9.2a)
 - 8 storeys / étages
(Subject to Policy 5.7.5.4 / sous réserve de la politique 5.7.5.4)
 - Mid-Rise / Immeubles de hauteur moyenne
 - 1. Subject to Policy 5.7.5.9.2b / sous réserve de la politique 5.7.5.9.2b
 - 2. Subject to Policy 5.7.5.9.2c / sous réserve de la politique 5.7.5.9.2c
 - 10 storeys / étages
 - 3. Subject to Policy 5.7.5.9.2d / sous réserve de la politique 5.7.5.9.2d

KANATA CENTRE VILLE PLAN SECONDAIRE - ANNEXE B-2

Hauteurs maximales des immeubles

MAXIMUM PERMITTED BUILDING HEIGHT / MAXIMUM NUMBER OF STOREYS / LA HAUTEUR DE BÂTIMENT MAXIMALE PERMISE / NOMBRE D'ÉTAGES MAXIMAL

- 12 storeys / étages
- 4. Subject to Policy 5.7.5.9.2d / sous réserve de la politique 5.7.5.9.2d
 - 5. Additional height may be permitted subject to Policy 5.7.5.9.2e / Des bâtiments plus hauts pourraient être permis sous réserve de la politique 5.7.5.9.2e
 - High-Rise 10 - 30 storeys / Immeubles de grande hauteur (de 10 à 30 étages)
 - Subject to Policy 5.7.5.9.2f / sous réserve de la politique 5.7.5.9.2f
 - Lands subject to the corresponding height policy of the land use designation in Schedule B-1 / Terres assujetties à la politique de hauteur correspondante relative à la désignation de l'utilisation du sol à l'annexe B-1

Prepared by: Planning and Growth Management Department,
Mapping & Graphics Unit



Préparé par: Service des Urbanismes et de la gestion de la croissance,
Unité de cartographie et de graphiques

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Scale - N.T.S. / Echelle N.A.E.

Document 4 - Secondary Planning Process

Secondary Planning Process - Kanata Town Centre Secondary Plan Amendment

Section 2.5.6 (Collaborative Community Building and Secondary Planning Processes) of the Official Plan describes the requirements for a community design plan and Figure 2.9 forms the basis for all secondary planning processes, and the terms of reference may be scoped to focus on the objectives of the plan.

The proposed amendments to the Kanata Town Centre Secondary Plan regarding building heights followed a secondary planning process, and the details of the scoped process are as follows:

A. Plan Context

1. The boundaries of the study include the lands contained within the Kanata Town Centre.
2. Goal statement (for amendment):
 - i. Through public consultation identify candidate areas where intensification and additional building heights are appropriate;
 - ii. Recommend amendments that will provide greater clarity to residents, developers and interested parties of what could be built on underdeveloped sites throughout the Kanata Town Centre, especially as related to maximum building heights; and
 - iii. Encourage the development of a vibrant Town Centre that is supportive of transit use. For this reason both minimum and maximum building heights may apply in order to create an urban context to the streets within the centre and to provide a transition to adjacent residential areas.
3. Community consultation and engagement will provide opportunity for open dialogue through public meetings and a study website (www.ottawa.ca/kanatazoning).
4. Consider conditions and constraints through recent development review applications.

5. Consider other related studies within the Town Centre such as the Kanata Avenue Environmental Assessment, and City-owned lands Town Centre Concept Plan.

B. Existing Conditions (Social, Economic and Environmental)

1. The 230 hectare area is located on both sides of Highway 417 and provides a mix of residential and non-residential areas. The town centre provides ample work, play and live opportunities and is well served by public transit with easy access to the transit priority corridor.
2. The proposed amendments concerning building height will not affect the land-use designations in Schedule B-1 of the Secondary Plan.

C. Establish Vision, Objectives and Targets in Accordance with Official Plan

1. The minimum density requirement for the Kanata Town Centre is 120 people and jobs per gross hectare; the density was 34 as of 2012.
2. Through this study additional height and density will be encouraged in close proximity to Transit Stations and the Rapid Transit Corridor.

