

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme
25 June 2020 / 25 juin 2020**

**and Council
et au Conseil
15 July 2020 / 15 juillet 2020**

**Submitted on June 11, 2020
Soumis le 11 juin 2020**

**Submitted by
Soumis par:**

**Douglas James,
Acting Director / Director**

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:

**Sean Moore, Planner III / Urbaniste III, Development Review South / Examen des
demandes d'aménagement sud**

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Ward: BARRHAVEN (3)

File Number: ACS2020-PIE-PS-0060

**SUBJECT: Zoning By-law Amendment – 3232 Jockvale Road, part of 139
Namaste Walk, part of 721 Cashmere Terrace and part of 630 Hamsa
Street**

**OBJET: Modification au Règlement de zonage – 3232, chemin Jockvale,
partie du 139, allée Namaste, partie du 721, terrasse Cashmere et
partie du 630, rue Hamsa**

REPORT RECOMMENDATIONS

1. That Planning Committee recommend Council approve:
 - a) An amendment to Zoning By-law 2008-250 for 3232 Jockvale Road to rezone the lands from Development Reserve (DR) to Residential Third Density, Subzone YY, (R3YY[2145], R3YY[xxxx]), R3YY[xxx1]), and Open Space (O1), to permit single detached, townhouse, rear-lane townhouse units and parkland, as shown in Document 2 and detailed in Document 3;
 - b) An amendment to Zoning By-law 2008-250 for Part of 139 Namaste Walk, Part of 721 Cashmere Terrace, and Part of 630 Hamsa Street from Residential Third Density, Subzone YY, Exception 2145 (R3YY[2145]) to Residential Third Density, Subzone YY, Exception (R3YY[xxxx]), to reflect adjusted lot lines on the draft plan of subdivision, as shown in Document 2 and detailed in Document 3.
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 15, 2020", 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 ce qui suit :
 - a) Une modification au Règlement de zonage 2008-250 visant le 3232, chemin Jockvale, afin de faire passer la désignation du bien-fonds de Zone d'aménagement futur (DR) à Zone résidentielle de densité 3, sous-zone YY, (R3YY[2145], R3YY[xxxx]), R3YY[xxx1]), et Zone d'espaces verts (O1), et ainsi permettre la présence d'habitations isolées, d'habitations en rangée, d'habitations en rangée sur ruelle et d'un parc, comme l'illustre le document 2 et l'expose en détail le document 3;
 - b) Une modification au Règlement de zonage 2008-250 visant une partie du 139, allée Namaste, une partie du 721, terrasse Cashmere et une

partie du 630, rue Hamsa, afin de faire passer la désignation des biens-fonds de Zone résidentielle de densité 3, sous-zone YY, exception 2145 (R3YY[2145]) à Zone résidentielle de densité 3, sous-zone YY, exception (R3YY[xxxx]), et ainsi tenir compte des lignes de lots rajustées sur l'ébauche de plan de lotissement, comme l'illustre le document 2 et l'expose en détail le document 3.

- 2. Que le Comité de l'urbanisme donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation, 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 15 juillet 2020 », 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.**

EXECUTIVE SUMMARY

Assumption and Analysis

The subject rezoning is located at 3232 Jockvale Road, part of 139 Namaste Walk, part of 721 Cashmere Terrace and part of 630 Hamsa Street. Overall, the site is south of Strandherd Drive, north and east of Chapman Mills Drive, and west of the Kennedy-Burnett Stormwater Management Facility. The lands are subject to an associated draft plan of subdivision (City File D07-16-19-0019) for the extension of Namaste Walk, Lilith Street, Cashmere Terrace, Hamsa Street, and the introduction of new streets and open space, as illustrated on Document 5.

The Zoning By-law amendment was submitted to rezone the lands from Development Reserve (DR) to Residential Third Density Subzone YY with Urban Exceptions (R3YY[2145], R3YY [xxxx] and R3YY[xxx1]), and Parks & Open Space zone (O1). This amendment would have the effect of implementing the draft plan of subdivision by locating single detached dwellings, townhouse and rear-lane townhouse dwellings. The Open Space zone would complete the neighbourhood park in the northwest and create an open space block allowing access to the Kennedy-Burnett Stormwater Management Facility. Portions of three vacant lots on Namaste Walk, Cashmere Terrace and Hamsa Street will be rezoned to accommodate lot line adjustments made by the Plan of Subdivision.

Staff recommend approval based on the proposed zoning compliance with Provincial Policy Statement, the 'General Urban Area' designation of the City's Official Plan (Volume 1), and the 'Residential' designation of the South Nepean Secondary Plan Area 8.

Public Notification / Input

Notice was given as per the *Planning Act*, to property owners within 120 metres of the subject site and five on-site signs posted on the termination of Namaste Walk, Lily Street, Cashmere Street, Hamsa Street and along the Chapman Mills Drive frontage, advising of the subject applications. The application information was posted to the City's website and local community groups were notified via email.

A public meeting was held on January 14, 2020 (6:30 PM to 9:00 PM) at 3500 Cambrian Road, Minto Recreation Complex (Cambrian Room). Approximately 40 community members attended the meeting, as well as City staff, and the applicant (Minto Communities Inc. representatives). Property owners and public members who requested to be notified were circulated the revised subdivision and zoning amendments through the *Planning Act* requirements.

