

Subject: Zoning By-law Amendment – 100 Steacie Drive

File Number: ACS2022-PIE-PS-0077

Report to Planning Committee on 25 August 2022

and Council 31 August 2022

**Submitted on June 15, 2022 by Derrick Moodie, Director, Planning Services,
Planning, Real Estate and Economic Development**

Contact Person: Molly Smith, Planner II, Development Review West

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Ward: Kanata North (4)

Objet : Modification du Règlement de zonage – 100, promenade Steacie

Dossier : ACS2022-PIE-PS-0077

Rapport au Comité de l'urbanisme

le 25 août 2022

et au Conseil le 31 août 2022

**Soumis le 15 juin 2022 par Derrick Moodie, Directeur, Services de la planification,
Direction générale de la planification, des biens immobiliers et du développement
économique**

**Personne ressource: Molly Smith, Planner II, Examen des demandes
d'aménagement ouest**

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Quartier : Kanata Nord (4)

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 100 Steacie Drive to permit two four-storey apartment buildings and open space, as detailed in Documents 1, 2 and 3.**
- 2. That Planning Committee approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of**

Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, “Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* ‘Explanation Requirements’ at the City Council Meeting of *August 31, 2022*,” subject to submissions received between the publication of this report and the time of Council’s decision.

RECOMMANDATIONS DU RAPPORT

1. Que le Comité de l’urbanisme recommande au Conseil d’approuver une modification du Règlement de zonage 2008-250 pour le bien-fonds situé au 100, promenade Steacie, afin de permettre l’aménagement de deux immeubles d’habitations de quatre étages et d’espaces verts, comme l’explique en détail les document 1, 2 et 3.
2. Que le Comité de l’urbanisme donne son approbation afin que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux “exigences d’explication” aux termes de la *Loi sur l’aménagement du territoire*, à la réunion du Conseil municipal prévue le 31 août 2022 », sous réserve des observations reçues entre le moment de la publication du présent rapport et la date à laquelle le Conseil rendra sa décision.

EXECUTIVE SUMMARY

Staff Recommendation

Planning staff recommend approval of the Zoning By-law Amendment for 100 Steacie Drive to rezone the property from Business Park Industrial, Subzone 6, Height 14m (IP6 H(14)) to three new zones:

- OI – Parks and Open Space Zone, for future dedication of lands within the hydro corridor for parks purposes and to restrict development;
- OIR – Parks and Open Space Zone, Subzone R, to limit development within the flood plain of Kizell Creek; and

- R4Y[xxxx] Sxxx-h - Residential Fourth Density, Subzone Y, Urban Exception[xxxx], Schedule[xxx], and subject to a holding symbol, to permit two four-storey apartment dwellings.

The applicant has requested a minimum front yard setback of 3 metres and a minimum parking rate of 0.8 parking spaces per dwelling unit. The Zoning By-law amendment will also include a holding symbol related to servicing and infrastructure requirements for water service and fire protection.

The proposal aligns with applicable Official Plan policies for the General Urban Area. Staff are satisfied that the requested Zoning By-law amendment for the development of two four-storey apartment buildings and protection of open space is consistent with the Official Plan and represents good planning. The proposal allows for intensification that is appropriate for the location, given the context and physical and environmental constraints.

Applicable Policy

The following policies support this application:

With respect to the General Urban Area (3.6.1) designation, building heights will continue to be predominantly low-rise (up to four-storeys), and development will be evaluated against compatibility with the existing context and planned function of the area. The application proposes a low-rise development of four-storeys, which is keeping with Policy in Section 3.6.1.

Section 2.2.2 of the Official Plan describes that managing intensification within the Urban Area outside of Target Areas for Intensification. This is supported where development will enhance and complement desirable characteristics, as well as the area's pattern of built form and open spaces. The subject property is in an area zoned for Business Park Industrial but located at the end of a cul-de-sac and adjacent to established low-rise residential development.

Section 2.5.1 provides direction on defining quality spaces, ensuring safety and accessibility, respecting the character, as well as considering adaptability and sustainability. The proposed development is sensitive in nature by utilizing railway and environmental setbacks, bringing the building to the street and internalizing the majority of parking through an underground parking garage.

Section 4.7 and 4.8.1 of the Official Plan provides direction for environmental protection and flood plain policies for development. The proposal and accompanying studies

ensure the development is located outside of the site's environmentally sensitive areas by implementing zoning restrictions.

The proposal represents appropriate residential intensification for an underutilized lot and provides a built form that is consistent with the Official Plan policies noted above.

Public Consultation/Input

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy. Responses were received from 18 residents. Concerns were raised with respect to height and density, parking and traffic, and environmental concerns.

RÉSUMÉ

Recommandation du personnel

Le personnel chargé d'urbanisme recommande l'approbation de la modification du Règlement de zonage visant le 100, promenade Steacie, qui aurait pour effet d'attribuer au bien-fonds, actuellement désigné Zone de parc d'affaires et industriel, sous-zone 6, hauteur maximale de 14 m (IP6 H(14), les trois désignations suivantes :

- OI – Zone de parc et d'espace vert, afin de réserver éventuellement les terrains situés dans le couloir de transport de l'électricité à la création de parcs et d'y interdire tout aménagement;
- OIR – Zone de parc et d'espace vert, sous-zone R, afin de limiter les aménagements dans la plaine inondable du ruisseau Kizell; et
- R4Y[xxxx] Sxxx-h – Zone résidentielle de densité 4, sous-zone Y, exception urbaine [xxxx], annexe [xxx], assortie d'un symbole d'aménagement différé, afin de permettre la présence de deux immeubles résidentiels de quatre étages.

