

<p>2. ZONING BY-LAW AMENDMENT – 27, 33 AND 35 SCISSONS ROAD</p> <p>MODIFICATION AU RÈGLEMENT DE ZONAGE – 27, 33 ET 35, CHEMIN SCISSONS</p>
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COMMITTEE RECOMMENDATION

That Council approve an amendment to Zoning By-law 2008-250 for 27, 33 and 35 Scissons Road to permit a subdivision of 15 lots for detached dwellings on a private street, as detailed in Document 2.

RECOMMANDATION DU COMITÉ

Que le Conseil approuve une modification au Règlement de zonage 2008-250 relativement aux 27, 33 et 35, chemin Scissons, afin de permettre un lotissement devant compter 15 maisons isolées sur une rue privée, comme le précise le document 2.

DOCUMENTATION / DOCUMENTATION

1. Acting Deputy City Manager's Report, Planning and Infrastructure, dated 16 June 2016 (ACS2016-PAI-PGM-0101).

Rapport du Directeur municipal adjoint par intérim, Urbanisme et infrastructure, daté le 16 juin 2016 (ACS2016-PAI-PGM-0101).

2. Extract of draft Minutes, Planning Committee, 28 June 2016

Extrait de l'ébauche du procès-verbal, Comité de l'urbanisme, le 28 juin 2016.

3. Summary of Written and Oral Submissions (to be issued separately with the final Council agenda)

Résumé des observations écrites et orales (to be issued separately with the final Council agenda)

**Report to
Rapport au:**

**Planning Committee / Comité de l'urbanisme
June 28, 2016 / 28 juin 2016**

**and Council / et au Conseil
July 13, 2016 / 13 juillet 2016**

**Submitted on June 16, 2016
Soumis le 16 juin 2016**

**Submitted by
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**Ward: KANATA SOUTH (23) /
KANATA-SUD (23)**

File Number: ACS2016-PAI-PGM-0101

SUBJECT: Zoning By-law Amendment – 27, 33 and 35 Scissons Road

**OBJET: Modification au Règlement de zonage – 27, 33 et 35, chemin
Scissons**

REPORT RECOMMENDATION

That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 27, 33 and 35 Scissons Road to permit a subdivision of 15 lots for detached dwellings on a private street, as detailed in Document 2.

RECOMMANDATION DU RAPPORT

Que le Comité de l'urbanisme recommande au Conseil d'approuver une modification au Règlement de zonage 2008-250 relativement aux 27, 33 et 35, chemin Scissons, afin de permettre un lotissement devant compter 15 maisons isolées sur une rue privée, comme le précise le document 2.

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

27, 33 and 35 Scissons Road

Owner

Pegasus Development Corporation

Description of site and surroundings

The site is located on the west side of Scissons Road, north of the Sawyer Way intersection at the easterly edge of the Bridlewood community. Scissons Road has a rural cross-section and terminates approximately 150 metres north of the site. Beyond that point, the Scissons Road allowance is a pedestrian pathway.

The site is made up of three privately-serviced residential lots which have frontage of 117 metres on Scissons Road and a combined lot area of 0.73 hectares. Two detached dwellings were demolished and the site is now vacant. The lands on the east side of Scissons Road are located within the Greenbelt. Lands to the south and west are fully urbanized and occupied by detached dwellings. The three lots immediately north of the

property front onto Pinto Court and lots farther north on Scissons Road are occupied by detached dwellings on large lots with private services.

The proponent submitted concurrent applications for a Plan of Subdivision, Zoning By-law amendment and Plan of Condominium. The subdivision proposes 15 lots for detached dwellings on a private street that will have two access points to Scissons Road. The associated subdivision application is anticipated to receive draft approval shortly.

Summary of requested Zoning By-law amendment proposal

The lands are currently zoned Development Reserve Zone (DR), a zone used to recognize lands intended for future urban development in areas designated General Urban Area. Permitted uses are restricted to those that will not preclude future development. The applicant is requesting to rezone the property to permit the residential subdivision comprised of 15 lots on a private street.

Although the applicant requested that the property be rezoned to Residential Third Density, Subzone Z (R3Z), staff recommend that the site be rezoned to Residential First Density, Subzone Z (R1Z)[xxxx] with certain site-specific exceptions. The R1 zone permits only detached dwellings only and more accurately reflects the proposed form of development. The site-specific exception specifies certain minimum yard setbacks, permits wider driveways and denotes that the private street is recognized as a public street for the purposes of the Zoning By-law.

