

**Subject: Official Plan Amendment and Zoning By-law Amendment – Part of
1104 Halton Terrace**

File Number: ACS2025-PDB-PSX-0002

**Report to Planning and Housing Committee on 19 March 2025
and Council 26 March 2025**

**Submitted on March 13, 2025 by Derrick Moodie, Director, Planning Services,
Planning, Development and Building Services**

**Contact Person: Kimberley Baldwin, Planner III, Development Review West
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Ward: Kanata North (4)

**Objet : Modification du Plan officiel et du Règlement de zonage – Partie de
1104, terrasse Halton**

Dossier : ACS2025-PDB-PSX-0002

**Rapport au Comité de la planification et du logement
le 19 mars 2025**

et au Conseil le 26 mars 2025

**Soumis le 13 mars 2025 par Derrick Moodie, Directeur, Services de la
planification, Direction générale des services de la planification, de
l'aménagement et du bâtiment**

**Personne ressource : Kimberley Baldwin, Urbaniste III, Examen des demandes
d'aménagement ouest**

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Quartier : Kanata-Nord (4)

REPORT RECOMMENDATIONS

1. That Planning and Housing Committee recommend Council approve:
 - a. An amendment to the Official Plan, Volume 2C and Annex 5, for Part of 1104 Halton Terrace, as shown in Document 1, to permit a five-storey residential apartment building, subject to the criteria of an area specific policy, as detailed in Document 2.
 - b. An amendment to Zoning By-law 2008-250, as amended, for Part of 1104 Halton Terrace, as shown in Document 3, to permit a five-storey residential apartment building, as detailed in Document 4.
2. That Planning and Housing 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 March 26, 2025" 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 la planification et du logement recommande au Conseil d'approuver :
 - a. une modification du Plan officiel, volume 2C, appendice 5, qui touche une partie de la propriété située au 1104, terrasse Halton, comme le montre le document 1, en vue de permettre l'aménagement d'un immeuble d'habitation de cinq étages, sous réserve du respect des critères d'une politique propre au secteur, comme l'explique en détail le document 2;
 - b. une modification du *Règlement de zonage* (n° 2008-250), tel que modifié, qui touche une partie de la propriété située au 1104, terrasse Halton, comme le montre le document 3, en vue de permettre l'aménagement d'un immeuble d'habitation de cinq étages, comme l'explique en détail le document 4.
2. Que le Comité de la planification et du logement 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 greffe 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 26 mars 2025 », 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 Official Plan Amendment and Zoning By-law Amendment for Part of 1104 Halton Terrace to permit a five-storey, 103-unit apartment building with 124 parking spaces. The proposed development will also provide an accessible sidewalk across the entire Old Carp Road frontage to enhance pedestrian connectivity between the site and March Road.

The applicant has requested an Official Plan Amendment to establish an Area-Specific Policy to permit a maximum permitted building height of five storeys. The Official Plan Amendment will also require the proposed development to include an accessible sidewalk across the entire Old Carp Road frontage that will connect to the existing Halton Terrace sidewalk. Details of the amendment are provided in Document 2.

The applicant has also requested a Zoning By-law Amendment to re-zone the site from a Residential Third Density to a Residential Fifth Density, as detailed in Document 4. The proposed re-zoning will permit a mid-rise apartment dwelling to a maximum height of five storeys (or 18 metres) and will permit a minimum residential parking rate of one space per unit.

RÉSUMÉ

Recommandation du personnel

Le personnel des services d’urbanisme recommande d’approuver la modification du Plan officiel et du *Règlement de zonage* qui touche une partie de la propriété située au 1104, terrasse Halton, en vue de permettre l’aménagement d’un immeuble d’habitation de cinq étages, comprenant 103 logements et 124 places de stationnement. Le projet vise également à aménager un trottoir accessible sur toute la longueur de la façade du terrain donnant sur le chemin Old Carp en vue d’améliorer le lien piétonnier entre la propriété et le chemin March.

Le demandeur a soumis une demande de modification du Plan officiel afin d'établir une politique propre au secteur visant à permettre une hauteur de bâtiment allant jusqu'à cinq étages. La modification du Plan officiel vise aussi à inclure dans le projet d'aménagement proposé un trottoir accessible qui longera toute la façade du terrain donnant sur le chemin Old Carp et qui sera relié au trottoir existant de la terrasse Halton. Les détails de cette modification sont fournis dans le document 2.

Le demandeur a également soumis une demande de modification du *Règlement de zonage* afin de changer le zonage de la propriété en question de « zone résidentielle de densité 3 » à « zone résidentielle de densité 5 », comme l'explique en détail le document 4. Ce changement de zonage proposé vise à permettre l'aménagement d'un immeuble d'habitation de moyenne hauteur pouvant avoir jusqu'à cinq étages (ou 18 mètres), ainsi qu'un taux de stationnement résidentiel minimal d'une place par logement.

BACKGROUND

Site location

Part of 1104 Halton Terrace

Owner

Village at the School Yard Inc.

Applicant

Christine McCuaig, Q9 Planning + Design Inc.

