

1. **SOUTH NEPEAN TOWN CENTRE COMMUNITY DESIGN PLAN, OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT – 3311 GREENBANK ROAD AND 3380 JOCKVALE ROAD**
- MODIFICATION AU PLAN DE CONCEPTION COMMUNAUTAIRE DU « CENTRE-VILLE » DE NEPEAN-SUD, AU PLAN OFFICIEL ET AU RÈGLEMENT DE ZONAGE – 3311, CHEMIN GREENBANK ET 3380, CHEMIN JOCKVALE**

COMMITTEE RECOMMENDATIONS, AS AMENDED

That Council approve:

1. an amendment to the Official Plan, Volume 2a, South Nepean Town Centre Secondary Plan, South Nepean Area 7, by incorporating site specific policies for 3311 Greenbank Road and 3380 Jockvale Road relating to the road network, sidewalks, right-of-way, and setback requirements, as detailed in Document 2;
2. the changes to the schedules of the South Nepean Town Centre Community Design Plan, as detailed in Document 3; and
3. an amendment to the Zoning By-law 2008-250 for 3311 Greenbank Road, 3380 Jockvale Road, rezoning the properties to two separate zoning designations in order to permit the development of a subdivision consisting of townhouses and an apartment block, and rezoning 2393 Longfields Drive to an Open Space Zone for a future community park, as detailed in Document 3 and amended by the following:
 - a. that the detailed design of the park portion at 2393 Longfields Drive, located along the Jock River, will include a designated area for an off leash, dogs allowed park.

RECOMMANDATIONS DU COMITÉ, TELLES QUE MODIFIÉES

Que le Conseil approuve ce qui suit :

1. une modification au Volume 2a du Plan officiel, Plan secondaire du centre d'activité de Nepean-Sud – Secteur 7, en intégrant des politiques propres aux emplacements situés au 3311, chemin Greenbank et au 3380, chemin Jockvale, et relatives au réseau routier, aux trottoirs, aux emprises et aux exigences de retrait, comme l'expose en détail le document 2;
2. les changements aux annexes du Plan de conception communautaire du « centre-ville » de Nepean-Sud, comme il est expliqué en détail dans le document 3;
3. une modification au Règlement de zonage 2008-250 visant le 3311 chemin Greenbank et le 3380, chemin Jockvale, afin d'attribuer à ces propriétés deux désignations de zonage distinctes et ainsi permettre l'aménagement d'un lotissement constitué de maisons en rangée et d'un immeuble d'appartements, et d'attribuer au 2393, promenade Longfields une désignation d'espace vert en vue d'aménager un parc communautaire, comme l'expose en détail le document 3, dans sa version modifiée par ce qui suit :
 - a. que le plan de conception détaillé du parc situé au 2393, promenade Longfields, dans la partie bordant la rivière Jock, inclue une aire désignée pour les chiens sans laisse.

DOCUMENTATION/DOCUMENTATION

1. Director's report, Planning Services, Planning, Infrastructure and Economic Development Department, dated March 1, 2018 (ACS2018-PIE-PS-0040)

Rapport de la directrice, Services de la planification, Direction générale de la planification, de l'infrastructure et du développement économique, daté 1^{er} mars 2018 (ACS2018-PIE-PS-0040)

2. Extract of draft Minutes, Planning Committee, 27 March 2018

Extrait de l'ébauche du procès-verbal, Comité de l'urbanisme, le 27 mars 2018
3. Summary of Written and Oral Submissions to be issued separately with the Council agenda for its meeting of 25 April 2018, in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to Bill 73 'Explanation Requirements' at the City Council meeting of 11 April 2018".

Résumé des observations écrites et orales à distribuer séparément avec l'ordre du jour de la réunion du 25 avril 2018 du Conseil, dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux 'exigences d'explication' aux termes du projet de loi 73 , à la réunion du Conseil municipal prévue le 11 avril 2018».

