

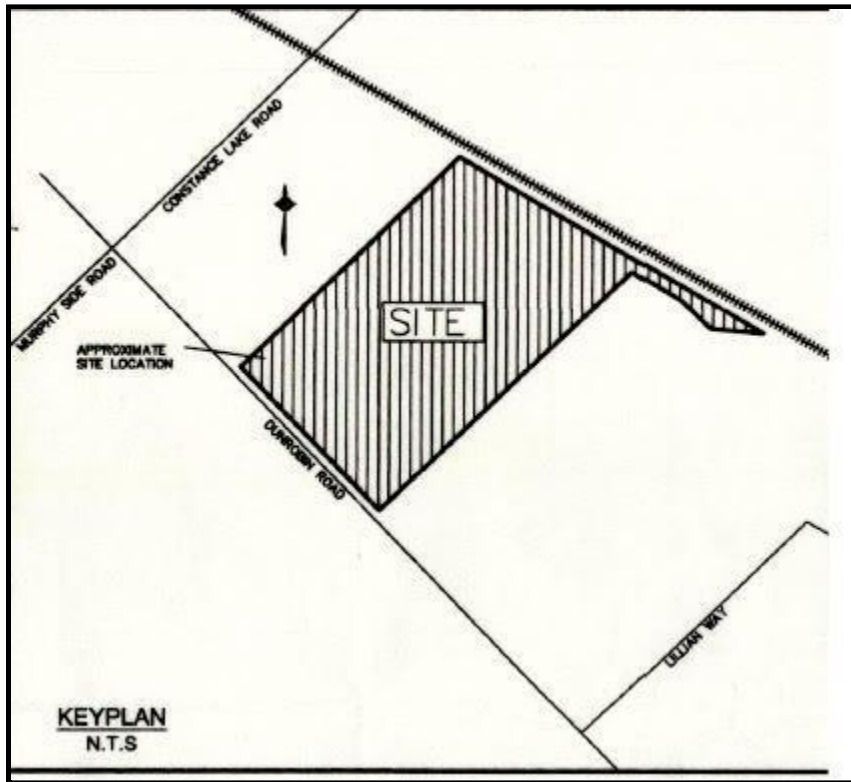
**PLANNING BRIEF REPORT FOR A ZONING APPLICATION (AS PART OF A  
DRAFT PLAN OF SUBDIVISION APPLICATION**