Description of site and surroundings

The subject property is located at southwest corner of the intersection of Old Carp Road and Halton Terrace, approximately 135 metres west of March Road. It is within the Brookside-Briarbrook-Morgan's Grant neighbourhood in Ward 4 (Kanata North). The site is irregularly shaped with an area of 7,292 square metres, with approximately 46 metres of frontage along Old Carp Road, and approximately 100 metres of frontage along Halton Terrace.

The subject property is currently vacant. Surrounding uses include future development land to the west (1150 Old Carp Road), which is currently occupied by a two-storey dwelling; a City-owned stormwater management pond to the east across Halton Terrace; and vacant lands to the north. Lands immediately south are proposed to be developed into five detached dwellings fronting on Halton Terrace. There are

commercial uses, including a large format grocery store, approximately 150 metres east of the subject property on March Road.

Original proposal

In 2021, the applicant first submitted a Zoning By-law Amendment application (D02-02-21-0140) for a four-storey, 86-unit apartment building with 121 parking spaces.

Summary of revised proposal

In 2024, the applicant revised their development proposal, re-activated the above-noted Zoning By-law Amendment application and submitted an Official Plan Amendment application. The revised development consists of a five-storey, 103-unit apartment building with 124 parking spaces. The apartment building is proposed to be five storeys in height along Old Carp Road and Halton Terrace, stepping down to four storeys toward the south end of the site.

A total of 124 vehicular parking spaces are provided, including 103 resident spaces and 21 visitor spaces. 68 of the parking spaces are within an underground parking garage and 56 are surface parking spaces. The underground parking garage is accessed from Old Carp Road, and the surface parking lot is accessed from a separate driveway along Halton Terrace. A total of 72 bicycle parking spaces will also be provided, with 62 spaces located in the underground parking garage and ten outdoor spaces.

The revised development has a total of 1,091 square metres of amenity space in a combination of indoor and outdoor areas; approximately 606 square metres are communal amenity space.

Summary of requested Official Plan Amendment

The Official Plan amendment, as detailed in Document 2, seeks to establish an area-specific policy entitled “Part of 1104 Halton Terrace” in Volume 2C – Area specific policies, with the policy as follows:

1. Notwithstanding Section 5.4.1 Policy 2(a) and Section 6.3.1 Policy 2, the maximum permitted building height is five storeys, and any proposed development shall include an accessible sidewalk across the entire Old Carp Road frontage that connects to the existing Halton Terrace sidewalk.
2. In accordance with Official Plan Section 12.3(3), the above-noted policy shall expire upon completion of the proposed development.”

Summary of requested Zoning By-law Amendment

The site is currently zoned R3X S183 (Residential Third Density, Subzone X, Schedule 183), which permits a variety of residential built forms ranging from detached to townhouse dwellings. Schedule 183 identifies lands that are subject to the provisions in Section 56(4) of the Zoning By-law limiting the creation or expansion of groundwater wells, and the installation of groundwater heat pumps.

The Zoning By-law Amendment seeks to rezone the subject site to R5A[XXXX] S183 (Residential Fifth Density, Subzone A, Urban Exception XXXX, Schedule 183), to permit a five-storey apartment building. The proposed site-specific exception addresses the following:

- Permit Apartment Dwelling, Mid-rise as a use on the site.
- Reduce minimum residential parking rate to one space per unit.
- Increase maximum permitted building height to five storeys (or 18 metres).

DISCUSSION

Public Consultation

For this proposal's consultation details, see Document 5 of this report.

Official Plan designation(s) and policies

Pursuant to Schedules A and B5 of the Official Plan, the subject site is designated as Neighbourhood and is within the Suburban (West) Transect. The site is also subject to the Evolving Neighbourhoods Overlay.

Section 2.2.1 Intensification and Diversifying Housing Options

Section 2.2.1 provides direction on how growth will take place in Ottawa. Residential growth is directed within the built-up urban area with existing municipal infrastructure to support the evolution toward 15-minute neighbourhoods, provide housing options for larger households, and improve public amenities and services.

Section 2.2.3 Energy and Climate Change

Section 2.2.3 encourages the incremental shift towards a more compact and connected city by locating increased densities in areas that are close to transit and within walking distance of a wide range of services.

Section 2.2.4 Healthy and Inclusive Communities

Section 2.2.4 encourages the development of healthy, walkable, 15-minute neighbourhoods that feature a range of housing options. These neighbourhoods will vary depending on the local context, but shall generally contain a range of housing options, accessible retail and commercial services, and high-quality urban design.

Section 3.2 Support Intensification

Section 3.2 directs that intensification will support 15-minute neighbourhoods by being directed to Hubs and Corridors, where the majority of services and amenities are located, as well as the portions of Neighbourhoods within a short walk to those Hubs and Corridors. Intensification should also aim to create more larger-household dwellings (i.e., units with three or more bedrooms) to provide a range of housing choices.

Section 4.1 Mobility

Section 4.1 includes a variety of policies that establish the importance of acknowledging the connection land use planning and transportation as it relates to meeting the City's growth management targets. Policies support the shift toward sustainable modes of transportation by directing that the City will take a more deliberate approach to the allocation of space for automobiles and prioritize the role of public transit and active transportation.

