

Report to/Rapport au :

**Planning Committee
Comité de l'urbanisme**

and Council / et au Conseil

**June 6, 2012
6 juin 2012**

**Submitted by/Soumis par : Nancy Schepers, Deputy City Manager/Directrice
municipale adjointe, Planning and Infrastructure/Urbanisme et Infrastructure**

*Contact Person / Personne ressource: **Don Herweyer, Acting Manager/Gestionnaire
intérimaire, Development Review-Suburban Services/Examen des projets
d'aménagement-Services suburbains, Planning and Growth
Management/Urbanisme et Gestion de la croissance
(613) 580 2424, 28311 Don.Herweyer@ottawa.ca***

Gloucester-South Nepean/Gloucester-Nepean-Sud (22) Ref N°: ACS2012-PAI-PGM-0150

**SUBJECT: OFFICIAL PLAN AMENDMENT AND ZONING – 350 CRESTHAVEN
DRIVE**

**OBJET : MODIFICATION AU PLAN OFFICIEL ET ZONAGE – 350,
PROMENADE CRESTHAVEN**

REPORT RECOMMENDATIONS

That the Planning Committee recommend Council:

- 1. Approve and adopt an amendment to Volume 2a of the Official Plan to redesignate 350 Cresthaven Drive from Business Park in the South Nepean Secondary Plan Area 4, 5 and 6 to Mixed Density Residential, as shown in Document 1 and detailed in Document 2; and**
- 2. Approve an amendment to the Zoning By-law 2008-250 to change the zoning of 350 Cresthaven Drive from Development Reserve – DR to Residential Fourth Density Zone, Subzone Z Exception XXXX (R4Z[XXXX]) as shown in Document 3 and detailed in Document 4.**

RECOMMANDATIONS DU RAPPORT

Que le Comité de l'urbanisme recommande au Conseil :

- 1. d'approuver et d'adopter une modification au Volume 2a du Plan officiel afin de changer la désignation du 350, promenade Cresthaven de Parc d'affaires dans les secteurs 4, 5 et 6 du Plan secondaire de Nepean-Sud à Zone résidentielle de densité mixte, comme il est indiqué dans le document 1 et expliqué en détail dans le document 2; et**
- 2. d'approuver une modification au Règlement de zonage 2008-250 afin de changer la désignation de zonage du 350, promenade Cresthaven de Zone d'aménagement futur (DR) à Zone résidentielle de densité quatre, sous-zone Z assortie de l'exception XXXX (R4Z[XXXX]), comme il est indiqué dans le document 3 et expliqué en détail dans le document 4.**

BACKGROUND

The subject property consists of approximately 1.68 hectares located in the South Nepean Community of Barrhaven. The property is located on the east side of Strandherd Drive opposite a City-owned woodlot. The area to the north is occupied by a planned unit development consisting of similar 3.5-storey stacked townhouses and 2-storey on-street townhouses; east and south are characterized by an established community of on-street townhouses and 3.5-storey low-rise apartments.

The property was originally subject to an application to permit 150 condominium apartment units situated in a low-rise apartment building. This application was revised based on public, staff and Councillor comments. The applicant is currently proposing a planned unit development consisting of 120 stacked townhouse dwelling units within nine 3.5-storey buildings. The maximum building height proposed is 15 metres to accommodate the subject buildings. All parking is accessed from the internal roadway and a single vehicle access/egress is located on Cresthaven Drive. The site plan included as Document 6 illustrates the development now proposed. Modifications to the initial proposal reflected by the current proposal include:

- Improved amenity area (a new large central green space is now provided), in lieu of an outdoor pool and community building;
- Improved pathway connections and views through the site;
- Enhanced building materials and cladding;
- Elimination of third storey balconies to address privacy concerns;
- Enhanced landscaping and screening throughout the site, particularly adjacent to Timberline Private; and,
- A separate application for Site Plan Control has been submitted and is being reviewed by city staff to ensure all site layout concerns will be addressed.

Purpose of Secondary Plan Amendment and Zoning By-law Amendment

The subject property is designated "Business Park" in the South Nepean Secondary Plan, Areas 4, 5 and 6. The Secondary Plan amendment proposes a change in designation to Mixed Density Residential. The property is currently zoned Development Reserve Zone – DR which allows for limited interim uses, with the intent of allowing for future urban development. Therefore, an amendment is required to the Zoning By-law to allow for a planned unit development consisting of stacked townhouse dwelling units as a permitted use with site specific zone provisions. It is proposed that the subject site be rezoned to Residential Fourth Density Zone, Subzone Z Exception [XXXX]. A current site plan proposal is shown in Document 6.

Existing Secondary Plan and Zoning By-law Designations

Currently, the lands are designated Business Park in the South Nepean Secondary Plan, and zoned Development Reserve (DR). The Business Park designation allows for offices, hotels, convention centres, banquet halls, institutional uses including government services, research and training facilities, sports, health and fitness recreational uses, banks and financial institutions, day care centres and places of worship, gas bars and automobile rental establishments, private and commercial schools and community facilities such as pocket parks and open space linkages. Residential uses are not permitted in the Business Park designation. The Development Reserve zone has been placed on the subject lands as they are vacant undeveloped lands located within the General Urban Area designation, on Schedule B of the Official Plan. This zone recognizes lands intended for future urban development. The types of permitted uses are limited to those that will not inhibit future development options. Generally, the existing land uses within this zone are of a low scale and density.

