

4. Zoning By-law Amendment – 4725 and part of 4623 Spratt Road

Modification du Règlement de zonage – 4725, chemin Spratt et une partie du 4623, chemin Spratt

Committee recommendation

That Council approve an amendment to Zoning By-law 2008-250 for 4725 Spratt and part of 4623 Spratt Road to rezone the site from Development Reserve (DR) to Residential Third Density, Subzone Z (R3Z) to permit a new residential subdivision consisting of 265 townhouse dwelling units, as detailed in Document 2.

Recommandation du Comité

Que le Conseil approuve une modification du Règlement de zonage n° 2008-250, visant le 4725, chemin Spratt et une partie du 4623, chemin Spratt, afin de faire passer le zonage de Zone d'aménagement futur (DR) à Zone résidentielle de densité 3, sous-zone Z (R3Z), et de permettre l'aménagement d'un nouveau lotissement résidentiel composé de 265 habitations en rangée, comme le précise le document 2.

Documentation/Documentation

1. Report from the Director, Planning Services, Planning, Infrastructure and Economic Development Department, dated May 26, 2021 (ACS2021-PIE-PS-0072)

Rapport de la Directrice, Services de la planification, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 26 mai 2021 (ACS2021-PIE-PS-0072)

2. Extract of draft Minutes, Planning Committee, June 10, 2021

Extrait de l'ébauche du procès-verbal du Comité de l'urbanisme, le 10 juin 2021

Rapport au: Report to

**Planning Committee
Comité de l'urbanisme
10 June 2021 / 10 juin 2021**

**and Council
et au Conseil
23 June 2021 / 23 juin 2021**

**Submitted on 26 May 2021
Soumis le 26 mai 2021**

Submitted by

Soumis par:

Lee Ann Snedden,

Director / Directrice

Planning Services / Services de la planification

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

Contact Person / Personne ressource:

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**Ward: GLOUCESTER-SOUTH
NEPEAN (22) / GLOUCESTER-
NEPEAN SUD (22)**

File Number: ACS2021-PIE-PS-0072

SUBJECT: Zoning By-law Amendment – 4725 and part of 4623 Spratt Road

**OBJET: Modification du Règlement de zonage – 4725, chemin Spratt et une
partie du 4623, chemin Spratt**

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 4725 Spratt and part of 4623 Spratt Road to rezone the site from Development Reserve (DR) to Residential Third**

Density, Subzone Z (R3Z) to permit a new residential subdivision consisting of 265 townhouse dwelling units, 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 23, 2021 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 du Règlement de zonage n° 2008-250, visant le 4725, chemin Spratt et une partie du 4623, chemin Spratt, afin de faire passer le zonage de Zone d'aménagement futur (DR) à Zone résidentielle de densité 3, sous-zone Z (R3Z), et de permettre l'aménagement d'un nouveau lotissement résidentiel composé de 265 habitations en rangée, comme le précise 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 23 juin, 2021, 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

4725 and Part of 4623 Spratt Road

Owner

Claridge Homes

Applicant

Vincent Denomme

Architect

Claridge Homes

Description of site and surroundings

The subject lands are located on the east side of Spratt Road and south of Earl Armstrong Road. The property is south of the planned Bus Rapid Transit Corridor including the proposed BRT "South Spratt Station" just south of Cambie Road and the "Shoreline Station" that is just west of Ralph Hennessy Ave. Approximately 1.5 kilometres to the east is the planned Riverside South Community Core which is envisioned to provide mixed-use, commercial and institutional uses. Two detached dwellings front Spratt Road and will remain while the subdivision is built around them. The lands to the west of the subject site, across Spratt Road, and to the south are in various stages of development for low-rise communities.

Summary of requested Zoning By-law Amendment proposal

The lands are currently zoned Development Reserve (DR). The Development Reserve Zone limits permitted uses until a comprehensive plan is prepared so as to not preclude future development options.

The proposal is to re-zone the subject lands to Residential Third Density, Subzone Z (R3Z). This R3 zone permits a mix of residential building forms, ranging from detached to townhouse dwellings as well as home-based businesses. The current proposal is for 265, two-storey townhouse dwellings, with individual driveways and garages, fronting on public streets.