Section 4.2 Housing

Section 4.2 provides direction on enabling greater flexibility and an adequate supply and diversity of housing options throughout the city. The Official Plan strives to facilitate a diversity of housing options that are flexible and context-sensitive by promoting a variety of densities, building types, and ownership types.

Section 4.6 Urban Design

Section 4.6 contains policies that provide direction on how to enable the sensitive integration of new mid- and high-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all. Transition can be achieved through a variety of design considerations such as gradual change in height and massing, through the stepping down of buildings, and setbacks from low-rise properties. Considerations

should be made based on both the existing and planned context of the area. Mid-rise buildings should be designed to include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings. Sufficient setbacks and step backs are to be incorporated into the building design.

Section 5.4 Suburban Transect

Within the Suburban Transect, development shall be low-rise (up to four storeys) within lands designated Neighbourhood. An area-specific policy through an amendment to the Official Plan is required to permit building heights above four storeys.

Section 5.6.1 Evolving Neighbourhoods Overlay

The Evolving Neighbourhood Overlay is applied to areas of the Neighbourhood Designation in close proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land. The intent is to identify areas that may gradually evolve through intensification to a more urban than suburban built form.

Section 6.3 Neighbourhoods

Section 6.3 provides direction for development on lands within the Neighbourhood designation. Permitted building heights in Neighbourhoods shall be low-rise. Development in the Neighbourhood designation which seeks additional height beyond four storeys require an area-specific policy through an amendment to the Official Plan.

Section 12.3 Establish direction for content of Area-Specific Policies

Section 12.3 establishes the criteria that requests for Official Plan Amendments are to be reviewed against. The proposal must demonstrate how the proposed development meets the intent of the Official Plan and contributes to goals related to sensitive integration of infill, creating a range of housing options, supporting the shift to transit and active transportation modes, among others.

Other applicable policies and guidelines

Urban Design Guidelines for Greenfield Neighbourhoods

The [Urban Design Guidelines for Greenfield Neighbourhoods](#) applies to large areas of land within the urban area that have not been developed previously, or that has the potential to be extensively redeveloped. The objectives of these design guidelines is to protect and integrate the site's inherent environmental, topographic, and cultural features; create a comfortable pedestrian and cycling environment and attractive

streetscapes; ensure compatibility and links between different land uses in the neighbourhood, and with adjacent neighbourhoods; encourage transit-oriented development; establish a system of parks and greenspaces that are plentiful, accessible and connected to each other.

Planning rationale

The subject property is designated Neighbourhood and is located within the Suburban (West) Transect Policy Area in the Official Plan. It is also subject to the policies of the Evolving Overlay as the site is within 150 metres of the March Road Corridor. The Official Plan directs that development in Neighbourhoods within the Suburban Transect Policy Area shall generally be limited to low-rise residential built forms with building heights up to four storeys (Policy 2(a) of Section 5.4.1, Policy 2 of Section 6.3.1). An area-specific policy through an Official Plan Amendment (OPA) is required to permit additional height beyond four storeys (Policy 3 of Section 6.3.1).

Staff are satisfied that the proposed area-specific policy adequately addresses the criteria established in Section 12.3 of the Official Plan. The proposed built form generally aligns with direction provided within the Suburban Transect and lands subject to the Evolving Neighbourhood Overlay. Policy 1 of Section 5.4.5 directs that Neighbourhoods located in the Suburban Transect and within a 15-minute neighbourhood shall accommodate residential growth to meet the Growth Management Strategy in a manner that allows and supports a wide variety of housing types and emphasizes regulating the maximum built form envelope based on site context. Section 5.6.1 directs that built form and site design on lands within the Evolving Neighbourhoods Overlay shall support an evolution toward a more urban built form pattern that supports the creation of 15-minute neighbourhoods and the shift toward more sustainable transportation modes. The site is a uniquely large parcel situated at the edge of a neighbourhood and abutting two Collector streets. The site is also within walking distance of March Road, which is designated Corridor and allows up to nine storeys, is planned for future bus rapid transit with a station at March Road and Klondike Road, and is currently occupied by a range of commercial and service uses, including a large format grocery store. The Applicant has committed to construct a sidewalk across the Old Carp Road frontage to further enhance pedestrian connectivity to the services on March Road.

The proposed building has also been designed to sensitively integrate into the community by limiting the mid-rise (five-storey) height to the northern and eastern edge of the site and by transitioning down to a low-rise (four-storey) height toward the low-rise residential area. Material and building step backs have been utilized to reduce

the appearance of the fifth storey from the street and contribute to a pedestrian-friendly streetscape.

The Applicant is also seeking to reduce the minimum required parking rates for residential to one space per dwelling unit. The visitor parking rate of 0.2 spaces per dwelling unit required by the Zoning By-law is being provided. Staff have no concerns with the reduction in parking as the site is located within walking distance to existing transit and commercial services along March Road and bicycle parking is provided in excess of the minimum requirements. The Owner has also committed to implement various transportation demand management measures, for example, providing car sharing space and providing transit passes to new residents to support alternate transportation options.

Provincial Planning Statement

Staff have reviewed this proposal and have determined that it is consistent with the 2024 Provincial Planning Statement.

