

**Subject: Zoning By-law Amendment – 304-308 Donald Street**

**File Number: ACS2024-PDB-PSX-0036**

**Report to Planning and Housing Committee on 4 December 2024**

**and Council 11 December 2024**

**Submitted on November 27, 2024 by Derrick Moodie, Director, Planning Services,  
Planning, Development and Building Services**

**Contact Person: Margot Linker, Planner II, Development Review All Wards**

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**Ward: Rideau-Rockcliffe (13)**

**Objet: Modification du Règlement de zonage – 304-308, rue Donald**

**Dossier : ACS2024-PDB-PSX-0036**

**Rapport au Comité de la planification et du logement**

**le 4 décembre 2024**

**et au Conseil le 11 décembre 2024**

**Soumis le 27 novembre 2024 par Derrick Moodie, Directeur, Services de la  
planification, Direction générale des services de la planification, de  
l'aménagement et du bâtiment**

**Personne ressource : Margot Linker, Urbaniste, Examen des demandes  
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**Quartier : Rideau-Rockcliffe (13)**

## REPORT RECOMMENDATIONS

1. That Planning and Housing Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 304-308 Donald Street, as shown in Document 1, to rezone the subject site from Residential Fourth Density, Subzone UC (R4UC) to Residential Fourth Density, Subzone UC, Urban Exception 'xxxx' (R4UC[xxxx]) to permit a three storey, 31-unit low-rise apartment building, as detailed in Document 2.
2. That Planning and Housing 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 December 11, 2024," 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 la planification et du logement recommande au Conseil d'approuver une modification du Règlement de zonage 2008-250 visant les 304-308, rue Donald, un bien-fonds illustré dans le document 1, afin de faire passer la désignation de l'emplacement de Zone résidentielle de densité 4, sous-zone UC (R4UC) à Zone résidentielle de densité 4, sous-zone UC, exception urbaine 'xxxx' (R4UC[xxxx]) et ainsi permettre la construction d'un immeuble résidentiel de trois étages (faible hauteur) abritant 31 logements, comme l'expose en détail le document 2.
2. Que le Comité de la planification et du logement donne son approbation afin 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 greffe 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 du 11 décembre 2024 », 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**

304-308 Donald Street

### **Owner**

Tony Yaacoub, Takla Farhat

### **Applicant**

Mirja Reid

### **Architect**

Rosaline J. Hill Architect Inc.

### **Description of site and surroundings**

The subject site is located at the southeast corner of the Donald Street / Edith Avenue intersection. The rectangular-shaped site is currently two lots with a total of 30.49 metres of frontage along Donald Street, 35.63 metres frontage along Edith Avenue, and a lot area of 1086 metres squared. The lots are zoned Residential Fourth Density, Subzone UC (R4UC) and are occupied by a single detached dwelling and a four-unit low-rise apartment building. There is a sidewalk and hydro wires along the Donald frontage.

The surrounding context of the site is predominantly characterized by a low-rise residential neighbourhood which Donald Street, a collector road, runs through. There are a mix of detached dwellings and multi-unit dwellings within the site vicinity. The lots immediately to the south front onto Columbus Avenue and have rear yard detached garages that abut the subject property's rear lot line. Further west there are institutional uses and Gil-O-Julian park. Further east there are a few small-scale commercial uses.

### **Summary of proposed development**

The purpose of the application is to rezone the subject site from Residential Fourth Density, Subzone UC (R4UC) to Residential Fourth Density, Subzone UC, Urban Exception 'xxxx' (R4UC[xxxx]) to permit the redevelopment of the site with a 31-unit,

four-storey low-rise apartment building. The existing detached dwelling and multi-unit building are proposed to be demolished to accommodate the new building.

