

<p>6. ZONING BY-LAW AMENDMENT – 3490 INNES ROAD</p> <p>MODIFICATION AU RÈGLEMENT DE ZONAGE – 3490, CHEMIN INNES</p>

COMMITTEE RECOMMENDATIONS

That Council approve:

1. amendments to Zoning By-law No. 2008-250 for 3490 Innes Road to permit a residential subdivision consisting of 326 single detached dwellings, 131 townhouse units, parks and open space blocks, and land reserved for future development, as detailed in Document 2;
2. that the implementing Zoning By-law not proceed to City Council until such time that the companion application for Plan of Subdivision approval (File No. D07-16-16-0022) receives draft approval and all opportunities for appeal have been exhausted.

RECOMMANDATION DU COMITÉ

Que le Conseil approuve :

1. des modifications au Règlement de zonage 2008-250 visant le 3490, chemin Innes afin de permettre la présence d'un lotissement résidentiel constitué de 326 habitations isolées, 131 unités d'habitation en rangée, d'îlots de parcs et d'espaces ouverts et de terrains réservés à un aménagement futur, comme l'expose en détail le document 2 ;
2. que le règlement de mise en œuvre ne soit soumis au Conseil que lorsque la demande connexe de plan de lotissement (dossier n° D07-16-16-0022) aura été approuvée provisoirement et que toutes les possibilités d'appel auront été épuisées.

DOCUMENTATION/DOCUMENTATION

1. Director's report, Planning Services, Planning, Infrastructure and Economic Development Department dated 11 September 2017 (ACS2017-PIE-PS-0046)

Rapport de la Directrice, Services de la planification, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 11 septembre 2017 (ACS2017-PIE-PS-0046)

2. Extract of draft Minutes, Planning Committee, 26 September 2017

Extrait de l'ébauche du procès-verbal, Comité de l'urbanisme, le 26 Septembre 2017

3. Summary of Written and Oral Submissions to be issued separately with the Council agenda for its meeting of 25 October 2017, as part of the Summary of Oral and Written Public Submissions for Items Subject to Bill 73 'Explanation Requirements'

Résumé des observations écrites et orales à distribuer séparément avec l'ordre du jour de la réunion du 25 octobre 2017 du Conseil, comme faisant partie du Résumé des observations orales et écrites du public sur les questions assujetties aux « exigences d'explication » aux termes de la Loi 73.

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme
26 September 2017 / 26 septembre 2017**

**and Council / et au Conseil
October 11, 2017 / 11 octobre 2017**

**Submitted on September 11, 2017
Soumis le 11 septembre 2017**

Submitted by

Soumis par:

Lee Ann Snedden,

Director / Directrice,

Planning Services / Service de la planification

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

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Ward: INNES (2)

File Number: ACS 2017-PIE-PS-0046

SUBJECT: Zoning By-law Amendment – 3490 Innes Road

OBJET: Modification au Règlement de zonage – 3490, chemin Innes

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council approve amendments to Zoning By-law No. 2008-250 for 3490 Innes Road to permit a residential subdivision consisting of 326 single detached dwellings, 131 townhouse**

units, parks and open space blocks, and land reserved for future development, as detailed in Document 2.

2. That the implementing Zoning By-law not proceed to City Council until such time that the companion application for Plan of Subdivision approval (File No. D07-16-16-0022) receives draft approval and all opportunities for appeal have been exhausted.
3. 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 October 11, 2017 at which the item is considered," 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 des modifications au Règlement de zonage 2008-250 visant le 3490, chemin Innes afin de permettre la présence d'un lotissement résidentiel constitué de 326 habitations isolées, 131 unités d'habitation en rangée, d'îlots de parcs et d'espaces ouverts et de terrains réservés à un aménagement futur, comme l'expose en détail le document 2.
2. Que le règlement de mise en œuvre ne soit soumis au Conseil que lorsque la demande connexe de plan de lotissement (dossier n° D07-16-16-0022) aura été approuvée provisoirement et que toutes les possibilités d'appel auront été épuisées.
3. Que le Comité de l'urbanisme donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et de l'avocat général et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux 'exigences d'explication' aux termes du projet de loi 73 », à la réunion du Conseil municipal prévue le 11 octobre 2017, à la condition que les

observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.

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

3490 Innes Road

Owner

Innes Road Development Corporation

Applicant

WND Associates Limited

Description of site and surroundings

The site is located south of Innes Road within the Orléans Community, as shown on Document 1. The site is approximately 31 hectares with 142 metres of frontage along Innes Road.