The Owner has requested amendments to the South Nepean Secondary Plan and the Comprehensive Zoning By-law 2008-250.

Proposed Secondary Plan Amendment

The subject property is designated "Business Park" in the South Nepean Secondary Plan, Areas 4, 5 and 6. The Secondary Plan amendment proposes a change in designation to Mixed Density Residential. This designation will allow for the proposed planned unit development consisting of stacked townhouse dwelling units.

Proposed Zoning By-law Amendment

The applicant is requesting to amend the current zoning in effect over the subject site to reflect a proposed site plan for a planned unit development. The proposed planned unit development consists of stacked townhouse dwelling units. The subject site identified on Document 3 is proposed to be rezoned Residential Fourth Density Subzone Z urban exception Zone (R4Z [XXXX]). The Residential Fourth Density Subzone Z allows for a variety of low and medium density uses including street townhouse dwelling units, stacked townhouse dwelling units and a planned unit development.

DISCUSSION

Planning Act and Provincial Policy Statement

Section 2 of the *Planning Act* outlines those land use matters that are of provincial interest, for which all City planning decisions shall have regard. The provincial interest that applies to this site is the adequate provision of a full range of housing. In addition, the *Planning Act* requires that all City planning decisions be consistent with the Provincial Policy Statement (PPS), a document that provides further policies on matters of provincial interest related to land use development. Section 1.1.1 of the PPS addresses healthy, liveable and safe communities. Specifically, planning authorities are to accommodate an appropriate range and mix of residential, employment, recreational and open space uses to meet long-term needs. Section 1.4 of the PPS is also of particular importance in light of the proposed amendment, as it requires planning authorities to provide for an appropriate range of housing types and densities required to meet projected requirements of current and future residents of the regional market area. Consideration was also given to Section 1.3 of the Provincial Policy Statement pertaining to protection of Employment Areas. The subject lands are not identified in the Volume 1 of the City's Official Plan as Employment or Enterprise Area, and as such are not part of the lands identified and/or required for future employment use. Therefore the change of use does not constitute a conversion of employment lands as defined in section 1.3.2 of the PPS.

The proposed residential use for the subject site meets the intent of both the *Planning Act* and the Provincial Policy Statement on the basis that it helps provide a range of residential densities and housing types in the community. The proposal allows for a greater density and mix of land uses in a pattern that efficiently uses available infrastructure and contributes to a balanced community. The site has frontage on both an Arterial Road and a Major Collector Road which provide good access to the site and also provide transit services to local residents. The proposal promotes efficient development of serviced, underutilized lands located within the urban boundary. Staff concludes that the proposal is consistent with the matters of provincial interest as outlined in the *Planning Act* and PPS.

Official Plan

The subject property is designated General Urban Area in the Volume 1 of the Official Plan. The General Urban Area designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances. The Official Plan supports infill and intensification within the General Urban Area where it enhances and complements existing areas and contributes to their long term vitality. The Plan directs growth to established areas in order to maximize the use of land that is already serviced, accessible and close to existing amenities. In addition to the General Urban Area policies, development applications require consideration of Section 2.5.1 and Section 4.11 Urban Design and Compatibility.

The proposed development fulfills the Official Plan intent to promote intensification by using existing municipal infrastructure (water, sanitary, storm services and roads) and the development has access and use of existing community facilities such as parks and

schools. The proposed mix of residential unit types fulfils the housing objectives through the inclusion of multiple types of housing for a variety of demographic profiles throughout the General Urban Area.

Compatibility

Sections 2.5.1 and 4.11 of the Official Plan outline the objectives and policies for compatible development. Among the considerations are: traffic, vehicular access, parking requirements, amenity area, and built form. The proposal was also reviewed in light of the Urban Design Guidelines for Low-Medium Density Housing. The following is an analysis of the applicable criteria, which demonstrates that the proposed development satisfies the compatibility tests of the Official Plan in a way that does not result in undue adverse impacts.

Traffic/Transportation Considerations

A traffic impact study was submitted in conjunction with the development applications. The study finds that the proposed development is well-served by collector and arterial roadways, functioning at an acceptable Level-of-Service. Cresthaven Drive, a major collector road, connects directly to Strandherd Drive, an arterial road. The subject lands are served by local and express bus routes by way of Cresthaven Drive, and the site is in immediate proximity to the transit station located north of the woodlot on the west side of Strandherd Drive.

Vehicular Access Considerations

The only vehicular entrance is from the proposed traffic circle on Cresthaven Drive. The applicant has submitted the required traffic impact study in support of the proposed development for 150 units. There were no issues identified with the traffic study and the unit count has been reduced to 120 units. A revised study has been submitted with the site plan application. The study has been reviewed, and it has been determined that there is sufficient vehicular capacity to accommodate the proposed development.

Outdoor Amenity Space Considerations

Private, shared amenity space is distributed within the property, between buildings and via a large central amenity space, accessible to all residents. Convenient and well-distributed pedestrian connections are proposed through internal walkways connecting the property to Strandherd and Cresthaven Drive.

Built Form Considerations

The proposed development complies with the requirement that new areas be developed in a compact urban form. The units are very similar to the planned unit developments previously constructed by the applicant in the immediate area. Improvements to building cladding and building materials have been proposed.

