

<p>3. ZONING BY-LAW AMENDMENT – 80, 110, 140, 151 AND 180 COPE DRIVE MODIFICATION AU RÈGLEMENT DE ZONAGE – 80, 110, 140, 151 ET 180, PROMENADE COPE</p>
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COMMITTEE RECOMMENDATION

That Council approve a zoning amendment to Zoning By-law 2008-250 for 80, 110, 140, 151 and 180 Cope Drive to amend performance standards and permit a reduction in minimum parking space rates, as detailed in Document 2.

RECOMMANDATION DU COMITÉ

Que le Conseil approuve une modification au Règlement de zonage 2008-250 pour les 80, 110, 140, 151 et 180, promenade Cope, afin de modifier les normes de rendement et de permettre une réduction des taux minimaux de places de stationnement, comme l'expose en détail le document 2.

DOCUMENTATION / DOCUMENTATION

1. Acting Deputy City Manager's Report, Planning and Infrastructure, dated 14 June 2016 (ACS2016-PAI-PGM-0078).

Rapport du Directeur municipal adjoint par intérim, Urbanisme et infrastructure, daté le 14 juin 2016 (ACS2016-PAI-PGM-0078).

2. Extract of draft Minutes, Planning Committee, 28 June 2016

Extrait de l'ébauche du procès-verbal, Comité de l'urbanisme, le 28 juin 2016.

3. Summary of Written and Oral Submissions (to be issued separately with the final Council agenda)

Résumé des observations écrites et orales (to be issued separately with the final Council agenda)

**Report to
Rapport au:**

**Planning Committee / Comité de l'urbanisme
June 28, 2016 / 28 juin 2016**

**and Council / et au Conseil
July 13, 2016 / 13 juillet 2016**

**Submitted on June 14, 2016
Soumis le 14 juin 2016**

**Submitted by
Soumis par:**

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**Ward: KANATA SOUTH (23) /
KANATA-SUD (23)**

File Number: ACS2016-PAI-PGM-0078

SUBJECT: Zoning By-law Amendment – 80, 110, 140, 151 and 180 Cope Drive

**OBJET: Modification au Règlement de zonage – 80, 110, 140, 151 et 180,
promenade Cope**

REPORT RECOMMENDATION

That Planning Committee recommend Council approve a zoning amendment to Zoning By-law 2008-250 for 80, 110, 140, 151 and 180 Cope Drive to amend performance standards and permit a reduction in minimum parking space rates, as detailed in Document 2.

RECOMMANDATION DU RAPPORT

Que le Comité de l'urbanisme recommande au Conseil d'approuver une modification au Règlement de zonage 2008-250 pour les 80, 110, 140, 151 et 180, promenade Cope, afin de modifier les normes de rendement et de permettre une réduction des taux minimaux de places de stationnement, comme l'expose en détail le document 2.

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

80, 110, 140, 151 and 180 Cope Drive

Owner

1230374 Ontario Ltd.

Applicant

FOTENN Planning and Design, Attn: Matt McElligott

Architect

M. David Blakely Architect, Inc.

Description of site and surroundings

The lands are currently vacant and located within the Trail West Community in Kanata South. The application involves five separate parcels of land all with frontage on Cope Drive between Terry Fox Drive and Eagleson Road. The lands are surrounded by

townhouse developments to the north and south and north east. Vacant business park lands are located to the west of 180 Cope Drive. Kristina Kiss Park is located directly north of 110 Cope Drive and First Air office building. A Loblaws Superstore and a future retail plaza are located to the east along Cope Drive adjacent to Eagleson Road. Monahan Drain runs north to south between 80 and 110 Cope Drive.