RURAL IMPLICATIONS

There are no rural implications associated with the report.

CONSULTATION

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

A public information session was held on March 4, 2024 in which a total of six individuals attended. A total of 18 comments have been received through the development review process. Comments mainly noted concerns with the proposed building height over four storeys, transition, traffic, and the parking reduction.

COMMENTS BY THE WARD COUNCILLOR

This application was one where, originally, the community was pleased that our new Official Plan allowed for a limit of four storeys given the density planned for both sides of March Road, which now allows for 40 storeys. The rationale for this four-storey limit was the fact that the parcel of land is right beside single-family homes. The community was pleased with the decision to keep the height to four storeys given the incredible density planned in this area. However, the application for five storeys came in within a few months of the Official Plan's approval by the Province. This begged the question regarding why we create height allowances in our Official Plan if months afterwards, Official Plan amendments can be made. There was clearly a rationale for the four storeys just a few months prior. The rationale was sound. The building's entrance is on

Old Carp Road, a road where, despite its 40 kilometre per hour speed limit, people drive on average 65 kilometres per hour. There will be an elementary school directly across the road with school buses and cars now converging on a two-lane country road. This road and area has always been a challenge for pedestrians. With this new building, the community felt that the situation will become exponentially worse.

The community felt that, in this current climate where housing is in demand and the urban boundary in this end of the City is extended frequently, there is disregard for former Community Planning processes and historical traffic challenges. In addition, during the public meeting, there was considerable discussion regarding the former provincial planning rules that prohibited Official Plan amendments so quickly after an Official Plan was approved.

I am very appreciative that the planners and planning managers looked further at the traffic challenges on Old Carp Road. I am also appreciative of Councillor Clarke Kelly's input. Councillor Kelly's ward includes one half of Old Carp Road. I am thankful for his participation in discussions regarding what can be done to mitigate the speed of traffic and the safety of current and future pedestrians on Old Carp Road. While the community doesn't have a lot of faith in the significance of height restrictions in our Official Plan, they are appreciative of the attention that will now be paid to the long-standing challenges on Old Carp Road.

LEGAL IMPLICATIONS

With the passage of Bill 185, as amended, an official plan amendment or zoning by-law amendment is only subject to appeal by "specified persons", essentially utility providers and government entities, and the registered owner of a parcel of land subject to the amendment. If Council determines to refuse the amendment, reasons must be provided. It is anticipated that a hearing of three days would be required. It would be necessary for an external planner to be retained.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with the report.

ASSET MANAGEMENT IMPLICATIONS

There are no asset management implications associated with the report.

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 the existing Planning Services operating budget.

ACCESSIBILITY IMPACTS

The proposed development will be required to meet the accessibility requirements contained within the Ontario Building Code.

ENVIRONMENTAL IMPLICATIONS

Existing trees on the site are to be removed to allow for redevelopment of the site. A total of 35 new trees are to be planted as part of the development. A variety of shrubs, perennials/vines, and ornamental grasses are included in the proposed landscape design.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- Has affordable housing and is more liveable for all.
- Is more connected with reliable, safe and accessible mobility options.
- Is green and resilient.

APPLICATION PROCESS TIMELINE STATUS

The Zoning By-law Amendment (Development Application Number: D02-02-21-0140) and Official Plan Amendment (Development Application Number: D01-01-24-0006) applications were not processed by the "On Time Decision Date" established for the processing of these types of applications due to the changes made to development plan during the review process.

