

**Subject: Zoning By-law Amendment – 2973, 2983, 3053 and 3079 Navan Road
and 2690 Pagé Road**

File Number: ACS2024-PDB-PS-0063

**Report to Planning and Housing Committee on 28 August 2024
and Council 4 September 2024**

**Submitted on August 19, 2024 by Derrick Moodie, Director, Planning Services,
Planning, Development and Building Services Department**

Contact Person: Steve Belan, Planner, Development Review East

613-580-2424, ext.27591, Steve.Belan@ottawa.ca

Ward: Orléans South-Navan (19)

**Objet: Modification du Règlement de zonage – 2973, 2983, 3053 et 3079,
chemin Navan et 2690, chemin Pagé**

Dossier: ACS2024-PDB-PS-0063

Rapport au Comité de la planification et du logement

le 28 août 2024

et au Conseil le 4 septembre 2024

**Soumis le 19 août 2024 par Derrick Moodie, Directeur, Services de la planification,
Direction générale des services de la planification, de l'aménagement et du
bâtiment**

**Personne ressource: Steve Belan, urbaniste, Examen des demandes
d'aménagement est**

613-580-2424, ext.27591, Steve.Belan@ottawa.ca

Quartier: Orléans-Sud-Navan (19)

REPORT RECOMMENDATIONS

1. That Planning and Housing Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 2973, 2983, 3053 and 3079 Navan Road and 2690 Pagé Road, as shown in Document 1, to permit a subdivision with a mix of residential and commercial uses, 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 September 4, 2024,” 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 concernant les biens-fonds situés aux 2893, 3053 et 3079, chemin Navan, comme le montre le document 1, en vue de permettre la création d’un lotissement comprenant diverses utilisations résidentielles et commerciales, 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 greffe 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 4 septembre 2024 », 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](#)[link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#). [link to Development Application Search Tool](#)

Site location

2893, 3053 and 3079 Navan Road and parts of 2973 Navan Road and 2690 Pagé Road

Owner

12714001 Canada (Zayoun Group)

Applicant

Carmine Zayoun

Description of site and surroundings

The site is an irregular shaped parcel, approximately 5.2 hectares, consisting of three properties located in the East Urban Community of Orléans South. The subject lands have frontage on Brian Coburn Boulevard, Navan Road and Pagé Road, located east of the Brian Coburn Boulevard and Navan Road intersection as shown in Document 1.

This is just one of several infill projects in the East Urban Community nearby Renaud Road. The subject property shares property lines with large residential lots that front on both Pagé Road and Navan Road. A new subdivision consisting of detached homes and townhouses is located on the southwest side of Navan Road. There is a developed residential subdivision to the east. On the north side of the Brian Coburn is the Chapel Hill Park and Ride and Transit Station.

Summary of proposed development

This Zoning By-law Amendment is to facilitate the registration of a future subdivision, which was draft approved on November 21, 2023 (D07-16-21-0027). The subdivision will create one commercial block at the Brian Coburn Boulevard and Navan Road intersection and three blocks with six, four-storey buildings consisting of 263 apartments and 2,532 square metres of ground floor commercial (see concept plan and Illustrations in Documents 3 and 4). Two of these blocks are located on the south side of Brian Coburn Boulevard, each will have an apartment building and a mixed-use building with 800 square metres of commercial space on the ground floor. Another block located at the Navan Road and Pagé Road intersection will have two more four-storey apartment buildings. Between these blocks there will be two public streets lined by 67 townhouses with a public park located in the center of the site.

