

11. Zoning By-law Amendment - 2370 Tenth Line Road

Modification du Règlement de zonage – 2370, chemin Tenth Line

Committee recommendation

That Council approve an amendment to Zoning By-law 2008-250 for 2370 Tenth Line Road, as shown in Document 1, to permit a planned unit development consisting of stacked dwellings, three storey mixed use buildings and a park, as detailed in Document 2.

Recommandation du Comité

Que le Conseil approuve une modification du Règlement de zonage 2008-250 visant le 2370, chemin Tenth Line, un bien-fonds illustré dans le document 1, afin de permettre l'aménagement d'un complexe immobilier constitué d'habitations superposées, d'immeubles polyvalents de trois étages et d'un parc, comme l'expose en détail le document 2.

Documentation/Documentation

1. Report from the Director, Planning Services, Planning, Real Estate and Economic Development Department, dated October 12, 2022 (ACS2022-PIE-PS-0120)

Rapport du Directeur, Services de la planification, Direction générale de la planification, de l'immobilier et du développement économique, daté le 12 octobre 2022 (ACS2022-PIE-PS-0120)

2. Extract of draft Minutes, Planning Committee, October 27, 2022

Extrait de l'ébauche du procès-verbal du Comité de l'urbanisme, le 27 octobre 2022

Zoning By-law Amendment - 2370 Tenth Line Road

File No. ACS2022-PIE-PS-0120 - Cumberland (Ward 19)

The Applicant, as represented by Lisa Dalla Rosa, Fotenn, was present in support, and available to answer questions. The Applicant advised that they did not need to address the Committee if the item carried.

The following written submissions were received by, and are filed with, the Office of the City Clerk, and distributed to Committee Members:

- Karolyn Bois, Conseil des écoles catholiques du Centre-Est, email dated October 24, 2022, with comments
- Véronique Perrier email dated October 26, 2022, with comments

The Committee carried the report recommendations as amended by the following motion:

Report recommendations

1. **That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 2370 Tenth Line Road, as shown in Document 1, to permit a planned unit development consisting of stacked dwellings, three storey mixed use buildings and a park, 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 November 9, 2022 subject to submissions received**

between the publication of this report and the time of Council's decision.

Carried as amended

Motion No. PLC 2022-71/3

Moved by Councillor C. Kitts

WHEREAS the Ward Councillor's comments were inadvertently omitted from the report on this item;

THEREFORE BE IT RESOLVED THAT the "Comments by the Ward Councillor" section of the report be replaced with the following text:

The location of this development on the corner of Brian Coburn and Tenth Line Road raises serious concerns relative to traffic volume. While traffic impacts are a Site Plan Control issue, I would like to comment on the broader policy and planning considerations underlying those concerns.

First, I want to commend the applicant for retaining the commercial component of the mixed-use zone. In the current housing market and given the devastating impact of the pandemic and online retail on local businesses, there is a trend towards turning mixed-use zones into residential developments. Mixed-use zones are meant to foster, dense, walkable communities. The City has limited tools to encourage commercial development and we rely on applicants and businesses to pursue the City's vision for walkable neighborhoods. Efforts by the development industry to protect commercial areas in mixed-use zones should be noted. The inclusion of a linear park to provide a buffer to existing residential is also appreciated.

This development, with its proximity to existing transit, schools, and groceries may appeal to people who wish to be less dependent on their car. But with 380 parking spaces we can hardly argue that this walkable development will get people out of cars. In South Orléans we still need to build car-centric communities because the location of the planned arterial road and Bus Rapid Transit corridor meant to serve the area is not supported by the NCC. So far, the City's approach has been to wait for a change of heart at the NCC, while South Orléans residents face long commutes, limited transit, and truncated active transportation links.

We continue to approve development and collect Development Charges to fund this crucial transportation project with no clear execution plan. The argument that we cannot stop development because we need the development charges to fund road construction does not apply in the case of South Orléans: development charges may be collected but the money has nowhere to go. We need to limit development to match the existing capacity of the road network since increasing capacity is not feasible.

Carried