D. Constraints and Opportunities

1. Despite the Mixed-Use and Town Centre designation, which encourages height and density, the Town Centre Residential area will continue to be low-rise in nature, and majority of the properties along Hearst Way will be limited to low-rise buildings due to poor soil conditions.
2. An opportunity to encourage additional height and density is apparent with the extension of the transit priority corridor and new stations to be developed prior to 2031 along the north side of Highway 417.

E. Key Spatial Components of Plan

1. The land use designations and targeted areas of activity, focal points, and facilities are not be affected by the proposed amendments.

F. Key Policy Components of the Plan

1. The amendments will have the affect of introducing new policies and a Schedule to the Secondary Plan regarding maximum building heights.

G. Implementation Strategy

1. The policy direction of the Kanata Town Centre Secondary Plan will be adhered to through the Zoning By-law and/or Site Plan Control.

Document 5 - Consultation Details

NOTIFICATION AND CONSULTATION PROCESS

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council. Specifically, public consultation and notification was undertaken as follows:

- In early November 2013 a heads-up was provided to Councillor Wilkinson and Councillor Hubley's offices, as well as all registered community groups in Ward 4 (Kanata North) and Ward 23 (Kanata South) regarding the commencement of this study, and an advertisement was printed in the Kanata Kourier-Standard EMC on November 7, 2013 to inform the residents of Kanata about a public meeting being held on November 18, 2013.
- A study overview and information on the public meeting (November 18, 2013) was posted on the City's website in both English and French (www.ottawa.ca/kanatazoning).
- A public meeting was held on November 18, 2013 to discuss the study details and gain feedback from the participants regarding possible areas for increased building heights.
- On March 20, 2014 an e-mail blast was sent to the ward Councillors, registered community groups and participants from the public meeting held on November 18, 2013 to provide an update on the study regarding candidate locations for amendments, and the website was updated accordingly.
- On April 2, 2014 the formal commenting and circulation period began for the proposed City-initiated amendments (Zoning and Official Plan). A detailed package, including a summary of the proposed amendments, comment sheet, contact information, link to the website, and anticipated timelines of the process, was distributed to technical agencies, applicable internal departments, community groups registered with the City's Public Notification System, and the property owners subject to the proposed amendments.
- Notice of the City-initiated Amendments and April 28, 2014 public meeting was advertised in EMC Kanata and Le Droit on April 7, 8, 24 and 25, 2014 respectively.

- On April 28, 2014 an Open House and Public Information Session was held to discuss the proposed amendments and give interested parties an opportunity to speak with City staff and convey comments.
- On May 21, 2014 the ward Councillors and any participants in the process were e-mailed a draft version of the proposed amendments to the Kanata Town Centre Secondary Plan.

PUBLIC COMMENTS

Comments received from the public generally ranged from questions of clarification, concerns regarding the Kanata Town Centre or site specific concerns and/or requests. Most comments received were categorized by comments specific to the Zoning amendments, Official Plan amendments, or general. The following represents a summary of the comments received and the staff response.

General comments concerning proposed amendments:

Several residents through the public meetings and via formal comments indicated support for more height along the Queensway (north side) as long as transition was provided to protect low-rise neighbourhoods and three storeys along Campeau Drive.

Response: Staff are of the opinion that the proposed amendments are consistent with this approach.

The owners of 1055, 1075 and 1083 Klondike Road requested to be removed the proposed (as circulated) zoning amendments affecting these properties.

Response: Staff met with the owners on site April 23, 2014, along with the Conservation Authority as described earlier in this report, and a letter was sent to the owners on April 30, 2014 confirming that the lands would no longer be rezoned through this process.

The social acceptability of these proposals can be determined by knowing who will benefit most by such developments, the residents of our community or the builders and developers?

Response: The proposed amendments are intended to provide greater certainty for residents, developers, businesses and others regarding permitted building heights and in some cases permitted land uses for the candidate locations and future development proposals.

Concerns about property values with increased height and density throughout Kanata

Response: There is no supporting evidence with respect to how the proposed amendments affect property values.

Concern about increasing the density of Kanata without a Community Design Plan (CDP), and especially when there are areas with significant flooding, storm sewer capacity, and local sewers have not been evaluated. Infrastructure planning needs to precede the zoning, and a CDP should be done before increasing density.