This amendment is intended to extend the General Mixed-Use Zone over the parts of the subject lands that are presently zoned Development Reserve (3079 Navan Road and part of 2973 Navan and part of 2690 Pagé Road). This amendment will also rezone the lands being dedicated as the public park to Open Space. The Amendment will further change some zoning provisions to address future Site Plan compliance issues. The amendment will require 800 square metres of commercial space in each of the mixed uses buildings and increase the height of the proposed mixed-use buildings by 1.5 metres to 16 metres to allow for the ground floor to be 4.5 metres in height. This will correspond with the City's Design Guidelines and will allow for the commercial space to be more functional and visible. The applicant is also requesting to reduce the parking requirement for the low-rise apartment buildings located at the Navan Road and Pagé Road intersection. They are requesting to reduce the parking ratio from 1.2 spaces to 1 space per dwelling unit. They will still need to provide the 0.2 parking spaces per unit for visitor parking. Further, the amendment will establish a new exception to permit a 3.0-metre setback for a set of townhouses where it backs onto a block containing an apartment building.

DISCUSSION

Public consultation

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for a Zoning By-law amendments. The application was first circulated on October 30, 2021. The application was recirculated on April 4, 2024, to address zoning compliance for proposed developments on blocks within the subdivision. These additional changes included the increased building height and required parking to the requested amendment.

The City has received comments from the public. Most are concerns related to the loss of trees, a desire for more commercial opportunities and concerns about additional traffic and on street parking.

The site was once part of a larger forest that extended to the east. Much of the forest has been removed for existing housing and stormwater management facilities. Staff accept the conclusions of the Tree Conservation Report and Environmental Impact Statement filed with the application, which classified the woodlot as non-significant. The woodlot was recently cleared in compliance with City requirements, to prepare the site for development.

This site was rezoned for another proposed development in 2019 that would have seen a larger commercial development including a grocery store. This was despite the Community Design Plan for the East Urban Community, which designates this site

Residential. The applicant has worked with the Ward Councillor and community association to maintain some commercial activity to support the surrounding residences.

The southern part of Orléans is experiencing an increase in traffic. However, the Transportation Impact Assessment concluded that the traffic generated by this development would be negligible. The proposed accesses to the site are located an appropriate distance from the nearby roundabout and one of them will share a signal with the Chapel Hill South Transit Station. The reduction of required parking to one space per unit is not anticipated to create an on-street parking problem. The streets within the subdivision have 18-metre rights-of-way and can support on-site parking. Further, the entire site is within 500 metres of the Chapel Hill South Transit Station, which should reduce the need for a second car.

Official Plan designation(s)

The site is designated “Neighbourhood” with the Evolving Neighbourhood Overlay. Brian Coburn Boulevard is defined as a Corridor-Minor on Schedule B8, Urban Designation Policies, of the City’s Official Plan.

The following Official Plan policies support the proposal:

- Section 2: Strategic Directions (intensification, promoting sustainable transit, 15-minute neighbourhood)
- Section 4: City-Wide Policies
 - Housing (diverse range of housing, promote diversity in unit size, support missing middle housing)
 - Urban Design and Design Priority Area (built form that frames the street, minimizes impacts between vehicles and pedestrians, includes street trees, provide appropriate setbacks and step backs)
 - Support the Shift to Sustainable Modes of Transportation (reduce or eliminate parking within an 800-metre walking distance of LRT)
- Section 5.4: Suburban Transect, Designation and Overlay (Suburban, Neighbourhood, Minor Corridor, Evolving Overlay)
 - Supports mid- to high-density development where close to rapid transit, provided building heights are respected and provided sufficient infrastructure (water, sewer) exists

Other applicable policies and guidelines

The following policies and guidelines are applicable to this Zoning By-law Amendment application:

East Urban Community (Phase 1 Area) Community Design Plan (CDP)

The Community Design Plan (CDP) was approved by Council in 2005 and contains a Land Use Structure Plan and Demonstration Plan that designates the site as “Residential”, intended for medium to low density development. Both plans also identify the site as an “Urban Natural Areas Environmental Study Candidate Site” in recognition of the existing woodland feature that covers it.