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme
27 March 2018 / 27 mars 2018**

**and Council / et au Conseil
April 11, 2018 / 11 avril 2018**

**Submitted on March 1, 2018
Soumis le 1er mars 2018**

Submitted by

Soumis par:

Lee Ann Snedden

Director / Directrice

**Planning Services / Services de la planification,
Planning, Infrastructure and Economic Development Department / Direction
générale de la planification, de l'infrastructure et du développement économique**

Contact Person

Personne ressource:

**John Bernier, Planner, Development Review South / Examen des demandes
d'aménagement sud**

(613) 580-2424, 21576, John.Bernier@ottawa.ca

Ward: BARRHAVEN (3)

File Number: ACS2018-PIE-PS-0040

**SUBJECT: South Nepean Town Centre Community Design Plan, Official Plan
and Zoning By-law Amendment – 3311 Greenbank Road and 3380
Jockvale Road**

**OBJET: Modification au Plan de conception communautaire du « centre-
ville » de Nepean-Sud, au Plan Officiel et au Règlement de Zonage –
3311, chemin Greenbank et 3380, chemin Jockvale**

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council approve:**
 - a. An amendment to the Official Plan, Volume 2a, South Nepean Town Centre Secondary Plan, South Nepean Area 7, by incorporating site specific policies for 3311 Greenbank Road and 3380 Jockvale Road relating to the road network, sidewalks, right-of-way, and setback requirements, as detailed in Document 2;**
 - b. The changes to the schedules of the South Nepean Town Centre Community Design Plan, as detailed in Document 3; and**
 - c. An amendment to the Zoning By-law 2008-250 for 3311 Greenbank Road, 3380 Jockvale Road, rezoning the properties to two separate zoning designations in order to permit the development of a subdivision consisting of townhouses and an apartment block, and rezoning 2393 Longfields Drive to an Open Space Zone for a future community park, as detailed in Document 3.**
- 2. That Planning 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 City Clerk and Solicitor's Office and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to Bill 73 'Explanation Requirements' at the City Council Meeting of 11 April 2018," 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 l'urbanisme recommande au Conseil d'approuver ce qui suit :**
 - a. Une modification au Volume 2a du Plan officiel, Plan secondaire du centre d'activité de Nepean-Sud – Secteur 7, en intégrant des politiques propres aux emplacements situés au 3311, chemin Greenbank et au 3380, chemin Jockvale, et relatives au réseau routier, aux trottoirs, aux emprises et aux exigences de retrait, comme l'expose en détail le document 2;**

Applicant

Novatech Engineering (Anna Froehlich)

Related applications

A Plan of Subdivision application (City file number D07-16-17-0015) for 3311 Greenbank Road and 3380 Jockvale Road is being reviewed. This represents a joint application between Minto and the OCLDC. Part of the OCLDC lands, identified as Area B in Document 1, will be subject to a future Site Plan application. Document 4 shows the division of land, with the OCLDC owning the southern portion of the subdivision.

The City-owned parkland to the south, municipally addressed as 2393 Longfields Drive, is not part of any subdivision application. This property is included in this report for the purpose of rezoning the lands.

Description of site and surroundings

The sites are located in Barrhaven between Greenbank Road and the Longfields Drive and Jockvale Road intersection, north of the Jock River.

The lands subject to the subdivision application are approximately 5.7 hectares in area, with the Minto lands (3311 Greenbank Road) representing 3.69 hectares and the OCLDC portion (3380 Jockvale Road) representing 1.99 hectares. The site is currently vacant and consists mostly of former farmland and some treed areas around these fields.

The future parkland (2393 Longfields Drive) is approximately 4.75 hectares in size and is located along the Jock River. The site currently contains a large grouping of trees abutting the river and there is a remnant farm building, which is no longer in use.

Summary of requested Official Plan and Zoning By-law amendment proposal

The Official Plan amendment seeks to amend the South Nepean Secondary Plan (Area 7) by amending policies related to the road network, sidewalks, right-of-way and setback requirements.

The requested Official Plan amendment proposes the following:

- Elimination of a portion of Half Moon Bay Drive on all relevant schedules, acknowledging the conflict with clearance of this road under the approved bridge design
- Modification to Schedule 4 to reflect the elimination of a portion of Half Moon Bay Drive as per above, and the on-road cycling route adjacent to the proposed multi-use pathway within the district park.
- Policy 4.1 (6) to amend the requirement that buildings must be developed with a substantial portion of any visible front façade from a public street to increase distance from five metres of the property to six metres.
- Policy 5.2 (2) Table 4, referenced in the secondary plan but found within the South Nepean Town Centre Community Design Plan (CDP), to amend the requirement that all Local Residential Streets throughout the Town Centre have a 20-metre right-of-way (ROW). Streets 2 to 5, shown in Document 4, are currently designed with an 18-metre ROW.
- Policy 5.3(1) requiring that all streets have sidewalks on both sides. Streets 2 to 6 are proposed to have a sidewalk on one side.