Through a concurrent Site Plan Control application (D07-12-24-0088), the applicant currently proposes eight two-bedroom units, ten one-bedroom units, and 13 studio units. The main building entrance is proposed to be accessed from Donald Street, with two individual unit entrances from Donald Street and one from Edith Avenue. Another common entrance is proposed from the parking lot. There are eight resident and two visitor parking spaces proposed at grade below the second floor of the building, with driveway access from Edith Avenue. A total of 31 bicycle parking spaces are proposed, stored both internally and externally. Waste will be stored adjacent to the parking lot and a soft landscaped area will be provided in the southeast corner of the site.

As part of the development and as a component of the site plan control approval, the applicant will construct a new sidewalk within the Edith Avenue right-of-way abutting the site. A 3 metre by 9 metre corner triangle will also be conveyed to the City.

### **Summary of requested Zoning By-law amendment**

The Zoning By-law Amendment application seeks to rezone the subject property from Residential Fourth Density, Subzone UC, to Residential Fourth Density, Subzone UC, Urban Exception 'xxxx' (R4UC[xxxx]), as shown on Document 1, to permit a 31-unit low-rise apartment building, and adding the following site-specific zoning exceptions:

- Endnote 12 prescribing a maximum lot size does not apply for a low-rise apartment dwelling.
- The minimum required resident parking space rate is 0.4 parking spaces per unit in excess of twelve units.
- Minimum bicycle parking rate: one space per dwelling unit.
- Minimum corner side yard setback: 2.45 metres.

## **DISCUSSION**

### **Public consultation**

The applicant team informed nearby residents of the proposed development through letters on May 29, 2024 and July 11, 2024. Six public comments and the Overbrook Community Association comments were received during the City's circulation process.

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

## **Official Plan designations**

The property is located within the Inner Urban Transect Policy Area per Schedule A of the Official Plan and is designated Minor Corridor per Schedule B2 of the Official Plan.

Within the Inner Urban Transect, it is anticipated that development will enhance or establish urban patterns of built forms and site design, while prioritizing walking, cycling and transit. The Inner Urban Transect is generally planned for mid- to high-density development. Minor Corridors within this Transect are anticipated for added density up to six storeys as residential intensification is directed towards Corridors to support 15-minute neighbourhoods.

## **Other applicable policies and guidelines**

### Urban Design Guidelines

The Urban Design Guidelines for Low-Rise Infill Housing are applicable to the proposal. The purpose of the guidelines is to help create low-rise infill that creates a more compact urban form and achieve good fit in existing neighbourhoods. The proposed building emphasizes at-grade living spaces that promote interaction with the street through proposing multiple prominent front doors and windows close to grade. The façade facing Edith Avenue, which is a local street, is broken up by stepping back part of the elevation where the parking lot entrance is located.

## **Planning rationale**

### Official Plan

The proposal is consistent with the policies for development in the Inner Urban Transect and Minor Corridor in the Official Plan. The proposed building maintains the low-rise built form planned for this area while introducing additional density on the site along a Corridor, in close proximity to transit and cycling infrastructure. The proposed building includes multiple entrances near grade and highly glazed facades to contribute to animating the street.

### Recommended Zoning Details

As detailed in Document 2, the proposed Zoning By-law Amendment has been reviewed against the policies of the Official Plan as well as the Low-Rise Infill Housing Urban Design Guidelines. The approval would have the effect of rezoning the site from R4UC to R4UC[xxxx] and to include site-specific provisions for eliminating the maximum lot size requirement for these two lots, reducing the parking rate, decreasing the minimum corner side yard setback, and increasing requirements for bicycle parking.

The recommended approval will permit a 31-unit low-rise apartment building at this location.