Le requérant a demandé l'application d'un retrait de cour avant de 3 mètres et d'un taux de stationnement minimal de 0,8 place par logement. La modification du Règlement de zonage comprendra l'application d'un symbole d'aménagement différé relatif aux exigences de viabilisation et d'infrastructure (distribution d'eau et protection contre les incendies).

Le projet est conforme aux politiques du Plan officiel s'appliquant à la désignation de secteur urbain général. Le personnel constate que la modification sollicitée au Règlement de zonage pour permettre la construction de deux immeubles résidentiels

de quatre étages et la protection d'espaces verts est conforme au Plan officiel et représente une bonne démarche de planification. Le projet permet une densification appropriée pour l'endroit, compte tenu du contexte et des contraintes physiques et écologiques.

Politique applicable

Les politiques suivantes sont favorables à cette demande :

En ce qui concerne la désignation de Secteur urbain général (3.6.1), les hauteurs de bâtiment continueront d'être essentiellement faibles (jusqu'à quatre étages) et l'aménagement sera évalué par rapport à sa compatibilité avec le contexte existant et à la fonction prévue du secteur. La demande concerne la construction d'un immeuble de quatre étages (faible hauteur), une hauteur conforme avec la politique 3.6.1.

La section 2.2.2 du Plan officiel décrit la gestion de la densification dans le secteur urbain, à l'extérieur des zones ciblées pour la densification. Cette densification est soutenue là où les aménagements mettent en valeur et complètent les caractéristiques recherchées, et se reflètent dans le milieu bâti et les espaces verts du secteur. Le bien-fonds visé fait partie d'un parc d'affaires et industriel, mais se trouve au fond d'une impasse et est adjacent à un lotissement résidentiel de faible hauteur établi.

La section 2.5.1 fournit des orientations permettant de définir des espaces de qualité, d'assurer la sécurité et l'accessibilité, de respecter le caractère des secteurs et de prendre en compte des facteurs d'adaptabilité et de durabilité. L'aménagement proposé est de nature sensible. Il fait appel à des retraits tenant compte des voies ferrées et de l'environnement, il associe l'immeuble à la rue et internalise la plupart des places de stationnement en les aménageant dans un garage de stationnement souterrain.

Les sections 4.7 et 4.8.1 du Plan officiel fournissent des orientations sur la protection de l'environnement et des politiques sur les plaines inondables. La proposition et les études qui l'accompagnent permettent de s'assurer que l'aménagement sera réalisé à l'extérieur des régions écologiquement vulnérables des alentours, grâce à l'application de restrictions de zonage.

La proposition correspond à une densification résidentielle appropriée sur un lot sous-utilisé et à une forme bâtie conforme aux politiques du Plan officiel susmentionnées.

Consultation et commentaires du public

L'avis public a été diffusé et la consultation publique s'est déroulée conformément à la Politique sur les avis publics et la consultation. Dix-huit résidents ont participé à la consultation. Les commentaires émis avaient trait à la hauteur et à la densité de l'aménagement, au stationnement, à la circulation et à des préoccupations environnementales.

BACKGROUND

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

Site location

100 Steacie Drive

Owner

3223701 Canada Inc.

Applicant

Marc Rivet – J.L Richards

Architect

Brigil

Description of site and surroundings

The subject lands are located on the end of Steacie Drive, to the west of March Road. The property is approximately 2.24 hectares, with 125 metres of frontage along Steacie Drive and is vacant.

Directly north of the site is the CN Railway and 40 Station Road, a wood processing and equipment facility (Coady Construction Ltd.). Lands to the east are occupied by office uses; lands to the south are occupied by a Hydro Ottawa corridor intersected by pathways of Kimmin's Court Park and single detached dwellings; and lands west include Kizell Creek and single detached dwellings.

Summary of Proposal

The purpose of this Zoning By-law amendment application is to permit the development of two four-storey apartment buildings with 258 residential units, a total of 206 parking spaces with a mix of underground parking and limited surface parking and to protect environmentally sensitive land and open space. Building A would have 145 residential units, 116 parking spaces and 28 visitor spaces (137 underground and 8 surface). Building B would have 113 residential units, 90 parking spaces and 23 visitor parking spaces (105 underground and 8 surface). Access to the site is from Steacie Drive.

Summary of requested Zoning By-law amendment proposal

The subject property is currently zoned as Industrial Business Park, Subzone 6, with a height limit of 14 metres (IP6 H(14)). The application proposes to rezone the property to three new zones:

- OI – Parks and Open Space Zone, for future dedication of lands within the hydro corridor for parks purposes and to restrict development;
- OIR – Parks and Open Space Zone, Subzone R, to limit development within the flood plain of Kizell Creek; and
- Residential Fourth Density, Subzone Y, Urban Exception[xxxx], Schedule[xxx], and subject to a holding symbol (R4Y[xxxx] Sxxx-h), to permit two four-storey apartment dwellings.

As described in Documents 1, 2 and 3, the proposal will require the following site-specific amendments:

- Minimum setbacks as per the Schedule [Sxxx], shown in Document 3.
- Minimum parking space rates of 0.8 parking spaces per dwelling unit.
- Criteria for removal of the holding symbol including, a limit for the maximum fire flow of 10,000 L/min to ensure the available watermain system can provide adequate fire protection, until such time as updated fire flow calculations and hydraulic analysis have been approved as part of a Site Plan application.