The current zoning on the properties is Development Reserve (DR). The DR zone is a temporary designation for lands that are reserved for future development. This designation allows for a limited range of uses to preserve the future development potential of the site. Permitted uses under this designation include uses such as a forestry operation, a single detached dwelling, a park and agricultural.

The requested Zoning By-law amendment proposes to introduce the following zones:

- Residential, Third Density, Subzone Z, with a site-specific exception (R3Z[xxxx]) to allow the development of a subdivision consisting of multiple, street-oriented townhomes
- Residential, Fourth Density, R4 with a site-specific exception (R4Z[xxxx]) to allow the potential development of a low-rise apartment building
- Open Space, Subzone One (O1) to establish a district park

DISCUSSION

Policy overview

According to Schedule B of the Official Plan, the property is designated as Mixed Use Centre and Town Centre.

The South Nepean Urban Area Secondary Plan, South Nepean Town Centre – Area 7 in Volume 2a is applicable.

The South Nepean Town Centre Community Design Plan contains guidelines similar in effect to the policies of the secondary plan with more direction through a comprehensive list of design guidelines.

Planning rationale

Provincial Policy Statement

The *Planning Act* requires that all city planning decisions be consistent with the Provincial Policy Statement (PPS), 2014; a document that provides further policies on matters of provincial interest related to land use development.

The recommended Official Plan and Zoning By-law amendments are considered consistent with the matters of provincial interest, as outlined in the *Planning Act*, and is in keeping with the PPS by promoting an intensified land use pattern within a settlement area and providing a range and mix of housing types and densities within the Town Centre. The amendments are also consistent with the policies relating to recreation and parks, providing much-needed pedestrian linkages to the district park, facilitating active transportation and improving public access to the Jock River shoreline.

Staff have reviewed this proposal and have determined that it is consistent with the Provincial Policy Statement, 2014.

Official Plan

This proposal has been reviewed under the consolidated Official Plan (2003) with regard for the Council-approved amendments contained within Official Plan Amendment 150 (OPA 150). Amendments introduced by OPA 150 do not impact the proposed Official Plan and Zoning By-law amendments, especially given the more specific policy direction of the South Nepean Secondary Plan.

Mixed Use Centres and Town Centres:

Mixed Use Centres and Town Centres (Section 3.6.2) occupy strategic locations on the Rapid Transit Network and act as central nodes of activity within their surrounding communities. Town Centres have a specific focus on high quality, compact urban forms that are liveable and pedestrian-oriented.

The amendments are consistent with Policy 3.6.2 (8) by ensuring that an appropriate transition in built form exists between the Mixed Use Centre and any surrounding General Urban Area. These sites provide a gradient bridging of heights of up to 17 storeys proposed within the core of the Town Centre, and two storey heights in the lower density neighbourhood of Half Moon Bay to the south of the Town Centre.

Policy 3.6.2 (8) requires that attention be given to creating quality pedestrian, cycling and transit networks. The removal of sidewalks from one side of four of the proposed streets within the subdivision will not have a significant impact on the quality and accessibility of these networks. Two sidewalks will be provided on Street 1 to enhance connections to the future residential developments to the east and west of the subject lands, as well as a future bus rapid transit station to the northwest. Despite the removal of one of two sidewalks, the four shorter and narrower streets (Streets 2 to 5) will provide an adequate connection to the future parkland. In terms of cycling, the removal of the on-street cycling lane along Half Moon Bay Drive will not affect the overall integrity of the network as the district park will contain a multi-use pathway, which provides similar connections.

Urban Design and Compatibility:

Policy 3.6.2 (6) states that all development within a Town Centre will be evaluated in the context of the Design Objectives and Principles in Section 2.5.1 and the compatibility criteria set out in Section 4.11. The proposed amendments have considered the impacts on the adjacent existing and future developments and respects the design and compatibility criteria set out in Sections 2.5.1 and 4.11.

Secondary Plan

The South Nepean Town Centre – Area 7 Secondary Plan was adopted by Council in 2006 as a statutory document to guide development in the South Nepean Town Centre. Six goals are identified: compact urban form, high quality urban design, mixture of land uses, diverse greenspace network, efficient transportation network and anticipation of growth.

The Land Use Plan (Schedule 1) of the secondary plan designates 3311 Greenbank Road and 3380 Jockvale Road as Mid Rise Residential. As detailed in Section 3 of this plan, this land use is intended for the Town Centre's ground-oriented, multiple-unit dwellings. Furthermore, it provides a transition from the low-density Half Moon Bay Community to the south and the higher density uses at the core of the Town Centre. The Mid Rise Residential permits the following uses: apartment; street, block and stacked townhouses; public and institutional use; schools, place of worship; and community facilities. The permitted building heights are a minimum of two storeys and a maximum of four storeys. A net density target of 100 units per hectare is required for this area (Section 3.5).