In light of the above, the proposed development is consistent with the direction of the General Urban Area land use designation.

South Nepean Secondary Plan

The subject property is designated Business Park within the South Nepean Secondary Plan. The applicant is proposing to amend this designation to Mixed Density Residential. The proposed Mixed Density Residential designation permits a range of dwelling types including single detached, street and stacked townhouses as well as low-rise apartments. The Mixed Density Residential designation has a minimum density of 25 units per hectare. Higher density housing forms are encouraged in locations near to the rapid-transit network, arterial and collector road network and community facilities such as schools and parks. Building heights are limited to four storeys and to decrease the dominance of residential garages along the street, garages are to be located at the rear or side of dwelling units or even with the front façade of the residential unit.

The intent of the Secondary Plan amendment is to permit the development of the lands with a planned unit development consisting of stacked townhouse dwelling units. The proposed development has a proposed density of 71.4 units per hectare. The proposed development is one of the last remaining vacant parcels within this area. The proposed amendment meets the land use objectives of the Secondary Plan (1.3.1), which state that the community is developed with a compact urban form at an appropriate scale that is pedestrian-oriented and fosters community interaction, promotes development at densities suitable to support the public transit network, that create a sense of identity and continuity through design and architectural treatments. The Secondary Plan also identifies in Section 1.3.2 that residential development shall ensure that opportunities for a full range and mix of low medium and high density housing are provided within the community. The proposed amendment achieves all of the aforementioned goals.

The site is not designated Employment or Enterprise Area on Schedule B of the Official Plan, which would ensure that the site is utilized for Business Park based uses as originally outlined in the South Nepean Secondary Plan. Sufficient land has been designated in the Official Plan for these uses in South Nepean in alternate locations. Due to the sites proximity to transit, the existing road network, surrounding medium residential land uses, it is suitable for medium density residential lands uses in accordance with the General Urban Area designation of the Official Plan.

Details of Proposed Zoning

The applicant is proposing to rezone the site as shown on Document 3 from DR to R4Z[XXXX]. The proposed R4Z[XXXX] zoning will permit a planned unit development as proposed by the applicant. The proposed planned unit development is shown in Document 6. The proposed R4Z zone also includes provisions for low-rise apartment dwelling units, stacked townhouse dwelling units, street townhouse dwelling units and a variety of other dwelling types.

In order to reflect the applicant's proposed site plan, an urban exception zone is recommended. The urban exception zone is requested to amend the following zoning by-law provisions.

Parking

The first requested exception pertains to the required parking rate for the subject site. The Zoning By-law currently requires 1.2 spaces per dwelling unit for a stacked townhouse, in accordance with Table 101 of Zoning By-law 2008-250. The by-law also requires an additional 0.2 visitor parking spaces be provided per dwelling unit on-site. The applicant is proposing to reduce the parking requirement to 1.0 space per dwelling unit, but is not proposing to amend the visitor parking space requirement.

The reduction in parking is appropriate given the proximity of existing transit as well as the availability of public and commercial spaces in close walking proximity to the site. To ensure that no spill over parking onto Cresthaven Drive occurs, the required amount of visitor parking has been provided to meet the needs of those visiting the site. Each residential unit will be assigned one parking space. Ten extended length parking spaces are being provided on-site for those who have two vehicles and wish to purchase an additional parking space that can accommodate their vehicles. The provided parking is in keeping with other residential uses in the community. Only one parking space is required for detached, semi-detached and townhouse dwelling units, all of which are typically larger dwelling unit types. The proposed stacked townhouse dwelling units are to be assigned with one parking space per dwelling unit. Enforcement of parking within the condominium will be at the discretion of the condominium corporation. All municipal parking by-laws apply to parking on Cresthaven Drive and will be enforced accordingly.

A transit station/park and ride located at Woodroffe Avenue and Strandherd Drive is located within 600 metres of the subject site, allowing for strong transit use possibilities for residents to connect with the downtown core as well as the surrounding South Nepean Community. Currently, Express Bus Route 77 is located on Cresthaven Drive and will serve future residents of the subject site. Therefore, staff support the proposed reduction in the parking requirement, on the basis of transit availability, the inclusion of visitor parking and extended length parking spaces, and the pedestrian connectivity of the site.

Accessory Buildings

The applicant has also requested relief from various Accessory Building provisions to allow for three garbage buildings on-site. The first requested relief is for a required front and corner side yard setback for an accessory building. The Zoning by-law currently requires the front yard setback for a principal building be provided (3.0 metres) and 1.2 metres for a corner side yard, whereas the applicant has requested a setback of 0.6 metres. The proposed landscape plan includes additional landscaping to help screen the proposed accessory buildings abutting Strandherd Drive where this relief is required. The applicant has also requested to reduce the required rear and interior side yard setback for an accessory building from 0.6 metres to 0.0 metres to allow for an accessory garbage building to be located adjacent to an interior lot line. There is an

existing fence located along this property line to allow for additional screening. The applicant also requires an increase in the allowable cumulative gross floor area for accessory buildings from 55 square metres to 100 square metres. The proposal for three buildings also requires a by-law amendment as the current provision only allows for a maximum of two accessory buildings.

