

Subject: Zoning By-law Amendment – 353 Gerry Lalonde Drive

File Number: ACS2022-PIE-PS-0059

Report to Planning Committee on 26 May 2022

and Council 8 June 2022

**Submitted on May 9, 2022 by Lily Xu, Acting Director, Planning, Real Estate and
Economic Development**

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Ward: Cumberland (19)

Objet : Modification du Règlement de zonage – 353, prom. Gerry Lalonde

Dossier : ACS2022-PIE-PS-0059

Rapport au Comité de l'urbanisme

le 26 mai 2022

et au Conseil le 8 juin 2022

**Soumis le 9 mai 2022 par Lily Xu, Directrice par intérim, Direction générale de la
planification, des biens immobiliers et du développement économique**

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

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Quartier : Cumberland (19)

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 353 Gerry Lalonde Drive to permit a subdivision consisting of on-street townhouse and back-to-back townhouse units on public streets, as detailed in Document 2.**
- 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 Office of the City Clerk and submitted to Council in the report titled, “Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* ‘Explanation Requirements’ at the City Council Meeting of June 8, 2022,” 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 une modification au Règlement de zonage 2008-250 visant le 353, promenade Gerry Lalonde Drive, afin de permettre la création d’un lotissement composé d’habitations en rangée sur rue et d’habitations en rangée dos à dos donnant sur des rues publiques, comme l’expose en détail le document 2.
2. 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 soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux ‘exigences d’explication’ aux termes de la *Loi sur l’aménagement du territoire*, à la réunion du Conseil municipal prévue le 8 juin 2022 », sous réserve des observations reçues entre le moment de la publication du présent rapport et la date à laquelle le Conseil rendra sa décision..

BACKGROUND

Learn more about [link to Development Application process - Zoning Amendment](#)

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

Site location

353 Gerry Lalonde Drive

Owner

Minto Communities Inc.

Applicant

Carl Furney, Minto Communities Inc.

Description of site and surroundings

The subject property is located on the north side of Gerry Lalonde Drive, west of Tenth Line Road, in the Avalon Neighbourhood. To the north of the site is the Hydro One Transmission and future Cumberland Transitway corridors. Further to the north is a mix of commercial and employment uses fronting on Innes Roads. Directly east of the site is an approved development consisting of four buildings ranging from 5 to 6 storey and including 251 residential units and a small commercial component at the intersection of Tenth Line Road and Gerry Lalonde Drive. To the south and west of the site is a mix of townhouses and a City park approximately 100 metres southwest on Gerry Lalonde Drive. The entire site is within 600 metres of the future Tenth Line Rapid Transit Station and is one of the last vacant properties in the Avalon North Neighbourhood.

Summary of requested Zoning By-law amendment proposal

The site is zoned Development Reserve (DR). This zone is applied to lands that are intended for future urban development, which limits the range of permitted uses to those that will not preclude future development options. Properties with this zone can be rezoned to accommodate appropriate developments that are often the subject of an associated planning application, such as Draft Plan of Subdivision.

The applicant is requesting that the subject lands be rezoned to three separate R3YY exception zones to permit the construction of a mix of on-street townhouse units. The concept plan shows a total of 187 units: 88 on-street townhouses located over the western half and northern edge of the site; 80 back-to-back units over the eastern portion of the site; and 19 rear-lane townhouses facing Gerry Lalonde Drive, west of the Lerta Way intersection to the eastern property limit. This application was made in anticipation of the applicant making a Draft Plan of Subdivision application to create the blocks and public streets.

DISCUSSION

Public consultation

The application to rezone the property was circulated as per the City's notification and consultation policy. No public meeting was requested to be held in the community. Staff received comments from residents requesting the preservation of the tree stand at the

south-west corner of the site. Staff considered the retention of the trees; however, it was not possible due to the requirement to raise the grade over the entire site to provide for drainage and municipal services.

Official Plan designation(s)

The lands are designated General Urban Area on Schedule B of the existing Official Plan. The General Urban Area designation permits all types and densities of housing, as well as employment, retail, service, industrial, cultural, leisure, greenspace, entertainment, and institutional uses.