Section 4.3 of the Community Design Plan (CDP) addresses Natural Features, including the woodland on the site. The Plan states that the environmental value of the candidate site needs to be determined prior to planning decisions being made. If through a comprehensive evaluation the natural feature is deemed significant, then the City is to explore options for protection. If the natural feature cannot be protected in part or in whole by the City through the various securement options, then development of the land will proceed in accordance with the underlying direction set out in the CDP.

Transit-Oriented Development Guidelines.

The document provides staff with guidance respecting the design and review of development applications, including Zoning By-law amendments, for sites near rapid transit stations. The guidelines generally support the proposed subdivision, density and uses within 500 metres of the Transit Station.

Urban Design Review Panel

The property is not within a Design Priority Area and the Zoning By-law amendment application is not subject to the Urban Design Review Panel (UDRP) process.

Planning rationale

Planning staff recommend approving the Zoning By-law Amendment for 2983, 3053 and 3079 Navan Road, to amend the zoning as detailed in Documents 2 and 3. Staff are recommending approval for the following reasons:

- The proposed development represents intensification of an underutilized site within the Suburban (East) Transect that is close to transit and greenspace.
- Low-rise built form that contributes to housing diversity (missing middle).

- Commercial and Mixed-Use buildings that will contribute to and promote the 15-minute neighbourhood.
- The applicant has made a commitment to the Councillor and community to provide 800 square metres of commercial space in each of the Mixed-use buildings.
- Meets building height allowances and density for development in Evolving Neighbourhoods and along Corridor-Minor.
- Staff accept the findings and conclusions of the Tree Conservation Report and Environmental Impact Statement filed with the application, which classified the woodlot as non-significant.
- Implements the low to medium density residential development contemplated in the CDP.
- Underground parking enhances site design and function, while reducing the amount of surface parking to create a more compact site.
- Provides for street trees, to improve the public realm. Incorporates privacy measures such as fencing along the rear property line.
- Parking reduction can be supported for developments within 500 metres of a Transit Station.
- Establishes an appropriate setback for a row of townhouses.
- Adequate servicing capacity (water and sewers).

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 associated with this report.

COMMENTS BY THE WARD COUNCILLOR(S)

Councillor Catherine Kitts provided the following comments:

Although this is more of an administrative clean up to ensure consistency across the subject lands, I am looking forward to seeing mixed-use ground floor commercial in this area that has historically been strictly residential. The commercial spaces, coupled with

a gas station, corner store, and restaurant bring commercial amenities to Bradley Estates and Chapel Hill South that are accessible by active transportation modes.

Furthermore, the slight reduction in parking requirements for residential apartment buildings from 1.2 to 1.0 spaces per unit is a progressive step towards promoting alternative transportation options.

ADVISORY COMMITTEE(S) COMMENTS

N/A

LEGAL IMPLICATIONS

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

ASSET MANAGEMENT IMPLICATIONS

There are no Asset Management implications resulting from recommendation of this report.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

The detailed design of the subdivision has been reviewed to minimize barriers for those with accessibility issues. Streets, sidewalks and crossings are designed to meet the City's design standards.

The proposed development within this subdivision will be designed to meet the accessibility standards of the Ontario Building Code. There are features inside and out of the building to assist those with disabilities. Staff will work with the advisory committees to identify issues related to accessibility and address them through the review of the Site Plan Approval. The Zoning Amendments proposed by this report will not directly impact the Accessibility of this site.

CLIMATE IMPLICATIONS

The proposed development introduces low-rise residential buildings with some ground floor commercial in close proximity to a Transit Station. Further, staff are supporting the reduction of the required vehicle parking spaces to promote reduced car ownership in this area where it is well supported by transit.

ENVIRONMENTAL IMPLICATIONS

The Tree Conservation Report and Environmental Impact Statement assessed the former woodlot on the site and found that the forest was not significant for protection. A tree permit was approved and trees were removed to prepare the site for development.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- A city that has affordable housing and is more livable for all.
- A city that is more connected with reliable, safe and accessible mobility options.
- A city with a diversified and prosperous economy.