### Parking

The subject site is located within Area 'X' on Schedule 1A in the Zoning By-law, which exempts the first twelve dwelling units from required vehicle parking and requires 0.5 spaces per unit after the first twelve units. The Zoning By-law therefore requires ten resident vehicular parking spaces for a 31-unit building on this site. The subject site is serviced by the existing cycling network, with a bike lane on Donald Street, and is in close proximity of a Transit Priority Corridor located on McArthur Avenue in addition to local transit routes including a bus stop located across the street from the site. There are supporting policies which encourage the development of, and increased reliance on, active transportation facilities within this area of the City. The site-specific zoning exception, as detailed in Document 2, seeks to decrease the rate of vehicle parking to 0.4 spaces per unit in excess of twelve units, which permits the subject development to have eight resident spaces for 31 units. The proposed development is compliant with the required visitor parking rate. The site-specific zoning exception also seeks to increase the minimum requirement for bicycle parking at a rate of one bicycle parking space per dwelling unit, whereas the current rate is 0.5 spaces per unit. Staff support the request to add these two site-specific zoning exceptions.

### Corner setback

The R4UC zone intends to have the front yard and corner side yard setbacks align with the abutting building setbacks to create a contiguous line of massing, which harmonizes the development on a street. The abutting property to the south is a corner lot fronting on Columbus Avenue (279 Columbus Avenue) which would influence the corner side yard setback requirement of the subject site. While 279 Columbus Avenue has a corner side yard setback of 2.76 metres, their rear yard accessory structure is 1.49 metres from the corner side lot line. As a result, the proposed building being set back from Edith Avenue by 2.45 metres will not appear out of line.

### Lot size

The R4UC zone prohibits lots from being greater than 1070 metres squared in lot area, which is prescribed in endnote 12. The consolidation of 304 and 308 Donald will result in a lot that is 1086 metres squared in area, and through Site Plan Control a 3 metre by 9 metre (approximately 13.5 square metre) corner triangle will be conveyed to the City, resulting in a lot approximately 1072.5 metres squared. There are policies supporting increasing intensification in the Inner Urban Transect and along the Corridor, and the building mass is broken up through articulation, different cladding, and multiple building

entrances, to reduce the look of a large building. Staff support the request to add this site-specific zoning provision.

### **Provincial Planning Statement**

Staff have reviewed this proposal and have determined that it is consistent with the 2024 Provincial Planning Statement.

### **RURAL IMPLICATIONS**

There are no rural implications associated with this report.

### **COMMENTS BY WARD COUNCILLOR RAWLSON KING**

When reviewing infill development applications, it is crucial that new proposed buildings and their footprints add positive enhancements to the community. With that in mind, I would like to highlight factors of the proposed development at 304-308 Donald Street which should be enhanced to achieve this.

The application proposes a unit mix of eight two-bedrooms, 10 one-bedrooms, and 13 bachelor apartments. This housing mix should include three-bedroom units to address the needs of ageing seniors and local families. While the proposed unit types meet minimum requirements, offering three-bedroom units to accommodate the “missing middle” housing gap would be highly beneficial.

Increasing the outdoor amenity space for tenants would also be beneficial, as this contributes to their well-being. Additionally, more landscaping in the form of additional trees would enhance the development's aesthetic appeal.

The proposed sidewalk along Edith Avenue is a welcome addition, as it significantly improves accessibility and safety. However, it is crucial that this sidewalk is connected to the enhanced active transportation infrastructure which the City continues to invest in along Donald Street, which was designated a crosstown bikeway under the City's 2013 Transportation Master Plan and Ottawa Pedestrian Plan and Ottawa Cycling Plan.

Including a pedestrian crossover at Donald Street and Edith Avenue would facilitate safe pedestrian crossings to the bus stop on the opposite side of the street, while acknowledging the potential increase in traffic.

As this development will bring more traffic to Donald Street, I would encourage City staff to review the speed limit along the entire corridor, as well on adjacent streets, with a goal to achieve a reduction of speed limits to 30 km/h on all residential streets, in the interest of improving community safety.

**ADVISORY COMMITTEE(S) COMMENTS**

There were no advisory committee comments received.

**LEGAL IMPLICATIONS**

There are no legal implications associated with adopting the report recommendation.