DISCUSSION

Public consultation

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for development applications.

Comments were received by 18 residents during the application review process. A virtual public information meeting was held by the Ward 4 Councillor's office on February 4, 2021 and attended by approximately 47 residents. Concerns were raised with respect to height and density, parking and traffic, and environmental concerns.

For this proposal's consultation details, see Document 4 of this report.

Official Plan designation(s)

The site is located within the General Urban Area designation as shown on Schedule B of the City's current Official Plan.

Current Official Plan

Section 2.2.2 – Managing Growth Within the Urban Area

This section directs growth within the City of Ottawa. Policies within this section support the opportunity for intensification and infill within the General Urban Area. New development, including redevelopment, proposed within the interior of established neighbourhoods will be low rise and designed to complement the area's desirable character reflected in the pattern of built form and open spaces. The character of a community may be expressed in its built environment and features such as building height, massing, the setback of buildings from the property line, the use and treatment of lands abutting the front lot line, amenity area, landscaped rear yards, and the location of parking and vehicular access to individual properties.

Section 2.5.1 – Designing Ottawa

Tools and design objectives for new development are provided in Section 2.5.1 to guide compatibility and a high quality of design. The design objectives include enhancing the sense of community; defining quality public and private spaces through development; ensuring that new development respects the character of existing areas; and considering the adaptability and diversity of places that can adapt and evolve easily over time.

Section 4.7 – Environmental Protection

This section directs how land is to be developed in ways that support natural features and functions on individual sites and across large new development areas. Sensitive environmental design can result in increased protection for the environment and wildlife, and more effective green space provisions for residents. Design components will be considered into the development process and must be assessed and considered prior to establishing an initial design.

Section 4.8.1 – Flood Plains

This section provides policies to reduce the potential for public cost or risk of injury, loss of life, property damage, and economic and social disruption, which may result directly or indirectly from development and other activities in floodplains. The overall intent is to limit development within the flood plain.

New Official Plan

The proposed new Official Plan, adopted by Council in November 2021, has been developed to reflect the opportunities and challenges that face the City as it continues to evolve. The proposed new Official Plan introduces a new Transect framework to further direct growth to the appropriate locations of the city. Until the new Official Plan is approved by the Province, the policies in the new Official Plan are informative and not determinative. The Council adopted new Official Plan designates the subject site as a Special District – Kanata North Economic District on Schedule B5, within the Suburban (West) Transect.

Other applicable policies and guidelines

Guidelines for New Development in Proximity to Rail Operations

The proposed development must also comply with the guidelines for new development in proximity to rail operations. The main objective is to mitigate railway-oriented impacts such as noise, vibration, and safety hazards, to ensure that the quality of life of a building's occupants and users are not negatively affected and to maintain the long-term integrity and viability of the rail corridor.

Ministry of Environment – Conservation and Parks (MOE) D6 Guidelines

The provincial guideline is intended to be applied in the land use planning process to prevent or minimize future land use problems due to the encroachment of sensitive land uses and industrial land uses on one another. These guidelines further encourage

informed decision-making and assists in determining compatible mixed land uses and compatible intensification of land uses.

The guidelines establish influence areas of industrial uses as well as minimum separation distances for new development, including infill. Adequate buffering is also intended to supplement the impacts from nearby industrial uses on sensitive land uses, such as new residential development.

Planning rationale

Official Plan Policies

This application has been reviewed under the consolidated Official Plan (2003) and amendments in effect from Official Plan Amendment 150 (OPA 150).

The site is designated as General Urban Area (Section 3.6.1), which permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances. Residential intensification through infill and new development will respond to the existing character to enhance desirable patterns and built form, while also achieving a balance of housing types and tenures. Building heights will continue to be predominantly low-rise (up-to four-storeys), and development will be evaluated against compatibility with the existing context and planned function of the area. The application proposes a low-rise development of four-storeys, which is in keeping with policies in Section 3.6.1. The proposal further demonstrates policies in Section 3.6.1 and the City's objective of intensification of land in the urban area, as the proposed development is located on underutilized lands.

Policies in Section 2.2.2 , Managing Growth in the Urban Area, supports intensification throughout the urban area where there are opportunities to accommodate more jobs and housing and increase transit use. The proposal includes a compact type of development and is near Future Bus Rapid Transit stations to be located along March Road and Station Road.

The proposal is consistent with policies contained in Section 2.5.1, related to Growth Management. Policies in this section are broad in nature with design objectives such as defining quality public and private spaces, ensuring safety and accessibility, create a sense of community and maintaining spaces with their own identity. The proposal develops an underutilized and vacant lot within a developed community, maintaining public and private spaces. Public pathways that are on the subject property, within the hydro corridor, will be conveyed to the City as part of a future application for site plan control. Vehicular access has been provided via Steacie Drive and a multi-use pathway

is located on the south side of Steacie Drive. The design of the proposed development will respect the environmental sensitivity of the area near Kizell Creek at the far west edge of the site. This portion of the property is flood-prone and will be zoned Parks and Open Space Subzone R so that buildings will be prohibited.

