

Subject: Zoning By-law Amendment – Part of 3265 Jockvale Road

File Number: ACS2023-PRE-PS-0073

Report to Planning and Housing Committee on 21 June 2023

and Council 28 June 2023

**Submitted on June 9, 2023 by Derrick Moodie, Director, Planning Services,
Planning, Real Estate and Economic Development**

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Ward: Barrhaven West (3)

**Objet : Modification du Règlement de zonage – Partie du 3265, chemin
Jockvale**

Dossier : ACS2023-PRE-PS-0073

Rapport au Comité de la planification et du logement

le 21 juin 2023

et au Conseil le 28 juin 2023

**Soumis le 9 juin 2023 par Derrick Moodie, Directeur, Services de la planification,
Direction générale de la planification, des biens immobiliers et du développement
économique**

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Quartier : Barrhaven-Ouest (3)

REPORT RECOMMENDATIONS

1. That Planning and Housing Committee recommend Council approve an amendment to Zoning By-law 2008-250 for part of 3265 Jockvale Road, as shown in Document 1, to permit a planned unit development comprised of 604 stacked dwelling units, 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 June 28, 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 2008-250 visant une partie du 3265, chemin Jockvale, un bien-fonds illustré dans le document 1, afin de permettre la création d’un complexe immobilier comprenant 604 habitations superposées, comme l’expose 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 28 juin 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

Part of 3265 Jockvale Road.

Owner and Applicant

Minto Communities Inc.

Description of site and surroundings

The site has an area of 4.82 hectares and is located at the southwest corner of Longfields Drive and Glenroy Gilbert Drive. It is bounded by existing commercial and four storey residential developments to the north, future Chapman Mills Drive extension to the south and future Barrhaven Downtown Civic Complex to the west.

Summary of proposed development

The applicant is proposing to construct a planned unit development comprised of 604 back-to-back stacked dwelling units as shown on Document 4. Riocan Avenue and Glenroy Gilbert Drive will be extended to the western and southerly limit of the site for access to the development. A total of 604 resident and 60 visitor parking will be provided. Majority of the parking will be located underground with the remaining spread-out in different surface parking locations. The proposal will also include 3,365 square metres of communal amenity spaces and over 300 bicycle parking spaces.

There is a concurrent plan of subdivision (D07-16-21-0155) and site plan control (D07-12-22-0104) application currently being reviewed. Majority of the technical issues have been resolved and there are no anticipated changes to the design that will impact the zoning by-law amendment application.

Summary of requested Zoning By-law amendment

The site is currently zoned Residential Fifth Density Subzone AA (R5AA), Residential Fifth Density Subzone AA, Exception 1728 (R5AA[1728]), Mixed-Use Centre Zone Exception 1726 (MC[1726]) and Park and Open Space Subzone C (O1C).

The applicant is proposing to consolidate and rezone the entire site as Mixed-Use Centre Zone, Exception XXXX, maximum height of 16 metres (MC[XXXX] H(16)) to permit the development of the stacked dwelling units.

DISCUSSION

Public consultation

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

The statutory public meeting for the subdivision was held on April 11, 2022 via Zoom. Comments received include concerns for insufficient resident and construction parking and increased traffic on Sue Holloway Drive and Glenroy Gilbert Drive.

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

Official Plan designation

The Official Plan designates the subject property as Hub within the Suburban Transect. Hubs are areas centered on planned or existing rapid transit stations. The planned function of Hub is to concentrate a diversity of function and a higher density of development to support the adjacent rapid transit system.

Barrhaven Downtown Secondary Plan

The Secondary Plan designates the site as Mixed-Use Neighbourhood. The area is envisioned as a transition between the higher-density Station Area to the north and west to the adjacent low-rise communities to the east and south. A range of transit-supportive land uses are permitted including residential subject to a minimum density of 60 units per net hectares. Building is required to have a minimum height of two storeys and ground floor treatment of all buildings should include a street-oriented build form with primary entrances oriented to the public realm.

Planning rationale

The applicant is proposing 604 back-to-back stacked dwelling units with a height of four storeys. The proposal is an appropriate transition between the planned higher density Station Area to the north and west against the existing low-rise residential homes east of Longfield Drive. The planned density is approximately 120 units per net hectare, exceeding the minimum density requirement established within the Barrhaven Downtown Secondary Plan. Furthermore, the site is well situated to support healthy 15-minute neighbourhoods. The entire project is located within 600 metres to both the Market Place and Barrhaven Centre rapid transit station, along with an array of commercial amenities such as grocery store, restaurant, bank, service uses, and other big box commercial retail offered within the Barrhaven Downtown area.

