

Subject: Zoning By-law Amendment - 1050 Klondike Road

File Number: ACS2023-PRE-PS-0035

Report to Planning and Housing Committee on 5 April 2023

and Council 12 April 2023

**Submitted on March 23, 2023 by Derrick Moodie, Director, Planning Services,
Planning, Real Estate and Economic Development**

Contact Person: Lisa Stern, Planner 3, Development Review West

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Ward: Kanata North (4)

Objet : Modification du Règlement de zonage – 1050, chemin Klondike

Dossier : ACS2023-PRE-PS-0035

Rapport au Comité de la planification et du logement

le 5 avril 2023

et au Conseil le 12 avril 2023

**Soumis le 23 mars 2023 par Derrick Moodie, Directeur, Services de la
planification, Direction générale de la planification, des biens immobiliers et du
développement économique**

**Personne ressource : Lisa Stern, urbaniste Examen des demandes
d'aménagement ouest**

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REPORT RECOMMENDATIONS

1. That Planning and Housing Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 1050 Klondike Road as shown in Document 1, from Development Reserve to R4T[XXX]-h to permit low-rise dwellings, as detailed in Document 2.
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 April 12, 2023,” 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 une modification du *Règlement de zonage* n° 2008-250 pour le 1050, chemin Klondike, comme le montre le document 1, afin de permettre l’aménagement d’habitations de faible hauteur, comme l’explique en détail le document 2.
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 greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux “exigences d’explication” aux termes de la *Loi sur l’aménagement du territoire*, à la réunion du Conseil municipal prévue le 12 avril 2023 », sous réserve des observations reçues entre le moment de la publication du présent rapport et la date à laquelle le Conseil rendra sa décision.

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

1050 Klondike Road

Owner

Israr Akhtar and Junaid Akhtar

Applicant

D.G Belfie Planning and Development Consulting Ltd.

Architect

CSV Architects.

Description of site and surroundings

The subject lands are a 0.16 hectare property located at the southwest corner of Klondike Road and Sandhill Road. The property is currently developed with a one-and-a-half storey dwelling with access from Klondike Road.

Surrounding land uses include:

- To the west and south the site is surrounded by an L-shaped property with frontages on both Klondike Road and Sandhill Road that is zoned DR[1324] (Development Reserve Zone with site-specific exception 1324) and is developed with a daycare centre. Further to the south, the property is developed with a place of worship that is currently under construction.
- To the east, beyond Sandhill Road is South March Public School.
- To the north, beyond Klondike Road is zoned Development Reserve Zone and is developed with a single detached dwelling. To the northwest, is an approved low-rise subdivision at 1055 Klondike Road.

Summary of proposed development

The proposed development is a three-storey, nine-unit building. Seven units are functionally townhouse dwellings with rear garages and the end unit adjacent to Sandhill Road is a two-storey stacked dwelling. The ground unit of the stacked dwelling is designed to be an accessible unit. The units are designed to face Klondike Road, with access to the parking area from Sandhill Road.

Summary of requested Zoning By-law amendment

The subject site is zoned Development Reserve Zone in the City of Ottawa Zoning By-law 2008-250, which is intended to recognize lands intended for future urban

development and to limit the range of permitted uses to those that will not preclude future development options.

The requested Zoning Bylaw amendment proposes to rezone the property to Residential Fourth Density Subzone T with a site-specific exception and a holding symbol (R4T[XXX]-h) with provisions as follows:

- Reduced rear yard setback from 7.5 metres to 3 metres;
- Reduced required resident parking from 1.2 spaces per unit to 1.1 spaces per unit;
- Reduced required setback from a refuse collection area to a lot line abutting a public street from 9 metres to 3.5 metres;
- Permit a stairway and verandah within 0 metres of the property line.
- A holding provision to ensure that adequate water, stormwater and sanitary facilities are provided prior to building permit issuance.

Brief history of proposal

Concurrent applications for Zoning By-law amendment and Site Plan Control approval were submitted in May 2021.. With the introduction of the Province's Bill 23 (*More Homes Built Faster Act, 2022*), Site Plan Control is no longer required for buildings consisting of 10 units or less. As proposed, Site Plan Control is no longer required for the proposed development.