Response: The proposed amendments do not require a CDP. The zoning amendments represent an implementation of the Official Plan, and the proposed Official Plan amendments followed the secondary planning process described in Document 4.

Any plans to update services and infrastructure to support change?

Response: Updates to services and infrastructure will be in accordance with the Infrastructure Master Plan or will be reviewed on a case-by-case basis specific to proposed development at which time the developer will be required to determine any required updates.

I do not agree with the intent or wording of the highlighted phrase "as well as key intersections and designated mainstreets throughout the remainder of Kanata." It is too general and loose; is not clearly specified in the maps provided; and is inappropriate as a basis of designation. This phrase should be removed or specifically qualified with proposed locations. The wording introduces uncertainty in the planning and zoning for Kanata.

Response: The proposed zoning amendments are illustrated and detailed in Documents 1 and 2 respectively. No other properties are subject to these recommendations.

Several comments were submitted and conveyed during the public meetings about allowing intensification and density to occur before the arrival of LRT or BRT, and can be summarized as follows;

- Make improvements to the most relevant nodes on the Transitway plan and related local bus routes prior to allowing high-rise development.
- The plan to widen Campeau should be enacted first.
- Transit should be in place before increases in height and density are permitted.

- We have a concern about the traffic along Kanata Avenue, in that it is already busy, providing (or close to) entrance and exit to the 417.

Response: One of Council's priorities is to maximize height and density near Transit Stations and the Transit Priority Corridor. The proposed amendments intend to do exactly that by having the appropriate zoning in place or policy framework to encourage height and density in support of the City's ultimate transit system. Furthermore, when specific developments are proposed a Transportation Impact Statement is a required study and this study would determine the traffic implications including capacity and flow. As for Kanata Avenue, an Environmental Assessment is being conducted to review how the right-of-way should be developed, including traffic lanes, bicycles lanes, parking, and sidewalk treatment.

The Vacant Industrial and Business Park Land Survey totals are used to inform Council of the amount of land available for this purpose. By applying the AM zone on lands intended for employment, the City has removed this land from the VILS employment land supply, thereby making the available employment land numbers incorrect. In addition, failing to place the EMP designation, as has been done for the Hazeldean Industrial Park and other smaller employment lands, on Schedule B has also wiped out the protection for a number of employment land parcels which are still being used to justify the employment land supply.

Response: the Vacant Industrial Lands Survey (VILS) includes all land that is zoned to permit industrial uses irrespective of the Official Plan designation. A valid point has been raised about the land supply and lands zoned AM will be removed from the VILS. Staff report on VILS was presented to Planning Committee on June 10, 2014 to reflect the updated numbers.

With regard to the Kanata South Business Park (KSBP):

I still do not understand how you can be zoning it when Council has said it will be studied later, and you have omitted the Kanata Town Centre but not the KSBP.

Response: The lands being rezoned near the Kanata South Business Park are designated Arterial Mainstreet in Schedule B of the Official Plan, and the proposed amendments are appropriate and do not contradict any Council direction.

If your purpose is to remove heights from the Zoning By-law for AMs, why not do this for all AMs city-wide at the same time and have one big public consultation? Obviously,

there will be no way the public can influence the process you are now putting us through when all that is being done in the attached files is removal of the height limit.

Response: The amendments affecting properties zoned Arterial Mainstreet, primarily as shown on Maps 3 and 4 of Document 1, have the effect of increasing the maximum permitted height limit to 30 metres to reflect a height which can accommodate a nine-storey building as per the Official Plan direction. Height limits have not been removed. The rest of the streets and areas for similar amendments are being reviewed by the 2014 Zoning Review - Phase 2. The Kanata study was initiated prior to this initiative.

I also have problems with labeling the parcels in Kanata North which are in the Kanata North Urban Expansion Area (1997 ROP addition to the urban boundary) as Infill when they are Greenfield lands which have an approved Concept Plan for their implementation. There is no apparent policy which states when Greenfield communities will be considered as suitable for Infill intensification, but one would assume that this should be after their originally-planned build-out date. In this case, this would be after 2021.

Response: All proposed zoning amendments reflect an implementation of the Official Plan as described in the report.