The site is located 120 metres west of Tenth Line Road and fronts onto Gerry Lalonde Drive. These streets are identified as Arterial and Collector respectfully on Schedule E – Urban Road Network.

The site is identified as a Hub in the New Official Plan, as the site is within 600 metres of a future Transit Station, located on the east side of Tenth Line Road. Tenth Line Road and Gerry Lalonde Drive are designated as Corridor – Minor and Collector in Schedule B8 - Suburban (East) Transect of the new Official Plan. Hub designations are centred on planned or existing transit stations. The planned function of a Hub is to concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity.

Current Official Plan

The General Urban Area designation permits many types and densities of housing, as well as employment, retail, and service use. Building height in the General Urban Area will continue to be predominantly low-rise. The City supports intensification in the General Urban Area where it will complement the existing pattern and scale of development and, where it contributes positively, to the overall functioning of the area.

New Official Plan

Hubs will generally permit residential uses and shall direct the highest density close to the transit station so that transit is accessible where densities are highest. Buildings located within 300 metre radius or 400 metres walking distance of an existing or planned transit station are to be mixed-use. The public realm shall be enhanced through urban design including building orientation, placement of entrances and the location of parking.

Other applicable policies and guidelines

Mer Bleue Community Design Plan (CDP)

Approved in May 2006, the lands are also subject to the Mer Bleue CDP, which designates the site Mixed-Use. The intent of the plan is to direct a wide range of office, institutional, and convenience retail uses to the area, with the objective of becoming a high-density employment-generating node. High-density residential uses are permitted and encouraged to be integrated with non-residential uses.

The Mixed-Use areas are planned at the future transit stations at Mer Bleue and Tenth Line Roads. These areas are intended to provide a vibrant and diversified location for jobs, high density residential and commercial uses that are oriented to the future transit infrastructure. A mix of residential and commercial uses is encouraged, to create a lively and pedestrian-friendly area.

Urban Design Review Panel

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

Planning rationale

The proposed Zoning By-law Amendment is consistent with the existing and new Official Plan policies. This site falls just outside of the 300-metre radius of the planned transit station, which may require sites to be zoned for mixed-uses in section 6.1.1.3(c) of the New Official Plan.

The property is designated Mixed-Use area within the Mer Bleue Community Design Plan. However, its location off the Arterial Road, surrounded by residential uses makes it difficult to integrate non-residential uses. The concept plan locates the high-density, back-to-back units on the east half of the property, closest to the future transit station and next to the approved mid-rise apartments to the east. On-street townhouses on the west half of the site are consistent with similar units to the west. The rear-lane townhouses fronting on Gerry Lalonde Drive provide an improved streetscape, free of driveways along the Collector Road. The concept plan proposes 187 units with an overall density of 64 units per net hectare (u/h), which is below the target of 80 u/h set out in the CDP. Looking at the broader context, the mid-rise development directly to the east surpasses the target density and, when combined with the subject site, both properties exceed the density and unit targets set out in the Mer Bleue CDP.

The subject property is also located within 400 metres of a commercial site (west side of Tenth Line Road to the south). This plaza has a range of restaurants, retail, and service uses. In addition, Innes Road is approximately 600 metres north of the site and has a wider range of businesses uses as well as some employment uses. Ouellette Park, which is 3.3 hectares is located within several hundred metres of the proposed development. The site meets many of the 15-minute Community criteria because of the area's local amenities and proximately to the future transit station.

The Zoning By-law Amendment is necessary as the property is now zoned Development Reserve Zone. This zoning amendment will facilitate a future subdivision application.

The proposed R3YY exception zones will be in keeping with the character of the surrounding developments by providing a range of housing types, including townhouse and back-to-back townhouse units. The exceptions offer some variation within the concept plan, but ensure setbacks, permitted projections and standards in keeping with the adjacent developments. The applicant requested this exception to facilitate the proposed units, which will be compatible with the urban design guidelines and consistent with the surrounding urban context.