At the stage of reviewing the proposed zoning, details about the available fire flow to ensure watermain systems can provide adequate fire protection for the development were limited. More information will be available once the building design is more fully developed. As per the City's Water Distribution Guidelines, the proposal must meet the required fire flow criterion. Due to the limited fire flow availability for this site, a holding symbol is being placed on the property to ensure public safety. To lift the holding symbol, the applicant must prepare updated fire flow calculations demonstrating how the proposal does not exceed the required criterion and perform a hydraulic network analysis of the proposed watermain system to ensure the demand objectives are met throughout the system, as per the City of Ottawa Water Distribution Guidelines. The updated fire flow calculations, hydraulic analysis, and any other supporting material will be reviewed through the future Site Plan application. If they are reviewed and determined by the City to be satisfactory, the developer may apply to remove the holding symbol.

Policies from Section 4.7 and 4.8.1 (Environmental Protection and Flood Plains) have been incorporated into the development proposal. Policies within these sections seek to manage setbacks between development and environmental sensitive conditions and manage impact on surrounding habitat and environments. The proposal appropriately conforms to the policies for railway corridors, significant woodlands, species at risk, and flood plains. Studies such as an Environmental Impact Statement and Tree Conservation Report, and tools such as rezoning portions of the lot for parks and open space, maintain City objectives. As well, the proposal includes railway setbacks, berms and noise walls as per the Federation of Canadian Municipalities and the Railway Association of Canada.

Lastly, the nature of the proposal requires the applicant to perform an MOE-D6 Guideline analysis, a provincial guideline intended to be applied in the land use planning process to prevent or minimize future land use problems due to the encroachment of sensitive and industrial land uses. Due to the nature of the proposal to rezone the lands from a "Business Park Industrial Zone (IL6)" to a "Residential Fourth Density Zone (R4)", an analysis of compatibility was performed. This guideline encourages informed decision-making and assists in determining compatible mixed land uses with appropriate intensification of land uses.

The sensitive land use would be the proposed residential apartment buildings with the adjacent land uses being classified as Class I and Class II. A separation analysis between the subject property and surrounding landowners (a research and laboratory facility further north, and a contractor's establishment immediately adjacent) was conducted and the proposed zoning will ensure that the proposed residential buildings have a minimum separation distance of 20m from the Class I use. The influence area of the Class II use is 300m, which the proposed residential buildings fall outside. It is therefore determined that the development is compliant with the MOE-D6 Guidelines for separation distance from Class I and II Industrial Uses.

Staff are satisfied that the requested Zoning By-law amendment for two four-storey apartment buildings and open space is consistent with the Official Plan and represents good planning. The proposal allows for intensification within an existing built form that is consistent with the surrounding context and includes site improvements and protections. This includes environmental protections, railway setbacks, and health and safety constraints. The proposal represents appropriate residential intensification within an established developed street and provides a built form that is consistent with the Official Plan.

Proposed Zoning Details

As detailed in Documents 1, 2 and 3, the proposed Zoning By-law amendment will rezone part of the site to an R4Y zone with site-specific Urban Exception [xxxx], Schedule [xxx] and Holding symbol-h for various performance standards. The following summarizes the planning rationale for the amendments.

Land Use

- Rezone the property from IP6 H(14) to R4Y[xxxx] Sxxx-h.
 - The R4Y zoning is appropriate for the mixed-use context and permits a range of residential uses that are appropriate and compatible for the subject site location.
- Urban Exception (xxxx) to reduce the minimum parking space rate for a dwelling unit in a low-rise apartment building from 1.2 to 0.8 spaces per dwelling unit.
 - Reducing parking is an effective way of getting residents to consider other travel options and encourage transit use. The site is located near March Road and Station Road, where a future BRT will be located.

Development Constraints

- A Schedule [xxx] is required to identify various setbacks within the property.
 - The site has several constraints that restrict development. Two City easements for underground services require setbacks from development. These setbacks are identified on the Schedule.
 - i. A 20m setback for the easement through the middle portion of the site, on the west side of the buildings.
 - ii. A 7.5m and 5.35m setback for the easement on the east side of the property.
 - As per guidelines from the Federation of Canadian Municipalities and the Railway Association of Canada, a 30m setback is required for all abutting property lines to the railway corridor.
 - The Hydro Corridor along the south portion of the site will be conveyed to the City and requires a 22.8m setback.
 - The applicant has requested to reduce the minimum front yard setback from 5m to 3m.
 - i. Staff have no concerns with the reduction of the front yard setback as the site is at the end of Steacie Drive, a mixed-use, predominantly office use area, where there is a wide boulevard area. This reduction also facilitates a larger development area, which is constrained by the railway corridor setbacks and easement setbacks.

As detailed in Documents 1, 2 and 3, the proposed Zoning By-law amendment will rezone the remainder of the site to Parks and Open Space.

- Area B on the Schedule identifies the lands to be zoned O1 - Parks and Open Space zone.
 - i. This portion of the site is undevelopable due to railway restrictions and a stormwater management pond is proposed in this location, this use is permitted in the O1 zone. Part of the lands will be transferred to the City to recognize existing walkways within the hydro corridor. If any additional (unencumbered) lands for parkland

dedication to meet the Parkland Dedication By-law are decided, these lands will be identified through a future application for Site Plan Control.

- Area C on the Location Map and Zoning Key Map identifies the lands with 30m of top of bank or Normal High Water Mark from Kizell Creek as O1R – Parks and Open Space, Subzone R.
 - i. This rezoning is to reflect the environmental sensitivity through preservation of the area and to restrict development.