SUPPORTING DOCUMENTATION

Document 1 Location Map for Official Plan Amendment

Document 2 Details of Recommended Official Plan Amendment

Document 3 Location Map/Zoning Key Plan

Document 4 Details of Recommended Zoning

Document 5 Consultation Details

Document 6 Renderings

Document 7 Proposed Sidewalk on Old Carp Road

DISPOSITION

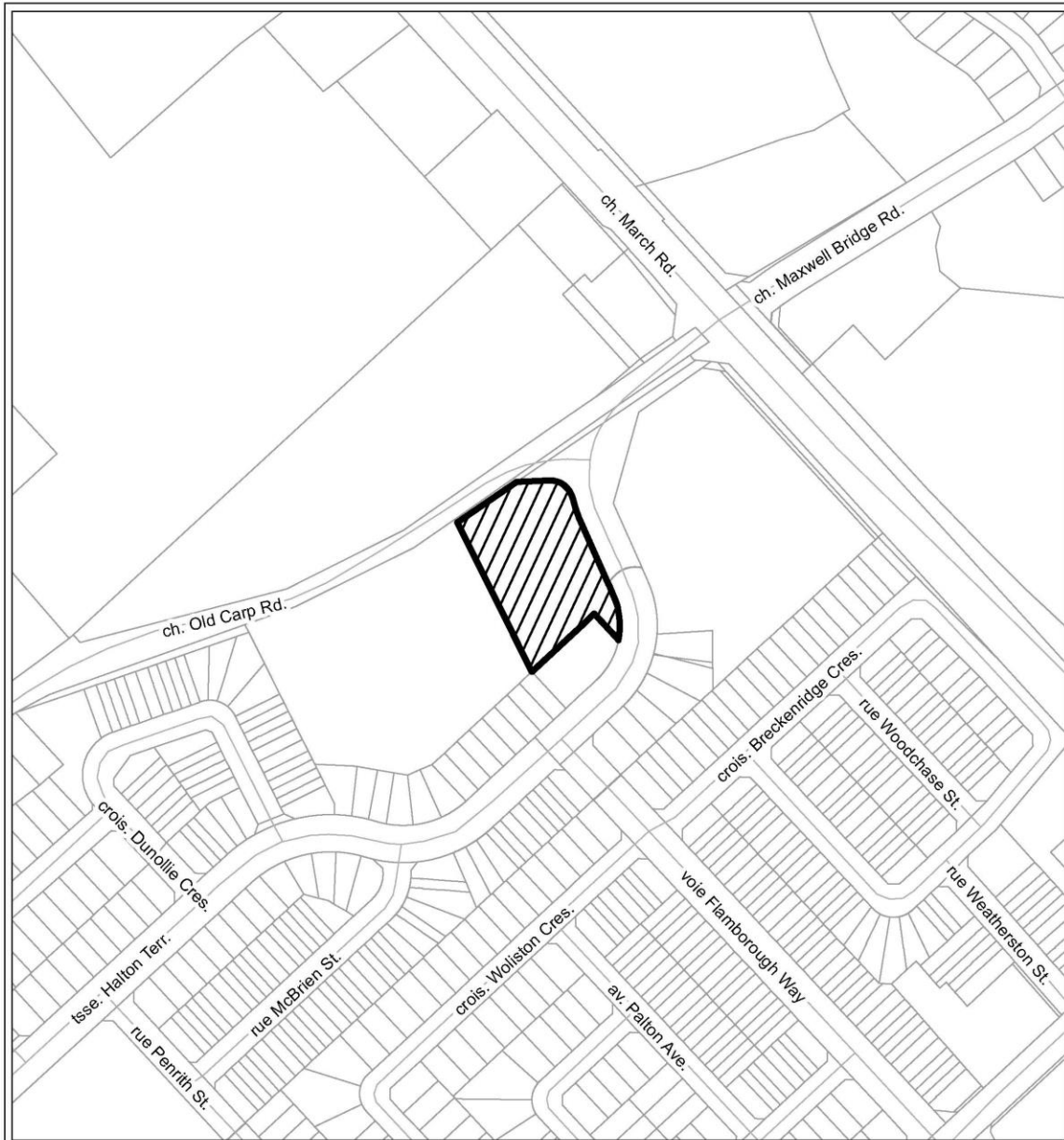
Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Krista O'Brien, Program Manager, Tax Billing & Control, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.




Planning, Development and Building Services Department will prepare a implementing by-law and forward it to Legal Services.

Legal Services, City Manager's Office to forward the implementing by-law to City Council.

Planning Operations, Planning Services to undertake the statutory notification.

Document 1 – Location Map for Official Plan Amendment



		LOCATION MAP / PLAN DE LOCALISATION OFFICIAL PLAN AMENDMENT / MODIFICATION DU PLAN OFFICIEL	
D01-01-24-0006	25-0086-X	Part of / partie de 1104 terrasse Halton Terrace	
I:\CO\2025\OPA\Halton_1104			
©Parcel data is owned by Terranet Enterprises Inc. and its suppliers All rights reserved. May not be produced without permission THIS IS NOT A PLAN OF SURVEY			
©Les données de parcelles appartiennent à Terranet Enterprises Inc. et à ses fournisseurs. Tous droits réservés. Ne peut être reproduit sans autorisation. CECI N'EST PAS UN PLAN D'ARPENTAGE			
REVISION / RÉVISION - 2025 / 01 / 21			
		 LANDS TO BE ADDED TO ANNEX 5 – URBAN AND RURAL AREAS SUBJECT TO AREA-SPECIFIC POLICIES / TERRAINS À AJOUTER À L'APPENDICE 5 - ZONES URBAINES ET RURALES SOUMISES À DES POLITIQUES SECTORIELLES	

Document 2 – Details of Recommended Official Plan Amendment

**Official Plan Amendment XX to the
Official Plan for the
City of Ottawa**

THE STATEMENT OF COMPONENTS

PART A – THE PREAMBLE introduces the actual amendment but does not constitute part of Amendment No. XX to the Official Plan for the City of Ottawa.

PART B – THE AMENDMENT constitutes Amendment XX to the Official Plan for the City of Ottawa.

PART A – THE PREAMBLE

PURPOSE

LOCATION

BASIS

PART B – THE AMENDMENT

INTRODUCTION

DETAILS OF THE AMENDMENT

IMPLEMENTATION AND INTERPRETATION

ANNEX 5 – AREAS SUBJECT TO AREA-SPECIFIC POLICIES OF AMENDMENT XX –
OFFICIAL PLAN FOR THE CITY OF OTTAWA

PART A – THE PREAMBLE

1. Purpose

The purpose of this amendment is to amend the Official Plan – Volume 2C and Annex 5, for Part of 1104 Halton Terrace, by adding an area-specific policy to permit a maximum height limit up to five storeys and to require that any proposed development shall include an accessible sidewalk across the entire Old Carp Road frontage that will connect to the existing Halton Terrace sidewalk.