Landscape Buffers

The applicant has also requested a reduction in the required landscaped buffer between a parking lot containing more than 100 parking spaces abutting a property line, from the required 3.0 metres to 1.0 metre to allow for more flexibility in the parking lot design. The combination of a fence and landscaping meets the intent of the zoning by-law, and is proposed along both the rear and interior side lot lines. It should also be noted that no parking spaces are proposed abutting the buffer; it is only the drive aisle that is proposed in this location. Therefore, staff support the proposed reduction in the required landscaped buffer.

Building Setbacks

To ensure that the building setback for a stacked dwelling townhouses located within a planned unit development is clear, the applicant has requested that the required minimum rear yard setback is 3.0 metres and the required minimum interior side yard setback is 3.0 metres. The Zoning By-law currently contains an endnote which requires a varying setback of 3 to 7.5 metres. In order to avoid confusion, the applicant would prefer to have a set distance for the interior and rear yard setback. The proposed site plan illustrates the proposed site layout, which provides for appropriate yard setbacks.

Conclusion

Staff have considered how best to achieve the goals of the Official Plan, which supports intensification, and still respect the neighbourhood and the Secondary Plan. As mentioned above, the site is conducive to intensification in that the existing vacant site will be serviced by existing infrastructure and underutilized lands will be developed within the urban boundary. The re-designation of this site from Business Park to Mixed Density Residential does not compromise the intent of the Secondary Plan, as it conforms to the Official Plan which does not identify this as a location for employment and/or enterprise, and is a suitable use, given the surrounding low and medium density residential land uses.

The Official Plan promotes development in such situations where existing services can be utilized in new development. This site is located in close proximity to public transit facilities, city owned open space and has frontage on both a collector and arterial road providing access and amenities to the development. The proposed site plan allows for compatibility with the surrounding low and medium density residential land uses.

The City has adopted design guidelines for residential infill and the Official Plan requires intensification of land uses to be developed in accordance with the criteria set out in

Section 2.5.1, Compatibility and Community Design. These criteria and guidelines have been employed by staff when reviewing the proposed site plan.

Staff support the proposed amendment to the Secondary Plan and the Zoning By-law which will permit a planned unit development consisting of 120 stacked townhouse dwelling units.

CONCURRENT APPLICATION

Site Plan Application D07-12-12-0028
Plan of Condominium Application D07-04-10-0008

RURAL IMPLICATIONS

There are no rural implications associated with this report.

CONSULTATION

Notice of this application was carried out in accordance with the City's Public Notification and Consultation Policy.

The issues can be summarized as follows: increased traffic volumes, height of buildings, and proposed increase in density.

Detailed responses to the notification/circulation are provided in Document 5.

COMMENTS BY THE WARD COUNCILLOR

The Ward Councillor is aware of the application.

LEGAL IMPLICATIONS

There are no direct legal implications associated with this report.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

There are no direct accessibility impacts associated with this report. Accessibility impacts related to the proposed development will be reviewed through the Site Plan Control application.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications associated with this report.

TECHNOLOGY IMPLICATIONS

There are no technology implications associated with this report.

TERM OF COUNCIL PRIORITIES

The Term of Council Priorities provide direction to meet the challenge of managing growth, providing infrastructure, maintaining environmental integrity and creating liveable communities within Ottawa. The subject Official Plan amendment and Zoning By-law amendment meet term of council priorities which include making sustainable choices and maximizing density in and around transit stations.

APPLICATION PROCESS TIMELINE STATUS

This application was processed by the "On Time Decision Date" established for the processing of Official Plan and Zoning By-law amendments.