Holding Symbol

- Place a holding symbol, -h, on the property.
 1. The holding symbol is required due to servicing and infrastructure requirements. Removal of the holding symbol may be permitted once a Site Plan Control application addressing the following is approved:

The proposed residential development must **not exceed** fire flow of 10,000 L/min to ensure the available watermain system can provide adequate fire protection.

The owner prepares updated fire flow calculations demonstrating how the above-noted criterion is met and perform a hydraulic network analysis of the proposed watermain system to ensure the demand objectives are met throughout the system as per the City of Ottawa Water Distribution Guidelines. The update fire flow calculations and hydraulic analysis shall be submitted for review and approval at the time of Site Plan Control application.

Any proposed measures to meet the fire flow criterion, including but not limited to active fire protection measures such as sprinkler systems, fire walls, and/or minimum building separations shall be designed to the satisfaction of the General Manager of Planning, Real Estate and Economic Development Department.

In summary, the proposed Zoning By-law amendment complies with the intent of the relevant policies and contains appropriate zone provisions to permit the proposed low-rise apartment buildings. The proposed amendments and supporting site development are appropriate and represent good planning.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the 2020 Provincial Policy Statement.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

COMMENTS BY THE WARD COUNCILLOR

“Community members have significant concerns about the rezoning application. The area has been zoned Business Park Industrial for many years and reflects that zoning, given the neighbouring industrial and business locations adjacent. The community feels that allowing residential zoning in the middle of industrial zoning is poor planning. The community feels that this application is not thoughtful planning at all. The community feels that the traffic at the end of the road would only add to what is already considered a failed intersection, a highly congested school zone, and two dangerous traffic zones for residents given the addition of three new apartment towers nearby, on intersecting roads, also impacting the congested streets and failed intersection. Community members understand that the widening of March Road and promised BRT are assumptions that may be much further away than 2038 as we have been given as an estimate. The Community is supportive of increasing density as demonstrated by the 4000 plus units approved in Kanata North this past year, including those from today’s Planning Committee; however, overall planning and community design is not present here. The Community feels that this is an example of poor planning and ill fit. In addition, there are significant trees that will be destroyed, suggested pathways to March Road that requires trespassing on private property to get to. Finally, the neighbouring industrial businesses were not consulted and have significant concerns regarding their heavy construction vehicles and noisy business activities will have with residents living in the industrial strip.”

LEGAL IMPLICATIONS

In the event the recommendations are adopted and the resulting zoning by-law is appealed to the Ontario Land Tribunal, it is expected that a three day hearing would be required. It is anticipated that the hearing could be conducted within staff resources. Should the application be refused, reasons must be provided. An external planner would need to be retained by the City.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications.

ASSET MANAGEMENT IMPLICATIONS

It has been confirmed that there is sufficient capacity in the existing water, wastewater and stormwater infrastructure systems to accommodate the proposed development. Assets acquired through development of these lands will add to City's inventory for operations and maintenance, as well as lifecycle renewal and replacement in the long term.

FINANCIAL IMPLICATIONS

There are no direct financial implications. In the event the applications are refused and appealed, it would be necessary to retain an external planner. This expense would be funded from within Planning Services operating budget.

ACCESSIBILITY IMPACTS

The new building will be required to meet the accessibility criteria contained within the Ontario Building Code. The Accessibility for *Ontarians with Disabilities Act* requirements for site design will also apply and will be reviewed through the Site Plan Control application.

ENVIRONMENTAL IMPLICATIONS

The applicant has submitted an Environmental Impact Statement, a Tree Conservation Report, and a Noise and Vibration Study as part of the review of the application. The property is predominantly comprised of woodland features and a flood plain is located on the far west edge of the site. The subject rezoning will increase the protection of these environmentally sensitive lands by limiting development. Tree replanting and mitigation associated with site alteration will be addressed in the future Site Plan Control application.

Given that the site is adjacent to a railway corridor, the Environmental Noise Control policies of the Official Plan are considered. The Noise and Vibration Study completed for the application stipulates the measures to reduce noise impacts on the development will comply with the City's Environmental Noise Control Guidelines.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- Economic Growth and Diversification
- Thriving Communities
- Sustainable Infrastructure

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-20-0094) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to the complexity of issues of the proposal resulting in multiple revisions and additional staff review.

SUPPORTING DOCUMENTATION

Document 1 Location Map and Zoning Key Plan

Document 2 Details of Recommended Zoning

Document 3 Zoning Schedule

Document 4 Consultation Details

CONCLUSION

The Planning, Real Estate and Economic Development Department supports the proposed Zoning By-law amendment. The proposed development introduces intensification and protects environmentally sensitive lands in conformity with Official Plan policies. The low-rise residential development has been designed to respect physical and environmental constraints and has the potential to encourage alternative transportation modes due to its location within walking distance of a future bus rapid transit line. The development fits within the existing and planned context and is compatible with surrounding land uses. The Zoning By-law amendment is recommended for approval.

DISPOSITION

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista O'Brien, Program Manager, Tax Billing & Control, Finance Services Department (Mail Code: 26-76) of City Council's decision.