The current on-site uses are commercial, including the Innes Road Golfland, a school bus depot, and a small restaurant with the balance of the lands being used for agriculture. North of the site is Innes Road with existing commercial/office and residential uses. East of the site is the former BMR/Builders' Warehouse site. South of the site is a stormwater management facility, hydro corridor and the future Brian Coburn Boulevard. Directly west is the Chapel Hill South residential neighbourhood.

Summary of requested Zoning By-law amendment proposal

The Applicant is proposing to rezone the site from Light Industrial, Subzone 2, Height 14, -holding provision (IL2 H[14]-h) to Residential Third Density, Subzone YY, Exception 1909 (R3YY [1909]), Residential Third Density, Subzone YY, Exception xxxx (R3YY [xxxx]), Development Reserve (DR), and Parks and Open Space (O1), as detailed in Document 2.

These zones will permit the proposed subdivision on the site consisting of 326 single detached dwellings, 131 townhouse units, parks and open space blocks, and land reserved for future development, as shown on Document 4.

DISCUSSION

Public consultation

Notification and public consultation was undertaken in accordance with the Public Notification and Consultation Policy approved by City Council for Zoning By-law amendments. Eighteen comments were received as a result of the notification process.

All but one of the respondents simply requested to be kept informed of any future public meetings and decisions regarding this application. Of these respondents, seven provided comments relating more so to the concurrent Plan of Subdivision application than the Zoning By-law amendment application. One respondent specifically inquired about the proposed zoning of the site.

For a summary of public comments relating to this Zoning By-law amendment application, see Document 3 of this report.

Official Plan designations

According to Schedule B of the Official Plan, as amended by the recent adoption of OPA 191, the site is designated as General Urban Area and Arterial Mainstreet. The General Urban Area designation permits a broad scale of uses including low to high density residential, employment, retail, service, cultural, leisure, entertainment and institutional uses. The Arterial Mainstreet designation identifies a street as a significant opportunity in the City for intensification through more compact forms of development, a mix of uses and a pedestrian-friendly environment.

Other applicable policies and guidelines

The Building Better and Smarter Suburbs (BBSS) initiative promotes financially sustainable compact suburban development that is land and infrastructure efficient, contains a diversity of land uses, dwelling types, and public spaces, and that fosters a sense of community. This initiative encourages complete streets that provide safe and convenient conditions for active transportation and public transit, and access to a variety of amenities.

The Urban Design Guidelines for Arterial Mainstreets encourage development to be compatible with street character, provide a comfortable pedestrian environment and attractive streetscapes, establish a strong street edge with high-quality built form, accommodate a broad range of uses including retail, services, commercial, office, institutional and higher density residential, and enhance connections to public transit, roads and pedestrian pathways.

The objectives of the Urban Design Guidelines for Greenfield Neighbourhoods are to protect and integrate a site's inherent environmental, topographic, and cultural features, create a comfortable pedestrian and cycling environment with attractive streetscapes, ensure compatibility and links between different land uses within the neighbourhood and with adjacent neighbourhoods, encourage transit-oriented development, and establish a connected and accessible system of parks and greenspaces.

Implementing By-law to Council

It is the Department's position that ensuring the companion Plan of Subdivision is finalized and approved before the implementing Zoning By-law proceeds to Council, as detailed in Recommendation 2, represents good and responsible planning.

Urban Design Review Panel

The property was not subject to the Urban Design Review Panel.

Planning rationale

The R3YY zone permits a range of residential building forms from single-detached to townhouse dwellings, as well as ancillary uses to the principal residential use to allow residents to work at home. Exception 1909 permits, for single detached dwellings, a reduced lot area and minimum front yard and corner side yard setbacks. For townhouses, exception 1909 permits a reduced minimum lot area, lot width, front yard setback and corner side yard setback, as well as an increased maximum building height and minimum interior side yard setback. Exception xxxx increases the minimum lot width for townhouse, semi-detached, and back-to-back townhouse dwellings to 7.5 metres. The DR zone recognizes lands intended for future urban development and limits the range of permitted uses to those which will not preclude future development options. The O1 zone permits parks, open space and related and compatible uses.

Together, these zones permit a residential development with a mix of residential dwelling types, parks and open spaces. Further, the proposed DR zone is intended to

reserve land for future compact, mixed use development along Innes Road that is easily accessible from the proposed residential neighbourhood to the south.