DISCUSSION

Public consultation

Public consultation was carried out in accordance with the City's Public Notification and Consultation Policy for development applications. A statutory public meeting for the Plan of Subdivision was held in the community on October 26, 2015.

Since the initial submission, revisions have been made to the proposal to address public concerns including elimination of one unit and retention of the hedgerow along the southerly property line.

Public comments are addressed in Document 3.

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

Official Plan designation

The application was reviewed and evaluated against the applicable policies of the Official Plan as amended by Official Plan Amendment (OPA) 150; however, the application does not rely specifically on any of the amendments introduced in OPA 150.

The Official Plan, as amended by OPA 150, designates the property as General Urban Area, which permits the development of a full range of housing types to meet the needs of all ages, incomes and life circumstances in combination with conveniently located employment, retail, service, leisure and institutional uses. The proposed Zoning By-law amendment is consistent with the goals, objectives and policies of the General Urban Area designation.

Section 2.5.1 of the Official Plan outlines the City's direction with respect to growth, how best to build liveable communities and how to introduce new development into existing areas such that they are compatible. Section 4.11 speaks to complementing the existing pattern and scale of development, the planned function of the area and to the form of intensification proposed.

The Official Plan policies state that future development is to be compact and efficient from a servicing point of view and supports opportunities for intensification on underutilized parcels, such as the subject property, where development can be accomplished in a complementary manner. More compact urban development promotes sustainability by reducing travel distances, making transit service more desirable, reducing overall land consumption, and maximizing the use of existing infrastructure.

The proposed development has been designed to respect the existing character of the neighbourhood by proposing lots for detached homes, which are similar to the existing area, while providing development of an urban density.

The proposed Zoning By-law amendment conforms to the relevant policies of Section 4.11 in the Official Plan addressing compatibility. Considerations, such as traffic, parking, building design, massing and scale of the proposed dwellings, landscaping and outdoor amenity area have all been satisfactorily addressed through the proposed Zoning By-law amendment and Plan of Subdivision. The proposed development satisfies all relevant policies of the Official Plan.

Urban Design Review Panel

The property is not within a Design Priority Area and is therefore not subject to the Urban Design Review Panel process.

Planning Rationale

The proposed Zoning By-law amendment responds to the policies for the General Urban Area by allowing for infill on the edge of an established neighbourhood with sufficient infrastructure and servicing. The site is located along the periphery of a developed neighbourhood, has full access to urban services such as sewers and water and is within walking distance to transit routes.

The General Urban Area designation supports a variety of ground-oriented housing forms such as triplex and low-rise stacked units as a variety of appropriate housing forms single and semi-detached dwellings as well as in established low-rise residential communities. The proposed residential development of detached dwellings is of a smaller scale to ensure there are no adverse impacts on adjacent properties.

The Official Plan provides guidance on how to appropriately incorporate infill development into existing built-up areas. The proposed development is designed to be compatible with the existing Bridlewood neighbourhood, which includes a mix of detached dwellings and townhouses. The proposed R1Z[xxxx] zone permits detached dwellings only on a private street, specifies minimum setbacks to ensure adequate spacing from adjacent properties and permits a form of development that is compatible with the surrounding area.

New developments are to respect the privacy of outdoor amenity areas on adjacent lots. The proposed development provides adequate separation from the lot lines of abutting lots by siting the proposed detached dwellings close to the internal private laneway. Although a minimum rear yard setback of 7.5 metres would be required, the concept plan submitted in support of the rezoning application indicates a greater setback for most units, ranging from 8 to 12 metres. A side yard setback of 2 metres is proposed for the unit closest to the side yard of an existing abutting lot, and this configuration is comparable to existing developments in the neighbourhood. The existing hedgerow located along the southerly property line will be retained at the request of adjacent residents to provide buffering from the new development. Privacy of adjacent

neighbours along the north and west lot lines is ensured by the existing 1.8-metre wood screen fence that was constructed in association with the Urbandale subdivision.

The proposed development provides adequate parking so that spillover parking will not be an issue. The site-specific exception requires that the minimum setback from a garage to the private street is 5.0 metres, which provides sufficient space for additional parking in the driveway. While the Zoning By-law requires one parking space per unit, the proposed development exceeds these requirements, with all proposed dwellings including double-car garages and two additional parking spaces in the driveway. As a few of the proposed lots are slightly more than 9 metres wide, an exception in the proposed zoning permits more than 50 per cent of the front yard to be occupied by a driveway.