**2050 DUNROBIN ROAD**

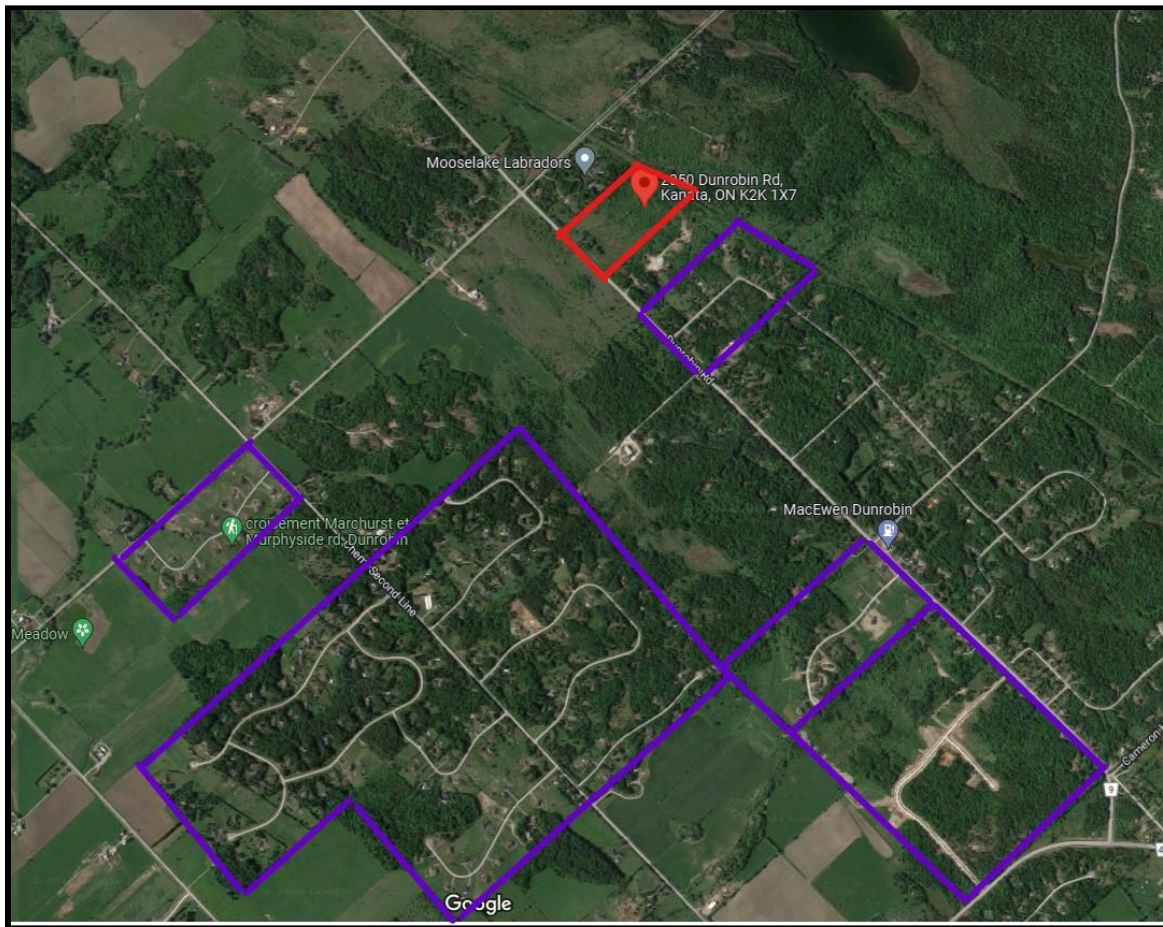
**PREPARED BY: P H ROBINSON CONSULTING  
MARCH 2022**

This report has been prepared in support of a Zoning By-law Amendment Application as part of the overall Draft Plan of Subdivision application for the property at 2050 Dunrobin Road (former City of Kanata). The legal description of the property is Part of Lot 20, Concession 4, Township of March, former City of Kanata now in the City of Ottawa (P.I.N 04530-0062).

The property is located on the east side of Dunrobin Road, and just south of Constance Lake Road. The subject lands appear to have been farmed up until the mid 1970's based on aerial imagery and then between that time frame and the present active farming of the property has diminished and natural regeneration of the land has occurred since then as the farming operations ended.



Surrounding land uses consist of low density residential properties and some agricultural and rural land uses. To the south (approximately 200 m south) is a rural estate subdivision property (Lillian Way) that contains approximately 15 rural estate homes). To the north and north east are some rural residential properties along Constance Lake Road and some new residential construction along that road. Further to the west and south west are some rural estate subdivision developments on McCord Drive, Grierson Lane and Ravenview Way



**Subject lands** and nearby **lands** that have been approved and built as rural estate subdivisions in the recent past

To the east there is a disused former railway line that is now used as a recreational path.

The lands at 2050 Dunrobin Road have 229.59 m (754') of frontage and a maximum depth of 626 m (2055'). The overall lot area is 90125 m<sup>2</sup> (9.01 ha, 22.3 ac).

