

KANATA BEAVERBROOK COMMUNITY ASSOCIATION (KBCA) POSITION
2 THE PARKWAY ZONING BY-LAW AMENDMENT APPLICATION (D02-02-11-0101)
PROPOSAL #4 presented 18 Sep 2012

Dear Mr. Magierowicz,

Please accept the following public comment as an addendum to previous public comments submitted by the Kanata Beaverbrook Community Association in regard to this application.

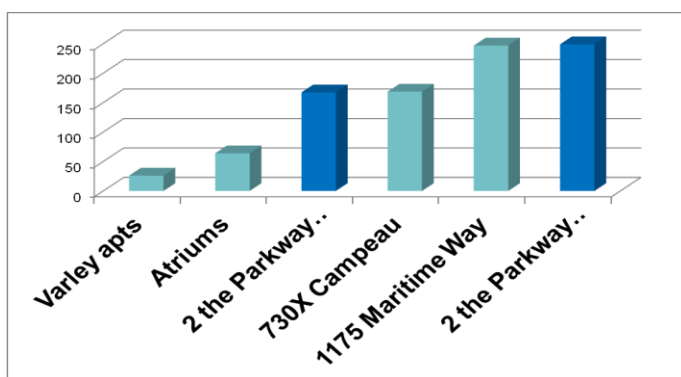
The KBCA continues to object to this application. There are major issues that have not been adequately addressed by the developer:

Density and Location:

The proposed density, at 167 units per hectare, is not compatible with the community. It is 2.6 times the density of the Atriums, which the developer compares this property to. The stated goal of 34 units per net hectare of the Official Plan for new development outside the Greenbelt is already achieved in Beaverbrook. As stated in our previous comment, the current mix of housing types shows a requirement for an increased percentage of townhouses, not apartments.

The comparable properties shown in the accompanying chart clearly show that this density is only suited to the Town Centre area of Kanata. In density, it would be equivalent to the 15 storey towers at 730X Campeau Drive in the Town Centre.

Building	Units	Hectares	Density
<i>Single family home</i>	1	0.07	13
<i>Varley Apartments</i>	88	3.69	26
<i>The Atriums</i>	194	3.10	64
<i>Callaghan Court</i>	16	0.23	71
2 The Parkway (Aug 31)	82	0.49	167
<i>730X Campeau</i>	354	2.10	169
<i>1175 Maritime Way</i>	600	2.43	247
2 The Parkway (Mar 26)	122	0.49	249



Height and Transition:

The *Official Plan* and associated guidelines require a transition between tall buildings and adjacent low-rise buildings in order to minimize the impact on the neighbourhood and to respect the existing built forms. The current proposal clearly doesn't achieve this.

The proposed tower does not meet the *Official Plan* requirements or guidelines regarding infill. In reality, this proposal provides for almost no transition between the 11 storey Atriums tower to the south and the 3 storey townhouses at Callaghan Court, immediately across the road. Re-zoning for a mid-rise building is not appropriate.



This building is too tall for the property and the adjacent community. It would be a good fit in the Town Centre. KBCA notes that 2 new proposals have just been posted for that location. It is noted that most of these buildings will be in the height range that the developer is seeking, again supporting the argument that there are locations nearby which are much more appropriate to this type of intensification.

With regard to the height of the townhouses, Proposal #4 is the first proposal which indicates what the townhouses would look like. These appeared to be 3 storey dwellings in the previous proposals, however, there is now a projection on the roof of each which adds a fourth storey. In some of the Proposal #4 diagrams, these 4 storey buildings are placed well above grade, thereby having the potential to increase the height even further.



18 Sep 2012 *Concept NE (aerial) extract*

It is KBCA's Position that the 4th storey should be removed and that the buildings should be built at-grade.

Setback and Separation Plane:

KBCA maintains that the developer does not meet the recommended criteria of appropriate separation plane, even for high density development areas, which this location is not. In his proposal of Sept 18, the developer highlights that the separation plane "almost" meets the criteria of a 1:2 ratio from Callaghan Court, although it is almost 25% over the line.

KBCA notes that in a subsequent version now posted, the tower at #2 The Parkway has again been moved closer to the Parkway property line, further establishing that developer does not meet the criteria he himself is using.

The intended location of the tower on the east edge of the property line creates a highly undesirable visual impact on Teron Road. The minimal set-back from this street is not in keeping with the established character of the community.

It is not reasonable to apply a 1:2 or a 1:3 separation plane that was established for use in Traditional or Arterial mainstreets where buildings on both sides of a street are built close to the property line (*City of Ottawa: Guidelines for High-rises, 2009, p. 5, Guideline 3*). Teron Rd. is neither of these – it is a two-lane collector road in a suburban community.