RÉSUMÉ

Hypothèse et analyse

La modification de zonage proposée concerne le 3232, chemin Jockvale, une partie du 139, allée Namaste, une partie du 721, terrasse Cashmere et une partie du 630, rue Hamsa. Globalement, l'emplacement se trouve au sud de la promenade Strandherd, au nord-est de la promenade Chapman Mills et à l'ouest du bassin de gestion des eaux pluviales Kennedy-Burnett. Le terrain fait l'objet d'une ébauche de plan de lotissement associée (no de dossier D07-16-19-0019) visant le prolongement de l'allée Namaste, de la rue Lilith, de la terrasse Cashmere et de la rue Hamsa, ainsi que l'aménagement de nouvelles rues et d'un espace vert, comme l'illustre le document 5.

La demande de modification au Règlement de zonage a été soumise en vue de faire passer la désignation de l'emplacement de Zone d'aménagement futur (DR) à Zone résidentielle de densité 3, sous-zone YY assortie des exceptions urbaines (R3YY[2145], R3YY [xxxx] et R3YY[xxx1]), et Zone de parcs et d'espaces verts (O1). Cette modification aurait pour effet de mettre en œuvre l'ébauche de plan de lotissement en localisant les habitations isolées, les habitations en rangée et les habitations en rangée sur ruelle. La Zone d'espaces verts permettrait de compléter le parc de quartier situé au nord-ouest et de créer un îlot de parc donnant accès au bassin de gestion des eaux pluviales Kennedy-Burnett. Des parties de trois lots vacants situés sur l'allée Namaste,

la terrasse Cashmere et la rue Hamsa verront leur désignation modifiée afin de permettre les ajustements de lignes de lot prévus par le plan de lotissement.

Le personnel recommande l'approbation de cette demande car le zonage proposé serait conforme à la Déclaration de politiques provinciale, à la désignation de « Secteur urbain général » du Plan officiel de la Ville (Volume 1) et à la désignation « résidentielle » du Plan secondaire de Nepean-Sud, Secteur 8.

Avis public et commentaires

Conformément à la *Loi sur l'aménagement du territoire*, un avis a été remis aux propriétaires dans un rayon de 120 mètres de l'emplacement visé. Cinq enseignes ont été installées aux extrémités de l'allée Namaste, de la rue Lily, de la rue Cashmere et de la rue Hamsa, ainsi qu'en bordure de la promenade Chapman Mills, pour aviser les résidents des demandes en question. Les renseignements des demandes ont été publiés sur le site Web de la Ville, et les groupes communautaires locaux ont été avisés par courriel.

Une réunion publique a eu lieu le 14 janvier 2020 (de 18 h 30 à 21 h), au Complexe récréatif Minto (salle Cambrian), situé au 3500, chemin Cambrian. Une quarantaine de résidents, des membres du personnel de la Ville et le requérant (représentants de Minto Communities Inc.) ont participé à cette réunion. Les propriétaires fonciers et les membres du public qui ont demandé à être avisés ont reçu les modifications de lotissement et de zonage révisées, conformément aux exigences de la *Loi sur l'aménagement du territoire*.

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

3232 Jockvale Road, Part of 139 Namaste Walk, Part of 721 Cashmere Terrace and Part of 630 Hamsa Street

Owner

Minto Communities Inc.

Applicant

Ellen Potts – Minto Communities Inc.

Description of site and surroundings

The subject rezoning is located at 3232 Jockvale Road, part of 139 Namaste Walk, part of 721 Cashmere Terrace and part of 630 Hamsa Street. Overall, the site is south of Strandherd Drive, immediately west of Chapman Mills Drive, and east of the Kennedy-Burnett Stormwater Management Facility.

The subject parcel is approximately 6.9 hectares in size and will be a continuation of Minto's "Harmony" development which is approved, constructed and occupied to the immediate north. South of this parcel, on the opposite side of the future Chapman Mills Drive extension, are lands for the proposed "Caivan Barrhaven Conservancy" residential subdivision. The site is also bound to the west by a proposed park and Minto's "Infusion" residential development, and to the east by the Kennedy-Burnett Stormwater Management Facility.

The Zoning By-law amendment applies to an associated draft plan of subdivision for the extension of Namaste Walk, Lilith Street, Cashmere Terrace, Hamsa Street, and the introduction of new streets and open space, as illustrated on Document 5. The existing dwellings on the aforementioned streets are zoned Residential Third Density and are single detached dwellings.

Existing Official Plan Designation

The property is designated 'General Urban Area' on Schedule B within the City's Official Plan Volume 1.

The General Urban Area designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. This will facilitate the development of complete and sustainable communities. Building height in the General Urban Area will continue to be predominantly Low-Rise.

Existing South Nepean Secondary Plan Area 8 Designation

The Secondary Plan for South Nepean Urban Areas 8 designates this area 'Residential', where the designation is intended to accommodate a mixture and diversity of housing types, including single detached, semi-detached, row house, stacked townhouses and low-rise apartment units. It also is intended to accommodate land uses which directly support and service the immediate residential area. The Residential designation is identified by two 'Areas'. These areas are identified as Area 1 bound by Strandherd Drive to the north, Chapman Mills Drives to the west and south, and the Kennedy-Burnett Stormwater Management Pond to the east. Area 2 are lands bound

by Strandherd Drive to the north, Chapman Mills Drive to the east, Borrisokane Road to the west, and the Jock River to the south. The subject site is found within Area 1, which is identified as having target units of 340 and a target population of 625 people.

Existing Zoning

The site is currently zoned Development Reserve (DR). The purpose of the DR zone is to recognize lands intended for future urban development in areas designated as General Urban Area, limit the range of permitted uses to those which will not preclude future development options, and impose regulations which ensure a low scale and intensity of development to reflect the characteristics of existing land uses.

Portions of three vacant lots on Namaste Walk, Cashmere Terrace and Hamsa Street are currently zoned Residential Third Density, Subzone YY (R3YY[2145]), which accommodates single detached, semi-detached and townhouse dwellings.