Summary of requested Zoning By-law Amendment

Four of the five parcels, 80, 140, 180 and 151 Cope Drive, are zoned General Mixed Use, Exception 228 with a maximum building height of 13 metres (GM[228]H(13)). The parcel located at 110 Cope Drive is zoned Residential Third Density, Subzone X, Exception 1054 (R3X[1054]). The applicant has submitted a Minor Zoning By-law amendment application to adjust the zone provisions to permit the development of eight low-rise residential apartment buildings. No new land uses are being requested as part of this amendment as apartment buildings are already a permitted use within the existing zoning. A total of 260 units are proposed with the number of units per building as follows:

- 80 Cope Drive – one four-storey building – 40 units
- 110 Cope Drive – one three-storey building – 12 units
- 140 Cope Drive – two four-storey buildings – 64 units - 32 units per building
- 180 Cope Drive – two four-storey buildings – 48 units – 24 units per building
- 151 Cope Drive – two four-storey buildings – 96 units – 48 units per building

Six out of the eight proposed low-rise buildings will have shared access, drive aisles, parking and amenity/servicing areas, while the two other low-rise buildings will stand-alone and overlook the Monahan Drain. A mix of residential and visitor parking is proposed to be located both underground and above grade. An accessory building is proposed for each apartment complex for refuse and bicycle storage.

The proposed amendment requests adjustments to the performance standards in both existing zones. For the parcels located at 80, 140, 151 and 180 Cope Drive, zoned GM[228]H13, the amendment proposes to increase the maximum building height from 13 metres to 14 metres and to delete the provisions which restricts dwelling units from locating on the ground floor. For the parcel at 140 Cope Drive, where the proposal is to

construct two four-storey apartment buildings containing a total of 64 units, relief is being sought to decrease the required rear yard setback to 4.7 metres where the 7.5 metres is required. Minor zoning amendments are also being requested for the parcel at 110 Cope Drive, zoned R3X[1054], where a three-storey, 12 unit apartment building is proposed. The amendment proposes to decrease the front yard and interior side yard setback requirements to three 3 metres and 2 metres, respectively and decrease the minimum required parking. Relief is also requested to decrease the amount of total private amenity areas to 55 square metres where a total of 60 square metres is required and to reduce the width of a landscape buffer adjacent to a parking lot, not abutting a street, to zero where 1.5 metres is required.

A Site Plan Control application has also been submitted for the subject properties and is being reviewed concurrently with the Zoning By-law amendment application. The Site Plan Control application cannot be approved until such time that the subject Zoning By-law amendment application has been approved.

DISCUSSION

Public consultation

Notification and public consultation of the application was carried out in accordance with the City's Public Notification and Consultation Policy. Approximately 45 respondents commented on the proposal, with the vast majority opposed and expressing concerns for specific items. The opposition and concerns related mostly to increase in traffic in the area, the location of the accessory buildings, the requested increase in building height and parking reduction.

Despite the foregoing, it should be noted that a revised site plan concept, as shown in Document 4, has been submitted. Staff are of the opinion that the revision has adequately addressed most of the concerns raised by the public.

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

Policy and Planning Rationale

Official Plan designation

Official Plan Amendment 150 (OPA 150) was approved by Council in 2013 and is currently under appeal. This Zoning By-law amendment application was reviewed with

respect to the Official Plan, as amended by OPA 150; however, it does not rely specifically on any of the amendments introduced by it.

The property is designated Enterprise Area in the Official Plan. The applicable policies of Section 3.6.5 relating to the Enterprise Area designation indicate that these areas of employment may accommodate the integration of housing without detracting from the objectives outlined in the Employment Area designation. Even though Enterprise Areas must provide opportunity for a concentration of employment, they may also support medium and high-density housing with the following characteristics:

- the potential to provide for at least 2,000 jobs, and at least 50 per cent of the land is or will be devoted to employment;
- are easily accessible from the surrounding community so that residential uses can be well integrated, both within the Enterprise Area itself and within the adjoining residential area and can easily access residential amenities and services; and
- a mix of housing types are permitted in Enterprise Areas provided it is in the form of townhouses, stacked townhouses or apartments.

The Kanata South Enterprise Area has a special policy which also permits semi-detached units.