The institutional building across from proposed tower is a low, 5 m building, set far back from the road, significantly below the grade level of Teron Road, and partially hidden by a rock outcropping and a landscaped berm. This design feature should also not be applied to determine the ratio, as it allows the developer to manipulate the established character of the community to his unfair benefit.

Separation plane is a guideline used by planners to determine an appropriate distance between adjacent buildings in a core setting, not a suburb. The developer must produce a plan that is in keeping with the human scale of the community and which is in full accord with the published guidelines of the city.

KBCA notes that *CZBL Section 109 Location of Parking* does not appear to have been modified for tall buildings, and prohibits front and corner side yard parking in the R5 zone.

While KBCA notes that the developer has increased the setback for the underground parking lot along the woodlot from 0.5m to 2.0m, KBCA considers that this setback still is inadequate. With Proposal #4 having a 4.173m setback at Teron Road, KBCA continues to have major concerns regarding the impact on the existing trees and the developer's intention to build the garage so close to the Teron Road property line. This will have major environmental impact on the large mature oak trees located facing Teron Rd., just at the edge of the city property due to potential root damage, soil compaction, and changes in the ground level, all of which will severely impede oxygen absorption by the root system. As well, the forested area belonging to the The Atriums must be protected from damage.

KBCA is also concerned that, while the planner's presentation at the 18 Sep 2012 Public Meeting indicated that Proposal #3, in which the developer raised the parking garage above ground level and was adding a landscaped berm, had been dropped, the diagrams and drawings posted for Proposal #4 still continue to show the garage above ground. As well, the diagrams show townhouses with the first floor level at the top of the berm.

Transit

The developer continues to claim that his property is located within 600 m. of a proposed transit station. There is no station currently shown in the Official Plan. Even if eventually built at the currently suggested location on March Rd., this will not be a factor in favour of the proposal for a minimum of 20 years.

It is the view of KBCA that this bus shelter will likely be relocated or eliminated, since there is no opportunity for commercial, industrial or business growth at this location. The Greenbelt on the other side of March Rd. will prevent this becoming a core area. Neither is this location designated to become a transfer point for other routes. Being within 600 m of a possible future transit route is a “faint hope” argument.

It is KBCA's position that the 600m proximity to a rapid transit station, which may or may not be built, should not be a consideration with regard to this, or any other, proposal.

Traffic

The traffic study submitted by the developer for the original proposal included only 2 driveways – one near the Callaghan Court driveway at the beginning of the taper for the left turn lane and one further west for the proposed townhouses. Proposal #4 includes 3 driveways.

The first driveway access is located about 18.8 m (at the curb) from the Teron Road ROW, as shown about mid-way in the left turn area in the following photo:



eMAP viewed 20120924

The Proposal #4 diagrams show this driveway as a two-way access. It is obvious that this driveway access is much too close to Teron Road and will interfere with traffic. KBCA is also concerned that there is no intersection impact analysis for this driveway.

This will not only impede cars attempting to exit the property, but has the potential to cause sudden traffic blockages as traffic going to the high school is prevented from completing a left turn onto The Parkway because residents cannot enter the driveway. There is a high potential for accidents, especially as large groups of students cross Teron Rd. from the bus stops and will be travelling across these driveways.

The plans call for a total of three driveways (plus one existing for Callaghan Ct.), all located in the traffic storage area approaching the intersection. Therefore, quite a bit more technical analysis needs to be done. E.g. eMAP shows that the intersection of Teron Rd./The Parkway is about 32.5m from the Callaghan Court centreline. The next driveway is 46.886m and the third is 83.494m (calculated) The

Planning Department is asked to examine how close a series of three private ways can be to an intersection before approving any concept plan for re-zoning.

Intensification

The OP states that intensification is to be focused on targeted intensification areas. The Town Centre is one such area, and is conveniently located just 1.6 km away.

Intensification is mandated for Traditional or Arterial mainstreets. Teron Rd. is neither of these – it is a two-lane collector road. Intensification for a non-targeted area like 2 The Parkway, must be compatible with existing community character.

For all of the above reasons, as well as the objections listed in our previous official public comments, this proposal is not compatible with Beaverbrook.

As changes to the proposal seem to be on-going, KBCA requests that we continue to be informed of significant changes, and to be given the opportunity to comment. Further, we request that public input to the Site Plan Approval process be permitted.

Sincerely,

Beata Myhill
Acting President,
Kanata Beaverbrook Community Association

beatamyhill@sympatico.ca

ZONING - 2 THE PARKWAY
ACS2012-PAI-PGM-0158
(Deferred from meeting of 27 November 2012)

_____ KANATA NORTH (4)

REPORT RECOMMENDATION:

That the Planning Committee recommend Council approve an amendment to the Zoning By law 2008-250 to change the zoning of 2 The Parkway from Minor Institutional (IA1) to Residential Fifth Density Subzone Z, Exception 2004, Schedule 297 (R5Z [2004] S297) as shown in Document 1 and as detailed in Document 7.