The secondary plan designates 2392 Longfields Drive as a District Park. This designation will establish the Half Moon Bay Park, a large and natural park that is focused on passive recreation areas, but with some opportunities for active recreation uses.

Section 4.1 – Urban Design Policies are applicable to all sites within the Town Centre and are meant to ensure that a minimum design standard is met. Policy 4.1 (6) requires that buildings be built with a large portion of the front façade within 5 metres of the property line. The amendment of Policy 6 to reflect an increase to a 6-metre setback will not undermine its objective of creating inviting pedestrian environments.

The amendments in relation to the street width reductions are consistent with the policies found in Section 5 – Transportation. The local collector, Street 1, will continue to be a 20-metre right-of-way, which will be built to accommodate local transit, double sidewalks and on-street parking as per Policy 5.1(5), Policy 5.3(1) and Policy 5.4(4). The proposed amendment of Policy 5.2(2) to allow a reduced 18-metre right-of-way, instead of 20 metres, continues to achieve an efficient transportation system that facilitates valuable connections and encourages pedestrian-friendly and tree-lined streets.

The proposed R3Z[xxxx] and R4Z[xxxx] zoning, detailed in Document 3, are consistent with the above-noted objectives as they allow for medium density uses, including townhouse dwellings and low-rise apartment buildings at the heights described above. The proposed O1 zone is consistent with the District Park land-use designation.

Community Design Plan

The secondary plan directs all development to have regard to the urban design guidelines in Section 5.2 of the CDP. The preliminary draft plan of subdivision for Area

A in Document 1 is consistent with these guidelines. Details of architectural design will be further reviewed through the future site plan control process for Area B, shown in Document 1.

An update to the schedules of the CDP is required to reflect the removal of a section of Half Moon Bay Drive as it will no longer intersect with the realigned Greenbank Road. In addition, the Cycling Network Plan and Servicing Network Plan are to be updated as well to reflect the proposed plan of subdivision.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

CONSULTATION

Notification and public consultation was undertaken in accordance with the Public Notification and Consultation Policy approved by Council for Development Applications. Four individuals commented on the proposal as a result of the notification process. Issues and objections expressed generally related to the development of greenspace and the densities found in the secondary plan. Please refer to Document 5 for details of consultation, including comments received and staff's response.

COMMENTS BY THE WARD COUNCILLOR

Councillor Harder is aware of this application and the 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 associated with this report.

ASSET MANAGEMENT IMPLICATIONS

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

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

ACCESSIBILITY IMPACTS

The Official Plan Amendment and Zoning By-law amendment proposal relates to new buildings that would have been and will be constructed in accordance with the Ontario Building Code; there are no accessibility impacts.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

EP2 – Support growth of local economy

TM2 – Provide and promote infrastructure to support safe mobility choices

HC1 – Advance equity and inclusion for the city's diverse population

APPLICATION PROCESS TIMELINE STATUS

The application was not processed by the "On Time Decision Date" established for the processing of Official Plan amendments and Zoning By-law amendments due to issues needing to be resolved.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Proposed Official Plan Amendment

Document 3 Proposed Zoning By-law Amendment

Document 4 Proposed Draft Plan of Subdivision

Document 5 Consultation Details

DISPOSITION

Legislative Services, Office of the City Clerk and Solicitor to notify the owner; applicant;, 1565 Chatelain Avenue, Ottawa, ON K1Z 8B5; Krista O'Brien, Tax Billing, Accounting and Policy Unit, Revenue Service, Corporate Services (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. Furthermore, that this unit prepare amendments to the Secondary Plan.