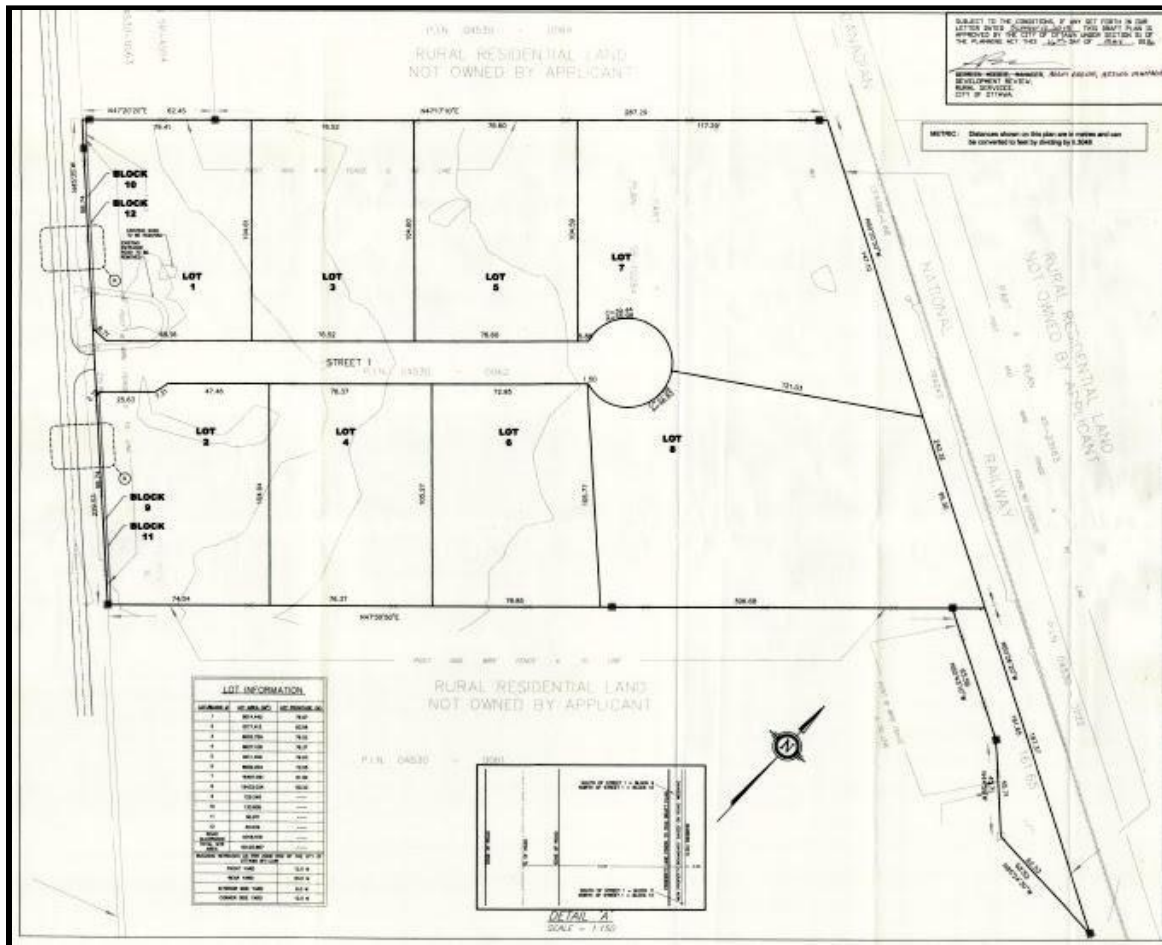
There are no buildings on the property at the present time.

The intent of the Zoning By-law Amendment application is to rezone the subject lands from their current zoning (RU) zone to an RR3 zone which would allow for

the proposed lots sizes and dimensions that reflect the current 8 units rural estate Draft Plan of Subdivision design



**Photo of the interior of the site which contains wooded areas that in many areas are non native as a result of regenerative growth from previous disturbances**



**Draft Plan of Subdivision with 8 rural residential lots all at least 0.8 ha in size and with a drainage outlet at the south east corner of the overall property. Dunrobin Road on the left hand side of the image (west side) and former rail corridor on the right hand side**

## Zoning

Under Zoning By-law 2008-250 the subject lands are zoned RU (Rural Countryside Zone) . This is a zone which permits only one detached dwelling per lot and a number of agricultural and rural land uses.

In order to facilitate the development of the subject lands to subdivide them into 8 lots (with each lot permitting one detached dwelling) it is necessary to rezone the lands to an RR3 zone which will allow for the lot sizes that are proposed.

The proposed uses of the site and lots dimensions are in conformity with the zoning standards for the RR3 zone

I ZONING MECHANISMS	II	III	IV	
	RR1	RR2	RR3	
(a) Minimum lot area (m2)	8000	8000	8000	
(b) Minimum lot width (m)	45	50	60	
(c) Minimum front yard setback (m)	15	12	10	
(d) Minimum rear yard setback (m)	15	23	10	
(e) Minimum interior side yard setback (m)	3	6	5	

<b>(f) Minimum corner side yard setback (m)</b>	15	12	<b>5</b>	
<b>(g) Maximum height (m)</b>	11	11	<b>11</b>	
<b>(h) Maximum lot coverage (%)</b>	no maximum	8	<b>15</b>	

The lotting pattern matches the performance standards of the RR3 zone.