2. Location

The proposed Official Plan amendment is only applicable to Part of 1104 Halton Terrace, as shown in Document 1.

3. Basis

The amendment to the Official Plan is required to facilitate the development of a five-storey mid-rise residential building on a site otherwise located within the Neighbourhood designation, which is generally intended for low-rise (up to four storeys).

PART B – THE AMENDMENT

1. Introduction

All of this part of this document entitled Part B – The Amendment consisting of the following text constitutes Amendment No. XX to the Official Plan for the City of Ottawa.

2. Details

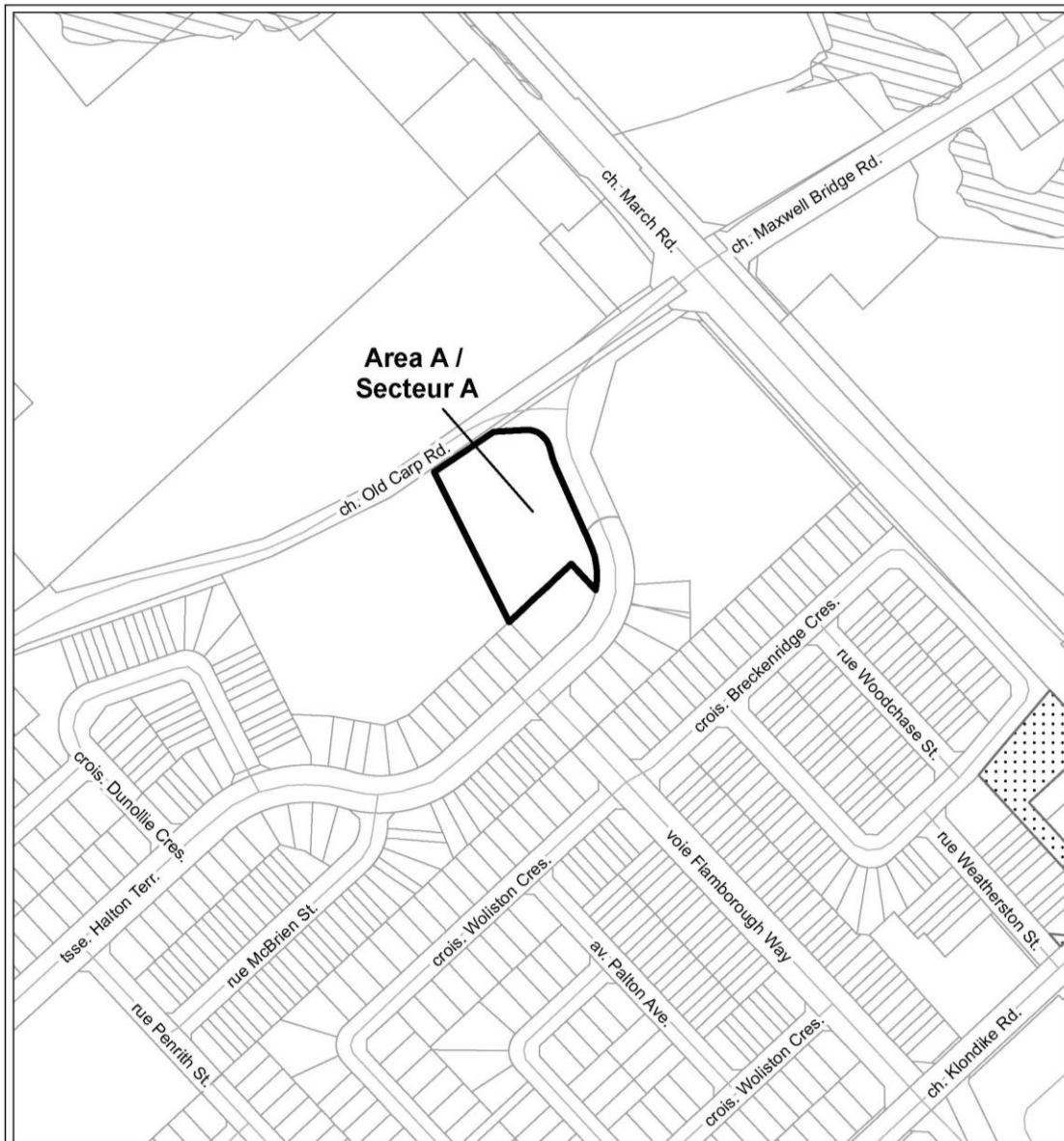
The following changes are hereby made to the Official Plan for the City of Ottawa:






1. Add a new Area “XX” in Annex 5 to include part of the property municipally known as 1104 Halton Terrace.
2. Add a new Area “XX”, entitled “Part of 1104 Halton Terrace” in Volume 2C – Area specific policies, with the policy as follows:
 - a) Notwithstanding Section 5.4.1 Policy 2(a) and Section 6.3.1 Policy 2, the maximum permitted building height is five storeys, and any proposed development shall include an accessible sidewalk across the entire Old Carp Road frontage that connects to the existing Halton Terrace sidewalk.
 - b) In accordance with Official Plan Section 12.3(3), the above-noted policy shall expire upon completion of the proposed development.”