Based on the number of units proposed, this proposed development did not necessitate a Transportation Impact Study as per the City's guidelines. There is no significant impact on traffic as a result of this development and no road modifications are required. Although Stonehaven Drive may currently experience occasional congestion at peak times, the capacity of the street and nearby intersections are sufficient to safely accommodate the additional traffic into the local road network. Any existing congestion is unrelated to this development application and will not be exacerbated by the proposal. The configuration and alignment of the proposed site access is considered to be safe and appropriate.

Provincial Policy Statement

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

RURAL IMPLICATIONS

There are no rural implications associated with this report.

COMMENTS BY THE WARD COUNCILLOR

Councillor Hubley is aware of the application and the staff recommendation.

LEGAL IMPLICATIONS

There are no legal impediments to adopting the recommendations outlined in this report.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with the report.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this reports.

ACCESSIBILITY IMPACTS

Design considerations with respect to accessibility are generally addressed through the Plan of Subdivision or Site Plan Control approval review process and are not a key consideration related to a Zoning By-law amendment.

ENVIRONMENTAL IMPLICATIONS

The lands on the east side of Scissions Road are located within the National Capital Commission Greenbelt and form part of the Stoney Swamp Conservation Area. The lands are designated Natural Environment Area in the Official Plan. An Environmental Impact Statement was undertaken in support of the subdivision and rezoning applications to evaluate the impact of the proposed development on the natural feature and its ecological functions. It was determined that the proposed development will have no impact on the nearby Stoney Swamp Conservation Area.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

ES1 – Support an environmentally sustainable Ottawa.

EP2 – Support growth of local economy.

HC3 – Create new and affordable housing.

APPLICATION PROCESS TIMELINE STATUS

The application was not processed by the On Time Decision Date established for the processing of Zoning By-law amendments. The application was on hold for several months while the applicant resolved engineering issues related to the draft plan of subdivision.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Details of Recommended Zoning

Document 3 Consultation Details

Document 4 Concept Plan

Document 5 Overview Data Sheet

CONCLUSION

The proposed development balances the need for intensification and infill as supported in the Official Plan with compatibility considerations. In consideration of the applicable Official Plan policies, the Zoning By-law amendment is recommended for approval.

DISPOSITION

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

Planning and Growth Management department to prepare the implementing by-law, forward to Legal Services and undertake the statutory notification.

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

Document 1 – Location Map

For an interactive Zoning map of Ottawa visit geoOttawa

The map shows the property being rezoned. The property is located on the west side of Scissons Road, north of Sawyer Way.



Document 2 – Details of Recommended Zoning

The proposed change to the Zoning By-law 2008-250 for 27, 33 and 35 Scissons Road:

1. Rezone the lands shown in Document 1 from DR to R1Z[xxxx];
2. Add a new exception [xxxx] to Section 239 of By-law 2008-250 with provisions similar in effect to the following:
 - Despite Section 59, a residential use building is considered to have frontage where the land on which it is located abuts a private way that serves as a driveway leading to a public street;
 - The property line that abuts the private way is considered to be the front lot line, and when more than one property line abuts a private way, the shortest property line is considered to be the front lot line, and the other is considered a side lot line that abuts a street;
 - Minimum setback for garage 5.0 metres;
 - Minimum rear yard 7.5 metres;
 - For the purposes of Part 4, the private way is considered a public street; and
 - Section 107(3)(b)(ii) does not apply.

Document 3 – Consultation Details

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by Council for Zoning By-law amendments. A required statutory meeting in relation to the Plan of Subdivision application (D07-16-13-0021) was held in the community on October 26, 2015 and attended by 25 residents. Written comments were provided by 35 members of the public, with the concerns summarized as follows:

Traffic

Traffic on Stonehaven Drive is very heavy in the morning, with a high volume of cars east-bound towards Old Richmond Road. The speed and volume of the traffic make it difficult to turn left from Sawyer Way onto Stonehaven Drive. Adding 15 new houses will make the situation worse. Traffic lights or four-way stop signs should be installed at Sawyer Way/Stonehaven Drive.

Due to morning heavy traffic it is difficult for pedestrians to cross Stonehaven Drive at Sawyer Way to access the bus stop on the south side of the street. More residents using the Sawyer Way intersection will increase the danger.