I have concerns that these zoning projects being undertaking are giving free zonings to selected landowners and that Council has not been informed of the impact on revenues of this practice. The AM designations in the Official Plan should be sufficient to protect the new height limits which the City now wants implemented.

Response: The proposed zoning amendments are intended to provide consistency between the Zoning By-law and Official Plan.

Comments specifically concerning Hazeldean Road

If you are not reviewing the entire Hazeldean AM at this time why are you rezoning it?

Why are you not doing a CDP for the Hazeldean AM?

Why is there such a rush to rezone it when there are no vacant parcels and the existing uses are unlikely to change?

Response: See the response above concerning CDP and reason for rezoning.

Implementing the Official Plan through zoning is irrespective of existing vacant lots or built form conditions.

I am opposed to the removal of the Heritage designation on the Hazeldean parcel. Our community fought hard to have that farmhouse protected.

Response: The farmhouse at 486 Hazeldean will remain as a designated building under Part IV of the *Ontario Heritage Act* and the current proposals will not change that. Any proposed alterations or further additions to this building would be subject to review by heritage staff. The Heritage Overlay on this site no longer serves a purpose given the development surrounding the heritage building, and therefore is recommended to be removed from this site.

Comments concerning the Kanata Town Centre (Official Plan Amendments)

In general we are supportive of the 10-30 storey height for building south of Maritime Way beside the Queensway, subject to the transition constraints when close to residential and lower zoned areas as staff promised at the Public Meeting.

Response: The proposed amendments in Document 3 are consistent with this comment of support.

Kanata Avenue is being considered for a main street concept and I suggest building heights be consistent with that approach.

Response: Thank you for this consideration. Staff coordinated with colleagues working on this study and the proposed amendments are consistent with the vision for Kanata Avenue.

Several residents expressed concern about height along Hearst Way

Response: The proposed amendments designate majority of Hearst Way as low-rise which would permit one to four storey buildings. The portion of Hearst Way between Whitney and the eastern extent of Roberge permits a mid-rise building up to generally seven storeys, and this policy is to reflect the existing zoning of the hotel and office lands, which currently permits a height of 23 metres. The proposed policy allows for compatible transitioning to the surrounding residential areas while permitting appropriate heights in accordance with the Town Centre designation.

Comments and questions concerning Hearst Way from residents of Roberge Crescent

- Will Hearst Way be widened to accommodate increased traffic? Will additional sidewalks and bus stops be made available for school children?

- Will sufficient parking be included as part of any building approval? Will additional parking be provided for transit users?
- Will the electricity supply and distribution system be enhanced to cover the additional demand?
- How will the sewage and water systems be impacted? How will the increased run-off from hardscaping impact Watts Creek and provisions for flooding?
- Can the geological and soil conditions of the area safely support 10-30 storey structures?
- Will consideration be given to the shadows created by tall structures on other dwellings, gardens, and park space in the vicinity?
- Will the housing in such large buildings be affordable, especially to seniors seeking rental or condo accommodations after selling their homes in the area?
- Traffic flow along Hearst as it is now with the existing businesses and residences is at capacity. Adding buildings - especially taller buildings along this street will increase traffic flow to an area that already has busy Katimavik on one side and the highway 417 on the other.

Response: Majority of these concerns are not related to the proposed Official Plan and Zoning By-laws amendments. Details of this nature are reviewed on a case-by-case basis with site specific development proposals, often through applications for Site Plan Control. The policy requiring compliance with Section 4.11 of the Official Plan speaks to sun shadowing impacts.

Request City to advise of any permit request or proposal for new multi-level complex in and around the Kanata Town Centre, so as to give voice on projects going forward.

Response: Any future site specific proposals in the Town Centre subject to public consultation (such as a Zoning Amendment or Site Plan Control application) will notify the public accordingly and can be reviewed on a case-by-case basis at the time of application.

We urge all effort to protect as much green space as possible in the plan, including what is now green – the area near the three large apartment buildings on Campeau over to near the Royale.

Response: The proposed amendments have no impact on Open Space.

Given that there will still be a tendency for residents to want their cars, park and ride functions should be featured within the Transitway plan. We encourage multi-story car parks to minimize the footprint on the available land, to gain the maximum new parking for the improved transitway. These might be ideal at Eagleson and the new stop proposed just past Centrum.