The concept plan is consistent with the Urban Design Guidelines for Greenfield Neighbourhoods. Urban design elements will be reviewed in more detail as part of the subsequent Draft Plan of Subdivision, which is subject to a public consultation meeting. Approval of the subdivision is still necessary prior to construction commencing.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the 2020 Provincial Policy Statement.

RURAL IMPLICATIONS

There are no rural implications associated with the proposed Zoning By-law Amendment.

COMMENTS BY THE WARD COUNCILLOR

Councillor Kitts Is aware of this report to committee.

ADVISORY COMMITTEE(S) COMMENTS

The Accessibility Advisory Committee commented on the plan. These comments will be addressed through the Registration of the Draft Plan of Subdivision.

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 related to this zoning amendment application

ASSET MANAGEMENT IMPLICATIONS

It has been confirmed that there is sufficient capacity in the existing water, wastewater, and stormwater infrastructure systems to accommodate the proposed development. Assets acquired through development of these lands will add to City's inventory for operations and maintenance, as well as lifecycle renewal and replacement in the long term.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

The proposed Zoning By-law amendment will have no impact on the accessibility of the site. The conditions of approval for the future Draft Plan of Subdivision application will address personal accessibility.

ENVIRONMENTAL IMPLICATIONS

There are no significant environmental implications related to this zoning amendment application. The property is vacant with a small stand of trees in the southwest corner of the site. A Tree Conservation Report and Environmental Impact Statement was prepared and indicated that the vegetation has been regenerating since the property was actively farmed. The report observed that there was fungus and damage to the small stand of trees because of grading on the adjacent property. The report indicated that more grade raises in the range of 30 cm are required for this area, making the retention of the trees unfeasible. The site appears to contain no natural environment

features of note. There was a Phase 1 ESA submitted in support of the application. The conclusions indicated that there was no history of contamination on or adjacent to the site. No further investigation was required.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- Economic Growth and Diversification
- Thriving Communities
- Sustainable Infrastructure

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-21-0026) was processed by the "On Time Decision Date" established for the processing of Zoning By-law amendment applications.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Details of Recommended Zoning

Document 3 Concept Plan

CONCLUSION

The department is recommending approval of the Zoning By-law Amendment as it conforms to the policies of the Official Plan.