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-21-0090) was processed by the "On Time Decision Date" established for the processing of Zoning By-law amendment applications.

SUPPORTING DOCUMENTATION

Document 1 Location Map / Zoning Key Map

Document 2 Details of Recommended Zoning

Document 3 Concept Plan

Document 4 Renderings

CONCLUSION

The proposed Zoning By-law amendment is consistent with the City of Ottawa Official Plan and the East Urban Community Phase 1, Community Design Plan. In staff's opinion, the proposed rezoning is appropriate for the site and represents transit-supportive intensification.

DISPOSITION

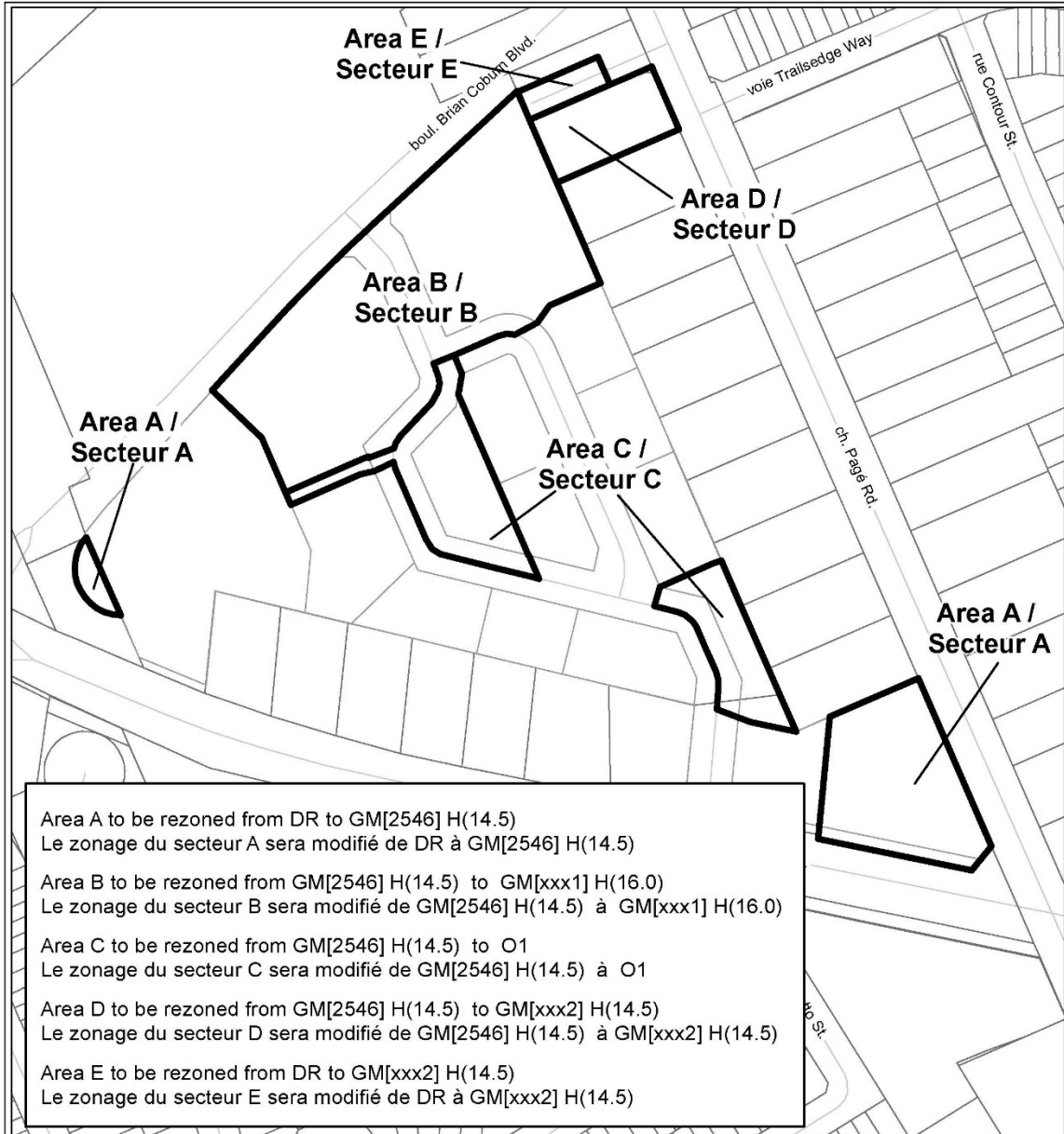
Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista O'Brien, Program Manager, Tax Billing and Control, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.