Summary of the Subdivision Proposal

The Plan of Subdivision application (City File D07-16-19-0019) proposes the development of 176 street-oriented town homes, 12 rear-lane townhomes, eight detached dwellings, a park block, and several roadways. The roadways include the extension of Namaste Walk, Lilith Street, Cashmere Terrace and Hamsa Street to the future Chapman Mills Drive to the south. New streets will be created, including Chakra Street which provides access from Chapman Mills Drive to the west to Namaste Walk, and Street No. 1 which services the rear lane townhouse units.

The eight detached dwellings (lots 1-8) will abut existing detached dwellings from the previous phase, to ensure there is a transition from the existing detached dwellings to the proposed townhouse dwellings.

The Park Block (Block 30) will form part of a larger park with Block 117 on registered plan 4M-1607. This larger park will have street frontage on Chakra Street (from this phase), Chapman Mills and Clarity Avenue (from previous phases).

Summary of Requested Zoning By-law Amendment Proposal

The Zoning By-law amendment was submitted to rezone the lands from Development Reserve (DR) to Residential Third Density Subzone YY with Urban Exceptions (R3YY[2145], R3YY [xxxx] and R3YY[xxx1]), and Parks & Open Space zone (O1). Portions of three vacant lots on Namaste Walk, Cashmere Terrace and Hamsa Street will be rezoned from R3YY[2145] to R3YY[xxxx] to accommodate lot line adjustments made by the plan of subdivision.

The Residential Third Density Zone, Subzone YY R3YY[2145], is intended to rezone portions of lots on the draft plan that straddle the Harmony subdivision lands to the immediate north. This zone is consistent with the zone to the north and will be the location of single detached dwellings.

The Residential Third Density Zone, Subzone YY (R3YY[xxxx]) is intended to permit street-oriented townhouse dwellings.

The Residential Third Density Zone, Subzone YY [R3YY[xxx1]) is intended to permit rear lane townhouse dwellings on Block 24 and regular townhouse dwellings on Block 28.

The Open Space zone (O1) will be utilized to complete the neighbourhood park in the northwest and will be located on a servicing block in the southeast, for the location of a multi-use pathway accessing the future pathways around the Kennedy-Burnett Stormwater Management Facility.

The R3YY[xxxx] zone applies to the balance of the street-oriented townhouse blocks. The proposed exceptions for this zone are as follows:

- Minimum lot width: 5.7 metres
- Minimum lot area: 120 metres squared
- Minimum front yard setback: 3.75 metres
- Minimum Corner side yard setback: 2.5 metres
- No more than 60 per cent of the area of the front yard may be used for a driveway.
- Despite Section 57, the size of the required corner sight triangle may be reduced from six metres to 2.75 metres.

The R3YY[xxx1] zone applies to the rear lane towns in Block 24 and the street-oriented townhouses in Block 28. The proposed exceptions for this zone are as follows:

- Minimum lot width: 5.7 metres
- Minimum lot area: 120 metres squared
- Minimum front yard setback: three metres
- Minimum rear yard setback: five metres
- Minimum Corner side yard setback: 2.5 metres

- No more than 60 per cent of the area of the front yard may be used for a driveway.
- Despite Section 57, the size of the required corner sight triangle may be reduced from 6 metres to 2.75 metres.
- Where a parking space is accessed from a driveway within the rear yard, a maximum of 70 per cent of the area of the rear yard may be used for a driveway, and the remainder of the rear yard, except for areas occupied by projections permitted under Section 65, must be landscaped with soft landscaping.

DISCUSSION

Public consultation

For this proposal's consultation details, see Document 6 of this report.

Applicable Policies

Provincial Policy Statement (PPS) 2020

The PPS focuses on growth and development within the urban and rural settlement areas. It recognizes that the wise management of land use change may involve directing, promoting or sustaining development. Further, land uses are to be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns.

Overall, the PPS seeks to use a land use regime to directly promote patterns of development that support and sustain the financial well being of the Province over the long term. In particular, the following policies were reviewed when looking at this application as it pertains to managing and directing land use, land use compatibility, employment and Infrastructure and public service facilities:

1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

The PPS Section 1.1 speaks to efficient development and land use patterns that sustain a municipality's well being over the long term. This includes the provision of range and mix of residential, employment, institutional and recreational uses, and avoiding development patterns that would cause environmental, public safety or health concerns.

1.4 Housing

The PPS speaks to the provision of an appropriate range, mix and densities of housing to meet current and future residential needs. These residential needs are based on regional market requirements, as well as promoting densities that promote active transportation and rapid transit. Housing should also be developed where it can be supported by the appropriate infrastructure and public services.

1.5 Public Spaces, Recreation, Parks, Trails and Open Space

The PPS promotes active communities with public streets, spaces and facilities to meet the needs of pedestrians and residents.

Official Plan (Volume 1)

Section 3.6.1 General Urban Area

The City's Official Plan designates the site 'General Urban Area' on Schedule B, The General Urban Area designation permits many types and densities of housing and identifies that building heights will be predominantly Low-Rise (up to four storeys). Within this range, changes in building form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area.