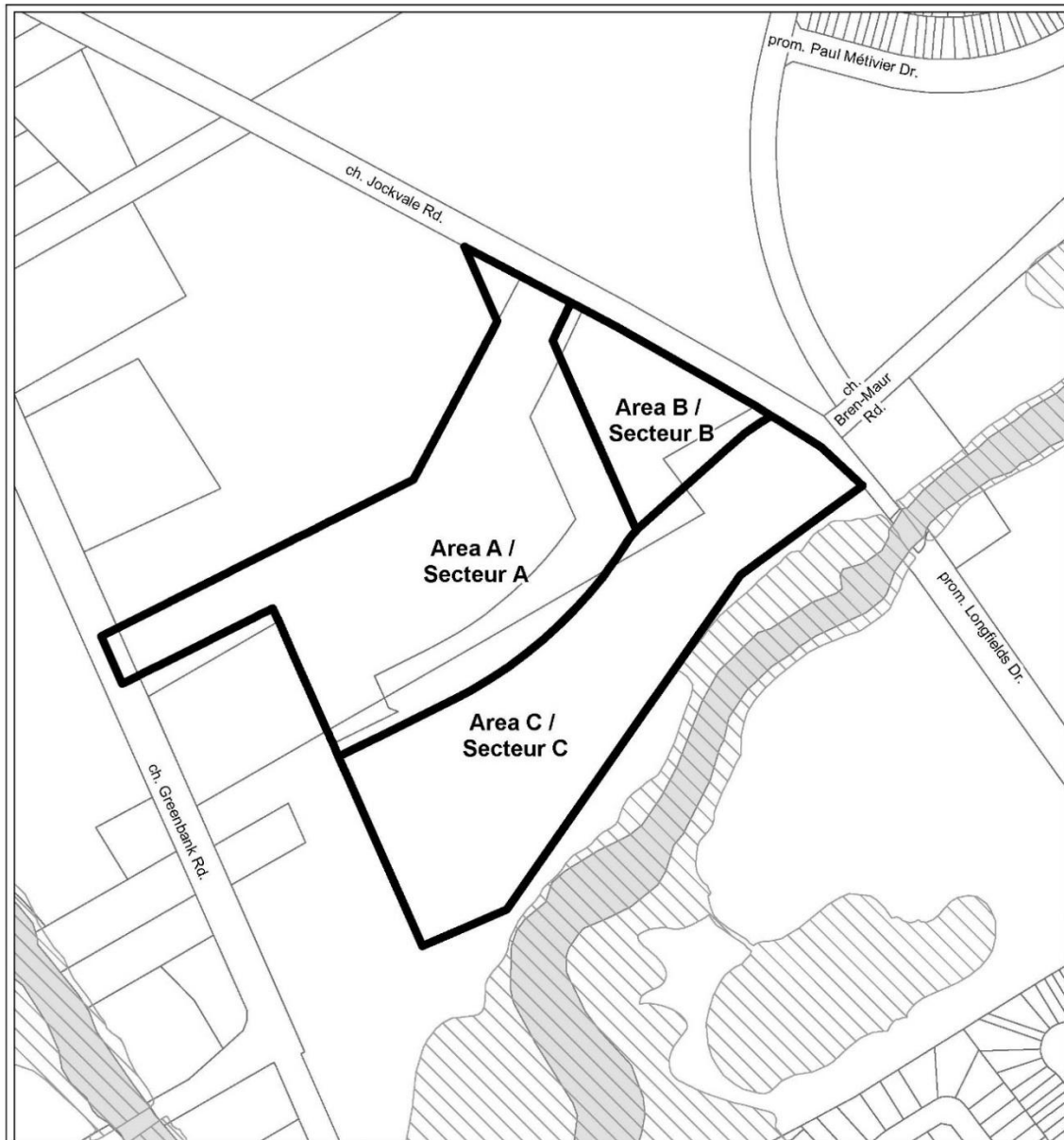
Mapping and Graphics unit, ROW, Heritage & Urban Design to prepare changes to the Schedules in the CDP and Secondary Plan.





Legal Services, Office of the City Clerk and Solicitor to forward the implementing by-law to City Council.

Planning Operations Branch, 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	
3311 ch. Greenbank Road, 2392 prom. Longfields Drive, 3380 ch. Jockvale Road			
D02-02-17-0063 D01-01-17-0023	18-0185-D		Area A to be rezoned from DR to R3Z[XXXX] Le zonage du secteur A sera modifié de DR à R3Z[XXXX] Area B to be rezoned from DR to R4Z[XXXX] Le zonage du secteur B sera modifié de DR à R4Z[XXXX] Area C to be rezoned from DR to O1 Le zonage du secteur C sera modifié de DR à O1
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<small>©Parcel data is owned by Teranet 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 appartient à Teranet Enterprises Inc. et à ses fournisseurs. Tous droits réservés. Ne peut être reproduit sans autorisation. CECI N'EST PAS UN PLAN D'ARPENTAGE</small>			
REVISION / RÉVISION - 2018 / 03 / 07		 Existing Flood Plain (Section 58) / Plaine inondable (Article 58)	
			

Document 2 – Proposed Official Plan Amendment

**Official Plan Amendment XX to the
Official Plan for the
City of Ottawa**

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Implementation and Interpretation

Schedules

THE STATEMENT OF COMPONENTS

PART A – THE PREAMBLE introduces the actual amendment but does not constitute part of Amendment No. XXX to the Official Plan for the City of Ottawa.