The proposed development is consistent with the policies of the Enterprise Area in that the proposed low-rise apartments will be linked to adjacent areas by roads and pathways and there is an existing network of community amenities. In addition, the proposed residential units will be functionally integrated with opportunities for home-based employment, with each unit being wired with fibre optics. Over 50 per cent of the developable land has been devoted to employment uses, thereby fulfilling the intent of the Enterprise Area of having a mix of employment and residential uses.

Other applicable policies and guidelines

SoHo West Kanata South Mixed Used Community Concept Plan (2005)

In 2005, Council approved the SoHo West Community Concept Plan for this area. The subject lands are part of this planned SoHo West Community which is a mixed-use development consisting of approximately 1200 residential units, business/employment

lands and a 2.7 hectare park. The SoHo West Community was designed to be a leading edge community where every home and business is wired with fibre optic cable. The vision of the community was to create a live, work and play environment. For the lands along Cope Drive, the intent was to permit medium density mixed-use development with commercial, retail and service uses occupying the ground level and residences on the upper floors. The applicant has requested relief from having to provide only non-residential uses on the ground floor, as over time, more commercial development has occurred in the immediate area increasing the available amount of leasable office/personal service space within walking distance. As such, the vision has changed to providing more of a combination of commercial and/or residential development at street level. Commercial uses will still be permitted on the ground floor, but will no longer be required.

It should be noted that subsequent to the approval of the SoHo West Community Concept Plan, the community has been renamed to Trail West.

Current policies allow for up to 1200 residential units in the SoHo West area. Currently there are 846 units and the proposed subject development would add 260 units, bringing the total to 1106 units. Staff are satisfied that the proposed development is in keeping with the Official Plan policies and the vision of the SoHo West Community Plan.

Details of Zoning By-law Amendment

As noted above, the proposed Zoning By-law amendment is seeking relief to the GM[228]H(13) zoning which affects four out of the five parcels located at 80, 140, 180 and 151 Cope Drive. To permit the proposed four-storey apartment buildings, the allowable height limit is requested to be increased from 13 metres to 14 metres. The increase in height is considered minor and is in keeping with the mixed-used development and low-rise residential development occurring in the Kanata South area. The amendment also proposes to remove the provision that requires dwelling units to be constructed above the ground floor only. This will provide additional flexibility to accommodate a range of housing and home office options with the end result of a community where residents can live, work and play within their own neighbourhood. For the parcel located specifically at 140 Cope Drive where the proposal is to construct two four-storey apartment buildings containing a total of 64 units, relief is being sought to decrease the required rear yard setback to 4.7 metres where the 7.5 metres is required. The reduced setback is acceptable as the rear property lines abut a 10-metre wide

pedestrian pathway and, with the combination of landscaping between the building and pathway, there will be no impact on adjacent properties.

Minor zoning amendments are also being requested for the parcel located at 110 Cope Drive, which is zoned R3X[1054] and where a one three-storey, 12-unit apartment building is proposed. The amendment proposes to decrease the front yard setback from 5 metres to 3 metres and the interior side yard setback from 3 metres to 2 metres. The proposed amendments are considered minor as a 3 metre front yard setback is not uncommon and the location of the requested reduced interior side yard is adjacent to a pedestrian pathway.

The proposed 12 unit building is also seeking relief from the required minimum parking rate. The current provision requires 1.2 parking spaces per unit, which would require 14 spaces for the 12 units and 0.2 parking spaces per unit for visitors which would result in two visitor parking spaces. Given the configuration of the site and to ensure that an accessory building for refuse and bike storage can be accommodated on-site, a parking lot with only 12 parking spaces has been proposed. The requested reduction of two parking spaces is not significant as this results in a rate of one space per unit which is comparable to parking requirements of other suburban apartment building sites. In addition, the site is transit supported and there is a sufficient supply of on-street parking for visitor use.