Policy 5 of Section 3.6.1 specifically supports intensification in the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area. The predominant form of development and intensification will be semi-detached and other ground-oriented multiple unit housing. When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:

- A. Assess the compatibility of new development as it relates to existing community character so that it enhances and builds upon desirable established patterns of built form and open spaces;
- B. Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area

The zoning proposal introduces a zone which permits single detached, semi-detached and townhouse dwellings, and the companion draft plan of subdivision identifies that most of the land will accommodate townhouse dwellings. These unit types are both in compliant with the General Urban Area designation, and are compatible in land-use to existing single detached dwellings

Section 4.11 Urban Design and Compatibility

The City's Official Plan speaks to compatibility of new buildings with their surroundings being achieved in part through the design of the portions of the structure adjacent to existing buildings and/or facing the public realm. Proponents of new development will demonstrate how the design of their development fits with the existing desirable character and planned function of the surrounding area. With respect to the subject zoning proposal, the Residential Third Density zone will facilitate ground-oriented dwellings with comparable setbacks and height to the existing single detached dwellings on Namaste Walk, Lilith Street, Cashmere Terrace, and Hamsa Street. While the applicant intends on developing the majority of the site for townhouse dwellings, this product type is of the same scale and massing as other residential units in the neighbourhood.

Operational matters such as traffic and parking can be dealt with through the detail design of the plan of subdivision. Traffic calming measures such as bulb-outs, can be built into the road design, and by ensuring townhouse driveways are 'paired' to enable the maximum amount of on-street parking to be available.

South Nepean Secondary Plan Area 8

The South Nepean Secondary Plan Area 8 designates the subject lands as 'Residential'. The Secondary Plan establishes the intent of the 'Residential' land use designation is to;

1. Accommodate a mixture and diversity of housing types
2. Accommodate land uses which directly support and service the immediate residential area

The Secondary Plan divides the residential designation into two Areas; the geographic boundary between Area 1 and Area 2 is Chapman Mills Drive. The subject site is within Area 1, the intent of which is to provide for an approximate number of 340 units and population of 625 persons. Further, the Secondary Plan states that Area 1 (which is close to the Barrhaven Town Centre) is to provide medium to high density residential uses, while Area 2, shall consist of low to medium density residential uses.

The proposed density of 50 units per net hectare is a medium density which is in-keeping, both in directed built-form and density threshold as the 'Residential' land-use category (Area 1) is prescribing.

The Secondary Plan has a series of 'Development Requirements' as per Section 4.3.1.4, which are relevant to the subdivision design. These including,

maximum building heights for ground-oriented development at 10.7 metres; the neighbourhood park being surrounded by public streets; and no rear lotting along Chapman Mills Drive.

Although the overall number of units and population are being exceeded within Area 1, the subject development is complying with density, unity typology and design requirements of the Secondary Plan. The approximate unit and population figures are a guide to development and implemented through the Secondary Plan's related policies of land use permissions, development requirements and urban design guidelines. Minor variations from numerical requirements in the Secondary Plan may be permitted without an amendment provided that the general intent of the Secondary Plan is maintained

The Secondary Plan's transit policies recognize Chapman Mills Drive as a rapid transit corridor, which is consistent with Schedule D of the City's Official Plan, where this corridor is identified as a 'Conceptual Future Transit Corridor'. This corridor has a functional design plan completed to aid in the continuation of the Bus Rapid Transit corridor from Longfields Drive in the east across the Kennedy-Burnett Stormwater Management Facility, and eastward along the frontage of this subdivision.

Provincial Policy Statement

Thus, Staff have determined that the recommendations of this report are consistent with the Provincial Policy Statement, 2020.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

COMMENTS BY THE WARD COUNCILLOR

Councillor Harder is aware of this report.

LEGAL IMPLICATIONS

Should the recommendations be adopted, and the resulting zoning by-law be appealed to the Local Planning Appeal Tribunal, it is estimated that a two day hearing would result. It is expected that the hearing can be conducted within staff resources. Should the applications be refused, reasons must be provided. In the event of an appeal of the refusal, it is expected that a three to four day hearing would result. Depending on the reasons for the refusal, it would be required to retain an external planner and also possibly an external transportation witness.

RISK MANAGEMENT IMPLICATIONS

There are no risks associated with this report.

ASSET MANAGEMENT IMPLICATIONS

The recommendations documented in this report are consistent with the City's [Comprehensive Asset Management](#) (CAM) Program objectives.

The implementation of the CAM program results in timely decisions that minimize lifecycle costs and ensure the long-term affordability of assets. To fulfill its obligation to deliver quality services to the community, the City must ensure that assets supporting City services are managed in a way that balances service levels, risk and affordability. The proposed stormwater management ponds, paths, parks and school location, developed using the Building Better Smarter Suburbs principles, serves to round out the proposed development with the appropriate supporting infrastructure.

FINANCIAL IMPLICATIONS

There are no direct financial implications associated with the approval of the zoning amendment. In the event the zoning amendment is refused and appealed, an external planner and possibly an external transportation witness would be retained. This expense would be absorbed from within Planning, Infrastructure and Economic Development's operating budget.

ACCESSIBILITY IMPACTS

There are no accessibility implications associated with this report.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- Economic Growth and Diversification: Encourage economic growth and diversification by supporting business investment and expansion, talent attraction and retention, and branding Ottawa as a place to be.

APPLICATION PROCESS TIMELINE STATUS

The application was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to significant time allocated to resubmission of revised materials, and issue resolution.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Detailed Zoning Map

Document 3 Details of Recommended Zoning

Document 4 Consultation Details

Document 5 Plan of Subdivision

CONCLUSION

The proposal would have the effect of implementing the draft plan of subdivision by locating single detached, townhouse and rear-lane townhouse dwellings in a neighbourhood characterized with a mix of ground-oriented units. The Open Space zone would complete the neighbourhood park in the northwest and create an open space block allowing access to the Kennedy-Burnett Stormwater Management Facility.

This proposal meets the intent of the General Urban Area where a range of ground-oriented units are permitted to ensure choice of housing types to meet the needs of all ages, incomes and life circumstances.

