

<p>6. Zoning By-law Amendment – 4623 Spratt Road</p> <p>Modification du règlement de zonage – 4623, chemin Spratt</p>

Committee recommendations

That Council approve an amendment to Zoning By-law 2008-250 for 4623 Spratt Road to rezone from Development Reserve to Residential Third Density, Urban Exception 2625, to permit low-rise residential development, as detailed in Document 2.

Recommandations du Comité

Que le Conseil approuve une modification au Règlement de zonage 2008-250 visant la propriété située au 4623, chemin Spratt, en vue de faire passer la désignation de Zone d'aménagement futur à Zone résidentielle de densité 3, exception urbaine 2625, et ainsi permettre un aménagement résidentiel, comme l'expose en détail le document 2.

Documentation/Documentation

1. Report from the Acting Director, Planning Services, Planning, Real Estate and Economic Development Department, dated February 24, 2022 (ACS2022-PIE-PS-0022)

Rapport de la Directrice par intérim, Services de la planification, Direction générale de la planification, des biens immobiliers et du développement économique, daté le 24 février 2022 (ACS2022-PIE-PS-0022)

Subject: Zoning By-law Amendment – 4623 Spratt Road

File Number: ACS2022-PIE-PS-0022

Report to Planning Committee on 10 March 2022

and Council 30 March 2022

**Submitted on February 24, 2022 by Lily Xu, Acting Director, Planning, Real Estate
and Economic Development**

Contact Person: Katie Morphet, Planner II, Development Review South

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Ward: Gloucester-South Nepean (22)

Objet : Modification du règlement de zonage – 4623, chemin Spratt

Dossier : ACS2022-PIE-PS-0022

Rapport au Comité de l'urbanisme

le 10 mars 2022

et au Conseil le 30 mars 2022

**Soumis le 24 février 2022 par Lily Xu, Directrice par intérim, Direction générale de
la planification, des biens immobiliers et du développement économique**

**Personne ressource : Katie Morphet, Urbaniste II, Examen des demandes
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Quartier : Gloucester Nepean-Sud (22)

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 4623 Spratt Road to rezone from Development Reserve to Residential Third Density, Urban Exception 2625, to permit low-rise residential development, 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 March 30, 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 la propriété située au 4623, chemin Spratt, en vue de faire passer la désignation de Zone d'aménagement futur à Zone résidentielle de densité 3, exception urbaine 2625, et ainsi permettre un aménagement résidentiel, 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 30 mars 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

4623 Spratt Road

Owner

Claridge Homes

Applicant

Vincent Dénommé

Description of site and surroundings

The site is currently undeveloped, and its most recent use was for residential purposes with a single detached home on the lot. In the vicinity, low density residential uses have been recently developed north and east of the site. Immediately to the south of the site is a planned Bus Rapid Transit (BRT) corridor, with a BRT station planned less than 200 metres west of the subject lands.

Summary of requested Zoning By-law amendment proposal

A Zoning By-law amendment application was submitted to permit the development of approximately 63 dwelling units consisting of 29 townhomes, 32 back-to-back townhomes and two semi-detached units within six blocks. Also proposed are one new street and two pathway blocks.

The property is currently zoned Development Reserve (DR), which limits the range of permitted uses to those which will not preclude future development options. The requested Zoning By-law amendment is to rezone the lands to "Residential Third Density, Subzone Z, Urban Exception 2625" (R3Z [2625]) to reflect the draft approved subdivision on the property (Document 4). The general purpose of the R3 zone is to permit a mix of ground oriented dwellings, such as single detached, semi detached, and townhome dwellings. Subzone 'Z' includes provisions for lot size, building height, and setbacks. Urban Exception 2625 has been utilized by the applicant on other developments to:

- Reduce the minimum required lot area for the back-to-back townhouses from 150 square metres to 75 square metres
- Limit the driveway for back-to-back townhouses to 55 per cent of the front yard area

- Permit an air conditioning condenser in the front yard, and
- Where a corner lot contains a townhouse dwelling with a front door facing one street and a parking space is accessed from a driveway that passes through the front yard of the other street, a maximum of 70 per cent of the area of the front yard, may be used for a driveway.

Brief history of proposal

An associated plan of subdivision application (City File D07-16-19-0019) was draft approved on February 25, 2022, for the development of one street and six residential development blocks.