Zoning and Interpretations Unit, Policy Planning Branch, 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 / Zoning Key Map






Area A to be rezoned from DR to GM[2546] H(14.5)
 Le zonage du secteur A sera modifié de DR à GM[2546] H(14.5)

Area B to be rezoned from GM[2546] H(14.5) to GM[xxx1] H(16.0)
 Le zonage du secteur B sera modifié de GM[2546] H(14.5) à GM[xxx1] H(16.0)

Area C to be rezoned from GM[2546] H(14.5) to O1
 Le zonage du secteur C sera modifié de GM[2546] H(14.5) à O1

Area D to be rezoned from GM[2546] H(14.5) to GM[xxx2] H(14.5)
 Le zonage du secteur D sera modifié de GM[2546] H(14.5) à GM[xxx2] H(14.5)

Area E to be rezoned from DR to GM[xxx2] H(14.5)
 Le zonage du secteur E sera modifié de DR à GM[xxx2] H(14.5)

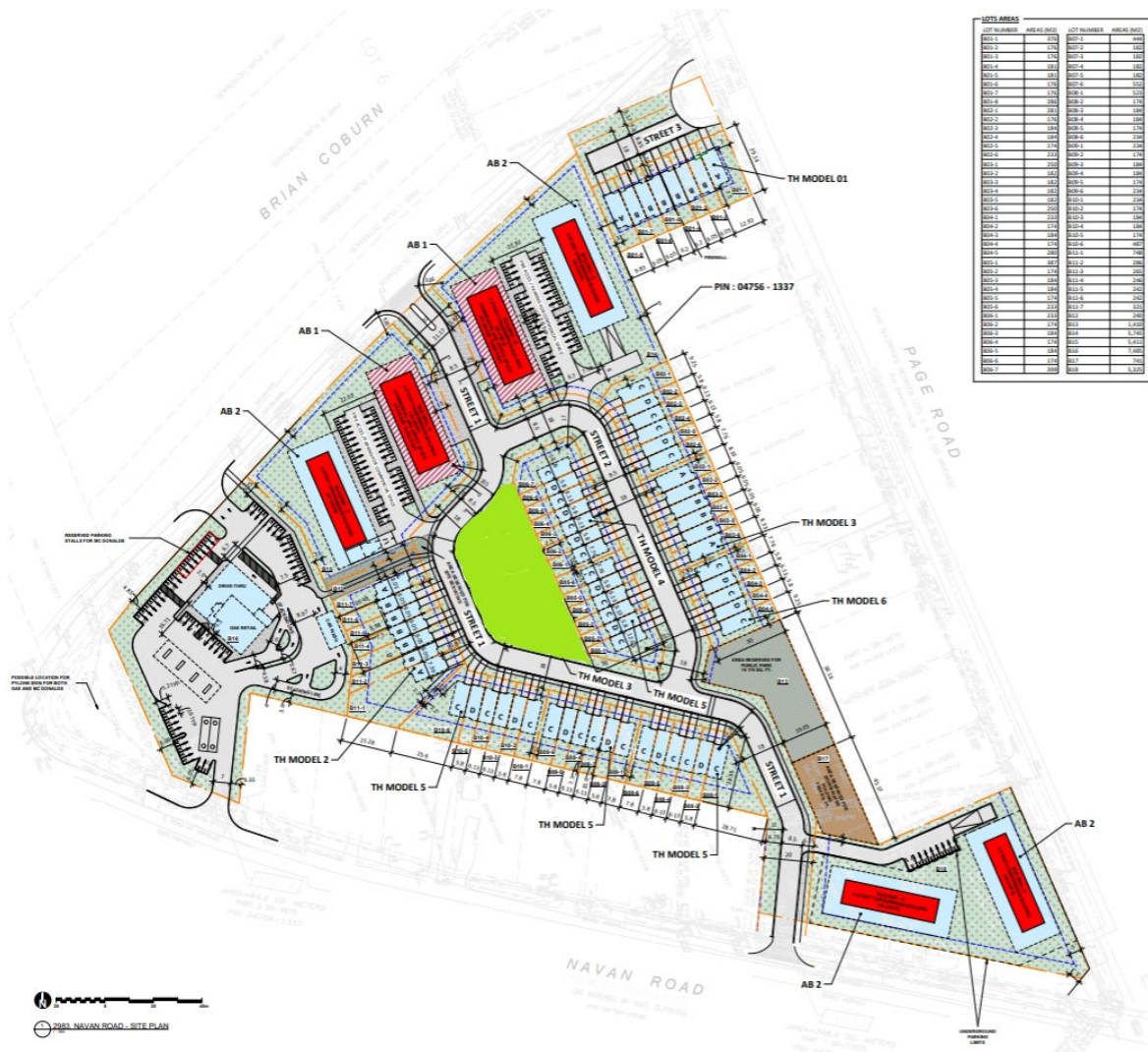
		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE	
D02-02-21-0090	24-0412-X		2973, 2983, 3053 and/et 3079 chemin Navan Road, 2690 chemin Page Road
I:\CO\2024\Zoning\TenthLine_2385_Navan_2983			
<small>©Parcel data is owned by Terranet Enterprises Inc. and its suppliers All rights reserved. May not be produced without permission. THIS IS NOT A PLAN OF SURVEY</small>			
<small>©Les données de parcelles appartiennent à Terranet Enterprises Inc. et à ses fournisseurs. Tous droits réservés. Ne peut être reproduit sans autorisation. CE CI N'EST PAS UN PLAN D'ARPENTAGE</small>			