DISCUSSION

Public consultation

The mandatory public consultation meeting for the draft plan of subdivision was held on November 7, 2019. Three comments from the public were received.

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

Official Plan designation

The site is within the General Urban Area designation in Schedule B of the Official Plan, which permits a wide range of residential forms and commercial uses. Spratt Road, which provides vehicular access along the western boundary is designated as a major collector on Schedule E of the Official Plan. According to Schedule D of the Official Plan, Spratt Road is a planned BRT corridor with two future BRT Stations to the north and east of the subject lands.

Other applicable policies and guidelines

The site is located within the Riverside South Community Design Plan. The subject lands are primarily within the Medium Density area, with a small portion located in the Low Density area. Townhouses are permitted in both areas. Medium density areas have an average net density target of 38 units per hectare, while Low Density areas have an average net density target of 29 units per hectare. The subject site has proposed a density of 38.5 to 43.5 units/net hectare which is suitable for the site. The Community Design Plan contains guidelines for developments. Applicable guidelines include; providing sidewalks on both sides of collector roads, buildings with entries visible from the street garages recessed from the front of the porch and/or flush with the front wall of the dwellings and functional porches.

Planning rationale

The proposal aligns with applicable Official Plan policies for General Urban Area which permits a full range of housing types and higher densities near Rapid-Transit Corridors. The two-storey height proposed is appropriate for the context and is in accordance with the General Urban Area's policy 3.6.1 3 with regards to built form.

The Riverside South Community Design Plan (CDP) designates this area as "medium density" and "low density". The requested R3 zone is appropriate for the proposed townhouses. The development meets the target average density of 38 units per net

hectare and meets appropriate design guidelines as mentioned above. The review of the associated plan of subdivision concludes that the servicing, transportation, land use and design of the development are appropriate, and the subdivision has received draft approval.

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 this report.

COMMENTS BY THE WARD COUNCILLOR

"Councillor Meehan would like to see, where possible, front yards large enough to accommodate a tree to improve the greenspace along roadways. Additionally, where applicable, Councillor Meehan would like to see the applicant ensure driveways are large enough to accommodate at least one vehicle and does not want to see driveways that are cut in half by sidewalks."

LEGAL IMPLICATIONS

There are no legal impediments to implementing the recommendations of this report.

RISK MANAGEMENT IMPLICATIONS

There are no risk implications.

ASSET MANAGEMENT IMPLICATIONS

There are no asset management implications associated with this report.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

Buildings within this subdivision will be required to meet all accessibility measures as outlined in the Ontario Building Code.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications associated with this report.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- Economic Growth and Diversification
- Thriving Communities

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-19-0091) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to the requirement to review and provide draft approval on the associated subdivision prior to the rezoning of the lands.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Details of Recommended Zoning

Document 3 Consultation Details

Document 4 Draft Plan of Subdivision

CONCLUSION

The proposal is supported by the Planning, Infrastructure and Economic Development Department as it is consistent with the Provincial Policy Statement, meets Official Plan Policies as well as those of the Riverside South Community Design Plan.

DISPOSITION

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 415 Legget Drive, Kanata, ON K2K 3R1; Krista O'Brien, Program Manager, Tax Billing and 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.