**RISK MANAGEMENT IMPLICATIONS**

There are no risk management implications associated with the recommendation of this report.

**ASSET MANAGEMENT IMPLICATIONS**

There are no servicing constraints identified for the proposed rezoning at this time. Servicing capacity requirements to be confirmed at time of site plan. Sanitary capacity is only provided as a guide at time of rezoning. Allocation of sanitary capacity is typically committed on a first come first served basis at time of site plan application.

**FINANCIAL IMPLICATIONS**

There are no direct financial implications.

**ACCESSIBILITY IMPACTS**

There are no anticipated accessibility impacts associated with the recommendations of this report. The proposed development is subject to the requirements of the *Accessibility for Ontarians with Disabilities Act (AODA)* and the Ontario Building Code (OBC) as it pertains to accessibility standards. Accessibility will be reviewed and confirmed prior to Site Plan approval and the issuance of building permit.

**ENVIRONMENTAL IMPLICATIONS**

A Phase 1 Environmental Site Assessment (ESA) was reviewed and concluded that a Phase 2 ESA was not required. There are no adverse environmental implications associated with the recommendations of this report.

**TERM OF COUNCIL PRIORITIES**

This project addresses the following Term of Council Priorities:

- A city that has affordable housing and is more livable for all.
- A city that is more connected with reliable, safe and accessible mobility options.



## **APPLICATION PROCESS TIMELINE STATUS**

The statutory 90-day timeline for making a decision on this application under the *Planning Act* will expire on December 26, 2024.

## **SUPPORTING DOCUMENTATION**

Document 1 Location Map / Zoning Key Map

Document 2 Details of Recommended Zoning

Document 3 Consultation Details

## **CONCLUSION**

The Planning, Development, and Building Services Department supports the proposed Zoning By-law Amendment. The proposal is consistent with the Official Plan, and is an appropriate way to increase density at this location. The amendment represents good planning and, for the reasons stated above, staff recommend approval of the Zoning By-law Amendment.