DISPOSITION

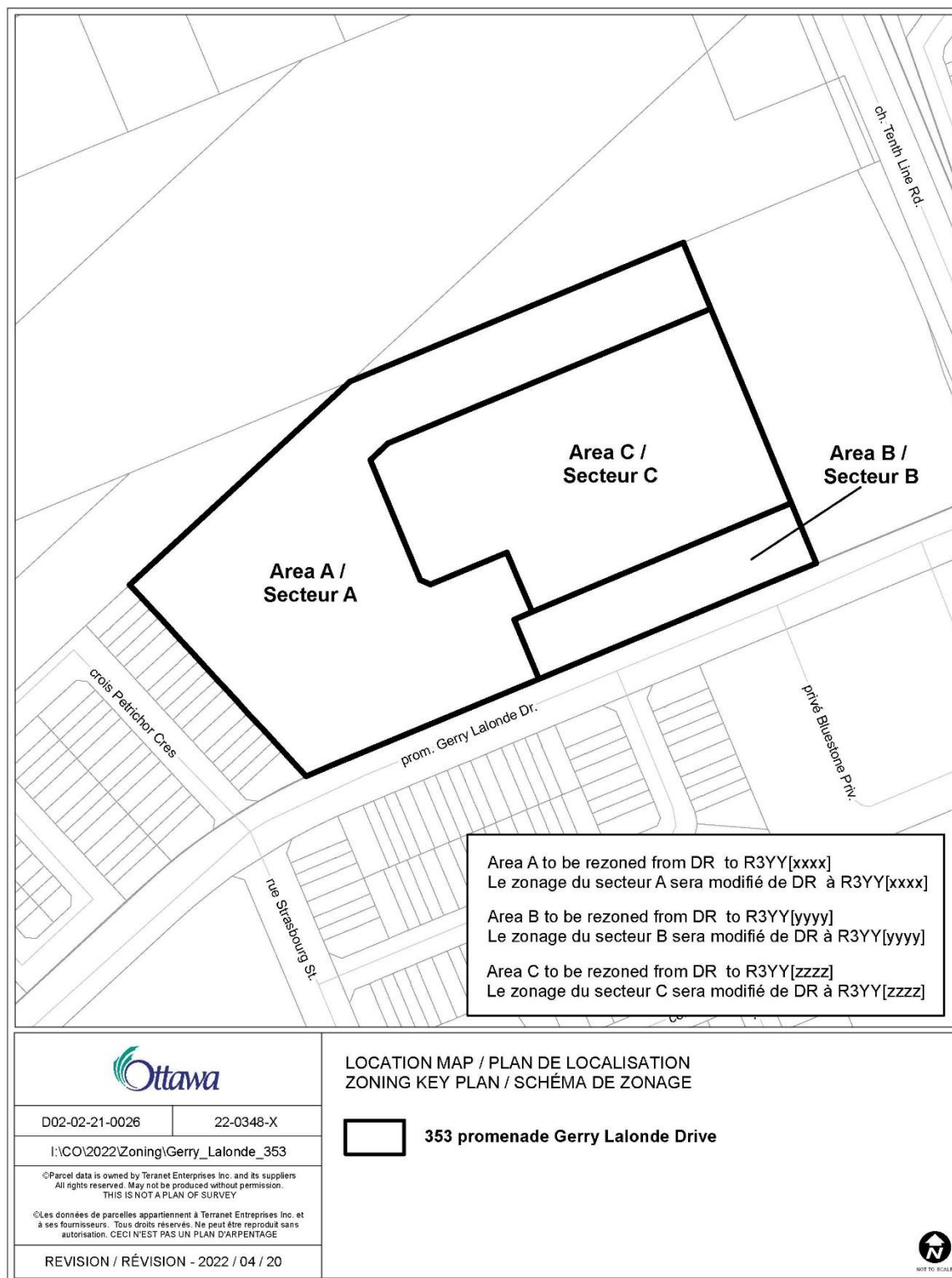
Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista O'Brien, Program Manager, Tax Billing & Control, Finance Services Department (Mail Code: 26-76) of City Council's decision.

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, Innovative Client Services Department to forward the implementing by-law to City Council.

Planning Operations Branch, Planning Services to undertake the statutory notification.

Document 1 – Location Map



Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for the property municipally known as 353 Gerry Lalonde Drive:

1. Rezone the lands as shown on Document 1.
2. Add a new exception (R3YY [XXXX]) to Section 239 – Urban Exceptions 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:
 - Minimum front yard setback: 3m
 - Minimum corner side yard setback: 2.5m
 - Minimum lot width for a semi-detached dwelling: 6m
 - An air conditioner condenser is permitted as a projection into the corner side yard.
3. Add a new exception (R3YY [YYYY]) to Section 239 – Urban Exceptions with provisions similar in effect to the following:
 - a. In Column II, add the text “R3YY [YYYY]”
 - b. In Column V, add the following provisions:
 - Minimum lot width: 5.5m
 - Minimum lot area: 120m²
 - Minimum front yard setback: 4.0m
 - Minimum corner side yard setback: 2.5m
 - Minimum rear yard setback: 5m
 - Where a lot contains a townhouse dwelling and a parking space is accessed from a driveway within the rear yard, a maximum of 72 per cent of the area of the rear yard, or the required minimum width of one parking space, whichever is the greater, may be used for a driveway.

- An air conditioner condenser is permitted as a projection into the corner side yard.
4. Add a new exception (R3YY [ZZZZ]) to Section 239 – Urban Exceptions with provisions similar in effect to the following:
- a. In Column II, add the text “R3YY [ZZZZ]”
 - b. In Column V, add the following provisions:
 - Minimum lot area: 70m²
 - Minimum front yard setback: 3m
 - Minimum corner side yard setback: 2.5m
 - Minimum rear yard setback: 0m
 - An air conditioner condenser is permitted as a projection into the front and corner side yard.

Document 3 – Concept Plan