Relief is also requested to reduce the width of the landscape buffer required on two sides of the parking lot, neither one abutting a street. Current zoning provisions require a 1.5-metre wide landscape buffer for the parking lot, whereas the applicant is seeking to eliminate the required buffers along the rear and side flankage of the parking lot. There will be no anticipated adverse impacts of eliminating the landscape buffer on the two sides of the parking lot as one side abuts a stormwater management facility and the other side abuts the Monahan Drain. Other zoning provisions not otherwise discussed are being carried forward from the existing exception and remain applicable for the development.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the Provincial Policy Statement, 2014.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

COMMENTS BY THE WARD COUNCILLOR

Councillor Hubley provided the following comments:

“I am supportive of roundabout and all the changes staff achieved based on feedback from residents.”

LEGAL IMPLICATIONS

There are no legal impediments to adopting the recommendation in the report.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report

ACCESSIBILITY IMPACTS

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

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

EP2 – Support Growth of Local Economy

TM4 – Promote alternative mobility choices

HC3 – Create new affordable housing options.

APPLICATION PROCESS TIMELINE STATUS

The application was not processed by the On Time Decision Date established for the processing of Zoning By-law amendments due to additional time needed to resolve issues related to the zoning details.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Details of Recommended Zoning

Document 3 Consultation Details

Document 4 Site Plan Concept

Document 5 Overview Data Sheet

CONCLUSION

The Planning and Growth Management department support the proposed Zoning By-law amendment. The proposed minor amendments are appropriate and necessary for the proposed development. Permitting residential uses on the ground floor of the proposed apartment buildings provides more flexibility for the development of the parcels. The proposed amendments meet the intent of the Official Plan policies and the vision of the SoHo West Kanata South Mixed-Use Community Concept Plan.

DISPOSITION

City Clerk and Solicitor Department, Legislative Services to notify the owner, applicant, OttawaScene Canada Signs, 1565 Chatelain Avenue, Ottawa, ON K1Z 8B5, Program Manager, Assessment, Financial Services Branch (Mail Code: 26-78) of City Council's decision.

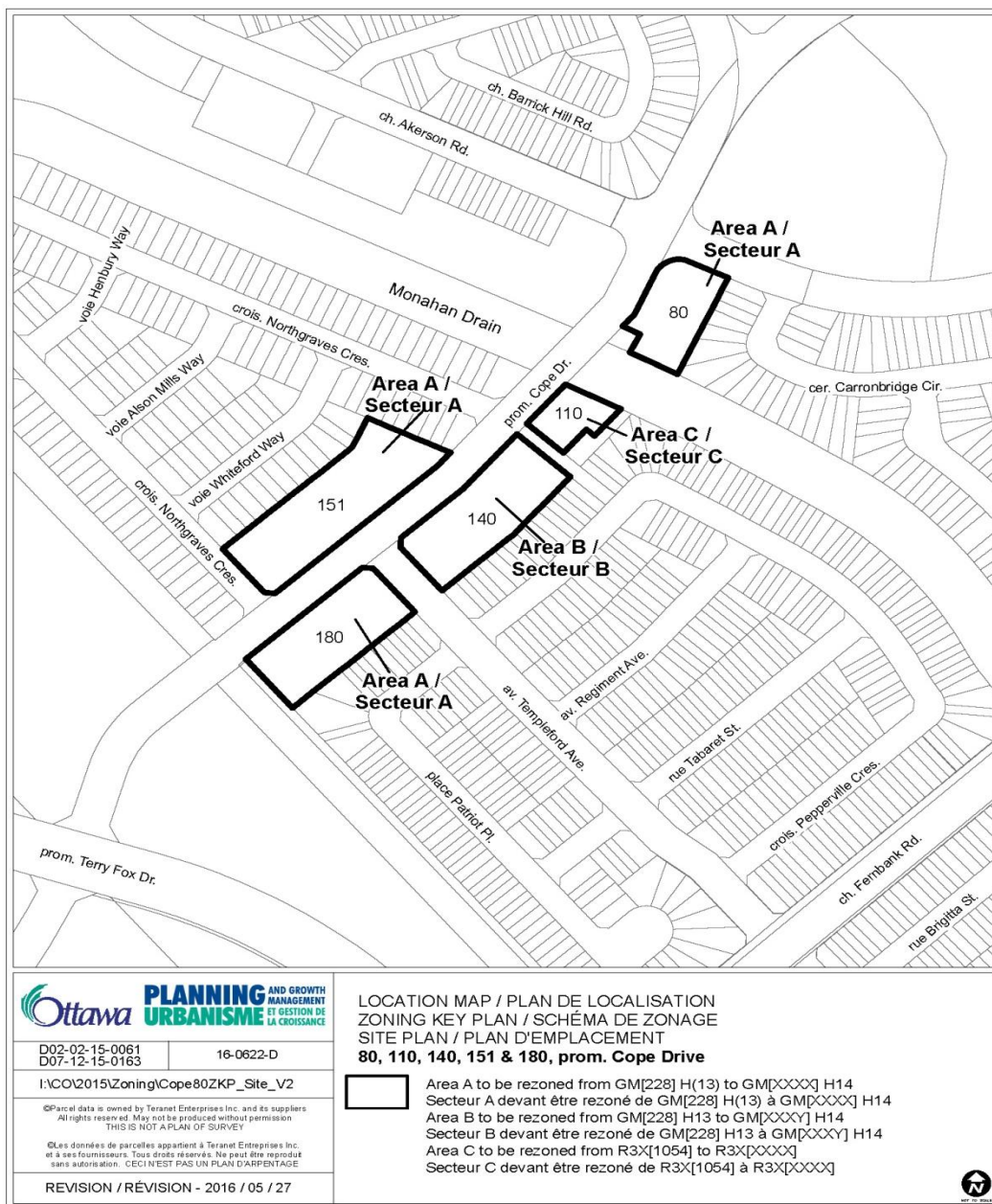
Planning and Growth Management to prepare the implementing by-law, forward to Legal Services and undertake the statutory notification.

