

1. Zoning By-law Amendment – 3604 Innes Road (file address 3610 Innes Road)

Modification du Règlement de zonage – 3604, chemin Innes (adresse du dossier, 3610, chemin Innes)

Committee recommendation

That Council approve an amendment to Zoning By-law 2008-250 for 3604 Innes Road to permit a residential subdivision as detailed in Document 2.

Recommandation du Comité

Que le Conseil approuve la modification du Règlement de zonage (no 2008-250) visant le 3604, chemin Innes, afin que soit autorisé le lotissement résidentiel indiqué dans le document 2.

Documentation/Documentation

1. Report from the Director, Planning Services, Planning, Infrastructure and Economic Development Department, dated June 22, 2021 (ACS2021-PIE-PS-0087)

Rapport de la Directrice, Services de la planification, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 22 juin 2021 (ACS2021-PIE-PS-0087)

2. Extract of Minutes, Planning Committee, July 8, 2021

Extrait du procès-verbal du Comité de l'urbanisme, le 8 juillet 2021

3. Extract of draft Minutes, Planning Committee, August 26, 2021

Extrait de l'ébauche du procès-verbal du Comité de l'urbanisme, le 26 août 2021

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme
8 July 2021 / 8 juillet 2021**

**and Council
et au Conseil
21 July 2021 / 21 juillet 2021**

**Submitted on 22 June 2021
Soumis le 22 juin 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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demandes d'aménagement est**

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Ward: INNES (2)

File Number: ACS2021-PIE-PS-0087

**SUBJECT: Zoning By-law Amendment – 3604 Innes Road (file address 3610
Innes Road)**

**OBJET: Modification du Règlement de zonage – 3604, chemin Innes (adresse
du dossier, 3610, chemin Innes)**

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council approve an amendment to**

Zoning By-law 2008-250 for 3604 Innes Road to permit a residential subdivision 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 July 21, 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 la modification du Règlement de zonage (no 2008-250) visant le 3604, chemin Innes, afin que soit autorisé le lotissement résidentiel indiqué dans le document 2; et
2. Que le Comité de l'urbanisme approuve 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 21 juillet 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

3604 Innes Road

Owner

Glenview Homes (Innes) Ltd.

Applicant

Glenview Homes Ltd.

Description of site and surroundings

The Subject lands are approximately 15.7 hectares in size. Located on the south side of Innes Road, east of Pagé Road and north of Brian Coburn Boulevard. The property is irregular in shape with a 24-metre-wide strip of land extending north to the signalized intersection at Boyer Road and Innes Road between the existing Halo Car Wash and U-haul rental and storage centre. The property is generally level with no trees. Most of the subject lands are within the recently approved East Urban Community, Phase 3, Community Design Plan (EUC, Phase 3, CDP).

On the north side of Innes is a small retail plaza and residential homes. To the east and south of the site are future development lands owned by Richcraft Homes, to the south is a stormwater management facility and to the west, Caivan is constructing a residential subdivision consisting of single detached, townhouse units, park blocks and future development blocks.

Summary of requested Zoning By-law Amendment proposal

Previously, the subject lands were the location of the BNR home building centre and was zoned light industrial - IL2 H(14) to reflect that use. The applicant is applying to rezone the lands to R3YY exception zones for the residential portion of the site, O1 for the park block and Arterial Mainstreet zone for the blocks adjacent to the commercial properties fronting on Innes Road.

DISCUSSION

Public consultation

Two public meeting were held to discuss this proposed subdivision. One was held on January 27, 2020 at Sir Wilfred Laurier High School and one in the ward on January 28, 2020 at the Blackburn Community Hall. The local Councillor, her staff, City staff and the applicant and their consultants attended. Both meetings attracted around 10 to 15 individuals that had concerns about urban development in the Orleans area. Some individuals raised concerns about traffic congestion and road infrastructure

improvements needed in the area. Some people indicated that they had bought houses in the Caivan subdivision and were interested in what was being planned in the area and raised concerns about construction, when it would begin and truck routes.

City staff and the applicant's consultants addressed the comments. The traffic engineer presented the anticipated traffic that this subdivision would generate and commented on the local traffic conditions. The applicant outlined their construction schedule and indicated that all construction vehicles could use the proposed street to the Innes/Boyer intersection without traveling through established neighbourhood.

Official Plan designations

The subject lands are designated General Urban Area and the south side to Innes Road is also designated as an Arterial Mainstreet. according to schedule B of the Official Plan.

Lands designated General Urban Area are intended to be developed as complete communities, incorporating many forms of housing to provide for a wide range of choice for residents of different incomes and circumstances. Included in these areas are compatible employment, retail, service, leisure and institutional uses located conveniently within the communities. The proposed residential and open space uses are consistent with the general intent with the General Urban Area Policies.