The proposed Zoning By-law amendments are consistent with the Official Plan policies and the applicable Urban Design Guidelines, and are appropriate for the concurrent Plan of Subdivision proposed for the site. The department therefore recommends approval of this Zoning by-law amendment.

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 application.

COMMENTS BY THE WARD COUNCILLOR

Councillor Mitic is in support of the staff direction of the rezoning of the property at 3490 Innes Road as described in the report which includes zoning to accommodate single family dwellings, townhomes, parkland, open space and development reserve parcels.

In addition to rezoning the property, Councillor Mitic remains committed to ensuring the Plan of Subdivision reflects the desire of the community which includes adequate parkland, a tree buffer zone abutting Nature Trail Crescent, the inclusion of multi-use pathways both from Nature Trail and Pagé Road, and ensuring that the only vehicular access remains from the proposed subdivision to Innes Road and that no other vehicular access will be permitted onto Nature Trail Crescent or Pagé Road.

Councillor Mitic wishes to thank City Planners, Caivan Homes, and most importantly the residents for their input and recommendations which have helped achieve a desirable outcome for all parties.

LEGAL IMPLICATIONS

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

RISK MANAGEMENT IMPLICATIONS

There are no risk implications.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

There are no accessibility impacts associated with this report.

ENVIRONMENTAL IMPLICATIONS

The section of the Mud Creek Corridor that runs along the southern edge of the site will be retained and protected within the O1 zone, as shown on Document 1.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

HC3 – Create new and affordable housing options

ES1 – Support an environmentally sustainable Ottawa

APPLICATION PROCESS TIMELINE STATUS

This application was processed by the "On Time Decision Date" established for the processing of Zoning By-law amendment applications.

SUPPORTING DOCUMENTATION

Document 1 Location Map and Key Zoning Plan

Document 2 Details of Recommended Zoning

Document 3 Consultation Details

Document 4 Subdivision Plan

CONCLUSION

The Planning, Infrastructure and Economic Development Department recommends the approval of the proposed Zoning By-law amendments as they conform to the Official Plan policies and are appropriate for the intended development of the site.

DISPOSITION

Legislative Services, Office of the City Clerk and Solicitor to notify the owner; applicant; Ottawa Scene Canada Signs, 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.

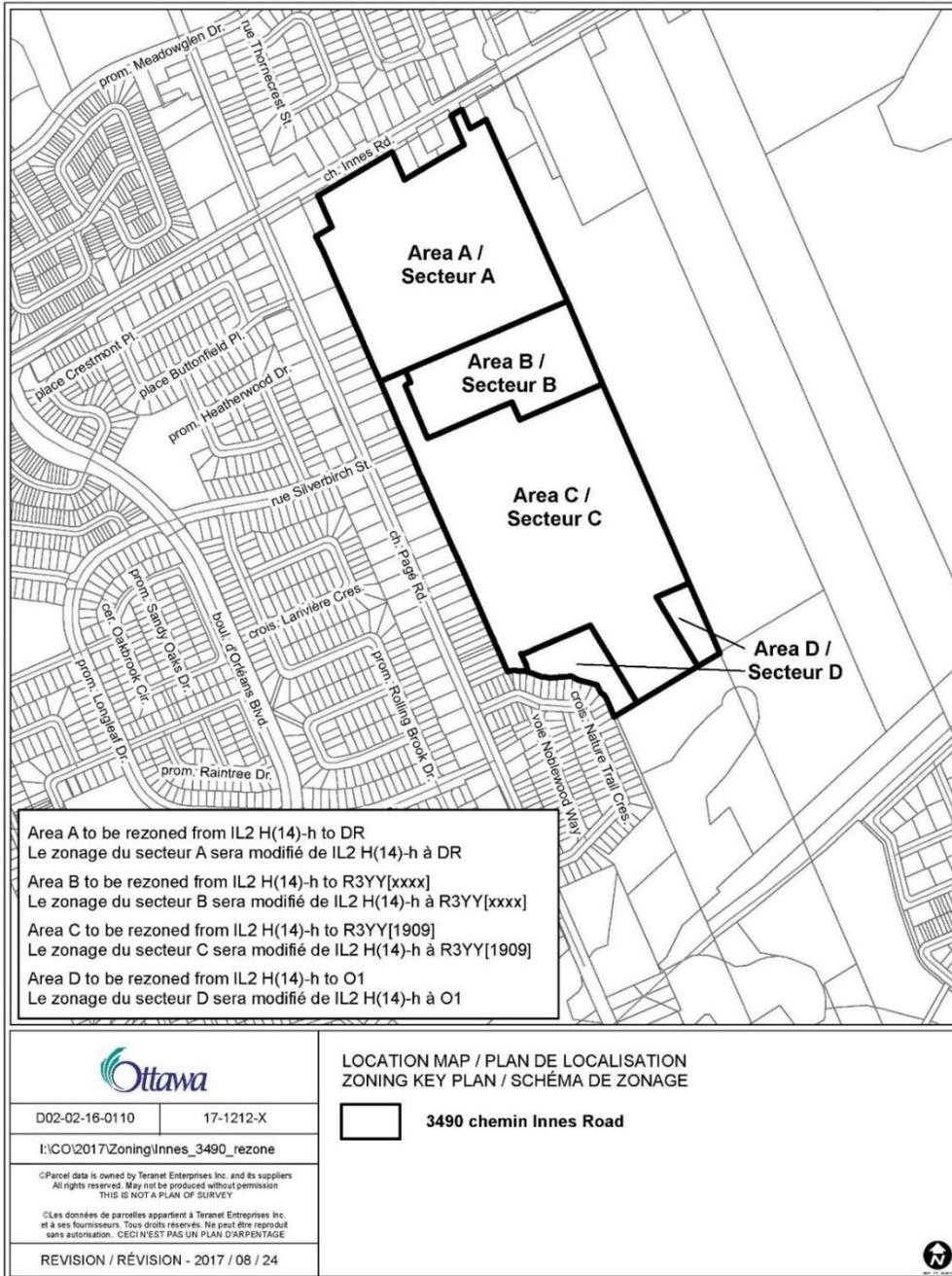
Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