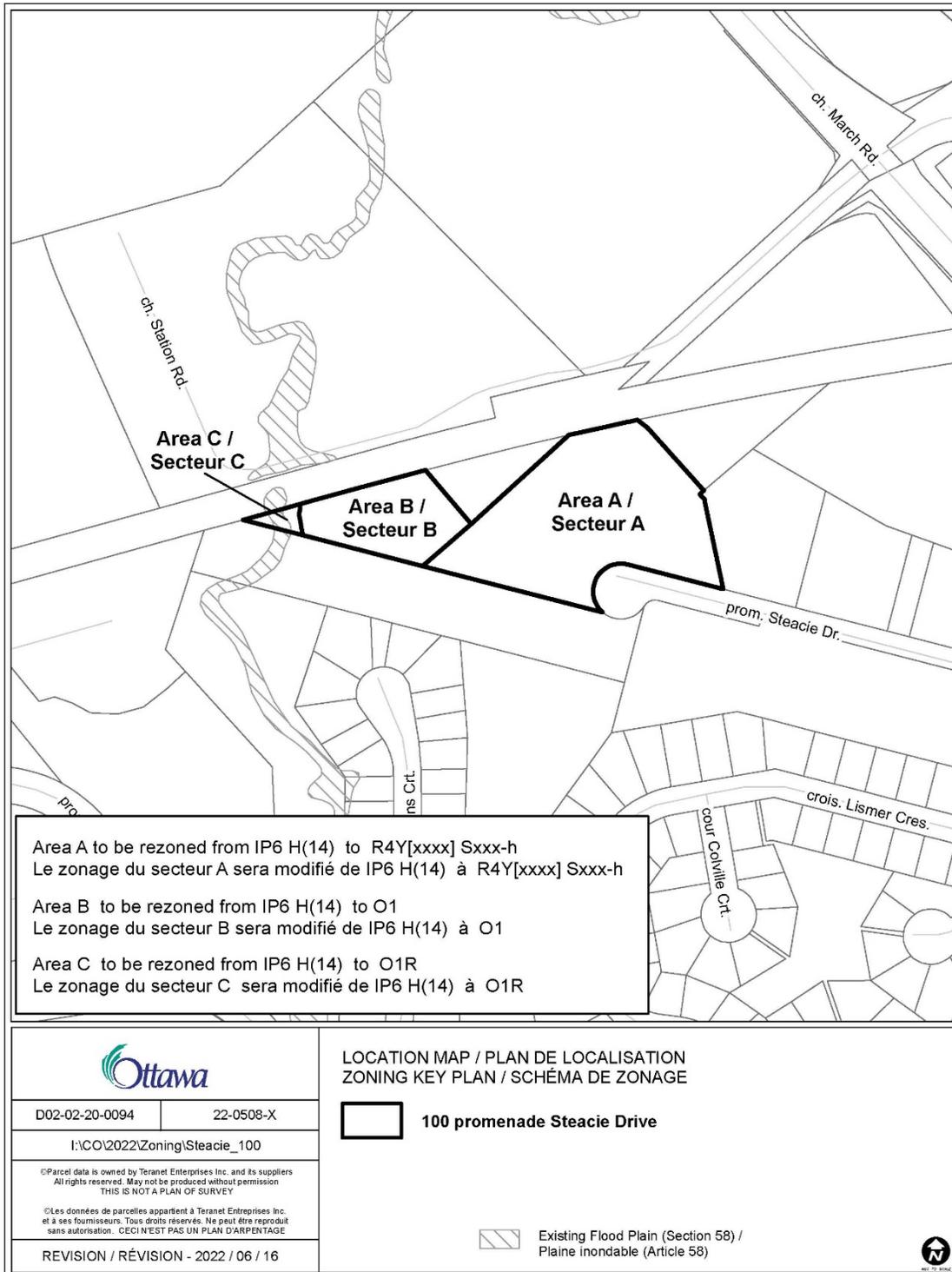
Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services, Innovative Client Services Department to forward the implementing by-law to City Council.

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

Document 1 – Location Map and Zoning Key Map

For an interactive Zoning map of Ottawa visit geoOttawa



Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 100 Steacie Drive:

1. Rezone the lands as shown in Document 1.
2. Amend Part 17 by adding a new schedule, SXXX, as shown in Document 3.
3. Amend Section 239 – Urban Exceptions, by adding a new exception [xxxx] with provisions similar in effect to the following:
 - a) In Column II, add the following text R4Y[xxxx] Sxxx-h.
 - b) In Column IV, all uses except existing until such time the holding symbol is removed.
 - c) In Column V, add provisions similar in effect to the following:
 - i. Minimum setbacks as per Schedule[xxx]
 - ii. The minimum parking space rate for a dwelling unit in a low-rise apartment building is 0.8 parking spaces per dwelling unit.
 - iii. The holding symbol may only be removed until such time as a Site Plan Control application addressing the following is approved to the satisfaction of the General Manager of Planning, Real Estate and Economic Development Department:

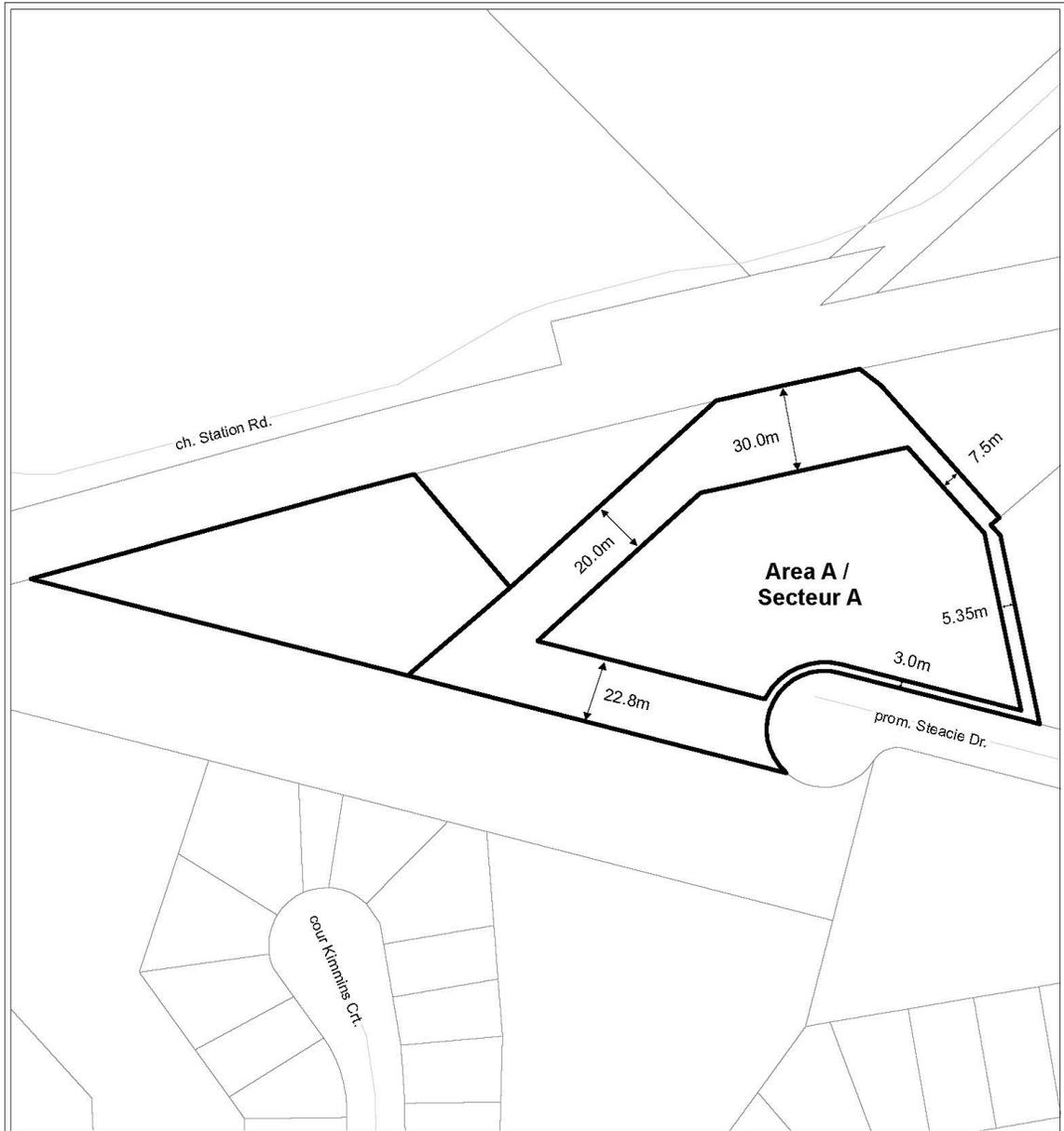
The proposed residential development must not exceed a fire flow of 10,000 L/min to ensure the available watermain system can provide adequate fire protection.

The owner shall prepare updated fire flow calculations demonstrating how the above-noted criterion is met and perform a hydraulic network analysis of the proposed watermain system to ensure the demand objectives are met throughout the system as per the City of Ottawa Water Distribution Guidelines. The updated fire flow calculations and hydraulic analysis shall be submitted for

review and approval at the time of the Site Plan Control application.

Any proposed measures to meet the fire flow criterion, including but not limited to active fire protection measures such as sprinkler systems, fire walls, and/or minimum building separations shall be designed to the satisfaction of the General Manager of Planning, Real Estate and Economic Development Department.

Document 3 – Zoning Schedule



| | | |
|---|-----------|---|
|  | | <p>This is Schedule ___ to Zoning By-law No. 2008-250 Annexe ___ au Règlement de zonage n° 2008-250</p> <p>This is Attachment ___ to By-law Number ____, passed ____, 2022 Pièce jointe n° ___ du Règlement municipal n° ____, adopté le ____, 2022</p> |
| D02-02-20-0094 | 22-0508-X | |
| I:\CO\2022\Zoning\Steacie_100 | | |
| <p><small>©Parcel data is owned by Teranet Enterprises Inc. and its suppliers All rights reserved. May not be produced without permission. THIS IS NOT A PLAN OF SURVEY</small></p> <p><small>©Les données de parcelles appartiennent à Terranet Entreprises Inc. et à ses fournisseurs. Tous droits réservés. Ne peut être reproduit sans autorisation. CECI N'EST PAS UN PLAN D'ARPENTAGE</small></p> | | |
| | |  <small>NOT TO SCALE</small> |

Document 4 – Consultation Details

Notification and Consultation Process

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. A virtual public open house meeting was held by the Councillor's Office on February 4, 2021 and attended by approximately 47 individuals.

Changes were made since the original submission including the proposal changing from a retirement home to a residential building, the complete removal of the surface parking lot and the removal of the ground floor units to the south. When the changes were provided to the department, staff notified individuals who signed in at the open house by email, as well as individuals who commented on the application to date.

Approximately 18 comments were submitted during the application review process. Few comments were submitted in support, with the majority in opposition based on height and density, parking and traffic, and environmental concerns.

The following summarizes, in no particular order, a list of comment topics/items raised by various members of the public in response to the application.