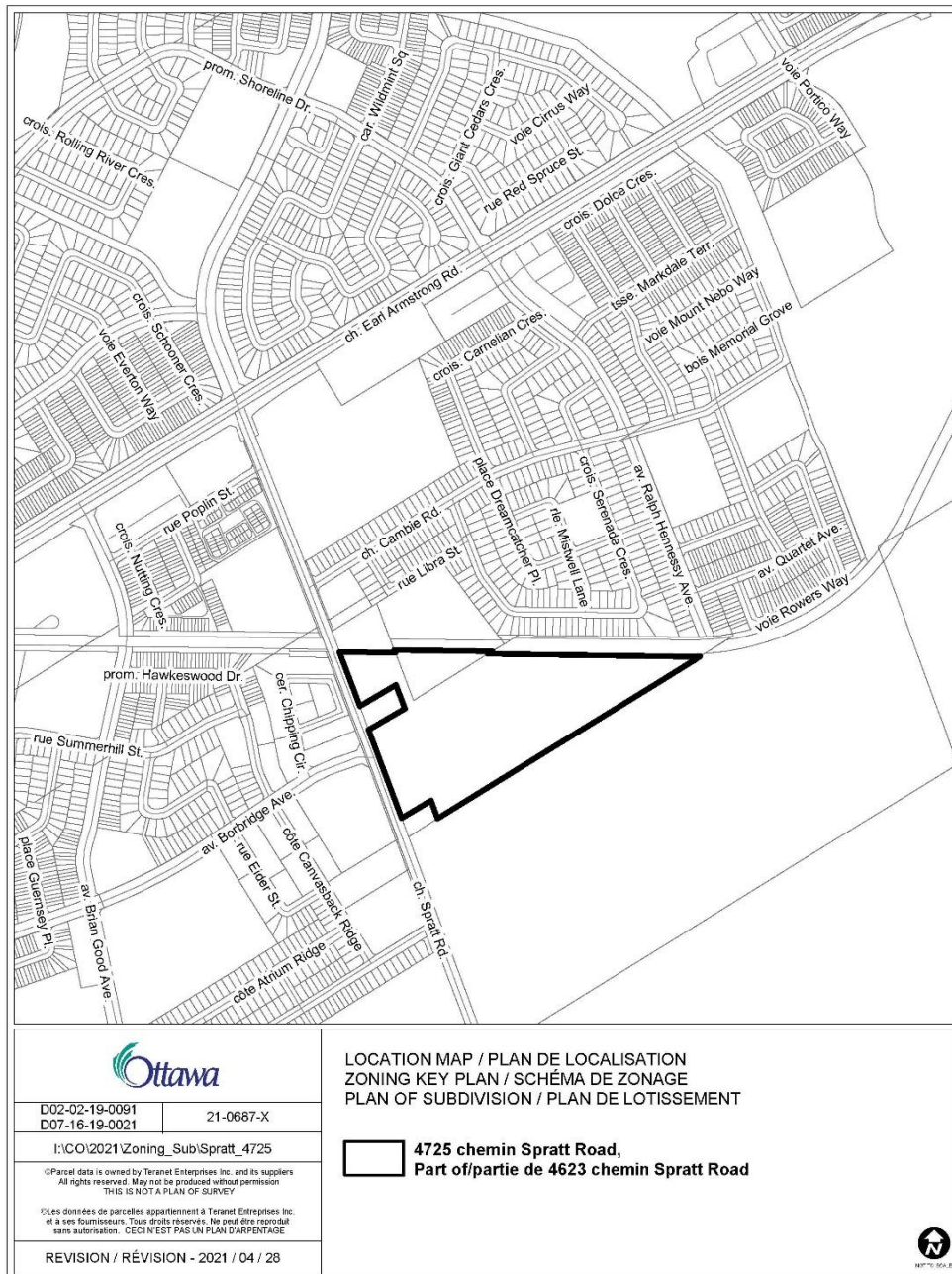
Legal Services, Innovative Client Services Department to forward the implementing by-law to City Council.

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

Document 1 – Location Map

For an interactive Zoning map of Ottawa visit geoOttawa.

The location map shows the area of the Zoning By-law amendment on the east side of Spratt Road, directly south of the proposed Bus Rapid Transit (BRT) Lane.



Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 4725 and part of 4623 Spratt Road:

1. Rezone the lands from DR to R3Z, as shown in Document 1.

Document 3 – Consultation Details

Notification and Consultation Process

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law Amendments. A mandatory public meeting was also held in the community to discuss the draft plan of subdivision.

Three residents provided comments on this application as per below:

1. Comment: Request for a fence to be installed around the existing properties that abut but are not part of the development.

Response: The developer will install fences around the existing properties.

2. Comment: Concern regarding traffic and lack of funding for the proposed Bus Rapid Transit Route.

Response: The area is being developed according to high-level City plans that include regard for various modes of transportation including transit and private vehicles. The developer is proceeding in accordance with the Transportation Impact Assessment. The City Transportation Project Manager did not have any concerns with the proposal.

Document 4 – Draft Plan of Subdivision