Response: The proposed amendments are not directly related to the implementation or construction plans within the Transportation Master Plan for park and ride or parking structure functions. Parking for private property within the Town Centre will be subject to the proposed policy in Document 3, and will be reviewed on a case-by-case basis with development applications.

We urge consideration of adequate spacing between buildings, inclusion of green space and other modern techniques to avoid issues that might arise in a warmer climate.

Response: Section 4.11 of the Official Plan addresses this concern.

Comments from a resident of Village Green:

- Buildings over 12 storeys in this zone, regardless of the proximity to other structures would have a tremendous impact on the character and feel of this area. Any such plans should consider the fact that residents have chosen to live in a lower density suburban environment where no such high rises currently exist. The level of densification proposed in the revised secondary-land use plan is excessive and would destroy the character of the Kanata town centre area.
- Traffic in this area, especially on Campeau road would increase dramatically to the detriment of the quality of life to residents in the area. We already are very close to 417 and a very busy Campeau road would affect the noise level, the quality of the air and the enjoyment of our community. This is particularly true if buildings of such height are allowed to be constructed prior to the completion of the proposed new transit stations adjacent to the Kanata town center area.
- It should also be noted that the other areas under consideration within the context of the city initiated study would not be subject to the construction of buildings of such heights. This is clearly unfair to the residents of the Kanata town centre area who would have to bear a disproportionate level of densification.
- In light of the above, there is a very real concern that the property values in the area would decrease to the detriment of existing residents who have chosen

invest and live in a quiet, low-density suburban area. Not to mention the quality of life of residents in the area that would certainly suffer.

- We hope the final decision regarding the secondary land use plan will represent a fair balance between the needs of the city to promote densification and sustainable urban planning with the needs and interests of existing residents in the area.

Response: The Kanata Town Centre is an area of Kanata designated for significant intensification and density as per the Official Plan. The proposed recommendations, including the height schedule represent a balanced approach to protect the quality of life of existing residential areas while opening the opportunity for more employment, amenities and community functions to serve the area in a compact urban form. The areas outside of the Town Centre are subject to recommended height limits that are consistent with the Official Plan. The Town Centre is appropriate for the tallest and densest developments in Kanata.

Comments specific to lands known as Block 7 and Part of Block 9, Plan 4M-1325

Summary of comments from letter dated December 21, 2013

- Context was provided for a matter before the Ontario Municipal Board regarding By-law 2013-86
- Generally supports the study for implementation of clear policy and zoning to support higher buildings on the lands closest to Highway 417.

Summary of comments from letter dated April 16, 2014

- In response to the staff e-mail update sent March 20, 2014, we request that the City-initiated Zoning By-law Amendment also include the lands within the Kanata Town Centre.
- Amendments to the Secondary Plan are appreciated and appropriate.
- Based on previous discussions and the terms of reference, we were anticipating recommendations on the zoning for candidate areas to provide certainty for all parties involved. We now see that you are only undertaking this work for areas outside of the Town Centre.
- Based on previous work done with the City and the public, the amendments to the Official Plan and Secondary Plan policies to permit “high-rise 10 to 30

storey” buildings with close proximity to a transit station and/or transit corridor is a positive and appropriate step forward.

- Note > A brief planning rationale was provided to question why Block 9 is suitable for rezoning and should be included in the zoning amendment.
- We understand the City’s commitment to reduce the number of disparities between the Official Plan and the Zoning By-laws by introducing heights that can be expected as a part of overall reviews for areas within the City. The inclusion of Block 9 in the City-initiated Zoning Amendment should clearly be part of this effort.

Summary of comments from letter dated May 20, 2014

- A representative attended the April 28, 2014 Public Meeting and it is our opinion that the City’s approach to the implementation of the study does not provide clarity to any party as to the heights of buildings that are anticipated in the Kanata Town Centre.
- The City is well-positioned to take advantage of the comprehensive nature of this study to legitimately establish the heights that the City sees as appropriate. This Study represents the best, and only, way to complete the project.
- Extensive public consultation took place as part of the rezoning (2013-86), and it is our interpretation that the public in attendance of all public meetings for this study were looking for the earlier discussions to be reflected in the current City Study.
- At the meeting (April 28), there were a number of residents who were concerned with the direction being taken with respect to the lack of details provided in the notice for proposed heights for the KTC. Based on what was provided, residents appeared to assume that there were going to be recommendations for additional heights everywhere in the KTC.
- Our understanding of the study was that the City would be producing a document that would implement the intent of the City’s Official Plan and this was to be completed as an Amendment to the Zoning By-law. We had assumed that this would be in the same manner as the changes put forward for other areas along the Queensway, such as Ogilvie and St. Laurent.

