

## Summary of Written and Oral Submissions

### Zoning By-law Amendment – 1131 and 1151 Teron Road

Note: This is a draft Summary of the Written and Oral Submissions received in respect of Zoning By-law Amendment – 1131 and 1151 Teron Road (ACS2020-PIE-PS-0096), prior to City Council’s consideration of the matter on October 14, 2020.

The final Summary will be presented to Council for approval at its meeting of October 28, 2020, 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 October 14, 2020’. Please refer to the ‘Bulk Consent’ section of the Council Agenda of October 28, 2020 to access this item.

In addition to those outlined in the Consultation Details section of the report, the following outlines the written and oral submissions received between the publication of the report and prior to City Council’s consideration:

#### Number of delegations/submissions

Number of delegations at Committee: 2

Number of written submissions received by Planning Committee between September 28 (the date the report was published to the City’s website with the agenda for this meeting) and October 8, 2020 (committee meeting date): 5

#### Primary concerns, by individual

**Neil Thomson, President, Kanata Beaverbrook Community Association** (oral and written submission)

- the application is consistent with the 2013 Official Plan, and the Association has no formal objection, but it is unknown whether the proposed small apartments, at this location, will be viable or desirable post Covid-19, and it is important to consider the community impacts and potential ramifications of approving the application
  - ❖ the Association is unaware of any formal feedback process to the Official Plan and its implementation to follow-through on the impact of development approvals to determine if the final as-built development succeeds in being an asset to the community
  - ❖ adding growth to an established community through intensification based on Transit Oriented Development (TOD), but without delivering the Transit or upgraded roads for 20 years, will degrade the liveability of Kanata North proportional to the cumulative intensification; this is not consistent with “Building a Liveable Ottawa.”

- ❖ the development is at risk of at least partial failure due to an overestimate of demand for this type of residential unit, including an over-reliance on the desirability of renting at this location based on nearby access to future downtown-centric transit
  - the Williams Court multi-building mid-rise apartment development in Kanata City Centre was built on the expectation that offering high quality rentals as an alternative to home purchase would be attractive to downsizing seniors and those looking for accommodation who were not ready to commit to home purchases, and the area was planned to include office type businesses and main street type retail, restaurants and other services on the promise of LRT phase 3, which would be footsteps away, but the only aspect of the “City Centre” that has actually been developed are apartments and condos (and one coffee shop); the result is these (relatively high rental cost) buildings have struggled with finding and keeping tenants
  - 2 the Parkway, on the corner of Teron Rd. and “the parkway”, was developed primarily to appeal to downsizing Beaverbrook seniors looking to stay in the community; originally approved for 7 storeys with approx. 85 units, it was re-zoned for two 7 storey towers of 40+ units due to lack of demand and only one tower was actually built and took years to sell out; the remainder of the property consists of the abandoned, vacant Post Office building with construction boarding surrounding 3 sides of the building, which has seen no progress or completion date commitment for 3 years
  - 960 Teron Rd., a 12 storey residence that took 10 years to complete due to complications from construction on Leda Clay soils, was completed in 1984 and subsequently ran into additional problems with the parking garage gradually sinking (requiring expensive remediation); the 1151 Teron Rd. property is primarily deep Leda clay (17m deep), which suggests it will be an expensive and potentially risky development, and prolonged construction would have an adverse impact on the community
  - 70% of Kanata residents work in Kanata, with only 7% working downtown that can take advantage of the proposed BRT/LRT, so few potential renters for 1151 Teron are likely to be motivated to rent by proximity to a Transit node; the addition of 140 residential units will add vehicle traffic to what is already an unsafe pedestrian and cyclist intersection and adjacent roads (March, Teron, Steacie), particularly in winter

- the City has approved the setbacks and elevation transitions to the adjacent Bethune two storey row homes based on the 2013 OP standards for lands defined by the “General Urban Area”; this is not sensitive with the context, nor compatible with the as-built separation of residences of any size and type anywhere in Beaverbrook, including other new developments built in the last 10 years; the resulting separation of the 3 storey block at 1131 Teron from adjacent Bethune homes and the proximity of the 1151 phase two 220+ parking lot and access by commercial vehicles via the March road entrance, at potentially all hours of the day, pose a substantial threat to privacy and liveability of as many as 14 Bethune units
- ❖ COVID-19 is trending to radically change many aspects related to the desirability of mid-height apartment buildings, and the 1511 building proposes smaller bachelor, one and two bedroom apartments (small) sized for affordability which are counter to:
  - the need for larger living space to accommodate space for Work from Home
  - the aversion for the vulnerable individuals to COVID-19 to elevators and hallways
  - the demise of “bricks and mortar” retail, restaurants and other potential commercial services for the 1st floor of 1511
  - the difficulty of access by the surrounding community to 1151 Teron commercial services, by walking/cycling, due the isolation of the site by a very busy Teron Rd., where the only safe crosswalk access to the property is 600m away at the corner of Teron and Beaverbrook Roads

**Allen Coldham** (written submission)

- questioned whether the written permission from Hydro to build permanent surface parking within the Hydro easement is required before this application can be approved, as the only reference to parking in the staff report is: “the current zoning of the property permits parking within the Hydro easement”, found on page 32