The proposal meets the intent of the 'Residential' designation of the South Nepean Secondary Plan Area 8 where it complies with the Plan's density, unity typology and design requirements.

Staff recommend approval based on the proposed zoning compliance with Provincial Policy Statement, the 'General Urban Area' designation of the City's Official Plan (Volume 1), and the 'Residential' designation of the South Nepean Secondary Plan Area 8.

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.

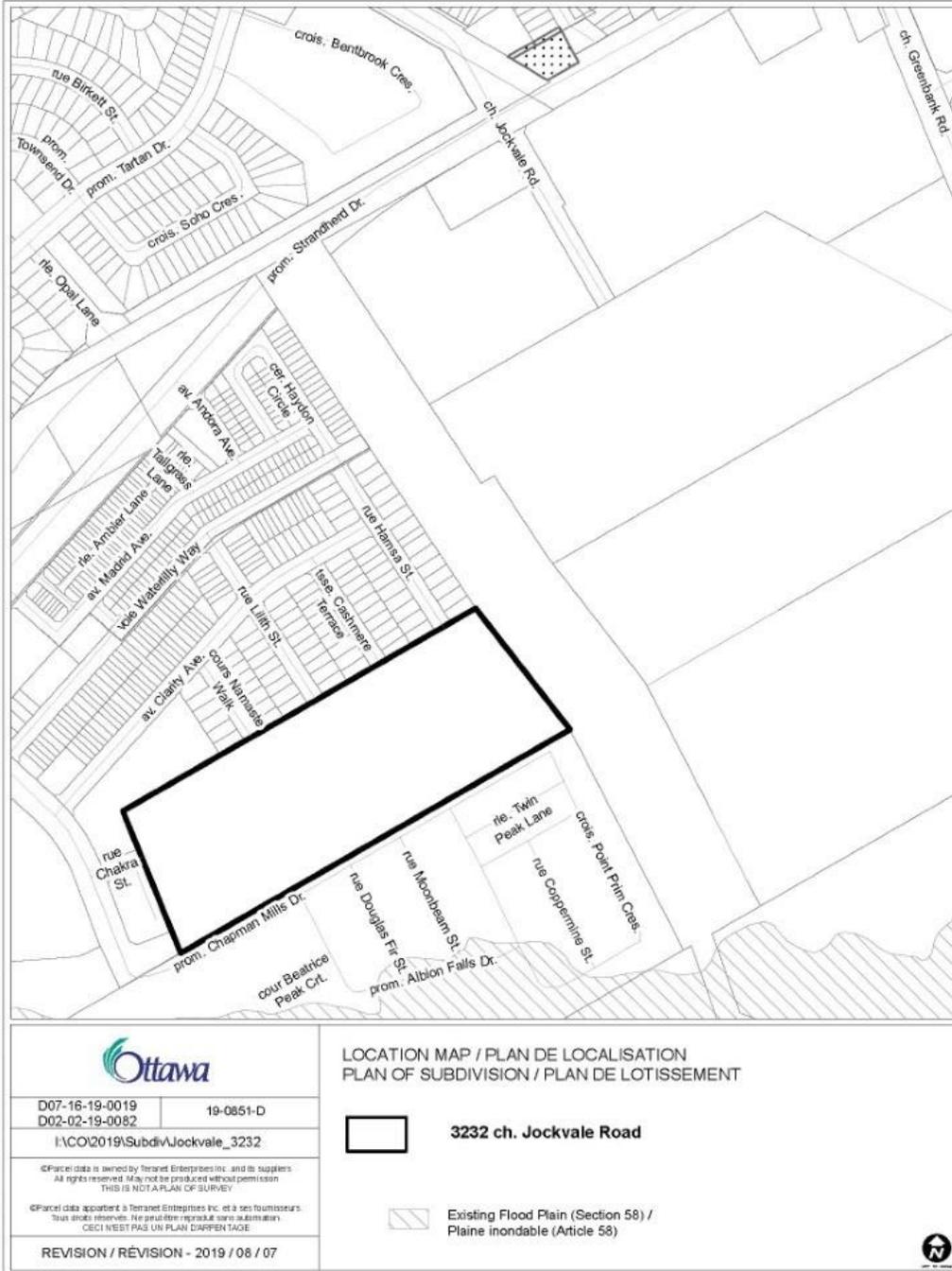
Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services, Office of the City Clerk and Solicitor to forward the implementing by-law to City Council.