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.



Document 2 – Details of Recommended Zoning

The proposed changes to the City of Ottawa Zoning By-law No. 2008-250 for 3490 Innes Road are as follows:

1. Rezone the lands shown in Document 1 as follows:
 - a. Area A from IL2 H(14)-h to DR
 - b. Area B from IL2 H(14)-h to R3YY[xxxx]
 - c. Area C from IL2 H(14)-h to R3YY[1909]
 - d. Area D from IL2 H(14)-h to O1
2. Amend Section 239, Urban Exceptions, by adding a new exception, xxxx, with provisions similar in effect to the following;
 - a. In Column II, add the text, “R3YY[xxxx]”
 - b. In Column V, add the following provisions:
 - i. A maximum of 60 per cent of the area of the front yard, or the required minimum width of one parking space, whichever is the greater, may be used for a driveway, and the remainder of the yard, except for areas occupied by projections permitted under Section 65 and a walkway with a maximum width of 1.8 metres, must be landscaped with soft landscaping.
 - ii. Where an attached garage accesses a public street by means of a driveway that crosses a sidewalk, the attached garage must be setback at least 6 metres from the nearest edge of the sidewalk.
 - iii. Despite Table 65, Rows 1, 2 and 3, a chimney, chimney box, fireplace box, eaves, eave-troughs, gutters and ornamental elements such as sills, belts, cornices, parapets and pilasters may project 1 metre into a required interior side yard but no closer than 0.2 metres to the lot line.
 - iv. Despite Table 65, Row 6(b), balconies and porches may project to within 0 metres of a corner lot line.
 - v. Despite Table 65 Row 6(b), the steps of a porch may project 2.5 metres into a required yard, but may be no closer than 0.5 metres from

a lot line other than a corner side lot line, from which they can be as close as 0 metres.