3. Implementation and Interpretation

Implementation and interpretation of this Amendment shall be in accordance with the policies of the Official Plan for the City of Ottawa.

Document 3 – Location Map/ Zoning Key Map



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE	
D02-02-21-0140	25-0080-X	Part of / partie de 1104 terrasse Halton Terrace	
I:\CO\2025\Zoning\Halton_1104		 Area A to be rezoned from R3X S183 to R5A[xxxx] S183 Le zonage du secteur A sera modifié de R3X S183 à R5A[xxxx] S183	
<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>		 Heritage (Section 60) Patrimoine (Article 60)	 Existing Flood Plain (Section 58) / Plaine inondable (Article 58)
REVISION / RÉVISION - 2025 / 01 / 21			

Document 4 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for Part of 1104 Halton Terrace:

1. Rezone the lands as shown in Document 3 from R3X S183 to R5A[xxxx] S183;
2. Add a new exception xxxx to Section 239 – Urban Exceptions with provisions similar in effect to the following:
 - a. In Column I, Exception Number, add the text “xxxx”
 - b. In Column II, Applicable Zones add the text “R5A[xxxx] S183”
 - c. In Column IV, Prohibited Uses, add the text:
 - Apartment Dwelling, high rise
 - d. In Column V, Provisions, add the text:
 - Despite Section 101, minimum residential parking rate for apartment dwelling, mid-rise: 1 space per dwelling unit
 - Maximum building height:
 - (i) In any area up to and including 20 metres from a property line abutting a R1, R2 or R3 zone: 15 metres
 - (ii) In all other cases: 18 metres

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 for Official Plan amendments. A virtual community information session was also held in the community on March 4, 2024.

Staff received seven public comments in 2021 and 15 public comments during the 2024 commenting period. Below is a summary of comments along with staff's response.

Public Comments and Responses

1. Building Heights and Transition

- Concerns with proposed building heights above four storeys in a predominantly low-rise neighbourhood.
- Concerns that adequate transition is not provided to abutting low-rise.
- Concerns that the proposed development is not compatible with the surrounding area.

Staff Response:

The proposed building height of five storeys is appropriate for this site. The site is a uniquely large parcel situated at the edge of a neighbourhood and is abutting two collector streets. The site is within walking distance of March Road, which is designated Corridor and allows up to nine storeys, planned for future bus rapid transit, and is currently occupied by a range of commercial and service uses, including a large format grocery store.

Staff are satisfied that adequate transition has been provided to the existing low-rise neighbourhood to the south and west. The highest building heights are concentrated in the northeast portion of the site and steps down to four storeys as it approaches the existing two-storey homes along Halton Terrace. Further, the portion of the site directly abutting the east-west portion of Halton Terrace is intended to be developed as two-storey single-detached dwellings by the Applicant.

2. Infrastructure

- Concerns with the level of density being proposed and ability of existing infrastructure to adequately support increased demand.
- Concerns that existing road, sidewalks, etc. in surrounding area cannot support increased density. Request to upgrade road infrastructure prior to allowing higher density development.

Staff Response:

An Adequacy of Services report was submitted in support of the proposed development confirming that there is available capacity in the City's public system to accommodate the proposed development. City staff have reviewed the report and are satisfied that the findings are accurate.

3. Traffic and Parking

- Concerns that development will result in increased traffic.
- Concerns that the traffic study provided in support of the proposed development only considers posted speed limits and not actual speeds. Although Old Carp Road has a 40km/h speed limit, drivers typically travel much faster.
- Concerns that existing road, sidewalks, etc. in surrounding area cannot support increased density. Request to upgrade road infrastructure prior to allowing higher density development.
- Concerns with the proposed reduction to minimum parking requirements, and potential for overflow parking into the existing neighbourhood.

Staff Response:

A Transportation Impact Assessment (TIA) was submitted in support of the proposed development, which assessed the impacts of the proposed development on the road network. The report confirmed that the proposed development is not anticipated to cause significant increases in traffic to the surrounding area. Staff are further satisfied that adequate pedestrian facilities are available to support residents' ability to access amenities and services within the surrounding area – existing sidewalks along Halton Terrace provide access to parkland across the street and the commercial area on March Road. Additionally, a new sidewalk will be built along the site's Old Carp Road frontage to increase pedestrian connectivity.

Staff have no concerns with the proposed parking reduction. The Official Plan directs that the City shall take a more deliberate approach to the allocation of space for automobiles and prioritize the role of public transit and active transportation.

Street parking infringements are a By-law Enforcement issue and can be reported to the City via 3-1-1. To establish a new street as permit only is also a process outside of the *Planning Act* application and the resident can contact Traffic Services for additional information.

4. Environment and Trees

- Concerns with impacts to wildlife in surrounding area.
- Request for large trees to be planted through the development.
- Concerns with the size of the surface parking area. Request to reduce surface parking lot and provide additional tree planting/soft landscaping.