Response:

The City's approved Transportation Impact Assessment (TIA) Guidelines require a traffic study to support development applications when the number of proposed units exceeds 75 units or 75 two-way trips during the peak hour. The development application originally proposed 16 detached homes, which is well below the minimum number requiring a traffic study. Using the Institute of Transportation Engineers Trip Generation Manual, a development of this size is expected to generate 12 AM trips (three inbound and nine outbound) and 15 PM trips (10 inbound and five outbound). Therefore, the resulting impact on the network by this proposed development will be minimal and can be safely accommodated into the existing road network.

The City uses a warrant system (minimum criteria) to evaluate the requirement for a traffic signal/roundabout at a specific location. The warrants consider collision history as well as both the volumes of "main street" and "cross street" vehicles and/or pedestrians and the respective abilities of the users of the intersection to execute their desired movements. This warrant method is used throughout Ontario and was developed by the Ontario Ministry of Transportation.

Records indicate that the three-way intersection of Sawyer Way/Summitview Drive/Stonehaven Drive was reviewed in 2015 for the possibility of installing traffic control signals or a roundabout. In order for staff to be able to recommend that a traffic control signal or roundabout be installed at a particular location, 100 per cent of the warrants must be met. Through the 2015 review it was determined that the signal warrants were only 47 per cent met and thus, staff did not recommend this intersection for signalization/roundabout.

Compatibility

The houses surrounding this development are on lots 15 metres wide or larger. The new houses are on smaller lots and may negatively impact the property values of the surrounding houses.

The high density housing style is incompatible with our neighborhood.

Response:

The proposed development is a low density development comprised of detached dwellings on a private street, located at the periphery of the neighbourhood. The proposed dwellings are low profile, on lots ranging in width from 9 metres to 15 metres, provide sufficient parking and fit well within the neighbourhood. The proposed development will maintain the low-rise character of the neighbourhood with detached dwellings on slightly smaller lots that are compatible with the surrounding area.

Tree Retention

The existing hedgerow along the southerly property line should be retained. Retention of the trees would provide screening for residents whose rear yards back onto the proposed development.

Response:

In response to public comments, the proposed development was revised to reduce the number of lots from 16 to 15, which allowed space for retention of the hedgerow and the relocation of a retaining wall to protect the trees' critical root zone. The tree retention block will be a common element, owned and maintained by the future condominium corporation.

Nuisance

Construction will create noise, dust and vibration as well as increased traffic. An alternate entry to the site for construction vehicles should be provided to prevent our quiet street from becoming a busy through-way.

Response:

There is only one road providing access to the site, so an alternate access is not possible. Construction activities are regulated by by-laws restricting hours of work, requirements for dust control and permitted noise levels. All construction activities must fall within the allowable guidelines in place.

Sidewalks

There are no sidewalks on the street, so there will be a safety issue for children walking to school.

Response:

Sidewalks are typically not provided on local streets because traffic volumes and speed are low.

Community Association Comments

The Bridlewood Community Association (BCA) has reviewed the Plan of Subdivision and has the following comments:

Comment:

There is concern about snow removal and snow storage on the private road.

Response:

Snow removal on private streets is the responsibility of the condominium corporation. Adequate space for snow storage is provided on each lot.

Comment:

Is the private street wide enough to allow emergency vehicles' access? Will parking be allowed?

Response:

The proposed width of the private street is 6.5 metres, which is greater than the minimum width of 6 metres required by the by-law for private streets. The proposed street width satisfies the requirements of Emergency Services. A condominium agreement will be required to address the owners' joint responsibility for maintenance of the private street and associated services. No on-street parking will be permitted.

Comment:

Residents whose homes back onto the proposed subdivision have concerns about grading and flooding.

Response:

Plan of Subdivision applications require the submission of a stormwater management report and detailed engineering and grading plans. Staff have reviewed the required plans and studies and have confirmed that municipal water and sewer have adequate capacity to handle the proposed development.

Comment:

Traffic has been raised as a potential concern. Are there any plans to address the issue of vehicles turning left from Sawyer Way onto Stonehaven Drive?

Response:

See detailed response under "Traffic" above.

Comment:

Accessibility to transit is becoming an issue for residents in neighborhoods near the planned subdivision. What are the plans for additional bus stops?

Response:

There is no plan to add any additional bus stops as a result of this development. Transit Services undertakes independent reviews of their service when required, and could be requested to do so by the community. No concerns were expressed by OC Transpo.

Document 4 – Concept Plan