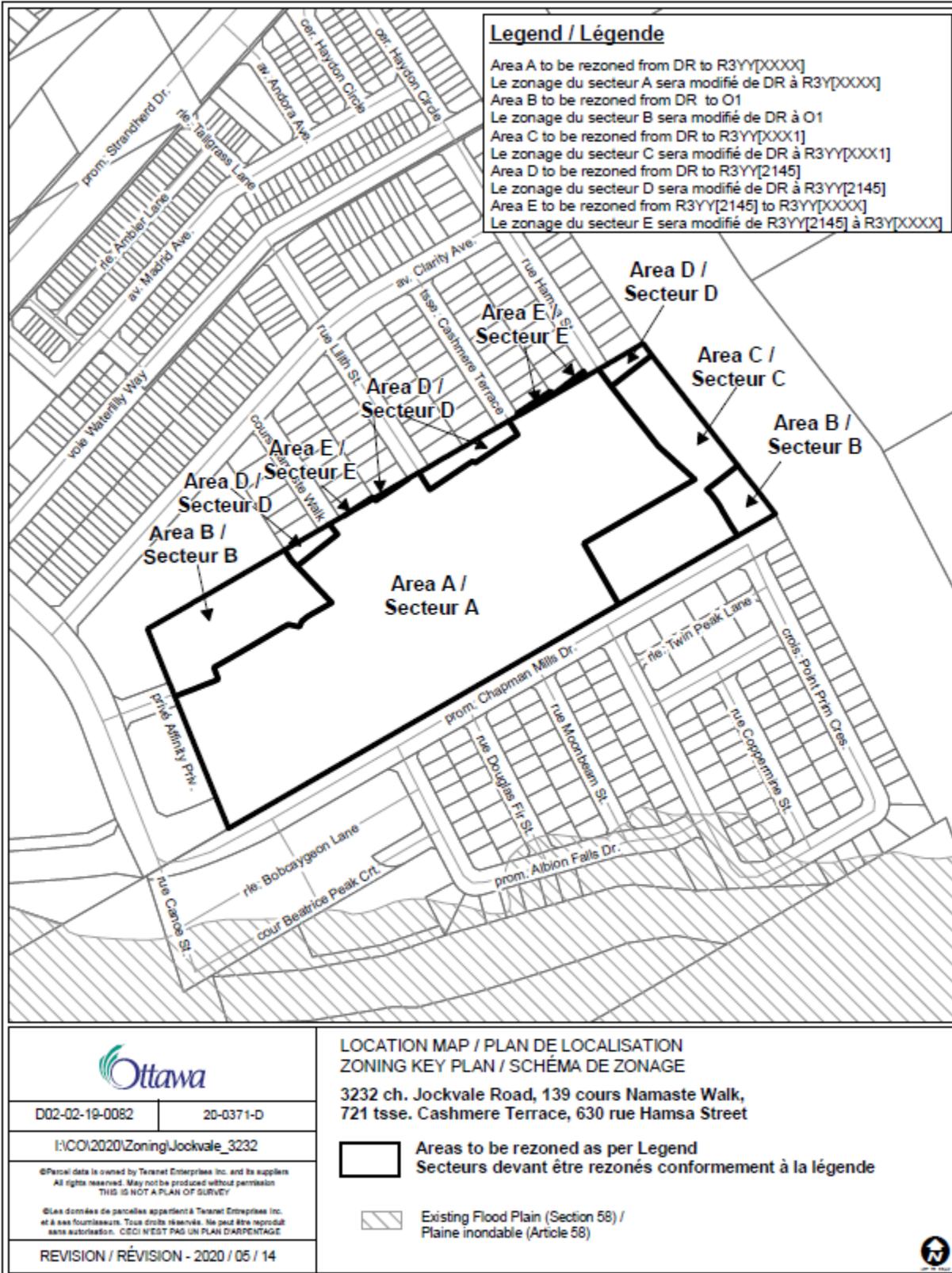
Planning Operations Branch, Planning Services to undertake the statutory notification.

Document 1 – Location Map

For an interactive Zoning map of Ottawa visit geoOttawa.



Document 2 – Detailed Zoning Map



Document 3 – Details of Recommended Zoning

The proposed changes to the City of Ottawa Zoning By-law 2008-250 for 3232 Jockvale Road, part of 139 Namaste Walk, part of 721 Cashmere Terrace and part of 630 Hamsa Street are as follows:

1. Rezone the lands as shown on Document 2
2. Amend Section 239 – Urban Exception by adding a new exception with provisions similar in intent to the following:
 - a. In Column II add the text, “R3YY [xxxx]”
 - b. In Column V add the following text

“The following applies to a townhouse dwelling

- The minimum lot width is 5.7 metres
- The minimum lot area is 120 square metres
- The minimum front yard setback is 3.75 metres
- The minimum corner side yard setback is 2.5 metres
- No more than 60 per cent of the area of the front yard may be used for a driveway
- Despite Section 57, the size of the required corner sight triangle may be reduced from six metres to 2.75 metres.”

3. Amend Section 239 – Urban Exception by adding a new exception with provisions similar in intent to the following:
 - a. In Column II add the text, “R3YY [xxx1]”
 - b. In Column V add the following text

“The following applies to a townhouse dwelling

- The minimum lot width is 5.7 metres
- The minimum lot area is 120 square metres
- The minimum front yard setback is three metres
- The minimum rear yard setback is five metres

- The minimum corner side yard setback is 2.5 metres
- No more than 60 per cent of the area of the front yard may be used for a driveway
- Despite Section 57, the size of the required corner sight triangle may be reduced from six metres to 2.75 metres.”
- Where a parking space is accessed from a driveway within the rear yard, a maximum of 70 per cent of the area of the rear yard may be used for a driveway, and the remainder of the rear yard, except for areas occupied by projections permitted under Section 65, must be landscaped with soft landscaping

Document 4 – Consultation Details

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 public meeting was held on January 14, 2020 (6:30 to 9:00pm) at 3500 Cambrian Road, Minto Recreation Complex (Cambrian Room). Approximately 40 community members attended the meeting, as well as City staff, and the applicant (Minto Communities Inc. representatives). Property owners and public members who requested notification, were circulated the revised subdivision and zoning amendments through the *Planning Act* requirements.

Summary of input from the community:

Transportation Phasing & Timing

Question: Residents inquired about the timing of the Chapman Mills Drive Extension, and why the project wasn't planned for an earlier date.

Response: The construction of the road is being paid for through front ending by developers and development charges on a need-by-need basis when developers come forward.

Question: Residents expressed concern that the existing community will be left without transportation infrastructure during the build-out of the subdivision and surrounding sites. It was asked why the City can't confirm exact timelines of road projects at this time.

Response: These roads are development charge projects and need a funding source in order to be built. The City cannot provide a specific timeline because it is not known when developers will come forward with applications and construction.