DISCUSSION

Public consultation

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendment. A Statutory Public Meeting for the concurrent subdivision application was held on November 7, 2019, with three residents in attendance. A summary of the public comments received, and responses are found in Document 3. Notice of this application was circulated to surrounding landowners and one standard City sign was installed giving notice of this Zoning By-law amendment in accordance with the Council approved policy for Public Notification and Consultation and the *Planning Act*. This was concurrent with the notice requirements for the subdivision application.

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

Current Official Plan

The subject application has been examined pursuant to the provisions of the Official Plan and meets the policy objectives of the General Urban designation for the growth of new communities.

The General Urban Area designation permits a full range and choice of housing options combined with conveniently located employment, retail, service, cultural, leisure, entertainment, and institutional uses to facilitate the development of complete and sustainable communities.

The General Urban Area is expected to be mainly 'low-rise', with the predominant form being ground oriented housing units.

New Official Plan

The site is located within the Suburban Transect, which comprises neighbourhoods within the urban boundary located outside the Greenbelt. These neighbourhoods generally reflect the conventional suburban model and are characterized by the separation of land uses, stand-alone buildings, generous setbacks and low-rise building forms.

The focus of growth within the Suburban Transect is to complete suburban neighbourhoods in a way that supports their gradual evolution to becoming 15-minute neighbourhoods. Growth in the Suburban Transects will encourage more diverse housing forms to meet the changing needs of an evolving demographic. The proposed rezoning is therefore consistent with the goals, objectives, and policies of the Suburban Transect.

The site is designated 'Neighbourhood' in the new Official Plan. Neighbourhoods are urban areas that constitute the heart of communities, and they are intended to permit a mix of building forms and densities. Neighbourhoods are planned for ongoing gradual, integrated, sustainable and context-sensitive development.

The site also has an 'Evolving Neighbourhood' overlay. The Evolving overlay is applied to areas in close proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land.

Other applicable policies and guidelines

The site is within the Riverside South Community Design Plan (CDP). The approved Draft Plan of Subdivision is generally in keeping with the 'Low, Medium and High Density I' land uses intended for this residential area.

The CDP was completed taking into account the Building Better and Smarter Suburbs (BBSS) initiative. Relevant principles of BBSS were incorporated including pedestrian

linkages which will provide opportunities for the future residents to easily access the future Bus Rapid Transit (BRT) station and services beyond the community.

The Concept Plan for the subject lands conforms to the CDP's vision and objectives. The location of the proposed pair of semi-detached dwellings, townhomes and back-to-back townhomes is consistent with the Low Density, Medium Density and High Density I residential designations that apply to the subject lands. An overall density of approximately 60 units/net hectare is proposed achieves the target density for this area.

Planning rationale

The Zoning By-law amendment requested is consistent with the intent of both the current and new Official Plan as well as with the zoning implemented for the abutting developments. The requested R3Z [2625] zone is a residential zone typology which provides for a more efficient use of land, in keeping with the character of the surrounding new development.

The proposed development meets the policies of the General Urban Area designation in the current Official Plan as it proposes a range of permitted housing options in proximity to a variety of existing and planned services.

- The proposed development is an extension of and consistent with the surrounding community.
- The design of the units in the proposed development reflects earlier phases of the Riverside South community to the north. The overall design will complement the massing patterns, rhythm, character, and context of the development throughout the neighbourhood.
- The proposed semi-detached, townhouse, and back-to-back townhouse units will contribute to the provision of a variety of dwelling types in the Riverside South community.
- The proposed development clearly defines and connects public and private spaces by encouraging a continuity of street frontages.
- The proposed road network has been designed as a southward extension of the existing road network which terminates in a cul-de-sac at the edge of the future

BRT corridor to the immediate south. Blocks and proposed units have been oriented facing the street to provide added visual safety at the street level.

- The proposed development will also be well integrated with the planned public transit network through a pathway block leading from the subdivision to the future transit station block to the immediate west.

The proposed development meets the policies of the Suburban Transect and Neighbourhood designation and evolving overlay in the new Official Plan as it provides development standards for the built form and buildable envelope that support an evolution towards more urban built form pattern and is consistent with the planned characteristics of the overlay area. The proposed development is located adjacent to a future Bus Rapid Transit Station and is approximately 400 metres and 550 metres from two existing schools, 225 metres from Serenade Park, 575 metres from Memorial Grove Park, 700 metres from an existing park and ride facility, and 800 metres from an existing retail plaza. The proposed density also meets the density targets of 40-60 units/hectares as found in Table 3b. (Neighbourhood and Minor Corridor Residential Density and Large Dwelling) of the current Official Plan's Growth Management Framework (Section 3).