- The study is to recommend change in zoning for all of the other lands included in the study. The study appears to be stopping well short of these objectives. The public were clearly in agreement with this concern regarding the lack of clarity for the Town Centre.
- At the meeting (April 28), you indicated that the Secondary plan would be changed to match the intent of the Official Plan, but each site would then have to be supported by a specific application for zoning. This study was only going to 'reflect the intent of the Official Plan'. In our opinion, this is against the comprehensive approach to implementation of the Official Plan that was the basis of this study.
- The owners have previously, comprehensively, zoned the vacant lands in the Mixed Use Area (from the Residential designation to the City owned lands), using the old Secondary Plan. This rezoning process had significant input from the Public to ensure that the principles used today (graduated heights, proximity to transit, etc.) were all used to develop the heights in the By-law. During that rezoning process it was clear that the direction of the Secondary Plan was not consistent with the intent of the new Official Plan.
- This current study had the appearance of updating the Secondary Plan and then completing the project by providing clear direction on the heights that could be anticipated. The existence of the Secondary Plan is being used by the staff to not undertake a complete Zoning Review for these lands.
- As noted, the City is in the position to take advantage of the comprehensive nature of this study to legitimately establish the heights that the City sees as appropriate. Further to this, Section 2.17 (f) of the Official Plan indicates the following: "To promote compact, mixed-use transit-oriented development in intensification target areas, the City will establish minimum building heights in the Zoning By-law within Mixed Use Centres, Town Centres and Mainstreets." We respectfully request that the KTC lands be included in the City-initiated Zoning By-law Amendment.

Response: With respect to the matters before the Board for lands affected in the Town Centre, staff, through this report, will not comment on any implications that this amendment may or may not have on the appeals.

The proposed amendments to the Secondary Plan, especially with respect to the areas suitable for a High-rise 10 to 30 storey building is consistent with the building

classifications in Section 2.2.2, Policy 11 of the Official Plan. By virtue of the proposed height schedule and policies in the Secondary Plan the City is supportive of more height and density, but development of a High-rise 10 to 30 storey building shall be reviewed on a case-by-case basis through a privately initiated zoning amendment to determine the appropriate maximum building height.

The secondary planning process in which this study was undertaken is described in Document 4, and staff are of the opinion that this review process would not qualify for amending the Zoning By-law to permit 30 storey buildings as-of-right. The referred to TOD amendments at Ogilvie and St. Laurent went through an extensive review process with concept plans and studies, similar to other City-initiated CDP's or Secondary Plans that resulted in zoning for high-rise buildings. This process was scoped to only review appropriate height limits in Kanata and it was evident that the Secondary Plan needed to be updated to permit more height, especially near the Transit Stations and Rapid Transit Corridor.

It would be inappropriate to rezone the lands for a 30 storey building as-of-right in the absence of the criteria set out in Document 3 of this report being satisfied. The Department's support for such height will be contingent on staff review of the proposed development and the onus is on the applicant to demonstrate that criteria for a High-rise 10 to 30 storey described in Document 3 is satisfied to determine the appropriate height limit, as well as other factors such as but not limited to tower separation, transitioning, sun shadow impacts, parking, floor plate, and traffic.

Lastly, the referred lands in Block 9 are already zoned to permit a 10 storey building, and therefore the current zoning is consistent with the proposed amendments to the Secondary Plan.

COMMUNITY ORGANIZATION COMMENTS

Katimavik Hazeldean Community Association

An initial submission was provided on November 29, 2013 in response to the public meeting held on November 18, 2013. Comments are summarized as follows;

- The public engagement strategy to place height stickers on display boards represents a bias that allowed individuals to encourage height in areas outside the homes of residents that would bear the burden of such heights. No way to object to sticker allotment.