PART B – THE AMENDMENT constitutes Amendment No. XXX to the Official Plan for the City of Ottawa.

PART A – THE PREAMBLE

1. Purpose

The purpose of the proposed Official Plan amendment is to modify the transportation specifications for the sites. The Amendment will help facilitate the development of a residential subdivision consisting of townhomes and apartments.

2. Location

The subject properties are located in Barrhaven, between Greenbank Road and the Longfields Drive and Jockvale Road intersection, north of the Jock River.

3. Basis

Approval of the requested amendments is recommended as the site is located within the South Nepean Town Centre and the proposed development meets the strategic direction for compact and transit-supportive development as contained within the Provincial Policy Statement and Official Plan. The proposed land uses and built form are consistent with the Official Plan policies for Mixed Use Centres and Town Centres as well as urban design and compatibility. The requested amendment to the Secondary Plan Policy will contribute to the overall goals and objectives of the Secondary Plan. The concept plan demonstrates a commitment to respond to various guidelines as contained within the Community Design Plan.

PART B – THE AMENDMENT

1. Introduction

All of this part of this document entitled Part B – The Amendment consisting of the following text and schedules constitutes Amendment No. XX to the Official Plan for the City of Ottawa.

2. Details of the amendment

The Secondary Plan for the South Nepean Town Centre (Area 7) is hereby amended by modifying all relevant schedules and removing the portion of “Half Moon Bay Drive” which crosses under Greenbank Road. This plan is further amended by modifying Schedule 4 to reflect the elimination a portion of “Half Moon Bay Drive” and the on-road cycling route adjacent to the proposed multi-use pathway within the district park. These are indicated in the attached schedules.

Policy 4.1 (6) is amended by changing the requirement that buildings be developed with a substantial portion of any visible front façade from a public street to increase distance from 5.0 metres to 6.0 metres.

Policy 5.2 (2) Table 4, referenced in the Secondary Plan but found within the South Nepean Town Centre Community Design Plan, is amended by allowing the local streets within the development to have a 18.0 m right-of-way rather than a 20.0 metre right-of-way; and

Policy 5.3(1) is amended to allow a single sidewalk within the local streets of the subject sites.

And adding the following new sentence to policy 6 of Section 4.1 Urban Design – Urban Design Policies:

“For lands municipally addressed as 3311 Greenbank Road and 3380 Jockvale Road, the setback shall be a maximum of 6 metres from the property line.

And adding the following new sentence to Policy 2 of Section 5.2 Transportation – Street Network:

“For lands municipally addressed as 3311 Greenbank Road and 3380 Jockvale Road, local streets will be permitted to have right-of-way widths of 18 metres”.

And adding the following new sentence to Policy 1 of Section 5.3 Transportation – Pedestrians and Cyclist Network:

“For lands municipally addressed as 3311 Greenbank Road and 3380 Jockvale Road, a single sidewalk is permitted on local streets”.

3. Implementation and Interpretation

Implementation and interpretation of this Amendment shall be in accordance with the policies of the Official Plan for the City of Ottawa.

Schedule 1



Planning, Infrastructure and Economic Development Department
City and Data Management

Services de la planification, de l'infrastructure et du développement économique,
SIC et Gestion des données

D01-01-17-0023

18-0300-A

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03/13/2018

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**SCHEDULE 1 to
AMENDMENT NO.**
to the OFFICIAL PLAN
for the CITY OF OTTAWA

Amending Schedules 1 - 7
Volume 2a - South Nepean Secondary Plan
Area 7



STREET SEGMENTS TO BE REMOVED /
LES SEGMENTS DE RUE DOIVENT ÊTRE RETIRÉS

**ANNEXE 1 de
L' AMENDMENT No.**
au PLAN OFFICIEL
de la VILLE D'OTTAWA

Modifiant l'Annexe 1 - 7
Volume 2A - Plan secondaire - Nepean sud
Secteur 7

Schedule 2



Planning, Infrastructure and Economic Development Department
City and Data Management

Services de la planification, de l'infrastructure et du développement économique,
SIC et Gestion des données

D01-01-17-0023 18-0300-A

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**SCHEDULE 2 to
AMENDMENT NO.**
to the OFFICIAL PLAN
for the CITY OF OTTAWA