DISCUSSION

Public consultation

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

Comments were received from 10 residents during the application review process. A community meeting was held virtually by the Ward 4 Councillor's office on June 22, 2022 and was attended by approximately 15 residents. Concerns were raised about the architecture of the proposed buildings, lack of sidewalk on Sandhill Road, potential for tree removal in the right-of-way at the corner of Sandhill and Klondike Roads, traffic on Sandhill Road with the existing mosque and school, lack of parking, snow storage issues, and construction impacts.

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

Official Plan designation(s)

The subject lands are designated as Neighbourhood Area in the Suburban Transect (Schedule A). The subject lands are located within 300 metres of a future rapid transit station at the intersection of March Road and Klondike Road (Schedule C-2).

The Suburban Transect recognizes a suburban pattern of built form and site design while supporting an evolution towards 15-minute neighbourhoods.

Within Neighbourhoods, the development is to be characterized as low- to mid-density, low-rise development to create the conditions for 15-minute neighbourhoods.

The Evolving Overlay is generally applied to properties within 150 metres of a Hub or Mainstreet Corridor designation and 400 metres of a rapid transit station. This overlay is intended to provide opportunities to guide the gradual change in character based on the site's proximity to the Corridor and allow for new building forms.

Other applicable policies and guidelines

The Urban Design Guidelines for Transit Oriented Development apply to all development within a 600-metre walking distance of a transit station. As noted, the proposal is within 300 metres of a planned Bus Rapid Transit station. These guidelines state that people are more likely to choose transit if they can easily walk between destinations at the beginning and end of their trip. This can be achieved through providing increased densities, mixed-uses and pedestrian-oriented design within easy walking distances of high-quality transit. The guidelines speak to land use, site layout, built form, pedestrians and cyclists, vehicles and parking, and streetscape and the environment.

Planning rationale

This application has been reviewed under the Official Plan (OP) approved by the Province on November 4, 2022.

The Official Plan increases the share of future growth within existing built-up areas to avoid or delay expansions to the urban boundary. This is supported by policies which increase the variety of housing options within existing neighbourhoods and promote the evolution to 15-minute neighbourhoods (Policy 2.2.1.i). The Suburban Transect recognizes a suburban pattern of built form and site design while supporting an evolution towards 15-minute neighbourhoods (5.4.1). As the site is within 300 metres of a rapid transition station at March Road and Klondike Road, the Evolving Overlay was applied to this area. The Evolving Overlay is applied to areas adjacent to Hubs and Corridors that creates opportunities to achieve an urban form in terms of use, density,

built form and site design (Policy 5.6.1.1), which may differ from the existing character of the area (Policy 5.6.1.1). The Neighbourhood designation generally allows for a full range of low-rise housing options (Policy 6.3.1), and supports innovative building forms.

The proposed development complies with the Official Plan by providing a low-rise built form that recognizes the planned context of the area to transition to a more urban form with transit-supportive densities over time.

With respect to the Transit Oriented Development Guidelines, the proposal provides transit-supportive uses and densities in proximity to transit. The proposed low-rise building is compatible with surrounding development. The orientation of the building supports active transportation by reducing conflicts between vehicles and pedestrians/cyclists using the multi-use pathway along Klondike Road.

Zoning By-law

The subject site is zoned Development Reserve Zone in the City of Ottawa Zoning By-law 2008-250 which is intended to recognize lands intended for future urban development and limit the range of permitted uses to those which will not preclude future development options.

The requested Zoning Bylaw amendment proposes to rezone the property to Residential Fourth Density Subzone T with a site-specific exception and a holding symbol (R4T[XXX]-h) with provisions as follows:

- Reduced rear yard setback from 7.5 metres to 3 metres;

The proposed access from Sandhill with buildings fronting Klondike eliminates road cuts on the Klondike Road multi-use pathway in order to reduce vehicle and pedestrian conflicts. As such, the proposed rear yard setback reduction is appropriate as the western lot line “rear yard” reads as an interior side yard setback.