Transportation and New School Site

Question: Residents inquired whether increased bus and vehicular trips related to the new Secondary School (French Public School Board) were considered when planning for transportation. What will be the catchment area of the new school site? (e.g. will it be local only, or there will be kids coming from other communities), and how will this transportation affect the local streets?

Response: With the number of school boards within the City, it is difficult to plan or ensure a neighbourhood is only serviced by the school within that catchment area. The busing of children from a neighbourhood to outside that neighbourhood is inevitable.

The Transportation Study's review of PM and AM peak periods will take into account traffic related to the school but will do so based on trip generation from this type of land-use according to applicable transportation review guidelines, and not the specific school's traffic patterns.

Parking, Signage and Road Design

Question: Concerns were expressed with parking issues in existing neighbourhoods, and it was asked how the parking issues can be addressed with the new subdivision proposal, and whether there would be anything done to alleviate the situation.

Response: Traffic calming measures are looked at during detailed engineering design after draft plan approval. City staff require applicants to look into such measures as speed bumps, curb bulb-outs and/or signage.

Construction Traffic

Question: Residents expressed concerns with both existing construction and the impact it has on children within the existing neighbourhoods travelling to and from school, as well as construction impacts during this phase of development. Concern was also expressed about the speed of construction vehicles on existing streets and impacts to the school bus pick-up/drop-off.

Response: Traffic and construction will improve in the future once this final phase is built out. In the interim Minto has committed to looking at the pinch points and where traffic and construction vehicles are in conflict and has committed to doing a better coordination effort with the trades and where construction vehicles stop vis a vis the school bus stop.

The phasing of development and on-going construction is a hardship that is faced in all residential subdivisions as they go through phased approvals and construction. Minto has expressed a commitment to improve the situation, but there is recognition that work must continue in order to complete the phase and development.

Question: Residents expressed concerns regarding safety at the intersection of Chapman Mills and Strandherd Drive with construction traffic. There were also concerns about sightings of construction vehicles making illegal left turns at this intersection (from Chapman Mills onto Strandherd Drive).

Response: The timing of development requires further build-out in order for final intersection improvements to be made. Once the Caivan Conservancy subdivision is developed and Strandherd Drive is widened the Chapman Mills / Strandherd Drive intersection will provide for full movements.

Intersections

Question: Residents expressed concern regarding intersections of Haydon Circle with Madrid Avenue, with regards to narrow roads, many cars parked along the roads mixed with construction vehicles.

Response: The ultimate Strandherd Drive configuration (four-lane) and intersection at Chapman Mills, will reduce pressure from these locations, where currently many cars are accessing Madrid Avenue to get to Andora Avenue. The plan is to install temporary traffic signals at the intersection of Chapman Mills/Strandherd/Fraser Fields this year, with a schedule to have the signals in operation in fall 2020.

Question: Why are there just three exit points? Frustration was expressed that the new neighbourhood is too congested in the am peak period while exiting onto Strandherd Drive.

Response: The ultimate Strandherd Drive configuration (four-lane) and intersection at Chapman Mills will reduce pressure from the intersection at Andora Avenue and give a full movement onto Strandherd Drive.

Question: Concerns were expressed about directional issues on Strandherd Drive. It was said that illegal turns are a safety hazard, and that many make U-turns to access Strandherd Drive, as left turns onto Strandherd from Chapman Mills are not allowed.

Response: The ultimate Strandherd Drive widening will alleviate many of the issues with access to and from Strandherd Drive. Currently, the road is in a temporary state and safety issues have limited north bound left turn lanes from Chapman Mills Drive to Strandherd Drive. The volume and speed of traffic on Strandherd Drive makes left turns dangerous, until such time as this intersection is signalized.

TIA and Transportation Memo

Question: It was asked how the figures in the transportation memo were arrived at, and whether the number of cars on the road was measured correctly.

Response: The Transportation Report was generated by looking at the frequency of cars, land uses and looking at standard trip generation protocols. It is prepared by professional transportation engineers according to applicable guidelines and reviewed by qualified transportation staff.

Transit and Active Transportation

Question: What is the timing of the Bus Rapid Transit infrastructure?

Response: The Chapman Mills corridor has been functionally designed and will be constructed as development requires the segment of roads to access their development. This means that developers will be constructing the east-bound and west-bound travel lanes; however, the median BRT will be constructed by the City when funding has been identified and secured.

Question: Will there be sidewalks provided along the local streets?

Response: There will be sidewalks located on portions of Chakra Street, Namaste Walk, Lilith Street, Cashmere Terrace and Hamsa Street.

Question: Are pedestrian pathways to be proposed so residents have access through the neighbourhood?

Response: Yes, two pedestrian access paths will be developed which will connect Namaste Walk with Lilith Street, and Lilith Street with Cashmere Street.

Question: Why doesn't infrastructure such as BRT and park and rides be developed prior to construction?

Response: The BRT is a Development Charge (DC) funded item, meaning that development fees pay for this city-wide infrastructure. The timing of the allocation of DC funding is determined through the Council approved DC Background Study, which details how population growth and the increased need for services and infrastructure are calculated and predicated.

Other Transportation Comments

Question: What will prevent outside traffic from cutting through the neighbourhood to avoid major intersections?

Response: The design of the streets will prevent cut-through traffic. The future Chapman Mills Drive is a median divided collector road, and there is only one proposed traffic signal on this road at Hamsa Street and Chapman Mills Drive. The fastest way from Chapman Mills Drive in the Barrhaven Town Centre to Strandherd Drive is to utilize Chapman Mills Drive and not leave to cut through the residential neighbourhood.

Parks

Question: Which park will be built first and when?