## **DISPOSITION**

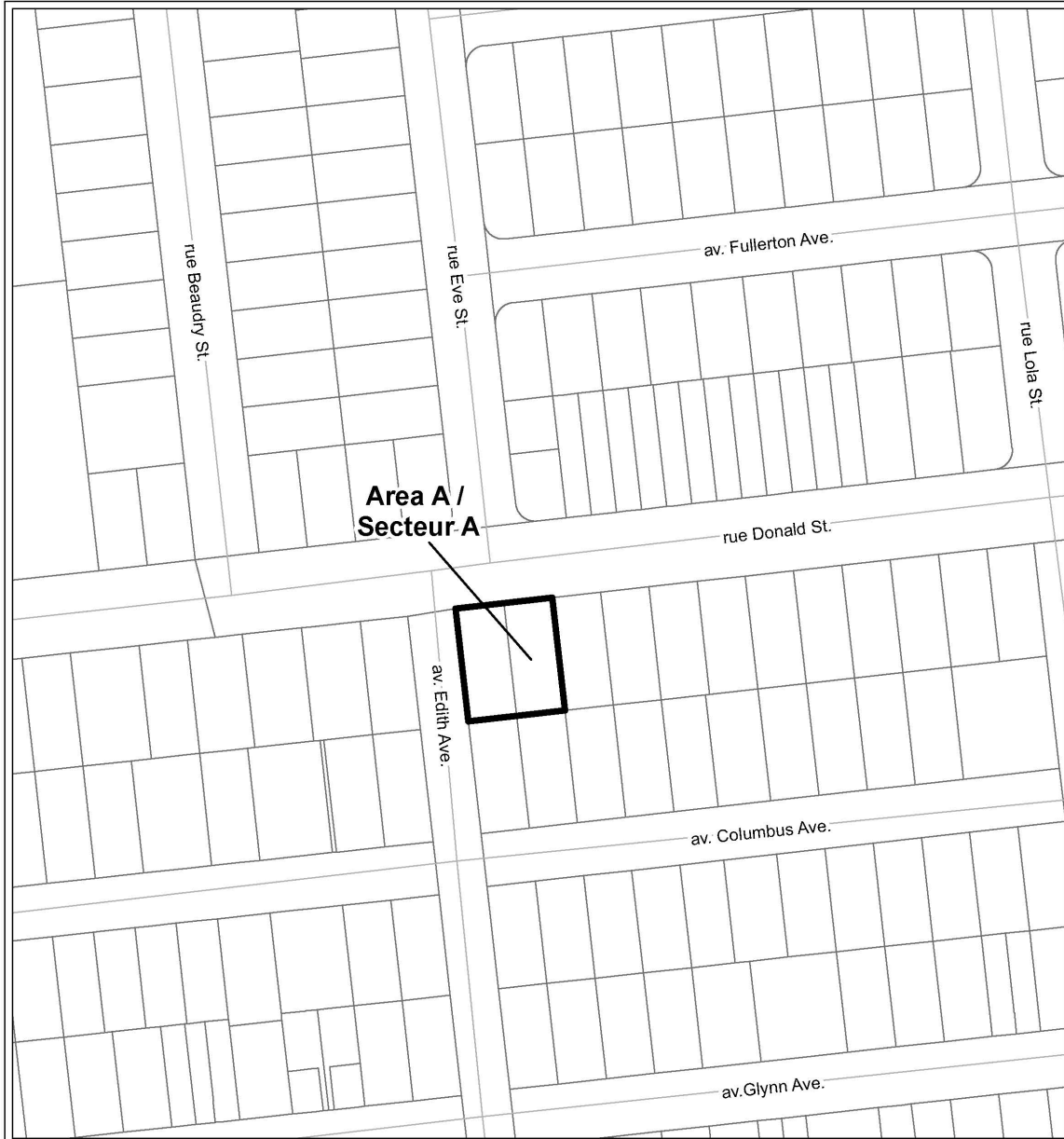
Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Krista O'Brien, Program Manager, Tax Billing & Control, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.




The Planning, Development and Building Services Department will prepare an implementing by-law and forward it to Legal Services.

Legal Services, City Manager's Office to forward the implementing by-law to City Council.

Planning Operations, Planning Services to undertake the statutory notification.

Document 1 – Zoning Key Map



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE	
D02-02-24-0044	24-1266-X	<b>304-308 rue Donald Street</b>	
I:\CO\2024\Zoning\Donald_304_308		 Area A to be rezoned from R4UC to R4UC[xxxx] Le zonage du secteur A sera modifié de R4UC à R4UC[xxxx]	
<small>©Parcel data is owned by Terranet Enterprises Inc. and its suppliers                  All rights reserved. May not be produced without permission.                  THIS IS NOT A PLAN OF SURVEY</small>			
<small>©Les données de parcelles appartiennent à Terranet Enterprises Inc. et                  à ses fournisseurs. Tous droits réservés. Ne peut être reproduit sans                  autorisation. CE CI N'EST PAS UN PLAN D'ARPENTAGE</small>		 <small>NOT TO SCALE</small>	
REVISION / RÉVISION - 2024 / 11 / 07			

## Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 304-308 Donald Street:

- 1) Rezone the lands as shown in Document 1;
- 2) Add a new exception xxxx to Section 239 – Urban Exceptions with provisions similar in effect to the following:
  - a) In Column I, Exception Number, “xxxx”
  - b) In Column II, Applicable Zones R4UC[xxxx]
  - c) In Column V, Provisions, add the text:
    - Endnote 12 does not apply for a low-rise apartment dwelling.
    - The minimum required resident parking space rate is 0.4 parking spaces per unit in excess of twelve units.
    - Minimum bicycle parking rate: one space per dwelling unit.
    - Minimum corner side yard setback: 2.45 metres.