The Concept Plan for the subject lands conforms to the CDP's vision and objectives. The proposed townhomes and back-to-back townhomes are the form of development envisioned in the Community Design Plan With approximately 63 units proposed within an area of 1.05 hectares, the resulting density is 60 units/ hectares, which meets the target density for this area.

Each unit is proposed to include a single car garage and will have adequate driveway room for at least one additional car as the 'subzone Z' requires the vehicular entrance to a private garage be placed a minimum of 2.5 metres back from the front building face. This will create a minimum driveway length of 5.5 metres with the front yard setback.

The side yard for Block 6 will be unobstructed and will create space for additional on street parking within this subdivision.

The Draft Plan of Subdivision process included the review of sidewalk locations, transportation study and servicing report. The cross-section has also been reviewed to

ensure that City trees can be accommodated within the minimum front yard setback of the R3Z zone. A landscaping plan and detailed engineering will be required prior to registration. Draft approval for the subdivision was issued on February 25, 2022.

Provincial Policy Statement

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

RURAL IMPLICATIONS

The development will have no direct impacts on the rural area.

COMMENTS BY THE WARD COUNCILLOR

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

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 associated with this report There are no risk implications.

ASSET MANAGEMENT IMPLICATIONS

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

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

There are no accessibility impacts associated with this report.

ENVIRONMENTAL IMPLICATIONS

A combined Tree Conservation Report and Environmental Impact Statement was prepared to identify any ecological constraints that might affect the development proposal for the subject lands. The report concluded that there were no Species at Risk or high-quality specimen trees on the site. Recommendations from the Tree Conservation Report and Environmental Impact Statement are incorporated into the design of the proposal.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- Thriving Communities
- Sustainable Infrastructure

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-19-0032) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendment due to additional time needed to resolve outstanding issues for the draft approval of the plan of subdivision.

SUPPORTING DOCUMENTATION

Document 1 Location Map/Zoning Key Plan

Document 2 Details of Recommended Zoning

Document 3 Consultation Details

Document 4 Proposed Plan of Subdivision

CONCLUSION

The proposed Zoning By-law amendment is consistent with the current Official Plan policies of the General Urban Area designation, the new Official Plan policies of the Suburban Transect and Neighbourhood designation, the Provincial Policy Statement, and the Riverside South CDP. The proposed residential use is appropriate for the site

and the amendment represents good planning. For the reasons stated above, Staff recommend approval of the Zoning By-law amendment.

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.

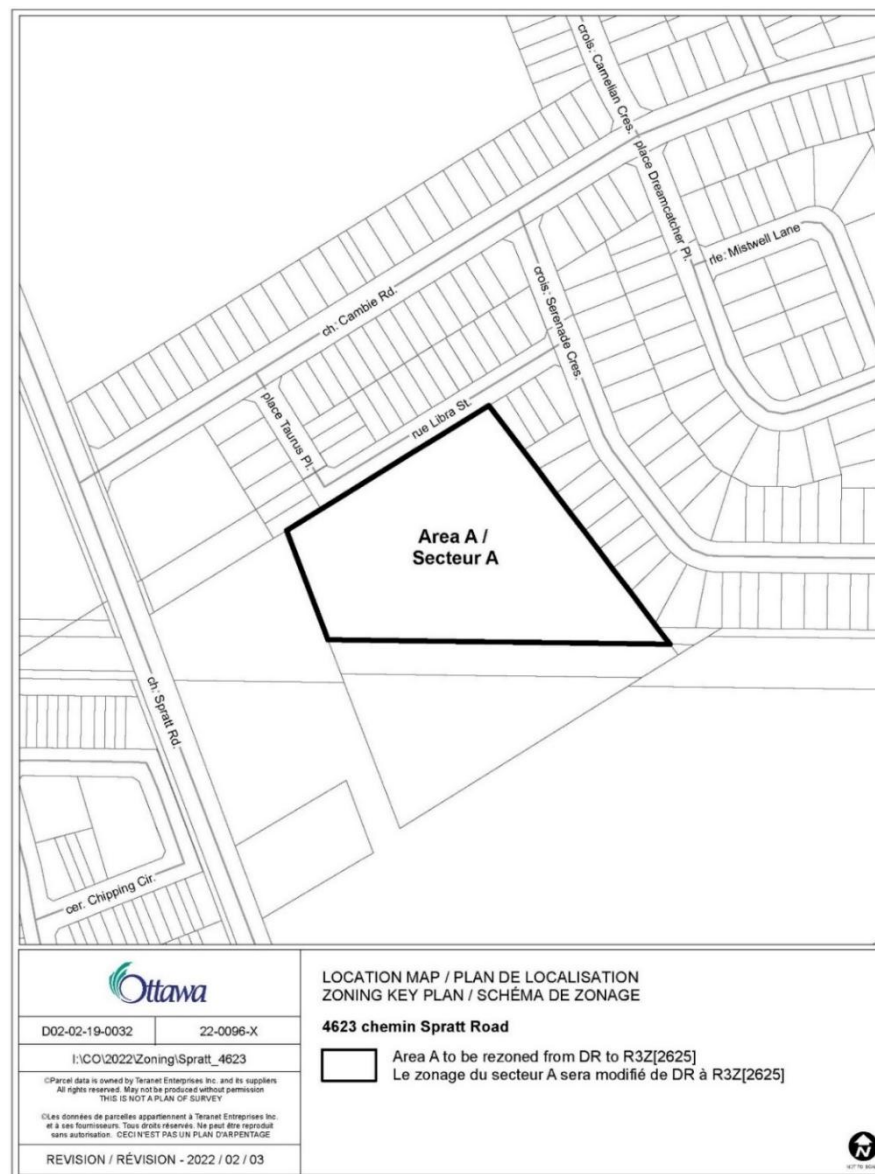
Legal Services, Innovative Client Services Department to forward the implementing by-law to City Council.