Environmental Concerns

Comment Summary:

- 100 Steacie Flows need to be included in the Beaver Pond outflow decision-making process
- Is the flow being directed in the correct direction?
- Concerns with the pond outlet
- The proposed pond is “oversized” causing not all flow to exit via the intended outlet
- Encroachment of berm onto the Kanata Lakes Trunk Sewer easement and the existing railway ditch
- Access and drainage problems related to the berm
- A large number of trees will be removed from the site including mature trees

- The proposed development will exacerbate the drainage issues in the area
- Animal life will be impacted by loss of habitat and edge effect
- The NCC was not consulted on the stormwater management pond

Response:

Staff have worked closely with the applicant to determine the best course of action for the protection of environmentally sensitive features on the site. The action of tree replanting and replacing will be addressed at the time of site plan, while other environmental concerns have been addressed through rezoning portions of the property as O1R – Parks and Open Space, not subject to development. The City has appointed a drainage engineer to review the site. The City is currently negotiating with the National Capital Commission (NCC) with respect to the proposed improvements to Kizell Creek and Kizell Drain under the Drainage Act, RSO 1990 c.17. This review is outside of the application scope.

Infrastructure Concerns

Comment Summary:

- Concerns around the size of the watermain and proposed route
- Concerns around drainage ponds and above ground parking within the hydro corridor
- Concerns that a new power station will need to be built and as a result, new powerlines will need to be built from there that could affect the site in the future

Response:

There are currently no plans for a new power station to be constructed. The building and stormwater pond will be located outside of the Hydro Corridor. Through the Zoning amendment, a holding symbol will be placed on the site to limit development until additional information is provided to satisfy the City's Water Distribution Guidelines.

Traffic Concerns

Comment Summary:

- Intersection currently experiences congestion; I am concerned the addition of this development will make that worse

- There should be a secondary access on the site
- Insufficient sidewalk coverage to this development will make it difficult to walk
- Concerned that the estimations for the increase of traffic are not accounting for everything
- Other approved developments in the area will synergistically increase traffic
- Street lighting is currently poor in the neighbourhood, adding more residents increase the risk that one could be struck by a car while walking
- Bus stop is located within 400m of the proposed development but is ~1km walk unless residents cross a train line and then cross private property

Response:

A Transportation Impact Study was not required as per the City's Transportation Impact Assessment Guidelines. The vehicular traffic anticipated from the proposed development is expected to have a negligible impact, and pedestrians, cyclists and transit users will have opportunities for connectivity and access. Additional optimization will be done by the city to the signal timings to accommodate for the new development.

Access to the site will be addressed during the site plan review process.

Zoning Concerns

Comment Summary:

- The rezoning does not provide an adequate transition between low density residential and the proposed development, replacing a more acceptable light industrial zone
- The Kanata North Business Park has been growing; therefore the land should remain zoned industrial to accommodate for this growth
- The proposed development may not meet the 15-minute neighborhood policy
- The development of this property will set a precedent that would allow for other similar residential developments to be built along this road
- Concerns that this precedent will allow for future developments to be built to 6 storeys

- The western triangle portion of the property should be zoned separately as natural environment area
- The number of units should be 200, a 22% reduction to what is currently proposed
- Proposed use does not fit on the site, adjacent to a rail corridor and construction yard
- When will the site plan be made available?

Response:

The proposed Zoning By-law amendment rezones the site from an “IP6 H(14)” to an “R4Y” zone. The existing zoning has a maximum height of 14m and the proposed buildings have a height of 16m which would comply with the “R4Y” zone. The surrounding residential properties are zoned “R1” which has a maximum height of 11m. The difference in height between the maximum top of the roof and the peak of the proposed buildings is 5m. The development will not tower over the properties to the south given the distance of the site from existing residential properties is over 50 metres away, the environmental screening from the open space that separates the proposed development from existing residential and the proposed height of 16 m.

The City has plans for a BRT route in the future that will contribute to the 15-minute neighbourhood policy. The surrounding context does not meet the policy so plans to implement this policy for the Kanata Beaverbrook neighbourhood will also bring the proposed development in line with the 15-minute neighbourhood policy.

The proposal development will not set a precedent as each development proposal is reviewed on its own merit. The unique site context and location of the proposed building contributed to the recommended approval. The same rationale cannot apply as a broad stroke for the balance of the neighbourhood.

Information about the number of proposed units and site access will be specified during the site plan review process. which will occur after the City receives a complete submission from the developer.

Miscellaneous Concerns

Comment Summary:

- Some industrial uses in the area use radioactive materials
- The proposed development is too close to the rail line and will cause significant noise issues for the residents
- Concerns that the proposed development will impact residents' privacy
- Blasting may be required as part of the construction
- Increased light and noise pollution

Response:

The proposed development complies with the Federation of Canadian Municipalities and the Railway Association of Canada setback requirements of 30m. The application is required to go through a Ministry of Environment D-6 Guideline analysis for surrounding industrial uses to ensure compatibility and sensitivity.

Construction activity must adhere to relevant City by-laws, including the Noise By-law, Traffic and Parking By-law and Encroachments on City Highways By-law. If issues are experienced during construction, a concerned citizen may contact 311 to report non-compliance with the by-laws. A pre-blast survey may form a condition of site plan approval, in which case notice would be provided to property owners typically within a 75m radius of the blast.

The scale of the low-rise development will not contribute significantly to light and noise pollution within the existing business park.