It should be noted that lots at the east end of the property are larger than the minimum required due to building/structural setbacks imposed due to the fact that lands immediately to the east are still considered a rail line by the City and there are applicable noise and vibration setbacks. Sometime between 2014 and 2019 the active railway lines were removed from this spur line which goes from the north edge of Bells Corners into the Province of Quebec (at the Morris Island Train Bridge) and now the corridor is a recreational path used year round by walkers and snowmobilers and cross country skiers. It seems beyond the realms

of a reasonable possibility that these lands will ever revert back to a railway



**Photo of recreational pathway (former Railway corridor with rail line now removed) taken from Constance Lake Road looking south. Subject lands on the right hand side of the photo.**

line and CN Rail have confirmed that the corridor is no longer operational, but the design reflects the position of the City with respect to the fact that the City considers it a rail line and setbacks have been accommodated accordingly.

## Provincial Policy Statement

The current Provincial Policy Statement (PPS) came into effect on May 1 2020 and it outlines the key matters of Provincial planning interest with respect to land use planning decisions made by municipal approval authorities. It replaces the previous version issued in 2014. It should be noted that the original Draft Plan of Subdivision application for these lands was filed in December 2009 and since that time the timeline for the fulfillment of conditions has been extended.

Any decisions that are made by municipal approval authorities must be consistent with the policies of the PPS.

The following is the key section of the PPS that are applicable to the proposed development for a rural estate draft plan of subdivision at 2050 Dunrobin Road

### 1.1.5 Rural Lands in Municipalities

1.1.5.1 When directing development on rural lands, a planning authority shall apply the relevant policies of Section 1: Building Strong Healthy Communities, as well as the policies of Section 2: Wise Use and Management of Resources and Section 3: Protecting Public Health and Safety.

1.1.5.2 On rural lands located in municipalities, permitted uses are:

- a) the management or use of resources;
- b) resource-based recreational uses (including recreational dwellings);
- c) residential development, including lot creation, that is locally appropriate;
- d) agricultural uses, agriculture-related uses, on-farm diversified uses and normal farm practices, in accordance with provincial standards;
- e) home occupations and home industries;
- f) cemeteries; and
- g) other rural land uses.

1.1.5.3 Recreational, tourism and other economic opportunities should be promoted.

1.1.5.4 Development that is compatible with the rural landscape and can be sustained by rural service levels should be promoted. The density of the lots that are being proposed are in keeping with the general overall density of rural residential development in the nearby area and are in keeping with the zoning requirements for lot areas in the rural areas of Ottawa

1.1.5.5 Development shall be appropriate to the infrastructure which is planned or available, and avoid the need for the unjustified and/or uneconomical expansion of this infrastructure. The development will be served by private services and will not require an expansion of municipal services

1.1.5.6 Opportunities should be retained to locate new or expanding land uses that require separation from other uses. To the east of the site is a former railway line and now a recreational path, to the west is Dunrobin Road. To the north there are scattered residential properties and to the south there are also residential properties but it is not felt that a small scale residential development like this on relatively large lots is required to be separated from other uses in the nearby area.

1.1.5.7 Opportunities to support a diversified rural economy should be promoted by protecting agricultural and other resource-related uses and directing non-related development to areas where it will minimize constraints on these uses.

1.1.5.8 New land uses, including the creation of lots, and new or expanding livestock facilities, shall comply with the minimum distance separation formulae. There are no active barn operations within proximity that would trigger MDS calculations

### **Official Plan Designation – City of Ottawa Official Plan**

The site is designated Rural Countryside as per Schedule B9 of the City of Ottawa's 'new' Official Plan which was ratified by City Council in November 2021 and at the time of the submission of this document it was awaiting final approval by the Provincial Ministry of Municipal Affairs and Housing .

As per Schedule C8 - Active Transportation Network, the recreational pathway to the east of the subject property (former CN Rail line) is designated as a Major Pathway.