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

Document 1 – Location Map

For an interactive Zoning map of Ottawa visit geoOttawa.

Location Map - 80, 110, 140, 151 and 180 Cope Drive



Document 2 – Details of Recommended Zoning

The proposed changes to the City of Ottawa Zoning By-law 2008-250 for 80, 110, 140, 151 and 180 Cope Drive are as follows:

1. That the lands known municipally as 80, 151 and 180 Cope Drive and shown as Area A on Document 1 be rezoned from GM[228]H(13) to GM[xxxx]H(14).
2. Add new exception to Section 239, Urban Exceptions, with provisions similar in effect to the following:
 - In Column II add the text “GM[xxxx]H(14)”
 - In Column IV add all provisions from exception 228 and add “planned unit development and apartment, low rise” to the list of uses.
 - In Column V add all provisions from exception 228 save and except “dwelling units are restricted to the floors above the ground floor of a building”
3. That the lands known municipally as 140 Cope Drive and shown as Area B on Document 1 be rezoned from GM[228]H(13) to GM[xxxy]H(14).
4. Add new exception to Section 239, Urban Exceptions, with provisions similar in effect to the following:
 - In Column II add the text “GM[xxxy]H(14)”
 - In Column IV add all provisions from exception 228 and add “planned unit development and apartment, low rise” to the list of uses.
 - In Column V add the following:
 - minimum lot frontage: 20 metres
 - minimum lot area: 600 square metres
 - maximum front yard setback: 6 metres
 - minimum rear yard setback: 4.7 metres
 - minimum interior side yard setback: 1.5 metres

- if a building or land that is developed in compliance with this by-law is severed or divided into separate ownership, all zone requirements must be maintained on the basis of the whole of the original lot with the exception that each parcel of land created must have a minimum lot frontage of 5 metres or a width of 5 metres along a driveway that acts as a street

minimum parking requirements for:

- (a) office: 2 parking spaces per 100 square metres of gross floor area
- (b) dwelling unit: one parking space per unit