- This process penalizes those who did not wish to live in an area dominated by high-rise buildings, excludes people from the decision making, and damages privacy.
- The study to implement policy direction ignores the cost of repairing services, such as watermain breaks.
- It is not certain whether the infrastructure installed by the former City of Kanata would be adequate to support additional height and density. For instance, the electrical service routinely fails in the area.
- Existing development in Katimavik Hazeldean and Kanata South has generally concentrated on single family and two storey homes. What high-rise has occurred has been well positioned such that it is meshed into the fabric of the community and does not destroy the homeowner's enjoyment of their property and privacy. Introducing high-rise will seriously harm the character of our neighbourhoods.

Additional comments sent via various e-mails

- Not confident that the nine-storey building height, even with transition will be appropriate.
- Puzzled by the idea of intensification for the whole City (referring to Zoning Review 2014).
- The rezoning invites high-rise giants in and among one and two storey homes. There will be no opportunity to absorb change.
- The change will pretend that we are another part of Centretown despite being a thirty minute drive from Parliament Hill.

Response: The proposed zoning amendments implement the Official Plan by ensuring that the zoning is consistent with the anticipated and permitted heights in the Official Plan. As Kanata continues to grow it is important for a successful community to concentrate employment, amenities, services and residential opportunities on the mainstreets and within the Town Centre and to encourage intensification in areas that are supported by public transit. The Department is of the opinion that the Council approved zoning, such as Arterial Mainstreet, which allows for built form transition to lower height in proximity to residential areas is appropriate.

Kanata Beaverbrook Community Association

The Community Association submitted a letter dated April 29, 2014 and the comments are summarized as follows;

The proposals are asking for intensification in Kanata at a level that was previously only allowed through a Community Design Plan or Secondary Plan. These plans require substantial community involvement versus merely providing open houses inviting comments prior to approval by the City.

This proposal raises substantial issues and provides no clear net benefits to the community.

This proposal will only be successful if:

- No development/zoning approvals are allowed until the proposed transit infrastructure is actually in place.
- March Road BRT is implemented without reducing existing traffic lanes.
- Local transit frequency and available destinations within Kanata are improved to match Ottawa Core frequency and destination density. Otherwise increases in building density will only increase car use within the community outside of commuting trips.
- A Community Design Plan is enacted to ensure that community infrastructure including retail, medical, schools, recreation, community centers, plus electrical, water and sewage etc. are able to absorb the increase in business and residential occupancy proposed in the amendments.

Community Participation

This proposal allows for little community participation. It provides no mechanism for the community to change the proposals, unlike the CDP process.

The proposal is based on flawed assumptions and inadequate assessment on the desirability and ability of a satellite/suburban City such as Kanata to absorb City core type building heights, densities and proximity of 9+ storey buildings in R1/R2/R3 communities and a dramatic increase of 10 to 30 stories for buildings in the Kanata Town Centre without substantially impacting the quality of life in the community and the desirability of owning property in the community.

“Proximity to Transit” has far less benefit in the Suburbs

While this is recognizably “Transit driven planning”, the reality of public transit in Kanata is it is totally inadequate to support the proposed intensification – even if the planned public transit changes are implemented.

In the City core, there is overall density to support frequent transit on many routes throughout the day, night and weekends. This allows for core residents to avoid using cars for other than occasional trips outside the core.

In the suburbs, and Kanata in particular, transit (including planned BRT up March Road, and along 417) is entirely devoted to commuting to work assuming either a downtown or March Road high-tech destination. Local transit – both number of routes and frequency- outside rush hour is non-existent. Local transit has actually been cut in recent years as people find it virtually useless for timely travel within Kanata. This ensures that all residents will use cars for all other trips, which are the majority of trips within the community.

The proposed zoning changes suggest that developers to can apply and build immediately, which will lead to increasing grid-lock as actual transit development to relieve the added traffic pressure of intensification is years away:

- Recent budget changes by Jim Watson cancelled all road and transit initiatives for Kanata and further west and south to bolster additional LRT in the core over the next 5 years
- The proposed March Road BRT and 417 BRT stops at March Road and points further West is not likely before 2031 at the earliest and currently asserts that lanes available to personal vehicles will be reduced in favor of BRT bus lanes – something that March Road home owners and businesses will reject.