SUPPORTING DOCUMENTATION

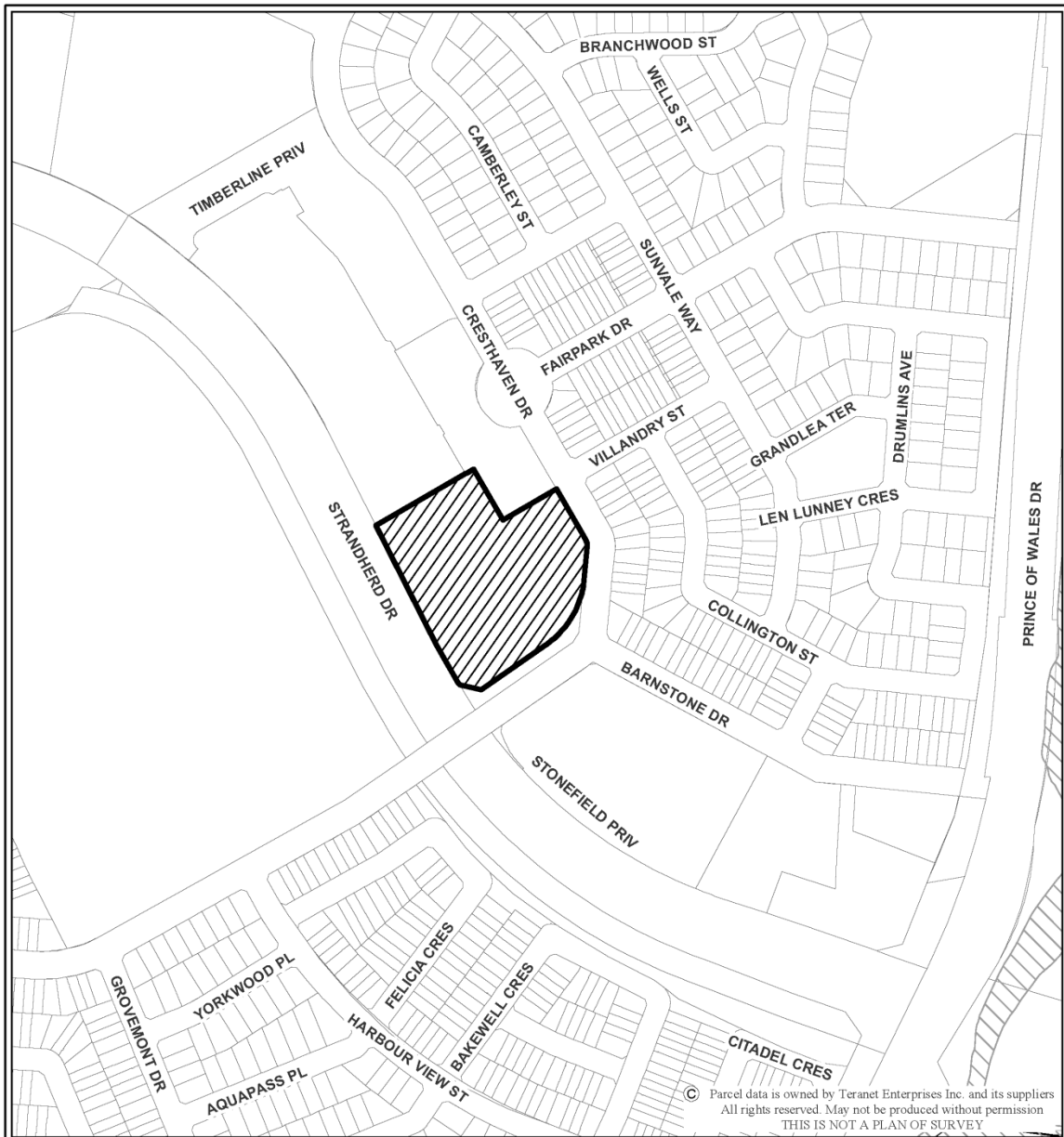
- Document 1 Zoning Key Plan
- Document 2 Proposed Official Plan Amendment
- Document 3 Location Map
- Document 4 Details of Recommended Zoning
- Document 5 Consultation Details
- Document 6 Proposed Site Plan


DISPOSITION

City Clerk and Solicitor Department, Legislative Services to notify the owner, applicant, OttawaScene Canada Signs, 1565 Chatelain Avenue, Ottawa, ON K1Z 8B5, Ghislain Lamarche, Program Manager, Assessment, Financial Services Branch (Mail Code: 26-76) of City Council's decision.

Planning and Growth Management to prepare the by-law adopting the Official Plan Amendment and the By-law implementing the zoning change, forward to Legal Services, and undertake the statutory notification.


Legal Services to forward the implementing by-laws to City Council.





 Produced by Infrastructure Services
 and Community Sustainability
 Produit par Services d'infrastructure
 et Viabilité des collectivités

D02-02-10-0014	12-0709
I:\CO\2012\ZONING\CRESTHAVEN350	
2012 / 05 / 22	
REVISION DATE	DE RÉVISION

Location Map / Plan de révision
Zoning Key Plan / Schéma de zonage
350 Cresthaven

 Area to be rezoned from DR to R4Z [XXXX]

 Flood Plain (Section 58)
 Plaine inondable (Article 58)

047336831 Denotes Teranet-Polaris Parcel Identification Number

Échelle
 N.T.S.
 Mètres



Scale
 N.T.S.
 Metres



Official Plan Amendment 103
to the
Official Plan for the
City of Ottawa

INDEX

THE STATEMENT OF COMPONENTS

PART A – THE PREAMBLE

Purpose
Location
Basis

PART B – THE AMENDMENT

Introduction
Details of the Amendment
Implementation and Interpretation
Schedule A of Amendment 103 – Official Plan for the City of Ottawa

PART A – THE PREAMBLE

PART A – THE PREAMBLE introduces the actual amendment but does not constitute part of Amendment No. 103 to the Official Plan for the City of Ottawa.

PART B – THE AMENDMENT constitutes Amendment 103 to the Official Plan for the City of Ottawa.

1. Purpose

The amendment will change the designation in the South Nepean Secondary Plan, Area 4, 5 and 6, of the subject property from Business Park to Mixed Density Residential.

2. Location

The subject property, 350 Cresthaven Drive, is located on the east side of Strandherd Drive in South Nepean.

3. Basis

The subject property is currently vacant. The Owner is proposing to develop the subject property with a planned unit development consisting of 120 stacked townhouse units developed on an internal ring road and located in nine 3.5-storey buildings with surface parking. An amendment is required in order for the South Nepean Secondary Plan to reflect the proposed development.

Background

The subject property is municipally known as 350 Cresthaven Drive, and is approximately 1.68 hectares in size. It is located in the South Nepean Community of Barrhaven.

The Owner has submitted applications for amendments to the South Nepean Secondary Plan and the Comprehensive Zoning By-law 2008-250.

Rationale

The subject property is designated General Urban Area within the City of Ottawa Official Plan. The proposed development fulfills the Official Plan intent to promote intensification by using existing municipal infrastructure (water, sanitary, storm services and roads) and the development has access and use of existing community facilities such as parks and schools. The proposed mix of residential unit types fulfils the housing objectives through the inclusion of multiple types of housing for a variety of demographic profiles throughout the General Urban Area.