As per Section 9.2 of the 'new' Official Plan

**9.2 Rural Countryside** The Rural Countryside is made up of a variety of low intensity uses such as farming, small-scale industries and outdoor recreation and tourism supportive uses such as golf courses, vacation properties or bed and breakfasts. **The Rural Countryside also contains clusters of low-density residential units which pre-date this plan.** The initial Draft Plan approval of these lands for rural residential purposes was filed when rural estate subdivisions were permitted in the Rural Countryside designation and as a result, these lands have the ability to be developed for rural residential purposes as the applications were filed prior to the regulations being changed. The subject lands are in an area with a number of other rural residential subdivision developments.

9.2.2.1 Strengthen the rural economy by permitting a diversity of uses that support the local rural community

1) The following uses may be permitted:

- a) Forestry, conservation and natural resource management activities;
- b) Agriculture, agriculture-related and on-farm diversified uses;
- c) Residential uses according to the policies of this plan** The initial submission of the applications predates the current rules on rural estate subdivisions
- d) Animal services boarding, breeding and training and equestrian establishments;
- e) Bed and breakfasts;
- f) Utility Installations;
- g) Cemeteries; and
- h) Sand and gravel pits.

9.2.2. 3) Where development, excluding agriculture or agriculture-related uses, **is proposed within 1 kilometre of a Village or Urban boundary** it will be reviewed to ensure that it shall not impede the expansion of the settlement area and all of the following criteria shall be considered: **The proposed development is not within 1 km of a Village or existing Urban Boundary and this section is not applicable:**

- a) The use is a compatible use with a village or urban area;
- b) The development has frontage on an existing public road;
- c) The site shall consider future multimodal connections and be designed to accommodate these along with street trees in the future; and
- d) The use can be adequately serviced by on-site systems and will not place demand on the extension of public services for any reason, including fire suppression or contaminated groundwater.

### Supporting Studies

As part of this Zoning submission application and also the ongoing process for clearing the subdivision conditions for the subdivision a number of background studies and reports have been prepared for these lands.

Modifications have been made at the rear of the site to make alterations to the receiving body (Harwood Creek) to the south to control the flow to that watercourse.

The initial submission for Draft Plan of Subdivision approval for these lands was for a 9 unit layout and over time that has been modified to be an 8 unit project.

Over the last few months, the project team of civil engineers, landscape architect and environmental consultants have provided the City, the MECP and the MVCA with studies addressing grading, drainage and environmental issues

## **Conclusions**

The zoning application being filed for these lands will allow for the development of the subject property for a small 8 units rural estate Draft Plan of Subdivision project

Through the Draft Plan of Subdivision process there are a number of key engineering studies and drawings required in support of the development. These studies show that the site can be serviced and drainage and grading can be accommodated on the property .

Landscaping and amenity areas will be provided in the provided yards to provide screening and buffering to adjacent properties.

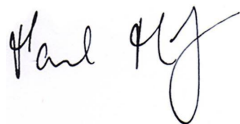
The proposed building heights of this development will not conflict with other nearby rural residential properties and privacy and noise issues will be mitigated as there will be suitable separation distances to nearby properties.

It is our opinion that the proposed development is consistent with the Provincial Policy Statement and the City of Ottawa Official Plan and relevant zoning regulations.

It is being proposed at an appropriate scale of rural estate development and will be compatible with surrounding land uses and will contribute to the overall housing supply in the community surrounding the property.

Should you have any questions or require anything further, please do not hesitate to contact the undersigned.