5. That the lands known municipally as 110 Cope Drive and shown as Area C on Document 1 be rezoned from R3X[1054] to R3X[xxxx].
6. Add new exception to Section 239, Urban Exceptions, with provisions similar in effect to the following:
 - In Column II add the text “R3X[xxxx]”
 - In Column III add the text “stacked dwelling, apartment dwelling, low-rise
 - In Column IV add the text “detached dwelling, semi-detached dwelling, duplex dwelling, three unit dwelling, townhouse dwelling.
 - In Column V add the following:
 - zone provisions for stacked dwelling and apartment dwelling, low-rise are as follows:
 - minimum lot width is 20 metres;
 - minimum front yard setback is 3 metres;
 - minimum rear yard setback is 10 metres;
 - minimum interior side yard setback is 2 metres;
 - maximum building height is 11 metres;
 - minimum floor area for a bachelor or one bedroom apartment 50 square metres;

- minimum floor area for a two bedroom apartment 65 square metres;
- minimum amount of private amenity area including a private balcony is 4 square metres per dwelling unit;
- despite Section 107(aa)(i), in the case of an apartment dwelling, low-rise, the maximum permitted width for a double traffic lane that leads to a parking lot containing less than 20 parking spaces is 6.0 metres;
- despite Table 101, minimum required number of parking spaces is one per dwelling unit;
- despite Section 102, no visitor parking is required;
- despite Table 110, (b), no minimum required landscape buffer, not abutting a street, is required.

Document 3 – 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 Zoning By-law amendments. Approximately 45 respondents commented on the original proposal, with the vast majority opposed and/or expressing concerns.

It should be noted that a revised Site Plan concept, as shown in Document 4, has been submitted. Staff are of the opinion that the revised Site Plan has adequately addressed most of the concerns raised by members of the public.

Summary of Public Comments

Concern: Zoning Requirements

Comment:

Several concerns were submitted regarding the density of the proposed development. Residents noted that more family orientated units in the form of singles, semis or townhouse dwellings would be more appropriate.

Response:

The proposed development is in keeping with the density targets identified in the SoHo West Council-approved report of 2005 and with the Official Plan designation of Enterprise Area. This designation requires a healthy mix of business, retail, housing (including medium to high-density), institutional and cultural uses. Low-rise apartment buildings are permitted under the applicable zoning provisions and the infilling of these vacant parcels will round out development in the residential area. Single detached dwellings are not a permitted land use of the existing zoning.

Comment:

The setbacks for all the properties adjacent to existing homes should be increased.

Response:

The required setback provisions for the proposed development are being met. Relief is requested to decrease the rear yard setback at 140 Cope Drive and to decrease the

front yard and interior side yard setback at 110 Cope Drive. The reduced rear yard setback is acceptable as the rear property line abuts a 10-metre wide pedestrian pathway and with the combination of landscaping between the building and pathway there will be no impact on adjacent properties. The proposed front yard and interior side yard setback amendments are minor as the reduction is minimal and adjacent to a pedestrian pathway. Setbacks for some of the accessory buildings, which are for garbage and bicycle storage, have been increased.

Comment:

The proposed development does not include commercial on the ground floor as previously intended.

Response:

The amendment proposes to remove the provision that requires dwelling units to be constructed above the ground floor only. This is to provide additional flexibility to accommodate a range of housing and home office options with the end result to still create a community where residents can live, work and play within their own neighbourhood. Commercial uses will still be permitted on the ground floor, but no longer required.

Concern: Height and Privacy

Comment:

There are concerns with the proposed height of the buildings and lack of privacy that will result for adjacent residents as the top floor windows will be looking into other windows. Concerns were also raised regarding the potential for headlights to shine into adjacent homes on Northgraves Crescent when exiting the property on the north side of Cope Drive.

