

REGION OF OTTAWA-CARLETON
RÉGION D'OTTAWA-CARLETON

REPORT
RAPPORT

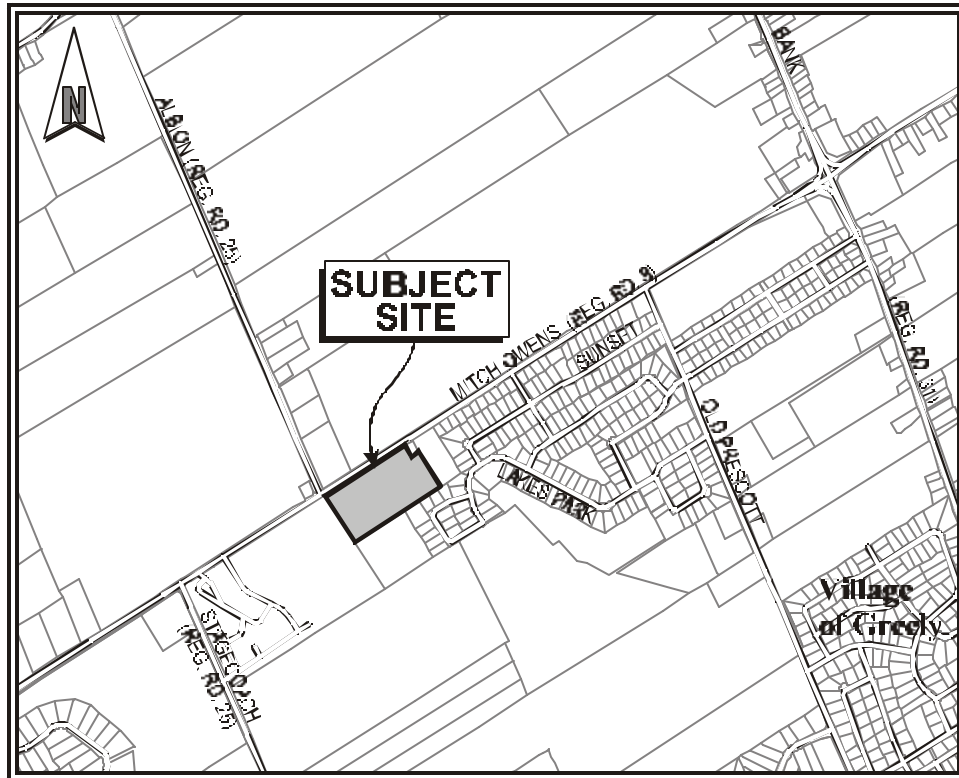
Our File/N/Réf. Your File/V/Réf.	14-00-0024
DATE	10 October 2000
TO/DEST.	Co-ordinator Planning and Environment Committee
FROM/EXP.	Commissioner Planning and Development Approvals Department
SUBJECT/OBJET	TOWNSHIP OF OSGOODE OFFICIAL PLAN AMENDMENT NO. 8

DEPARTMENTAL RECOMMENDATION

That the Planning and Environment Committee recommend that Council approve Official Plan Amendment No. 8 to the Township Official Plan as modified by the Approval Page attached as Annex I.

BACKGROUND

Official Plan Amendment No. 8 applies to a 7.15 ha parcel of land fronting on Regional Road 8 adjacent to the Village of Greely (see Map). The intent is to redesignate the lands from Marginal Resource to a Highway Commercial designation which contains special provisions so that part of the site is to be used for a limited range of specified commercial uses and part of the site for a motel with a landscaped buffer between it and the recently draft approved Sunset Lakes Phase 4 residential subdivision to the south in the Village of Greely. There is also existing residential development nearby to the east.



The proposal conforms to the Regional Official Plan in that the Regional Official Plan designation is “General Rural”.

Staff have identified the need for a few housekeeping modifications including identifying the affected lands on the appropriate schedule from the Official Plan and achieving consistency in terminology for the Highway Commercial Special Policy Areas. These are described on the Approval Page attached as Annex I.