The Arterial Mainstreet designation usually applies to the properties fronting the street up to a depth of 400 metre. But the designation may vary and extend over and include properties on abutting side streets that exist in the same corridor. Generally speaking, the Arterial Mainstreet corridor on the south side of Innes Road extends 300 to 400 metres south of the Road. Arterial Mainstreets offer opportunities for intensification through medium-density and mixed-use developments. An objection is to encourage higher concentration of mixed-uses to take advantage of transit and existing service.

Other applicable policies and guidelines

Most of the subject lands are within the EUC phase 3 CDP and the proposed subdivision has been designed to locate the parkland, low density and medium density residential to be consistent with the approved demonstration plan. The main collector street through the subject property is also consistent however the street pattern differs somewhat but, retains the offset grid pattern which is designed to have an effective operating speed of 30 km/h. The local streets are 18 metres wide to accommodate sidewalks, utilities and provide sufficient soil volumes for street trees. The collector

street has a 24-metre right-of-way and is designed to accommodate transit, a sidewalk and a three metre multi-use path while still allow street trees.

The majority of the planned subdivision is identified as the low density residential and has a 50/50 split between townhouses and single detached units. This meets the minimum density target set out by the CDP. The two-development block on the north end of the subdivision contain some of the CDP lands which are identified as medium density. Any future development of these blocks with further contribute to meeting the CDP's targeted density.

The CDP establishes guidelines for low and medium density residential building design. These guidelines will be implemented through the subdivision and include requiring: quality material and details on all building elevations facing a street; pairing driveways wherever possible; and create minor variation in building setbacks for example.

The EUC Phase 3 CDP incorporated many of the elements found in the "Building Better and Smarter Suburbs Strategic Direction and Action Plan" and the "Urban Design Guidelines for Greenfield Neighbourhoods". These documents provided direction and guiding principles for improving subdivision design to use land more effectively and reduce overall cost while maintaining the liveability of future subdivisions.

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 amendment is consistent with the Official Plan and reflects the intent of East Urban Community, Phase 3 Community Design Plan.

The existing Light industrial zone was in place to reflect the previous home building centre use. The zoning amendment will permit the residential development. The subdivision application has been Draft Plan Approval and is consistent with the surrounding urban context.

The proposed O1, AM and R3YY [XXXX] zones will be in keeping with the character of the surrounding developments. The requested exceptions for the R3YY zone will provide some variation within the subdivision, but still have similar setbacks, permitted projections and standards to the adjacent developments. The applicant requested this exception to facilitate their proposed units which will be compatible with the design

guidelines set out in the EUC, Phase 3, CDP.

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

The Ward Councillor is aware of the application related to this report.

LEGAL IMPLICATIONS

There are no legal implications associated with implementing the report recommendation.

RISK MANAGEMENT IMPLICATIONS

There are no risk implications

ASSET MANAGEMENT IMPLICATIONS

There are no asset management implications associated with the recommendations in this report.

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 draft approval for the subdivision will address personal accessibility.

ENVIRONMENTAL IMPLICATIONS

The proposed Zoning By-law amendment will have environmental implications. The conditions of Draft Plan of Subdivision have addressed environmental concerns.

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: D02-02-19-0124) 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 Draft Plan of Subdivision

CONCLUSION

The department is recommending approval of the Zoning By-law amendment as it conforms to the policies of the Official Plan and implements the East Urban Community, Phase 3, Community Design Plan.