- vi. Despite Table 65, Row6(a), any portion of a deck with a walking surface higher than 0.3 metres but no higher than 0.6 metres above adjacent grade may project to within 0.6 metres of a lot line, and any portion of a deck with a walking surface less than 0.31 metres may project to within 0.3 metres of a lot line.
- vii. Despite Table 65, Row 8, an air-conditioning condenser unit may project 1 metre, but no closer than 0.2 metres to a lot line, and may not be located in a front yard except in the case of a back-to-back multiple dwelling, but may be located in a corner side yard.
- viii. Despite Section 57(2), for townhouse dwellings, the corner sight triangle will be calculated using 57(1) and in the instance of any dwelling listed in (1) including multiples, the distance used to determine a corner sight triangle is 2.75 metres and not 6 metres.
- ix. In the case of a home based business operating within a townhouse or semi-detached dwelling, a parking space is only required if a non-resident employee works on-site.
- x. Section 136 does not apply.
- xi. zone requirements for detached dwellings:
 - i) minimum lot area: 220 square metres
 - (ii) minimum front yard setback 3 metres
 - (iii) minimum front yard setback for an attached garage: 3.5 metres
 - (iv) Minimum total interior side yard setback is 1.8 metres with a minimum of 0.6 metres on at least one side. Where there is a corner lot on which is located only one interior side yard, the minimum required interior side yard setback equals the minimum required for at least one yard.
 - (v) minimum corner side yard: 2.5 metres
 - (vi) maximum lot coverage: 55 per cent

xii. zone requirements for semi-detached and townhouse dwellings:

- minimum lot area: 137 square metres
- minimum lot width: 7.5 metres
- minimum front yard setback: 3.0 metres
- minimum interior side yard setback: 1.5 metres
- minimum corner side yard: 2.5 metres
- maximum building height: 14 metres
- maximum lot coverage: 65 per cent

xiii. zone requirements for back-to-back townhouse dwellings:

- minimum lot area: 81 square metres
- minimum lot width: 7.5 metres
- minimum front yard setback: 3.0 metres
- minimum rear yard setback: 0.0 metres
- minimum interior side yard setback: 1.5 metres
- minimum corner side yard: 2.5 metres
- maximum building height: 14 metres

Document 3 – Consultation Details

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments.

3490 Innes Road – Summary of Public Comments		
	Comments	Response
Future Mixed Use Blocks	Is it the City's and applicant's intention that no development will occur on the four "future development" blocks without further zoning, subdivision or Official Plan applications?	It is proposed to zone these blocks "Development Reserve" (DR) which recognizes lands intended for future urban development and limits the range of permitted uses to those which will not preclude future development options. These blocks will be rezoned in the future to permit mixed-use development.
	The proposed mixed residential use best suits the existing neighbourhood since families, singles and seniors can be accommodated. The inclusion of parkland in the plan is appreciated as well. Orléans is already well served with retail and commercial business along Innes Road and infill residential development closer to the City center is needed.	Comments acknowledged.

3490 Innes Road – Summary of Public Comments		
	Comments	Response
Traffic/Safety	The proposed zoning will generate more vehicle traffic along Innes Road and Nature Trail Crescent, Pagé Road and Navan Road than the current Light Industrial zone.	Every proposed site adds some traffic to the surrounding roadwork. This site is no exception. Innes Road is classified as an arterial road in the OP. The purpose of such a road is to carry through traffic. The revised plan shows that Nature Trail Crescent will be used for emergency services and pedestrians only until such a time that an alternative second access is established. With this scheme in place, no traffic will be added onto Nature Trail Crescent, Pagé Road, and Navan Road.
	Increased traffic on Nature Trail Crescent resulting from the proposed zoning could create a safety hazard for children who wait for the school bus there.	There will be no vehicular access to Nature Trail Crescent; there will only be an emergency vehicle access for an interim period until such time that other access points are constructed to the east.

3490 Innes Road – Summary of Public Comments		
	Comments	Response
	The traffic study fails to consider the additional traffic that will be generated along Innes Road from other developments occurring further east of the site. All current traffic and total projected traffic needs must be considered and not just the development that this rezoning would permit.	The majority of planned developments in the vicinity are located south of the proposed development along Innes Road. New roadway networks, such as Brian Coburn Boulevard and Fern Casey Road, are/will be in place to safely handle the additional traffic in the area. The development at 3817 to 3843 Innes Road will add a minor traffic volume of up to 40 vehicles per hour along Innes Road, which has been taken into account as a background traffic along Innes Road.
Environment	The development that the proposed rezoning permits has potential negative implications for the health of Mud Creek which runs behind Nature Trail Crescent, the wildlife that inhabit the area, and drainage from the site.	The Mud Creek Corridor will be buffered from the residential development by the proposed adjacent parkland.
Noise	The rezoning of the site will increase traffic and noise in what has been a quiet and peaceful area.	The Zoning By-law amendment supports the planned development of the lands consistent with Council's recent redesignation of the lands in the Official Plan to permit residential and mixed uses.

Document 4 – Subdivision Plan



INNES ROAD DEVELOPMENT
OVERALL LOT PLAN