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

Document 1 – Location Map

For an interactive Zoning map of Ottawa visit [geoOttawa](https://geoOttawa.ca)

The subject site is located on the south side of Libra Street and immediately north of a proposed Bus Rapid Transit (BRT) corridor, and municipally known as 4623 Spratt Road.



Document 2 – Details of Recommended Zoning

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

1. Rezone the property shown as Area A on Document 1 from DR to R3Z [2625].

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 amendment.

One Statutory Public Meeting for the concurrent subdivision application was held November 7, 2019, with three residents in attendance.

Nine comments were received through the public notification and consultation process, with most concerns relating to traffic. The following summarizes a list of concerns raised by members of the public in response to the application.

Public Comment	Staff response
Request that the access point to this development should be off a major road (Spratt) and not a small community road (Taurus). Concern that this will create too much traffic, where kids play. Especially when access is available from Spratt. Too many units accessing via small road. Wishes to express concerns about the greatly increased traffic flow on Cambie Road, Taurus Place, and potentially Serenade Road, that will occur as a result of the intended access point to the property.	The subject property currently only has frontage along Taurus/Libra Streets and does not have access directly onto Spratt Road. No other road connection into the subject property is possible at this time.
Concern that the proposed number of townhomes proposed will create enormous traffic on the road, which will lead to people parking on the road. Concern that with OC Transpo bus traffic, school buses, and construction vehicles on the road, it will create major	The Riverside South CDP sets out density targets for residential areas. The proposed development meets the density targets for this area. Each proposed unit will have an internal garage parking space and a driveway accessing the garage. There will also

issues for driving, especially in the winter.	be space between driveways for street parking within the boundary of the subject property.
Expression of desire for this property to be utilized as a park. Concern regarding increased traffic in this area since 2017 and the proximity of the development with respect to the future BRT.	The City has identified these lands for medium and high residential development in the Riverside South Community Design Plan (CDP). The Riverside South CDP and the Riverside South Modified Area Parks Plan do not identify any parks on the subject lands. There are currently two existing City Parks within 400 metres of the subject property (Serenade Park and Riverside South Park 7)
Request that the proposal should not be approved until all the residents of Libra Street and Serenade Crescent are all moved into their new homes.	As a result of the extended timing of the proposed development, it is my understanding that construction homes immediately surrounding the subject property have since been completed.
Request and question regarding the possibility of the site being accessed directly off of Spratt Road to avoid additional vehicles accessing Cambie Road.	The subject property currently only has frontage along Taurus/Libra Streets and does not have access directly onto Spratt Road. No other road connection into the subject property is possible at this time.
Question regarding planting along fence line for a pathway block and servicing corridor.	No planting is proposed along the pathway blocks due to maintenance and visibility concerns.
Request from City Staff that Claridge construct a fence between the eastern property line of subject site and the backyards abutting on Serenade	A special Draft Condition has been added (Condition 33) which states that the Owner shall discuss with the residents abutting Block 4 appropriate

Crescent.	fencing or landscaping between existing and new properties to provide a buffer.
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Document 4 – Proposed Plan of Subdivision