REVISION / RÉVISION - 2024 / 05 / 06			

Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 2793, 2983, 3053 and 3079 Navan Road and 2690 Pagé Road:

1. Rezone the lands as shown in Document 1.
2. Amend exception 2546 in Section 239 – Urban Exceptions of By-law 2008-250 with provisions similar in effect to the following:
 - a. In Column V, Provisions, add the text:
 - “Despite Table 101, the minimum parking space rate for a Dwelling, Low-rise Apartment: 1.0 space per unit.”
3. Add a new exception XXX1 in Section 239 – Urban Exceptions with provisions similar in effect to the following:
 - a. In Column I, Exception Number, add the text “XXX1”
 - b. In Column II, Applicable Zones add the text “GM[XXX1] H(16)”
 - c. In Column V, Provisions, add the text:
 - “Each lot will have a minimum of 800m² of Commercial space.”
4. Add a new exception XXX2 in Section 239 – Urban Exceptions with provisions similar in effect to the following:
 - a. In Column I, Exception Number, add the text “XXX2”
 - b. In Column II, Applicable Zones add the text “GM[XXX2] H(14.5)”
 - c. In Column V, Provisions, add the text:
 - “Despite Table 187(e), the minimum rear yard setback for a residential building is 3.0 metres.”

Document 3 – Concept Plan



2083 NAVAN ROAD - SITE PLAN

Document 4 – Renderings