Response:

The proposed buildings are 14 metres in height, resulting in a 1 metre increase from the current zoning. This increase in height is minor and is in keeping with the mixed-use development and low-rise residential development occurring in the Kanata South area. Due to significant spacing between the buildings, and proper setbacks from nearby and abutting residential properties, the proposed building heights will not negatively impact the surrounding properties. Furthermore, fencing 1.8 metres in height exists in all

locations between existing homes and the proposed development which provides additional screening. The Landscaping Plan has also been revised to add more deciduous and coniferous trees to provide more screening between the higher floors of the proposed apartment buildings and adjacent residences.

The applicant has demonstrated that headlights from traffic leaving on the north side of Cope Drive are directed on a garage of one house and on a foyer (non-living area) of another house and as such, headlight glare will not create an issue in the living areas of existing houses.

Concern: Parking

Comment:

How will existing parking pressures be addressed?

Response:

The proposed development is in accordance with the required parking provisions for seven out of the eight proposed apartment buildings. The relief requested for 110 Cope Drive from 14 to 12 required spaces is not significant as the provision of one space per unit is comparable to parking requirements of other suburban apartment building sites. Additionally, the site is transit supported and there is a sufficient supply of on-street parking for short-term visitor use.

Concern: Increased Traffic

Comment:

Will four-way stops, traffic lights and/or a pedestrian street crossing (PXO) be triggered along Cope Drive at Carronbridge Circle, Akerson Road and/or Templeford Avenue?

Response:

As per the Transportation Brief submitted with the application, site generated traffic is not considered significant and will operate at acceptable levels of service. In addition, the study area intersections are currently operating at adequate levels of services with considerable available capacity. The proposed site accesses are sufficient to accommodate projected site-generated traffic.

Although staff have no concerns with potential traffic increases and the adequacy of the current road network to accommodate the new development, through the Site Plan Control process consideration is being given, in consultation with the Ward Councillor, to possibly adding a pedestrian crossing and implementing other traffic calming measures. These additional measures, if determined to be acceptable, will be implemented at the Site Plan Control stage.

Concern: Bus Service

Comment:

More bus service will be required with the proposed development.

Response:

OC Transpo is aware of the application and reviews bus pressures yearly and will respond with service when warranted. All-day service is provided along Cope Drive in the vicinity of the site by routes 161, 164 and 168.

Concern: Soil Conditions

Comment:

Will the proposed development impact the existing soil conditions and neighbouring dwellings?

Response:

The engineering and infrastructure for the proposed development included the existing soil conditions and will not further exacerbate the existing conditions or impact neighbouring dwellings.

Concern: Lighting

Comment:

There are concerns regarding the light emission from the proposed parking lot area.

Response:

Full cut-off light fixtures will be used in the parking area to mitigate any light overflow onto neighbouring properties. No impacts are associated with the proposed site lighting.

Concern: Noise and Pollution

Comment:

There are concerns related to the construction of the proposal from a noise and pollution perspective.

Response:

A condition of site plan approval will require that the developer provide a construction traffic management plan. This will allow the City to regulate and request any mitigation as required.

Bridlewood Community Association Comments and Responses

Comments:

The Bridlewood Community Association is not in support of the zoning amendment as they have concerns with respect to the reduced rear yard setback and the potential for the apartments to be converted to office use. They feel this would not fit the characteristics of the community. However, they support home businesses on the first floor. They are also concerned about an increase in traffic on Cope Drive, accessible busing and privacy.

Response:

The setbacks are similar to the surrounding dwellings. The rezoning would permit residential units on all floors. There is no intent to turn the buildings into offices.

Staff reviewed the submitted traffic studies and determined the existing street network can accommodate the proposed development. Staff have provided suggestions to the applicant to increase on-street parking along Cope Drive. The applicant is considering increasing the number of parking spaces to what is required under the zoning provisions.

Currently there are fences between where the parking lots are planned and the existing residential backyards with the exception of 80 Cope Drive.

OC Transpo is aware of the application and reviews bus pressures yearly and will respond with service when warranted. All-day service is provided along Cope Drive in the vicinity of the site by routes 161, 164 and 168.

Document 4 – Site Plan Concept