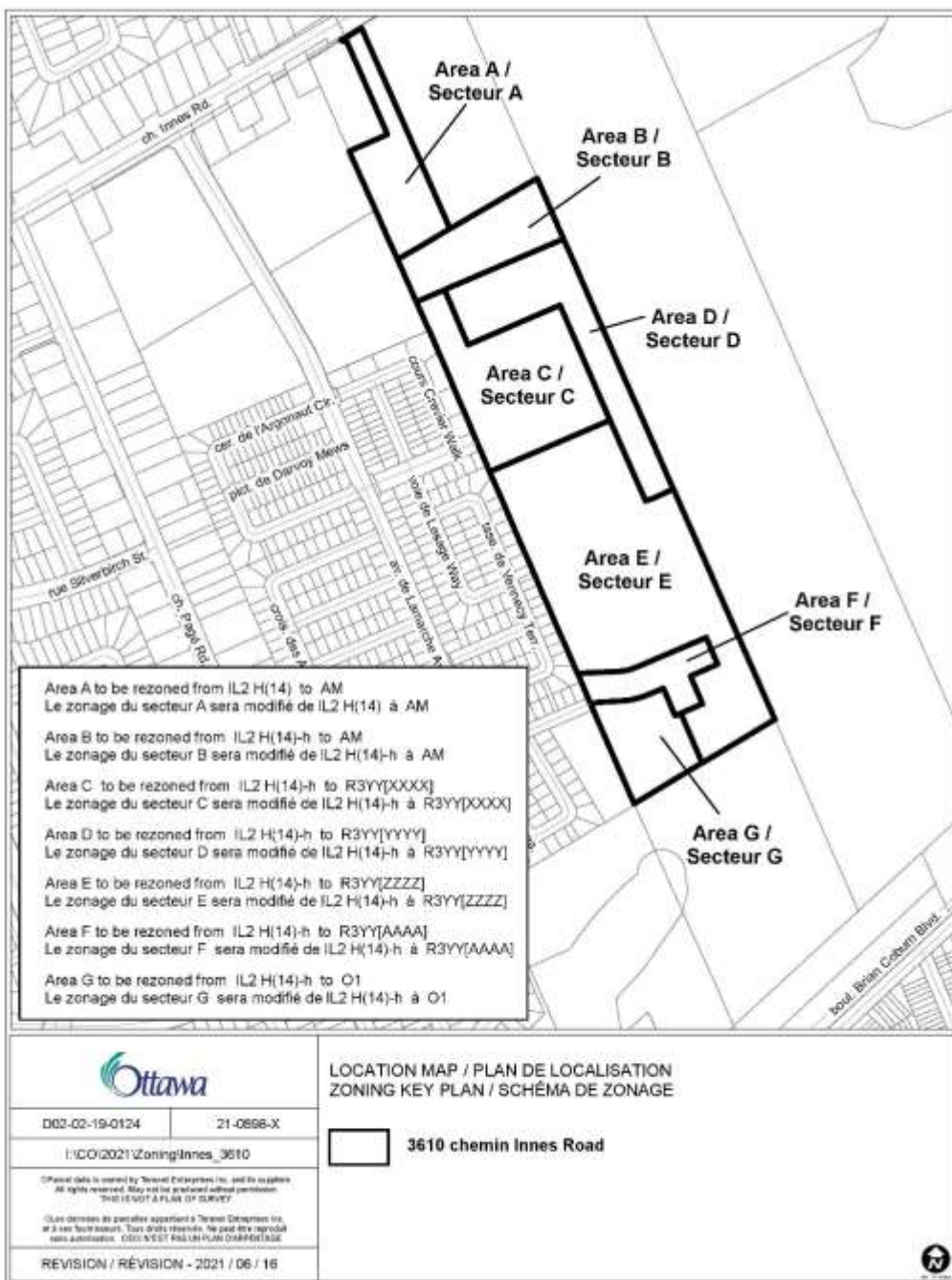
DISPOSITION

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 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 3604 Innes Road (file address 3610 Innes Road):

1. Rezone the lands shown on Document 1 as follows:
 - a) Area A from IL2 H(14) to AM
 - b) Area B from IL2 H(14)-h to AM
 - c) Area C from IL2 H(14)-h to R3YY [XXXX]
 - d) Area D from IL2 H(14)-h to R3YY [YYYY]
 - e) Area E from IL2 H(14)-h to R3YY [ZZZZ]
 - f) Area F from IL2 H(14)-h to R3YY [AAAA]
 - g) Area G from IL2 H(14)-h to O1
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:
 - a) Minimum front yard setback:
 - I. Adjacent to a multi-use path: 5.25 m
 - II. Adjacent to a sidewalk: 4.75 m
 - III. In all other cases: 4.75 m
 - b) Minimum corner yard setback:
 - I. Adjacent to a sidewalk: 4.25 m
 - II. In all other cases: 2.5m
 - c) Minimum interior side yard setback: 1.5 m
 - d) A maximum of 65 per cent of the area of the front yard may be used for a driveway.

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
 - a) Minimum front yard setback: 4.25 m
 - b) Minimum corner yard setback
 - I. Adjacent to a multi-use path: 5.25 m
 - II. Adjacent to a sidewalk: 4.75 m
 - III. In all other cases: 2.5m
 - c) Minimum interior side yard setback: 1.5 m
 - d) A maximum of 65 per cent of the area of the front yard may be used for a driveway.
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
 - a) Minimum front yard setback: 4.25 m
 - b) Minimum corner yard setback
 - I. Adjacent to a sidewalk: 4.75 m
 - II. In all other cases: 2.5m
 - c) Minimum interior side yard setback: 1.8 m, with one minimum yard, no less than 0.6 m wide. Where there is a corner lot on which is located only one interior side yard, the minimum required interior side yard setback is 1 m.
 - d) A maximum of 65 per cent of the area of the front yard may be used for a driveway.

5. Add a new exception (R3YY [AAAA]) to Section 239 – Urban Exceptions with provisions similar in effect to the following:
 - c. In Column II, add the text “(R3YY [AAAA])
 - d. In Column V, add the following provisions
 - a) Minimum front yard setback: 4.75 m
 - b) Minimum corner yard setback
 - I. Adjacent to sidewalk: 4.25m
 - II. In all other cases: 2.5m
 - c) Minimum interior side yard setback: 1.8 m, with one minimum yard, no less than 0.6 m wide. Where there is a corner lot on which is located only one interior side yard, the minimum required interior side yard setback is 1 m.
 - d) A maximum of 65 per cent of the area of the front yard may be used for a driveway.

Document 3 – Draft Plan of Subdivision