- Reduced required resident parking from 1.2 spaces per unit to 1.1 spaces per unit

The proposed parking reduction is minor in nature and results in a one-space reduction overall. As the site is within a five-minute walk to transit on March Road and adequate visitor parking is provided, off-site impacts are not anticipated.

- Reduced required setback from a refuse collection area to a lot line abutting a public street from 9 metres to 3.5 metres.

The applicant has placed bins along the Sandhill Road frontage in order to provide a built form which fronts Klondike Road and maintain existing hedges and on-site trees. The proposed refuse area will be well screened and accessed from the proposed driveway as consistent with existing regulations in the zoning by-law. As such, the reduced setback is not expected to negatively impact the streetscape.

- Permit a stairway and verandah within 0 metres of the property line.

The proposed stairway will lead to the second storey unit at the corner of Klondike Road and Sandill Road, allowing for the creation of a barrier free one-storey unit at grade. The one-storey unit is proposed to have an at-grade patio/verandah at the corner of Klondike at Sandhill roads. The right-of way at the corner of Sandhill and Klondike Roads contains an exceptionally large sight triangle, permitting encroachments closer to the right-of-way in this location is not anticipated to negatively impact the streetscape or the ability to provide street trees in the ROW.

- A holding provision to ensure that adequate water, storm water and sanitary facilities are provided prior to building permit issuance.

With the introduction of the Province's Bill 23 (*More Homes Built Faster Act*, 2022), Site Plan Control is no longer required for buildings consisting of 10 units or less. As proposed, Site Plan Control is not required for the proposed development. As watermain and sanitary sewer connections are not available at the property line, connections will need to be brought to the site frontages. Additionally, the property is a part of a drainage area that is tributary to Shirley's Brook Stormwater Pond 'C', located on the west side of Klondike and March Valley Roads intersection. The pond capacity is limited to 85l/s/ha as per the facility detailed design report, which is only met with the stormwater management system proposed in the servicing report and plans submitted in support of the rezoning. While the applicant has proposed satisfactory solutions for site servicing, a holding symbol is required to ensure that they are implemented prior to the issuance of a building permit.

In summary, the proposed Zoning By-law amendment meets the intent of the relevant policies and contains appropriate zone provisions to permit the proposed development. The proposed amendments are appropriate to support low-rise infill development and represent good planning.

Provincial Policy Statement

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

RURAL IMPLICATIONS

There are no rural implications to this report.

COMMENTS BY THE WARD COUNCILLOR(S)

Councillor Curry is aware of the report recommendation.

LEGAL IMPLICATIONS

There are no legal implications associated with implementing the recommendations contained within this report.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications to this report.

ASSET MANAGEMENT IMPLICATIONS

There are no Asset Management Implications provided that the holding provision is not lifted until that adequate services are provided in accordance with the approved Master Servicing Study for the area. On-site stormwater management facilities will need to be maintained by the property owner in perpetuity in order for the City's infrastructure to operate as intended.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

The new building will be required to meet the accessibility criteria contained within the Ontario Building Code

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-21-0044) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to complexities with engineering.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Details of Recommended Zoning

Document 3 Consultation Details

Document 4 Proposed Development and Building Rendering

CONCLUSION

The proposed development introduces intensification in a manner which conforms to the Official Plan and is consistent with the relevant design guidelines. The proposal provides new housing opportunities in close proximity to transit. The Zoning By-law Amendment is recommended for approval.