Staff Response:

The proposed development did not trigger the requirement for an Environmental Impact Statement (EIS) as it is not within any specified distances to environmentally designated lands or natural heritage features.

A total of 35 new trees are to be planted as part of the development. A variety of shrubs, perennials/vines, and ornamental grasses are included in the proposed landscape design.

The size and configuration of the proposed surface parking area to be reviewed further through future Site Plan Control application.

5. Affordability and Unit Sizes

- Would like to see at least one full floor of the building dedicated to three-bedroom options or a mix of three-bedroom units throughout the building.
- We need rental units that can accommodate young families.
- This development should be required to provide at least some affordable options.

Staff Response:

The proposed development is not required to provide three-bedroom or affordable units but Staff will continue to encourage the Applicant during the Site Plan Control process to include affordable units and a variety of dwelling unit sizes.

6. Other

- Concerns with blasting and associated impacts to nearby homes.

Staff Response:

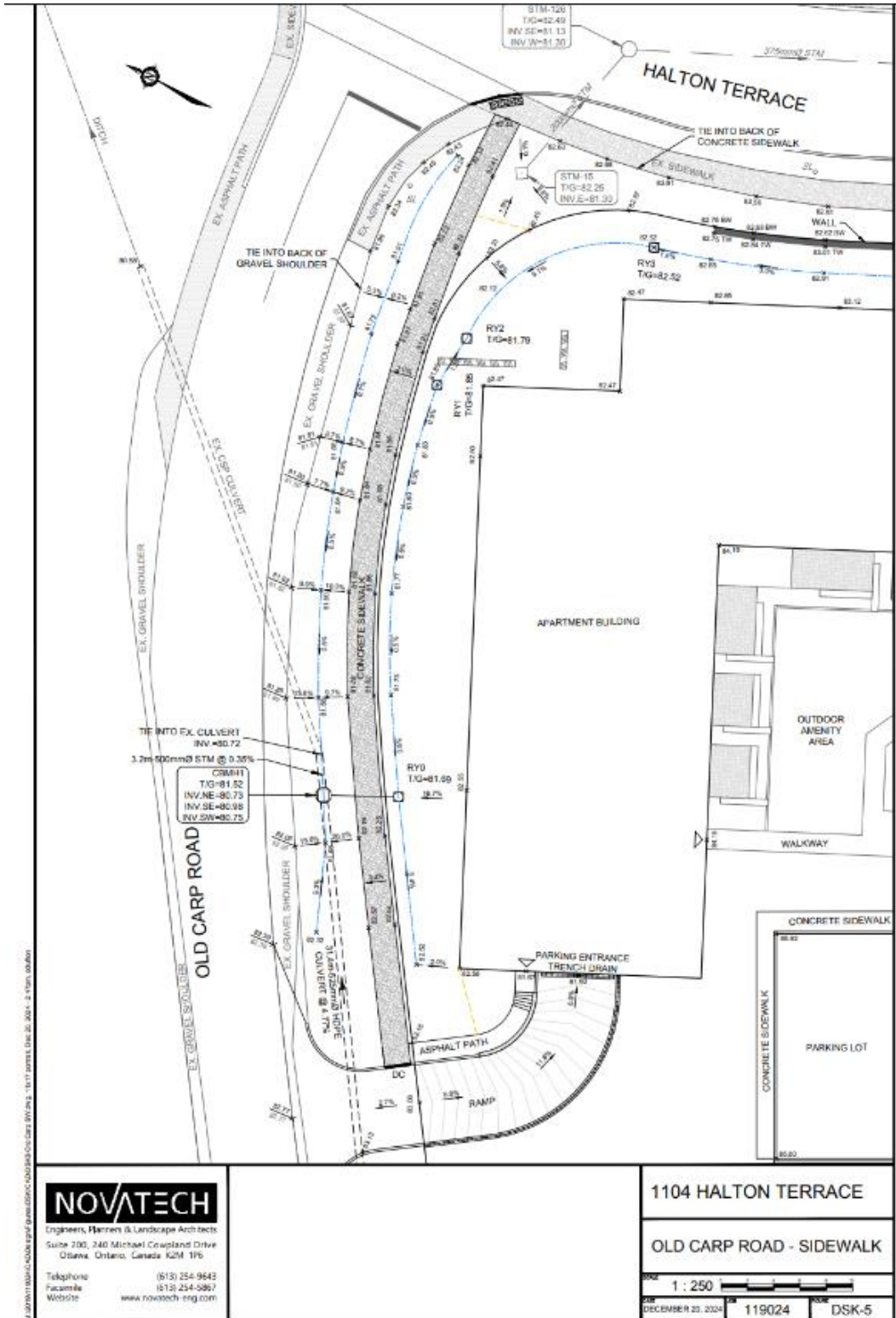
If blasting is required, the applicant will have to adhere to all Provincial and City regulations, including the preparation of pre-blast survey notification to adjacent owners, and associated safety and inspection protocols.

Document 6 – Renderings





Document 7 – Proposed Sidewalk on Old Carp Road



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 PLOT DATE: 2024-12-23 10:00:00 AM
 PLOT BY: J. D. SMITH
 PLOT SCALE: 1:250
 PLOT SHEET: 1 OF 1

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