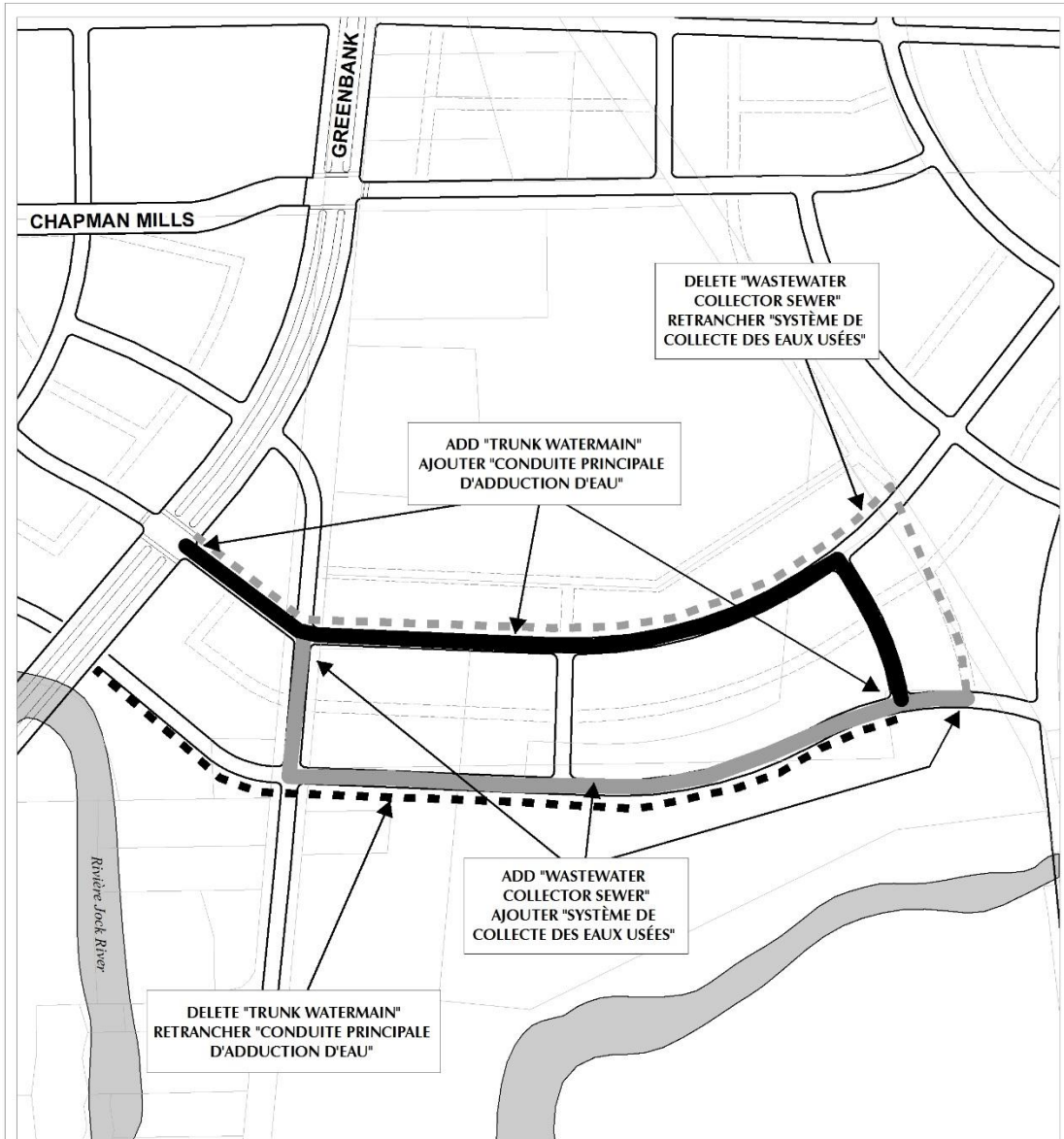
Amending Schedule 4 - Cycling Network Plan
Volume 2a - South Nepean Secondary Plan
Area 7

**ANNEXE 2 de
L' AMENDEMENT No.**
au PLAN OFFICIEL
de la VILLE D'OTTAWA

Modifiant l'Annexe 4 - Réseau de Piste Cyclables
Volume 2A - Plan secondaire - Nepean sud
Secteur 7