**Erica Dencs** (written submission)

- it feels as though public consultations and meetings are being held in order to appease the public, but not to actually take any consideration for what the community is actually saying; the amendments mean that the step-backs are now almost obsolete for the existing neighbours in the Bethune Condominium and the setbacks of the three storey building now means that all of the consultations and amendments

previously agreed to are not also obsolete

- the three storey building will have windows and balconies that look directly into the backyards of the Bethune Condominium
- the buffer that has been approved between the laneway and the corner of the backyard on Bethune now means that there will not be enough room for snow removal, and possibly interferes with the function of that house in general
- to put the parking area under hydro wire is dangerous and used to be illegal
- the Bethune community has already been there for forty years, and rather than take them seriously, and also address their concerns, they have been served nothing but contempt and the City should be ashamed for holding consultations with the attitudes of ignorance, contempt and hostility; the community is now at the hands of a planning committee that does not care at all about their community and wellbeing
- if this is what is in-store for the Beaverbrook community, the City should send out more information so that individuals can make the decision to move to an area that appeals to them, such as Beaverbrook once did
- agrees completely with the comments submitted by the Bethune Condo Management/Board

**James Birtch** (written submission)

- a sufficient setback on the east side of Teron Road should be maintained to conserve options for future expansion of the street; you only have to look at the intersecting Campeau Drive to see a 30 m distance between buildings and the road, which the City required for future expansion of the roadway; because of a sharp difference in elevation to Weeping Willow Lane (across the street) and development south on Teron Road, street widening cannot take place on the west side, but there is currently space for expansion all along the east side
- Teron Road is the best candidate for a “complete street” in Beaverbrook; perhaps one day there will be resources to permit the City to bring this advanced concept in planning to the community; even some of the elements of a “complete street” – a wide walkway, a separated bicycle corridor, a row of decorative trees, stopping places and patios – would greatly benefit residents of Beaverbrook, but this would require future widening on the east side of the Teron Road corridor
- the future must be contemplated when considering setbacks for 1131 and 1151 Teron Road because if the buildings are located too close to the road, it will create a “chokepoint” that will prevent future widening of the corridor, which will take away the options for future expansion to provide Beaverbrook residents with the benefits

of a “complete street” that are enjoyed by citizens on Main and Elgin Streets

**Nancy Dunlop** (written submission)

- the staff report is technical in nature and ignores or explains away the concerns of local residents and even dismisses the importance of the open house meeting, which was held without much notice on January 20, 2020 and which at least 50 residents attended (not the 30 the report claims were there)
  - ❖ the two lots described in the report are a “currently underutilized site.”, as if to say the only valid use for any bit of land is building something on it or paving it over
  - ❖ beyond requesting a zoning change to allow commercial use on the ground floor of the 9-storey building, other amendments are being asked for that differ from the previous (2014) proposal:
    - the balconies have turned into walkways overlooking the 2-storey Bethune condo units; the developer claims they will not be used to set up chairs and barbecues and that privacy is maintained, but it is unclear if they are just decorative or if they are to be used for emergencies, as there are no stairs
    - the previous underground parking has morphed into underground parking for only 46 vehicles and 229 surface parking spots, successfully taking up most of the Hydro easement, so there is a request for another amendment to allow the surface parking; that leaves a mini-landscaped amenity at the busy corner of March and Teron Roads instead of the larger landscaped park, and a hydro tower instead of flora and fauna for stormwater management; asphalt is not near as absorbent as grass and bushes, and residents have expressed concern about stormwater management and the flooding that they already experience, but the report does not mention anything about this
    - the access road has been moved and will run between the two buildings and partially very close to the property line, and thus homes, with Bethune Condominium on its way to the parking area and an exit onto March Road; in fact there is a request for an amendment to allow “That the landscaped buffer width around the parking lot be reduced from three metres to 1.8 metres for a segment along the south property line”; this means more vehicle noise and light pollution in nearby homes
    - the mature trees that were previously proposed to be saved are gone because they are inconvenient; new trees will theoretically be planted and in the fullness of time may become mature, though maybe not those that

will share their little spot with a snow dump

- ❖ one of the concerns expressed by residents of Bethune Condominium was the likelihood of residents of the apartments crossing its private land, with pedestrians assuming that it is part of the adjacent City park land; the staff's contribution to that discussion is "There is no destination that would encourage residents of the new building to short-cut through Bethune Condo.", but they have forgotten the dog walkers who don't need a specific destination, and the developer's answer is to say that he will just not allow dogs in the apartment units, but *Ontario's Residential Tenancies Act* doesn't permit landlords from having no-pet clauses
- ❖ now there is the possibility of a third developer being in the process of acquiring the property, possibly with new requests

## Primary reasons for support, by individual

### Nico Church, FoTenn (oral submission)

- the site is close to transit as well as the Kanata North employment node, which is a benefit for people working in Kanata or leaving Kanata to work elsewhere
- the development increases diversity in housing choice in the area, which currently consists of mainly single family homes, and would add desired density and appeal to people in various situations
- there is no request to build higher than the already approved nine storeys
- in respect of Mr. Thomson's concerns about adverse impacts, there is opportunity to address those through site plan measures

**Effect of Submissions on Planning Committee Decision:** Debate: The Committee spent 15 minutes in consideration of the item.

Vote: The committee considered all submissions in making its decision and carried the report recommendations as presented.

## Ottawa City Council

Number of additional written submissions received by Council between October 8 (Planning Committee consideration date) and October 14, 2020 (Council consideration date): 0

### Effect of Submissions on Council Decision:

Council considered all submissions in making its decision and carried the report recommendations without amendment.