**P H Robinson Consulting**



Paul Robinson RPP

**APPENDIX**  
**LOCATION PLAN**  
**PROPOSED DRAFT PLAN OF SUBDIVISION**



Mooselake Labradors

2050 Dunrobin Rd,  
Kanata, ON K2K 1X7

Dunrobin Rd

MacEwen Dunrobin

Crossover Marchurst et  
Murphyside rd, Dunrobin

Meadow

Google

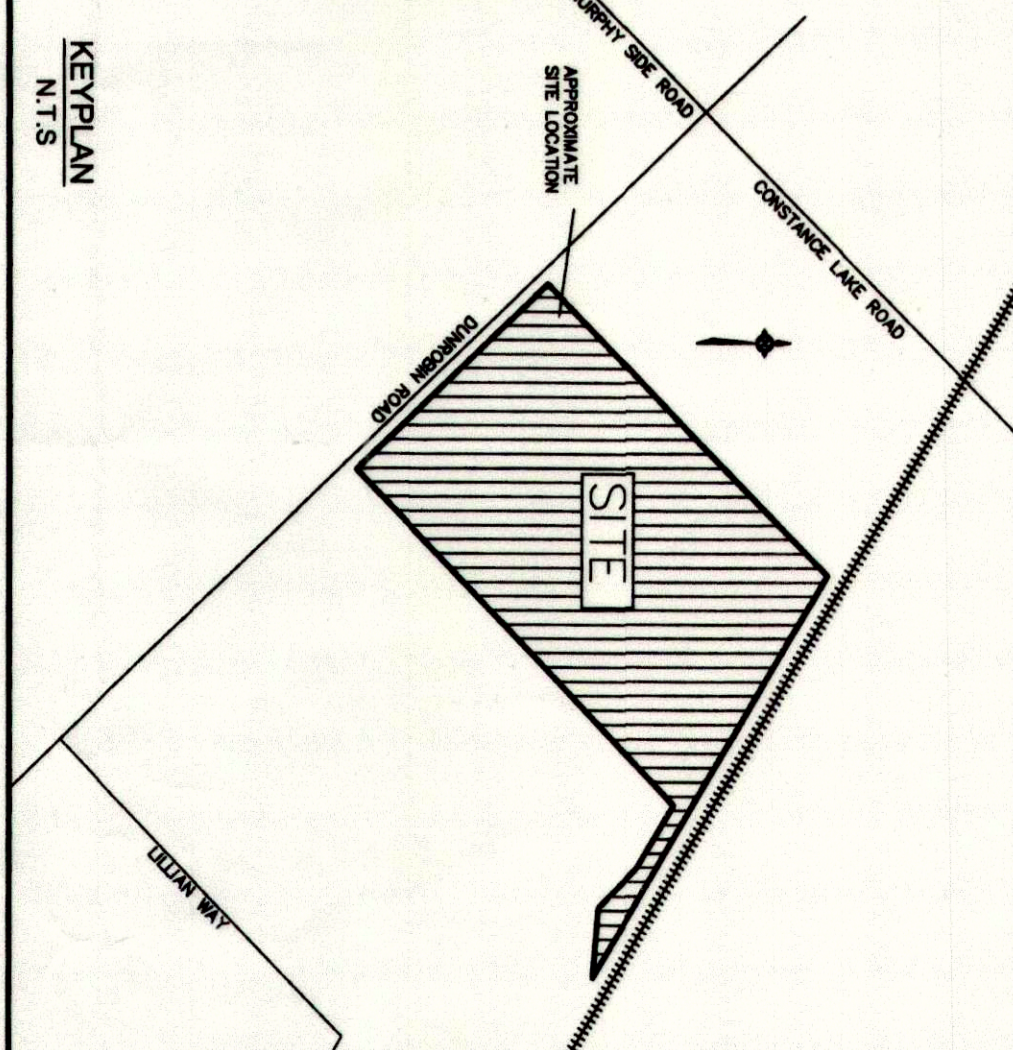
Cameron

P.L.N. 04530 - 0064  
RURAL RESIDENTIAL LAND  
NOT OWNED BY APPLICANT

SUBJECT TO THE CONDITIONS, IF ANY SET FORTH IN OUR LETTER DATED October 13, 2015, THIS DRAFT PLAN IS APPROVED BY THE CITY OF OTTAWA UNDER SECTION 51 OF THE PLANNING ACT THIS 14th DAY OF MAY, 2015.

BRETT HOBBS, MANAGER, Adam Gordon, ACTING MANAGER  
DEVELOPMENT REVIEW,  
RURAL SERVICES,  
CITY OF OTTAWA

METRIC: Distances shown on this plan are in metres and can be converted to feet by dividing by 0.3048



**Kollard Associates**  
Engineers  
1000 SHEPPARD AVENUE EAST  
SUITE 100  
SCARBOROUGH, ONTARIO  
M1B 4Y5  
(416) 298-0475  
(416) 860-0923

**Ontario Land Surveyors**  
616-463-0910

**DRAFT PLAN OF SUBDIVISION OF**  
PART OF LOT 20, CONCESSION 4  
TOWNSHIP OF MARCH  
FORMERLY IN THE CITY OF KANATA  
NOW IN THE CITY OF OTTAWA

**OWNERS CERTIFICATE**  
THIS IS TO CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO ADJOINING LANDS ARE ACCURATELY AND CORRECTLY SHOWN.