Site considerations such as entrance and egress, building location, roadway connectivity is being addressed through the associate plan of subdivision and site plan control applications. The proposed development includes two blocks separated by Glenroy Gilbert Drive. The north block contains 60 stacked dwelling units and the south block contains 544 stacked dwelling units. Vehicle and pedestrian access will be provided through the extension of both Glenroy Gilbert Drive and Riocan Avenue which will include sidewalks and on-street parking on both streets. The majority of the parking spaces are located underground within the south block. The remaining surface parking is scattered across the two blocks. Access to the underground parking is within the south block with the driveway access from Glenroy Gilbert Drive.

A transportation impact assessment was submitted as part of the applications and staff has confirmed that the adjacent local street network is anticipated to remain at acceptable level of service. Most trips are projected to connect to the higher order corridor such as Riocan Avenue, Longfields Drive and ultimately Chapman Mills Drive when it is constructed. There are very few sites generated vehicles forecasted to utilize adjacent local streets such as Sue Holloway Drive.

Within the south block, there is an east-west linear green space corridor traversing the site to provide amenity for the residents. The parkland (O1C zoning) that was contemplated as part of the existing zoning is no longer required because as part of the Barrhaven Downtown Secondary Plan, a new park location is proposed on the west side of RioCan Avenue in conjunction with the civic block. Staff is currently working with the applicant to secure the parkland as part of the accompanying subdivision application. Both blocks also include an array of private walkways connecting the development to public streets. There are sufficient sanitary and watermain capacity surrounding the project. Underground storage tanks will be utilized to store excess stormwater runoff during larger storm event and released slowly into existing stormwater sewers beside the development.

Lastly, the proposal meets all proposed zoning regulations, including minimum parking and amenity space requirements. The one exception the applicant is requesting is to reduce the minimum setback for any wall of a residential use building to a private way in a planned unit development from 1.8 metres to 1.5 metres. This reduction is only required for a small, stairway enclosure on four of the proposed buildings internal to the development. Staff has no concerns with the minor technical amendment to accommodate the proposed design. The Mixed-Use Centre Zone also permits a full range of residential and commercial uses, allowing for the potential long-term evolution of the site to include a mix of uses.

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.

COMMENTS BY THE WARD COUNCILLOR(S)

The Councillor is supportive of this application, particularly as it creates appropriate intensification to meet home building targets by removing surface level parking.

LEGAL IMPLICATIONS

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

RISK MANAGEMENT IMPLICATIONS

There are no risk implications.

ASSET MANAGEMENT IMPLICATIONS

There are no asset management implications associated with the recommendations in this report.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

The proposed buildings will be required to meet the accessibility criteria contained within the Ontario Building Code.

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-21-0155) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to complexity associated with the subdivision and site plan applications.

SUPPORTING DOCUMENTATION

Document 1 Zoning Key Map

Document 2 Details of Recommended Zoning

Document 3 Consultation Details

Document 4 Proposed Site Plan and Building Elevation

CONCLUSION

Planning, Real Estate and Economic Development Department recommends approval for the zoning by-law amendment application to permit the planned unit development comprised of 604 stacked dwelling units.

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.

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.