 ON-ROAD CYCLING ROUTE TO BE REMOVED /
VOIE CYCLABLE ÊTRE RETIRÉS

Schedule 3



Ottawa
 Planning, Infrastructure and Economic Development Department
 GIS and Data Management
 Services de la planification, de l'infrastructure et du développement économique,
 SIG et Gestion des données

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 03/13/2018

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SCHEDULE 3 to AMENDMENT NO.
 to the OFFICIAL PLAN
 for the CITY OF OTTAWA

Amending Schedule 6 - Servicing Network Plan
 Volume 2a - South Nepean Secondary Plan
 Area 7

ANNEXE 3 de L' AMENDEMENT No.
 au PLAN OFFICIEL
 de la VILLE D'OTTAWA

Modifiant l'Annexe 4 - Plan d'infrastructure
 Volume 2A - Plan secondaire - Nepean sud
 Secteur 7

- ■ ■ DELETE "WASTEWATER COLLECTOR SEWER" / RETRANCHER "SYSTÈME DE COLLECTE DES EAUX USÉES"
- ▬ ADD "WASTEWATER COLLECTOR SEWER" / AJOUTER "SYSTÈME DE COLLECTE DES EAUX USÉES"
- ■ ■ DELETE "TRUNK WATERMAIN" / RETRANCHER "CONDUITE PRINCIPALE D'ADDUCTION D'EAU"
- ▬ ADD "TRUNK WATERMAIN" / AJOUTER "CONDUITE PRINCIPALE D'ADDUCTION D'EAU"

Document 3 – Proposed Zoning By-law Amendment

Proposed changes to the Comprehensive Zoning By-law:

1. Area A shown on Document 1 to be rezoned from DR to R3Z[xxxx]
2. Area B shown on Document 1 to be rezoned from DR to R4Z[xxxx]
3. Area C shown on Document 1 to be rezoned from DR to O1
4. Add a new exception, R3Z[xxxx] to Section 239, Urban Exceptions, introducing provisions similar in effect to the following:
 - a. In Column IV, Land Uses Prohibited, text:
 - i. Three unit, duplex, detached, linked-detached, semi-detached.
 - b. In Column V, Provisions, text:
 - i. Minimum building height is two storeys.
 - ii. Maximum building height is four storeys.
 - iii. Maximum front yard setback is 6 metres
 - iv. parking space in case of garage:
minimum width 2.6 metres
minimum length: 5.2 metres
5. Add a new exception, R4ZSubzone[xxxx] to Section 239, Urban Exceptions, introducing provisions similar in effect to the following:
 - a. In Column IV, Land Uses Prohibited, text:
 - i. Detached dwelling, detached dwelling ,duplex dwelling linked-, semi-detached dwelling, three unit dwelling.
 - b. In Column V, Provisions, text:
 - i. Minimum building height is two storeys.
 - ii. Maximum building height is four storeys.
 - iii. Maximum front yard setback is 5 metres.

- iv. parking space in case of garage:
 - minimum width 2.6 metres
 - minimum length: 5.2 metres

Document 4 – Proposed Draft Plan of Subdivision Concept



Document 5 – 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 Official Plan and Zoning By-law amendments.

Public Comments and Responses:

Comment:

This area already has lots of houses and townhouses. The marketplace is currently overcrowded.

Response:

The secondary plan envisions a Town Centre that is noticeably different from the surrounding areas. The uses and densities proposed are consistent with this plan.

Comment:

The development of the site will reduce greenspace. Consider building a park rather than a residential area.

Response:

A large district park will be established as per the secondary plan. The subject development will result in much-needed infrastructure used for accessing park.

Comment:

Concerned with the placement of trees on the site and would like to see large canopy trees.

Response:

This will be further examined once we get the streetscape plan. However, adequate room is provided for trees on the site.

Comment:

Concerned about the number of units being proposed will have significant impact on the Longfields Drive. Prior access to the site was given to a farm operation.

Response:

The number of units is consistent with the densities considered in the secondary plan. Furthermore, at this time the only access being proposed on the eastern side of the site is an emergency access onto Jockvale Road. The intersection proposed for Street No. 6 will be put in place once Jockvale Road is decommissioned. Traffic from this subdivision is not expected to have a major impact on this intersection. However, further examination on how this intersection will operate will be conducted in the future.

Comment:

Concerned that the development is being built within the flood plain.

Response:

All subdivision lands are well outside of the flood plain.

Comment:

Curious to know if the area south of the proposed subdivision is still planned to be parkland.

Response:

Yes, as per the policy, this land is designated as a District Park and is proposed to be rezoned to Open Space, Subzone 1. The services and design of this park is not known at this time.