The subject property is designated “Business Park” in the South Nepean Secondary Plan, Areas 4, 5 and 6. The amendment proposes a change in

designation to allow a planned unit development consisting of 3.5-storey stacked townhouse dwelling units on the subject lands by re-designating the lands to Mixed Density Residential.

The Department is satisfied that the proposed amendment is consistent with the policies of the Official Plan for General Urban Area and is consistent with the policies of the South Nepean Secondary Plan. The application will allow for an appropriate form of development that is in keeping with the Official Plan's policies on intensification and increasing the variety of residential types and affordability offered in the South Nepean Community.

PART B – THE AMENDMENT

1. Introduction

All of this part of this document entitled Part B – The Amendment consisting of the following text and the attached Schedule constitutes Amendment No. 103 to the Official Plan for the City of Ottawa.

2. Details

a) Volume 2a - Secondary Plans of the Official Plan for the City of Ottawa, being Areas 4, 5 and 6 of the South Nepean Urban Area Secondary Plan is amended as follows:

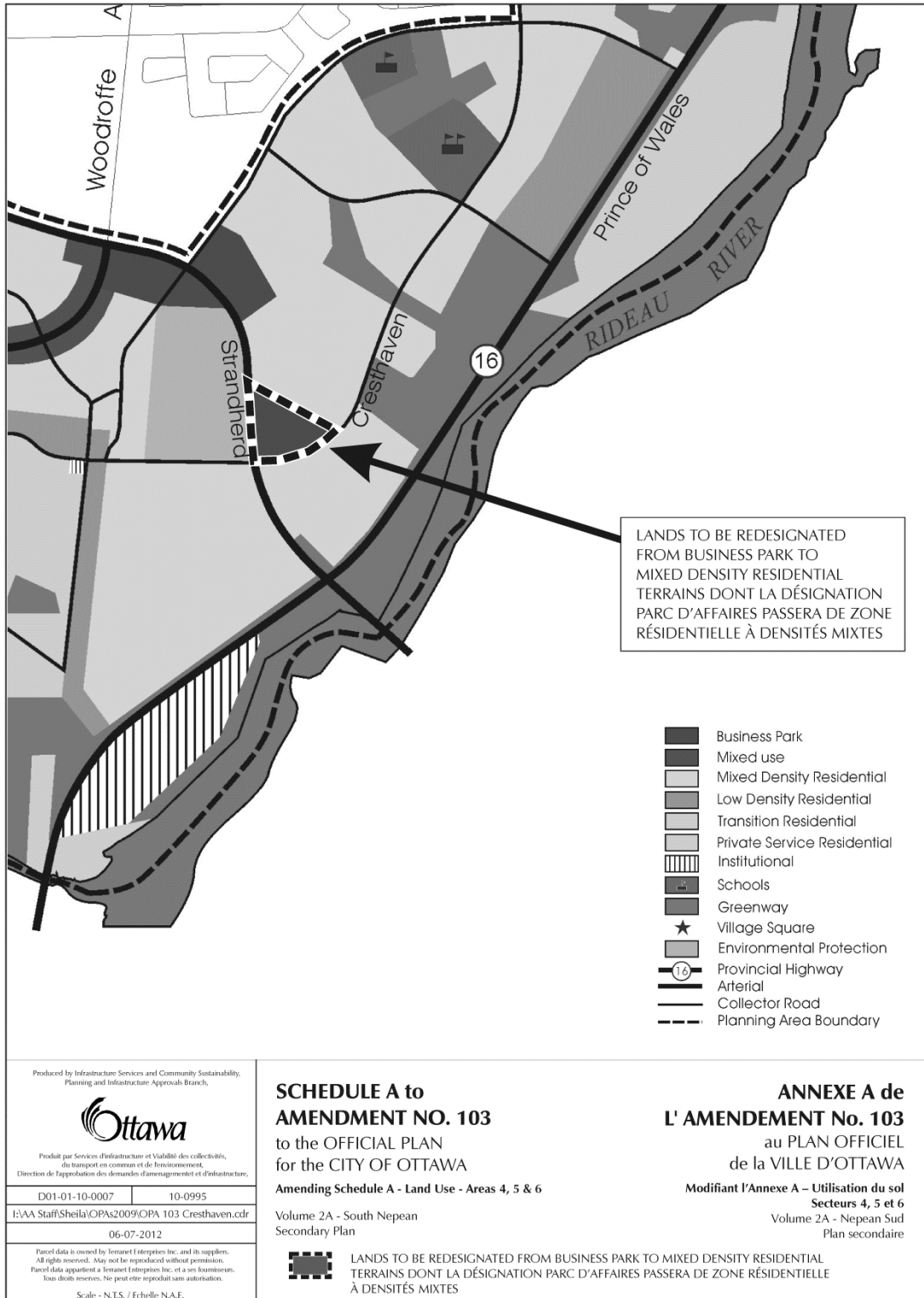
1. Subsection 2.3.3 of the Secondary Plan is hereby amended by replacing the existing Subsection with the following:

a) Schedule A Land Use Plan, Areas 4, 5 and 6 of the South Nepean Urban Area Secondary Plan is amended by re-designating lands known municipally as 350 Cresthaven Drive and as shown on Schedule A attached, from Business Park to Mixed Density Residential.