Response: The park in Phase 1 is planned for construction in Summer 2020, with subsequent phases built depending on how quickly development proceeds.

Question: What will the park block look like for existing phases as well as proposed phases? What will the programming be?

Response: The plan is to construct a water play feature in the first phase and a soccer field in the second phase.

Question: What are the requirements for ensuring there is enough parkland? And within this parkland, enough amenities for groups that may use it the most such as children and elderly?

Response: There is a parks programming process including the parkland dedication by-law and parks design guidelines in place which ensures local demand is met. The parks in the subdivision will go through this process.

Changes to Concept Plan

Question: Frustration was expressed that the community felt they were shown a different concept plan and heard different information at the time they bought their homes. The original concept plan for the subject land showed singles, why has everything changed?

Response: The concept plan previously shown has no approval status at the time Minto was proceeding with development in Phases 1 and 2, these lands, subject to the 'concept plan' were not in Minto ownership. The lands were shown in a different lot, block and road configuration and regrettably caused confusion, frustration and anger in the community.

Question: Was this concept plan was approved by city?

Response: The 'concept plan' was not an approved plan of subdivision, only information voluntarily provided by the developer (Mion) illustrating how the lands could be developed.

Question: Why were there changes in the road network from the original concept plan?

Response: Minto did not own the property, and a concept plan was developed by the other owner (Mion) to illustrate how the lands could potentially develop. This concept plan was used as a guide to illustrate how Minto's lands could connect to these future

development lands. However, Mion never applied for a plan of subdivision application on their lands but sold them to Minto.

Density

Question: How was the density of the development decided?

Response: The Official Plan and Secondary Plan (South Nepean Area 8 Secondary Plan) contemplates what was proposed, being a medium density ground oriented development.

Question: Residents expressed concerns with the total number of houses on the new phase, being much higher than the Secondary Plan contemplated.

Response: The Secondary Plan gave an estimated number of units and population (340 units and 625 population) for this particular neighbourhood. Although the overall number of units and population are being exceeded within Area 1, the subject development is complying with density, unity typology and design requirements of the Secondary Plan. The approximate unit and population figures are a guide to development and implemented through the Secondary Plans related policies of land-use permissions, development requirements and urban design guidelines. Further, the Implementation Section of the Secondary Plan states "Minor variations from numerical requirements in the Plan may be permitted without an amendment provided that the general intent of the Plan is maintained".

Question: Residents inquired about the demographics of homebuyers in the new townhomes. Will they be rented out? What is expected to be the average number of cars per household?

Response: The zoning to move to an R3YY zone, which permits townhomes, is in keeping with the City's Official Plan (OP) policies. Townhomes are encouraged by the OP as an alternative housing choice, to provide the market and neighbourhoods with a variety of options at a variety of prices and sizes. Who purchases them, and the choice to rent a townhouse, is not a planning consideration?

Question: Residents asked how the density on the site was decided upon from a City point of view. It was asked whether the city was trying to attract a certain amount of people or type of demographic.

Response: Determining the amount and type of new dwelling units required to support population growth is governed by provincial policies such as the PPS policies and Ontario Housing policies. At the municipal level, it is the Planning, Infrastructure and Economic Development Department that forecasts and recommends to Council how

much urban land is required to set aside to account for growth, which meets the requirements of the Provincial Policy Statement. City Council ultimately makes the decision. The City's Official Plan guides the highest densities to transit oriented areas such as Mainstreets, Downtown, Town Centres, Arterial roads, Mixed-Use Centres, and Transit Oriented Development areas. For areas such as the General Urban Area, the goal is to keep height low-profile (<4 storeys) and permit a range of ground oriented units.

Question: Residents expressed concerns with incompatibility, and some concerns were expressed with the townhomes being out of character with detached homes.

Response: The applicant has provided a single detached house along each new street to transition the existing homeowners with the new proposed townhouses. In terms of compatibility, the General Urban Area and the Secondary Plan (South Nepean Area 8), all call for a mix of ground oriented residential units for this neighbourhood. From a planning perspective, ground-oriented units, whether they be single detached, semi's or townhouses, are compatible in the same neighbourhood, on the same street.

Configuration of the Draft Plan

Question: Residents asked whether the draft plan could be modified to include a road running southwest to northeast to create a split between the existing neighbourhood and the new subdivision.

Response: The draft plan was revised to include 2 pathway blocks running east-west, but not a new road.

Question: Were cul-de-sacs considered at the termination of the existing streets (Lily, Cashmere, Hasma and Namaste Walk)?

Response: The use of cul-de-sacs would have the effect of cutting this neighbourhood in half, with no vehicular access between the neighbourhood. Although residents may wish to cut off vehicular traffic, neighbourhoods should be designed to integrate with each other. Cul-de-sacs cause operation issues (snow plowing, as well as dead-end services such as the watermain.)

Question: Were commercial plazas and grocery stores considered to be included in any part of the process?

Response: The plans for their locations at a high-level, but because their locations are largely determined by market demand, they are not prescribed within neighbourhoods at a lot by lot level.

Process and Next Steps

Question: What are the appeal rights for the Plan of Subdivision and Zoning By-law amendment applications?

Response: The Plan of Subdivision and accompanying Zoning By-law amendment both have a 20-day appeal period. The Zoning By-law amendment can be appealed by the general public to the Local Planning Appeals Tribunal (LPAT). With the Province passing Bill 108 on June 6th of 2019 and all provisions coming into effect September 3, 2019 the implications for this are that the subdivision has no rights of appeal for general members of the public. Only certain listed public agencies/corporations (mostly utility companies and similar organizations) have appeal rights under the new amendments.