The Committee received a detailed PowerPoint slide presentation overview of the report from Mr. Marc Magierowicz, Planner, Development Review, Suburban Services Unit, Planning and Growth Management Department (PGM). Mr. Fel Petti, Manager, Suburban Services Unit, PGM, was also present to respond to questions, as required.

The Committee then heard from the following public delegations, as noted:

- Mr. Gary Sealey (in opposition);
- Mr. Neil Thompson* (in opposition);
- Mr. John Mlacak* (in opposition);
- Ms. Eileen Howell* (In opposition);
- Mr. Andrew Stirling (in opposition);
- Mr. Fred Boyd (in opposition);
- Mr. Doug Norris (in support);
- Mr. William Teron* (in opposition);
- Ms. Faith Blacquiere* (in opposition);
- Messrs. Alan Cohen (Soloway, Wright LLP), Miguel Tremblay (FoTenn Consultants) and Doug Van den Ham (Hobin Architects), on behalf of the proponent.

Written correspondence was also received from the following, as noted:

- Mr. Allan Coldham* (in opposition);
- Mr. Adrianus Cornelisse* (in support);

- Mr. Tzong Chen* (in opposition);
- Mr. Kerry Spring* (in opposition);
- Mr. Neil McLaughlin* (in opposition), and;
- Ms. Michele Dessenberger** (in opposition).

[* *Individuals / groups marked with an asterisk above either provided comments in writing or by email; all submissions are held on file with the City Clerk.*

** *Received late - this correspondence will be made available to all members of Council prior to the Council meeting of 23 January 2013.]*

Committee discussions included:

- whether the proposed zoning was appropriate for the existing community;
- the appropriateness of including the Beaverbrook community as one of the City's target areas for intensification;
- compatibility, in terms of adherence to the City's Official Plan and principles of good zoning;
- densification associated with transit-oriented development, and
- the need to adapt development to changing demographics.

Ward Councillor Marianne Wilkinson raised concerns with the appropriateness of the proposed seven-storey height and related design elements in terms of their compatibility with the existing Beaverbrook community which she, and other speakers, had noted had specifically been designed over 40 years earlier with the concept of community in mind. She argued that zoning should not be changed for the sake of change, and that communities should be designed for people and their needs, and should not be altered by the approval of 'spot development'. She requested that the following be moved on her behalf:

MOTION N^o PLC 47/1

Moved by Councillor B. Monette:
(on behalf of Councillor M. Wilkinson)

Whereas the net density for residential development in the Kanata Town Centre is lower than that recommended for 2 the Parkway; and

Whereas the height limitation on the site is presently 15 metres, which would permit a 5 storey building on the site; and

Whereas the Kanata Beaverbrook Community Association (KBCA) has had extensive public discussion with the community and the vast majority have indicated that the development should fit in with the principles of development in Beaverbrook that were developed by the public and supported over a 40 year period, with new projects fitting into those principles; and

Whereas the KBCA does not oppose any development that fits with the principles of development in Beaverbrook;

Therefore, on behalf of the Kanata Beaverbrook Community Association the Planning Committee amend the staff report to reduce the building height to 15 metres (maximum 5 storeys), the lot coverage to 35% and the unit count (reduced) proportionately from that recommended by staff.

The above Motion LOST on a division of eight "Nays" to zero "Yeas":

Nays (8): Councillors R. Bloess, R. Chiarelli, K. Hobbs, A. Hubley, B. Monette, S. Qadri, M. Taylor and P. Hume.

Yeas (0):

Councillor Wilkinson then asked that the staff recommendation be amended to include a new performance standard to restrict the maximum lot coverage to 35 per cent.

MOTION N^o PLC 47/2

Moved by Councillor B. Monette:
(on behalf of Councillor M. Wilkinson)

That the staff recommendation be amended to include a new performance standard to restrict the maximum lot coverage to 35 per cent.

CARRIED

The report recommendation was then put to Committee and was CARRIED as amended by Motion N^o PLC 47/2.

That the Planning Committee recommend Council approve an amendment to the Zoning By law 2008-250 to change the zoning of 2 The Parkway from Minor Institutional (IA1) to Residential Fifth Density Subzone Z, Exception 2004, Schedule 297 (R5Z [2004] S297) as shown in Document 1 and as detailed in Document 7, as amended by the following:

- 1. That the staff recommendation be amended to include a new performance standard to restrict the maximum lot coverage to 35 per cent.**

CARRIED as amended