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 A



Produced by Infrastructure Services and Community Sustainability, Planning and Infrastructure Approvals Branch.



Produit par Services d'infrastructure et Viabilité des collectivités, du transport en commun et de l'aménagement, Direction de l'approbation des demandes d'aménagement et d'infrastructure.

D01-01-10-0007	10-0995
E:\AA Staff\Sheila\OPAS2009\OPA 103 Cresthaven.cdr	
06-07-2012	

Parcel data is owned by Teramet Enterprises Inc. and its suppliers. All rights reserved. May not be reproduced without permission. Parcel data appartient à Teramet Enterprises Inc. et à ses fournisseurs. Tous droits réservés. Ne peut être reproduit sans autorisation.

Scale - N.T.S. / Echelle N.A.E.

SCHEDULE A to AMENDMENT NO. 103

to the OFFICIAL PLAN for the CITY OF OTTAWA

Amending Schedule A - Land Use - Areas 4, 5 & 6

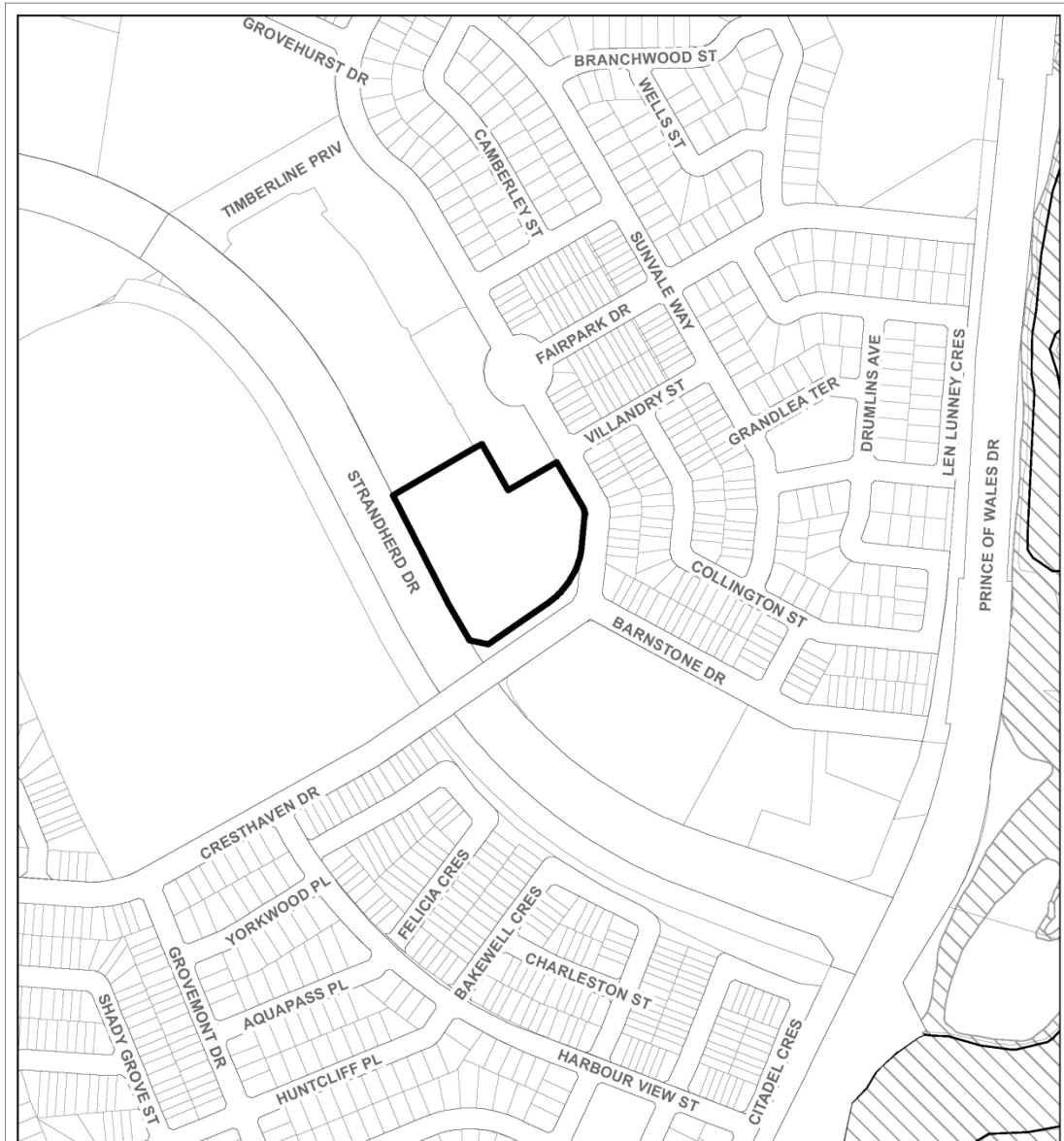
Volume 2A - South Nepean Secondary Plan



LANDS TO BE REDESIGNATED FROM BUSINESS PARK TO MIXED DENSITY RESIDENTIAL TERRAINS DONT LA DÉSIGNATION PARC D'AFFAIRES PASSERA DE ZONE RÉSIDENTIELLE À DENSITÉS MIXTES