Any tall/dense building built before any of the proposed transit development will require providing parking for all occupants of the building vs. the substantially reduced parking requirements if transit exists. Otherwise, neither potential condo owners/renters nor businesses will be willing to buy into such developments.

Regardless of arguments that cars are much more expensive than transit, people will not be dissuaded from owning and using personal vehicles as they offer convenience, cargo capacity and travel times that public transit can’t deliver.

Pragmatically, people only abandon cars when the combination of cost and delays are higher than public transit. Ottawa traffic is perceived as poor, but frankly is still much less than City's like Montreal and Toronto and is still much faster than public transit to virtually any destination that is not a public service work related commuting destination in downtown Ottawa.

Proposed Transitions and Setbacks violate City's own guidelines

While the new City Official Plan allows for up to 9 stories along Major Arterial routes, the zoning assumes that 9 stories is the minimum and uses "stepping" to address the issues of transition.

However, I would point out that the setbacks and heights proposed violate the City's own current guidelines. For example, one diagram showed that a transition from R1/R2/R3 would allow for an 11 meter initial stepping for a building within 7.5 meters of the lot line.

Current City guidelines call for either:

- A 1:1 (45 degree) line from the lot line of a back yard of an existing building to limit the height of an adjacent building
- A 1:2 "separation plane" from the base of the nearest building.

An 11 meter building 7.5 meters from the lot line violates the 1:1 rule and would also violate the 1:2 separation plan unless the adjacent building was 14.5 meters (22 meters – 7.5 meters) from its lot line.

Intensification without accompanying infrastructure

The City is proposing adding substantial intensification without any assessment/study/inventory which shows that the community infrastructure (sewage, water, electrical grid, professional services, schools, medical services,) can support this dramatic increase.

As an example of this kind of oversight, I offer the current situation around Preston Street. The City has approved a large number of high/dense buildings for development in a community where I have friends who currently live in a recently developed row house condominium. They currently have to drive to Westboro or other locations within the City for food, professional services, etc. as they don't exist in the community.

The implied justification for intensification, particularly that removes the need for personal vehicles and related parking, is based on services being either within walking distance or public transit. The Preston Street approvals for 10++ condo towers fails to meet that criteria, which also applies to the zoning proposal for Kanata.

Why the March Road BRT will be rejected by the public

Note: Several comments were providing regarding the March Road “West Transitway Connection” study done by Delcan in July 2012 and why public will reject this plan.

The City has failed to show how this intensification is an asset

Unanswered questions:

- What is the impact on “quality of life” and community?
- Where is the net benefit other than so-called reduced cost caused by suburban sprawl?

Response: There has been ample opportunity to comment on and participate in this study since the launch of the website in November 2013, including two public meetings and a commenting period for the formal circulation of the proposed amendments.

With respect to transit concerns, please see the comments and response on pages 27 and 28 of this report.

The reference to transition is not a proposal, but rather regulations that exist within the Zoning By-law in various zones. These are not guidelines and must be adhered to for any new development. For example, Hazeldean Road and Eagleson Road have Arterial Mainstreet zoning, and Table 185(f) of the Zoning By-law requires building heights to transition to lower heights in proximity to residential zones. The transitioning provisions are Council approved and appropriately satisfy this concern.

Updates to services and infrastructure will be in accordance with the Infrastructure Master Plan or will be reviewed on a case-by-case basis specific to proposed development at which time the applicant/developer will be required to determine any required updates. The areas subject to the proposed amendments permit a wide range of residential and non-residential uses.

The March Road transit priority corridor has been approved by Council in the Transportation Master Plan and the Official Plan. The proposed amendments of this report are not related to the specific reference of the Delcan study.

As mentioned in the Report, the City cares for the quality of life for its residents and the Department is of the opinion the proposed amendments represent good planning that provides a clear direction on appropriate height limits on the subject lands. Sustainable urban planning allows a City to grow and by concentrating intensification and density on our mainstreets and within the Town Centre, both of which are well supported by public transit, and offer a growing community ample opportunity for easy access to areas of employment, residential, and community amenity and service.