DISPOSITION

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

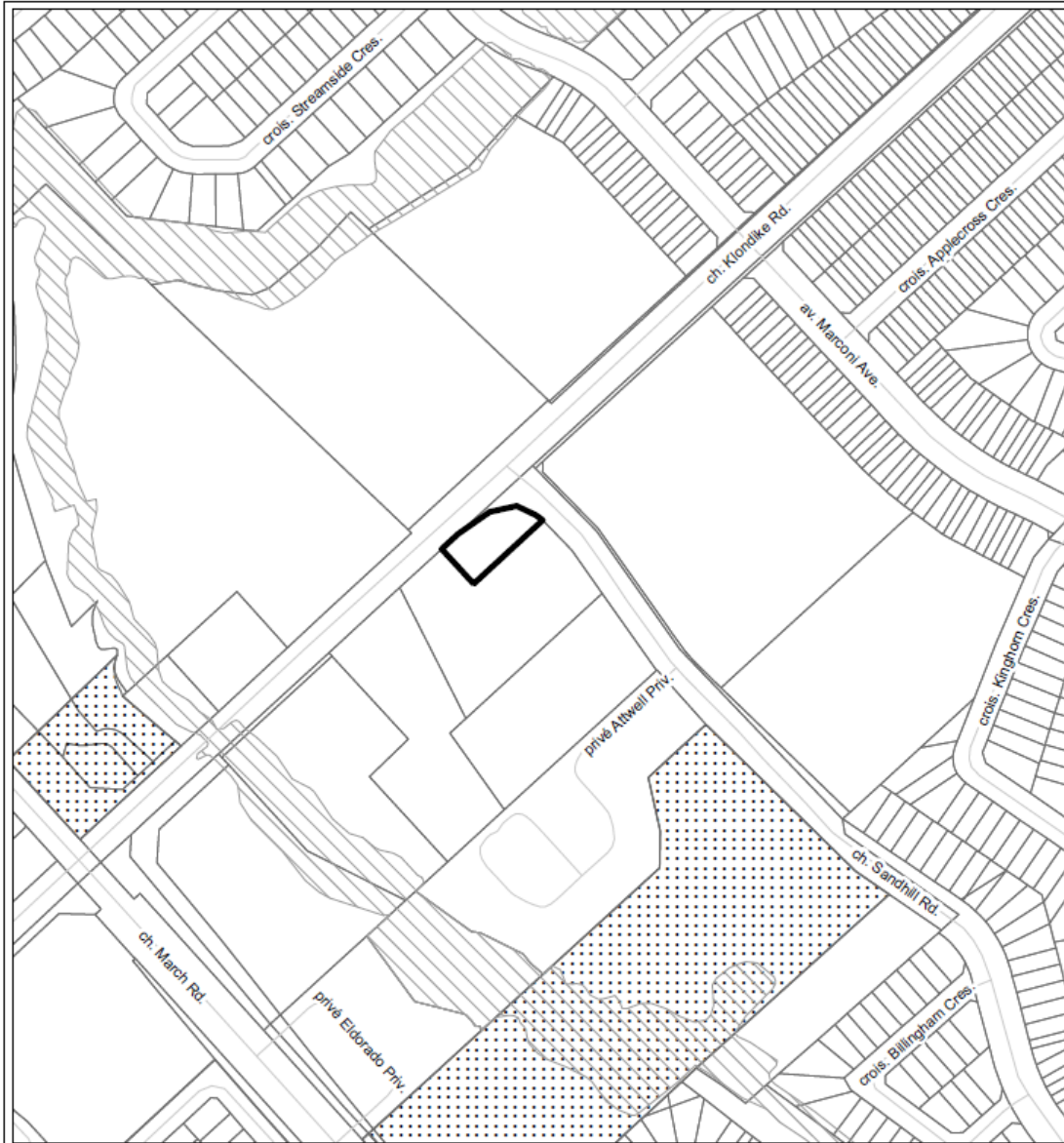
Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.



Legal Services, 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 an interactive Zoning map of Ottawa visit geoOttawa



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE SITE PLAN / PLAN D'EMPLACEMENT							
D02-02-21-0044	D07-12-21-0066	21-0853-D							
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REVISION / RÉVISION - 2021 / 06 / 2		<table border="0"> <tr> <td style="border: 1px solid black; width: 20px; height: 15px;"></td> <td>1050 ch. Klondike Road</td> </tr> <tr> <td style="text-align: center;">.....</td> <td>Heritage (Section 60) Patrimoine (Article 60)</td> </tr> <tr> <td style="text-align: center;">/ / / / /</td> <td>Existing Flood Plain (Section 58) / Plaine inondable (Article 58)</td> </tr> </table>		1050 ch. Klondike Road	Heritage (Section 60) Patrimoine (Article 60)	/ / / / /	Existing Flood Plain (Section 58) / Plaine inondable (Article 58)	
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.....	Heritage (Section 60) Patrimoine (Article 60)								
/ / / / /	Existing Flood Plain (Section 58) / Plaine inondable (Article 58)								

Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 1050 Klondike Road:

1. Rezone 1050 Klondike Road as shown in Document 1 to R4T[XXXX]-h
2. Add new exception XXXX to Section 239 – Urban Exceptions with provisions similar in effect to the following:
 - a. In Column II, Applicable Zones, add the text “R4T[XXXX]-h”
 - b. In Column V, Provisions, add the text:
 - i. Minimum rear yard setback: 3 metres
 - ii. Despite Section 101, the minimum parking space rate for a stacked dwelling unit shall be 1.1 spaces per dwelling unit
 - iii. The following provision apply to a nine unit stacked dwelling:
 1. Despite Section 110(3)(a), an outdoor refuse container may be located at least 3.5m from a lot line abutting a public street.
 2. Despite Section 65, no more than one stairway may project within 0 metres of a lot line.
 3. Table 65(6) does not apply to a verandah at the intersection of Klondike and Sandhill Roads.
 - iv. The holding symbol may be removed once the Owner enters into a Development Agreement, or similar agreement, with the City of Ottawa detailing, to the satisfaction of the General Manager of Planning, Real Estate and Economic Development, a) the provision of municipal water and sanitary services for the proposed units and b) the implementation of a stormwater management system, onsite or offsite, by the Owner or others, as required to achieve the recommendations of the Shirley’s Brook Stormwater Pond ‘C’ design report.

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

Comments were received from 10 residents during the application review process. A community meeting was held virtually by the Ward 4 Councillor's office on June 22, 2022 and was attended by approximately 15 residents.

Concerns were raised with regard to the architecture of the proposed buildings, lack of sidewalk on Sandhill Road, potential for tree removal in the right-of-way at the corner of Sandhill and Klondike Roads, traffic on Sandhill Road with the existing mosque and school, lack of parking, snow storage issues, and construction impacts.

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

Public Comments and Responses

Building Architecture and Massing

- The building is out of character with surrounding homes.
- The proposal represents too much intensification.

Response:

The Official Plan encourages intensification and development where there are opportunities to support alternative modes of travel from the car. The site is located within close proximity of a planned transit station along March Road. The proposed building is of a low-rise built form within the target residential density range for new development in the suburban transect. While the development is not subject to site plan control, the zoning provisions required for issuance of a building permit are consistent with the intent of the Official Plan.

Parking and Traffic

- There is insufficient parking on the site.

- Concern about traffic conflicts on Sandhill Road due to the existing school and mosque.
- Concern about lack of a sidewalk on Sandhill Road.

Response:

The parking reduction sought is minor in nature with a total of 1.3 spaces per unit provided. The proposed built form is akin to townhouse dwellings which require a total of 1.2 spaces per unit. Additionally, the site is in close proximity to transit along Klondike Road and March Road, as well as cycling infrastructure along Klondike Road.

Access to Sandhill Road was preferred to avoid conflicts with the multi-use pathway along March Road. Transportation Services has reviewed the proposal and does not anticipate any capacity concerns with the proposed development.

Pedestrian access to the site will be obtained from at-grade entrances along Klondike Road.

Tree Removal

- Concern with tree removal at the corner of Sandhill and Klondike Road.

Response:

A permit is required prior to any tree removal on site. Through the review of the application, the applicant demonstrated that seven existing white spruce trees in the Sandhill Road right-of-way and the cedar hedge surrounding the site can be retained.

Construction

- Concern about impacts of potential blasting.
- Concern about impacts to Sandhill Road due to construction traffic.

Response:

The construction of the proposed development is required to follow all applicable City and Provincial regulations and industry best practices relating to safety, noise, dust, blasting and construction. Construction activity must adhere to relevant City by-laws, including the Noise By-law, Traffic and Parking By-law and Encroachments on City Highways By-law. If issues are experienced during construction, a concerned citizen may contact 311 to report non-compliance with the by-laws.

Document 4 – Proposed Development