ANNEXE A de L' AMENDEMENT No. 103
au PLAN OFFICIEL de la VILLE D'OTTAWA

Modifiant l'Annexe A - Utilisation du sol Secteurs 4, 5 et 6
Volume 2A - Nepean Sud Plan secondaire



Produced by Infrastructure Services and Community Sustainability,
Planning and Infrastructure Approvals Branch,
Development Approvals West/Central Division Mapping and Graphics



Services d'infrastructure et Viabilité des collectivités,
Direction de l'approbation des demandes
d'aménagement et d'infrastructure, Division de l'approbation
des demandes d'aménagement, Carte/Carte Cartographie/Graphique

D01-01-10-0007 12-0698

I:\CO\2012\OPA\I\cresthaven350

05 / 2012

© Parcel data is owned by Teranet Enterprises Inc. and its suppliers.
All rights reserved. May not be reproduced without permission.
Parcel data appartient à Teranet Entreprises Inc. et à ses fournisseurs.
Tous droits réservés. Ne peut être reproduit sans autorisation.

Scale - N.T.S. / Echelle N.A.E.

**LOCATION MAP / PLAN DE RÉVISION
OFFICIAL PLAN AMENDMENT / MODIFICATION AU PLAN OFFICIEL**

**Volume 2A - Nepean Areas 4, 5, and 6 – Secondary Plan /
Volume 2A - Nepean Sud – Plan secondaire des secteurs 4, 5 et 6**



Lands to be designated from Business Park to Mixed Density Residential
Terrains dont la désignation doit passer de parc commercial à
zone résidentielle à densités mixtes



Flood Plain (Section 58)
Plaine inondable (Article 58)

047336831 Denotes Teranet-Polaris Parcel Identification Number

DETAILS OF RECOMMENDED ZONING

DOCUMENT 4

1. The subject land, being the property municipally known as 350 Cresthaven Drive and as shown on Document 1 is rezoned from DR to R4Z [XXXX].

2. Section 239 – Urban Exceptions will be amended by adding a new exception, R4Z [XXXX], with provisions similar in effect to the following:

- Notwithstanding Table 101 Row (r), Column IV the minimum required number of parking spaces for a stacked dwelling is 1 per dwelling unit.
- Notwithstanding Table 110 Row (B), Column V, the minimum required width of a landscape buffer not abutting a street for: (ii) a parking lot containing more than 100 parking spaces is 1.0 metre.
- Notwithstanding Table 162A, Row (Z), Column IX, the minimum rear yard setback for a planned unit development and stacked townhouse is 3.0 metres
- Notwithstanding Table 162A, Column (Z), Column X, the minimum interior side yard setback for a planned unit development and stacked townhouse is 3.0 metres.

Provisions for accessory buildings and structures

- Notwithstanding Table 55, Row (1), Column II, the minimum required setback from a front lot line is 0.6 metres.
- Notwithstanding Table 55 Row (2), Column II the minimum required setback from a corner side lot line or rear lot line abutting a street is 0.6 metres.
- Notwithstanding Table 55 Row (3)(d)(i)(ii), Column II the minimum required setback from an Interior side lot line or a rear lot line not abutting a street is 0.0 metres
- Notwithstanding Table 55 Row (7), Column II the maximum permitted size (aggregate) shall not exceed 50% of the yard, and a maximum of 100 square metres.
- Notwithstanding Table 55 Row (8), Column II the maximum number of accessory buildings permitted on a lot is 3.

CONSULTATION DETAILS

DOCUMENT 5

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.

The Ward Councillor hosted an open house on April 17, 2012. Between the information session and circulation of the application, staff received eleven written comments from the public on this proposal.

SUMMARY OF PUBLIC INPUT

Comment: Transportation Concerns

Response:

Cresthaven Drive is designated as a collector road in the Official Plan and has been designed to accommodate the proposed volume of traffic. A Transportation Study, prepared by CastleGlenn Consultants Inc., concludes that the roads serving the subject property have sufficient capacity to accommodate the proposed development. Both the AM and PM peak periods have been reviewed in the Transportation Study, and it has been determined that there is sufficient capacity on the local road network to accommodate the development.

Comment: Parking Concerns

Concerns were raised that in a suburban setting, most families own two cars and the proposed plan does not have adequate parking for two cars per unit. Concerns that visitor parking will use on-street parking.

Response:

The reduction in parking is proposed due to the proximity of existing and future transit as well as the availability of public and commercial spaces in close walking proximity to the site. To ensure that no spill over parking onto Cresthaven Drive occurs, the applicant is proposing to provide additional extended length parking spaces to meet the needs of those occupants with two vehicles. Each residential unit will be assigned a minimum of one parking space. Visitor parking is being provided in accordance with Zoning By-law requirements. Enforcement of parking within the condominium will be at the discretion of the condominium corporation. All municipal parking by-laws apply to parking on Cresthaven Drive and will be enforced accordingly.

Comment: Building Height and Privacy

Response: The subject buildings are 3.5-storeys in height and are identical in height to the adjacent stacked townhouse developments. Third floor balconies have been

removed to address privacy and overlook concerns. The existing Business Park designation allows for buildings with a maximum height of 6-storeys, the proposed Zoning By-law amendment will limit the height to 15 metres, and the proposed buildings are 3.5-storeys in height which is compatible with the existing medium density residential uses in the vicinity.