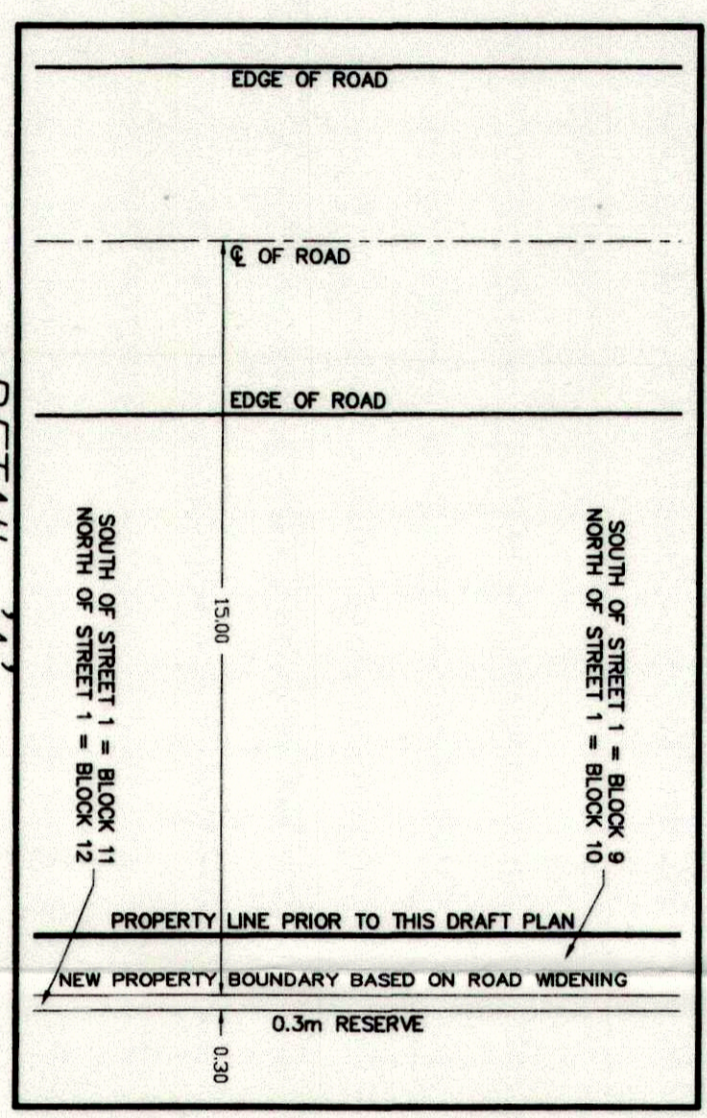
**SURVEYORS CERTIFICATE**  
I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO ADJOINING LANDS ARE ACCURATELY AND CORRECTLY SHOWN.

**ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51.17 OF THE PLANNING ACT**

- (a) see plan
- (b) see plan
- (c) see plan
- (d) residential design
- (e) see plan
- (f) see plan
- (g) City of Ottawa water and sewerage
- (h) see soil report, hydrology report
- (i) see plan
- (j) both hydro & gas to be available
- (k) see plan

DESIGNED BY: SD  
DRAWN BY: RR  
DATE: 07/04/15

LOT INFORMATION	
LOT/BLOCK #	LOT AREA (M <sup>2</sup> )
1	8014.442
2	8117.412
3	8003.759
4	8027.108
5	8011.459
6	8002.204
7	16497.951
8	19433.024
9	129.248
10	133.809
11	30.071
12	30.032
TOTAL SITE	
ALLOWANCE	
TOTAL SITE	
BUILDING SETBACKS AS PER ZONE R92 OF THE CITY OF OTTAWA BY-LAW	
FRONT YARD	12.0 M
REAR YARD	23.0 M
INTERIOR SIDE YARD	6.0 M
CORNER SIDE YARD	12.0 M



DETAIL A  
SCALE = 1:150