CONSULTATION

The Township of Osgoode has forwarded a letter it received from the Sunset Lakes Development Corporation and Sunset Lakes Owners’ Association which represents the adjacent residential community. They object to the Official Plan Amendment and give the following reasons:

- “1. There is an abundance of highway commercial uses along Highway 31/Bank Street and Albion Road in the immediate area. Based on the vacancy level in the area, the market will not likely support further development of this kind and Council should not create the potential for further similar development by amending its Official Plan to accommodate a venture in land speculation. The proponent should provide a market feasibility study to examine the demand.

2. The application is too vague. While there exists a preliminary block plan concept that shows the approximate size and locations of the proposed uses as well as the proposed buffer areas, there is no mention of the anticipated traffic flows, parking requirements or the scale of the proposed uses or details as they pertain to the buffer areas. Further details such as fencing, landscaping, tree cover, parking, septic system locations and drainage are also not defined. Finally, the “promise” for buffer areas and limitation of density and uses must be connected to an obligation binding upon successive landowners. We suggest that an Application for Site Plan Approval be completed and filed concurrent with the OPA in order to more accurately define the uses and their scale. An OPA based on speculative land uses is not the purpose of the planning process.”

DISCUSSION

The points raised - need for a market study and more certainty as to the details of the subsequent development - do not raise issues of conformity either with the Regional or Osgoode Official Plans but nevertheless bring the Amendment into the “disputed” category for determination by Planning and Environment Committee and Regional Council.

The Regional Official Plan requires market studies for new commercial development only if it is a regional-scale retail facility (i.e. above 35,000 square metres). Details of buffering and the other matters raised under Point 2 are appropriately dealt with at the site plan stage but it is not necessary for the site plan to be filed with the official plan amendment. The intent of the OPA is to establish the principle of permitting highway commercial uses, the details of which should be handled later. In this regard a zoning amendment is required which will provide opportunity for more detailed consideration of the land uses proposed.

FINANCIAL IMPACT

None.

*Approved by
N. Tunnacliffe, MCIP, RPP*

APPROVAL PAGE
TOWNSHIP OF OSGOODE
OFFICIAL PLAN AMENDMENT NO. 8

I HEREBY CERTIFY THAT Official Plan Amendment No. 8 to the Township of Osgoode Official Plan was approved by the Council of the Regional Municipality of Ottawa-Carleton on _____ day of _____ 2000 under Section 17 (34) of the Planning Act except the following which have been modified:

In PART B - THE AMENDMENT

Modification No. 1

The first sentence is modified to add after "... consisting of Schedule 1," and before "and the following text ..." the following:

“, Schedule 2”.

Modification No. 2

Details of the Amendment, Section 1: is modified by adding at the end of the sentence:

“as shown specifically on Schedule 1 and more generally on Schedule 2 attached”.

Modification No. 3

Details of the Amendment, Section 2: is modified in the first sentence to delete “4.8.6” and replace it with

“4.8.4”.

Modification No. 4

Details of the Amendment, Section 2: is modified in the second paragraph to delete “Special Highway Commercial Area1” and replace it with:

“Highway Commercial, Special Policy Area 1”.

Modification No. 5

Details of the Amendment, Section 2: is modified in the third paragraph to delete “Special Highway Commercial Area 2” and replace it with:

“Highway Commercial, Special Policy Area 2”.

Modification No. 6

SCHEDULE 1 of AMENDMENT NO. 8 is modified to delete “Special Highway Commercial Area 1” and “Special Highway Commercial Area 2” and replace them respectively with:

“Highway Commercial, Special Policy Area 1” and “Highway Commercial Special Policy Area 2”.

Modification No. 7

The attached map is added entitled:

“SCHEDULE 2 OF AMENDMENT NO. 8”.

Dated this day of 2000.

Clerk, Regional Municipality of Ottawa-Carleton

SCHEDULE 2 OF AMENDMENT No. 8

(Extract from Schedule A Map 1 - Land Use and Roads)