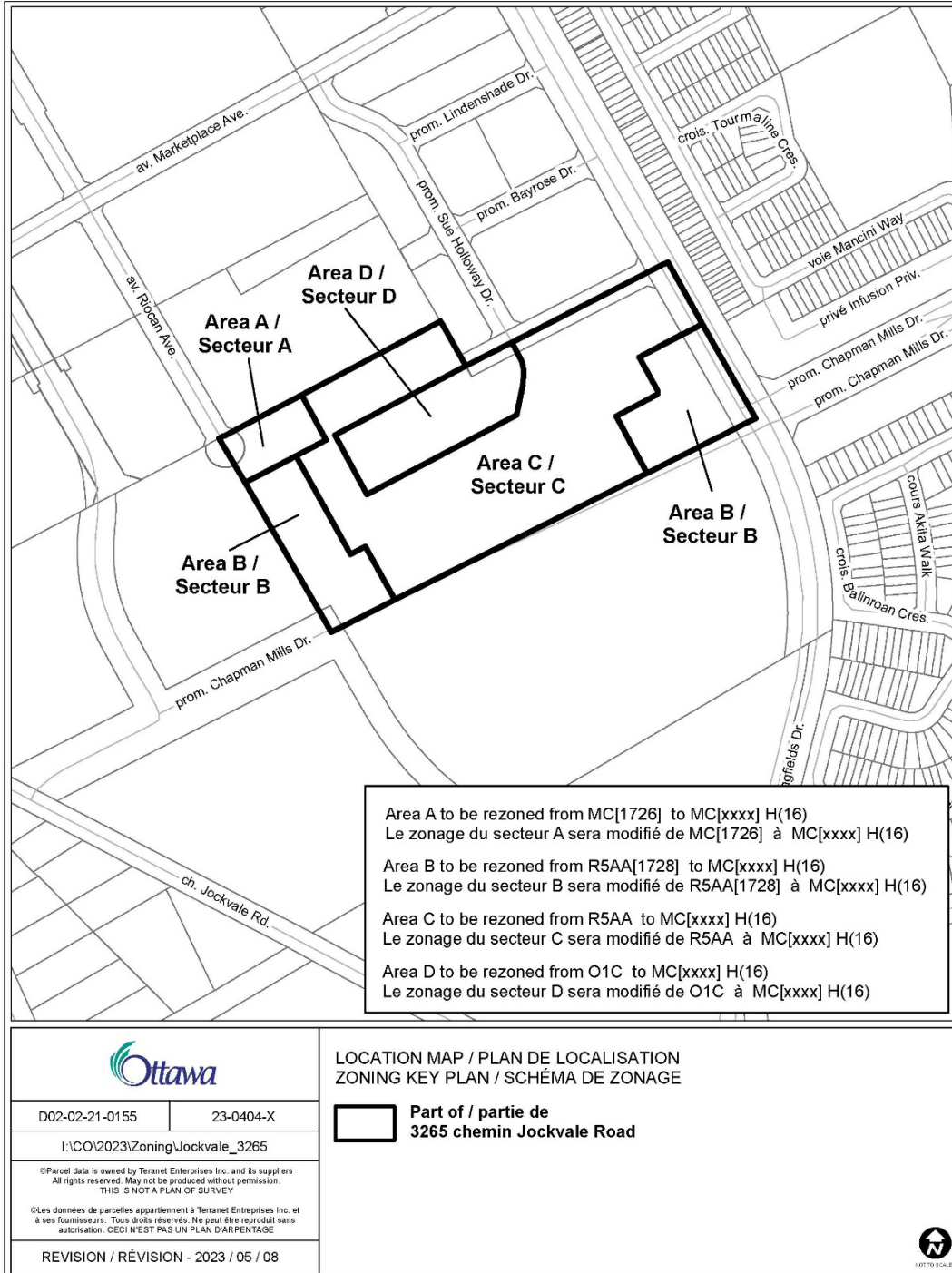
Legal Services, City Manager's Office to forward the implementing by-law to City Council.

Planning Operations, Planning Services to undertake the statutory notification.

Document 1 – Zoning Key Map

Zoning key map for part of 3265 Jockvale Road.

For an interactive Zoning map of Ottawa visit geoOttawa



Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for part of 3265 Jockvale Road:

1. Rezone the lands shown in Document 1 as follows:
 - a. Area A from MC[1726] to MC[XXXX] H(16);
 - b. Area B from R5AA[1728] to MC[XXXX] H(16);
 - c. Area C from R5AA to MC[XXXX] H(16); and
 - d. Area D from O1C to MC[XXXX] H(16).

2. Add a new exception XXXX to Section 239, Urban Exceptions, with provisions similar in effect to the following:
 - a. In Column II, add the text:
 - MC [XXXX] H(16)

 - b. In Column V, add the text:
 - Despite Table 131, the minimum setback for any wall of a residential use building to a private way in a Planned Unit Development is 1.5 metres.

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. The statutory public meeting for the subdivision was held on April 11, 2022 via Zoom.

Public Comments and Responses

Comment: Concern about the lack of resident parking and construction parking spill over on adjacent residential streets.

Response: The applicant provided 604 resident and 60 visitor parking spaces, exceeding the minimum zoning requirement of 302 resident and 60 visitor parking spaces. The proposal is also located within 600 metres of both the Market Place and Barrhaven Centre rapid transit station. For construction parking, the applicant owns additional land to the south of the site and will be using the vacant land for construction staging to minimize impact to existing street parking.

Comment: Concern about the increased traffic on Sue Holloway Drive and Glenroy Gilbert Drive, and the delay associated with existing Sue Holloway Drive onto Marketplace Avenue.

Response: Forecast volumes for both Sue Holloway and Glenroy Gilbert are anticipated to remain at acceptable levels for local roadways. Most vehicle trips are anticipated to connect to the higher order corridors such as Riocan Avenue and Longfields Drive instead of using Sue Holloway Drive.

Document 4 – Proposed Site Plan and Building Elevation