### **Document 3 – Consultation Details**

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. Comments were received from approximately six residents and the Overbrook Community Association.

Public Comments and Responses:

#### **Theme 1: Supportive comments**

- There were comments received supporting the proposed development. Specifically, comments noted support of a low-rise building to increase density.

#### **Response:**

- Staff note the reasons for support, and for the reasons outlined in the main report approval is recommended.

#### **Theme 2: General**

- Concerns were raised regarding the need for a zoning by-law amendment, rather than abiding by the current zoning by-law.
- It was questioned when the demolition will occur.
- There were concerns about potential damage being done to shared fences.
- There were comments about maintaining a low-rise residential neighbourhood, and concerns that this development will conflict with the existing character.

#### **Response:**

- A Zoning By-law amendment is a process which proponents can apply for to make deviations from the current zoning by-law. This type of application is reviewed against the Official Plan and relevant policies and guidelines to determine if the deviation is appropriate and good planning.
- If the Zoning By-law amendment and site plan control applications are approved, the applicant anticipates demolition to occur in 2025.
- The owner has agreed to contact immediate neighbours to discuss fencing.
- Low-rise buildings are defined as four storeys or less. The proposed development will conform as a low-rise building and is not seeking relief from the maximum permitted building height in the 'R4UC' subzone.

**Theme 3: Intensification:**

- There were concerns raised regarding the number of apartments that already exist in this neighbourhood, and continuing to add more.

**Response:**

- The subject site, as well as the block that the lots are located in, is currently zoned Residential Fourth Density, Subzone UC (R4UC). This zone permits a wide range of building forms, from single detached dwellings to low-rise apartment dwellings. The proposed low-rise apartment dwelling is a permitted use in the existing zone. Minor Corridors, and Neighbourhoods closest to Corridors, are planned for higher density development in the Official Plan.

**Theme 4: Parking**

- There were concerns raised regarding the proposed reduced parking rate and the perceived demand for vehicular parking on this site. Residents were concerned about an increase in on-street parking from this proposed building and nearby multi-unit dwellings which also have insufficient on-site parking, and raised that there could be a cumulative impact of excess parking demand.
- The bike lane on Donald Street does not allow for stopping/parking on either side of the street. It was raised that residential lots are now being turned into parking lots since there is no street parking available.
- There was a concern regarding how increased on-street parking could affect snow ploughing.

**Response:**

- A property developed without parking, or with fewer parking than units, is intended to attract tenants who do not own vehicles. The site is located in close proximity to cycling facilities, specifically the bike lanes on Donald Street, and approximately 450 metres away from the Transit Priority Corridor along McArthur. Bicycle parking is proposed at a ratio of one space per unit.
- Through the Site Plan Control process, the owner will be required to add a notice on title to advise future tenants if they will or will not be provided with on-site parking.

### **Theme 5: Unit mix and affordability**

- There were concerns raised regarding the affordability and accessibility of the units, and if there is cultural sensitivity regarding First Nations residents.
- Residents would like to see a greater mix of units, such as three-bedroom units.

### **Response:**

- To staff's knowledge, there are no affordable housing or cultural-specific units proposed for this site at this time. The Zoning By-law requires 25 per cent of the units to be two bedrooms so that a range and mix of units are provided. The applicant has noted that there are many existing single detached dwellings with three bedrooms, and that the market demand is for smaller units in this area. The applicant will be required to comply with the Ontario Building Code requirements for barrier-free units.

### **Community Organization Comments and Responses**

"The Overbrook Community Association's Community Planning Committee submits the following comments based on our review of the site plan application submitted for development of a low-rise apartment building on the properties at 304 and 308 Donald Street. Separate comments will be submitted to the Planning and Housing Committee concerning the Zoning By-law amendment sought.

### **Introduction**

This development proposal for this 31-unit low-rise apartment building would be similar to others that have occurred recently in the immediate area: one to the west (25 units) and one to the east (32 units) along this section of on Donald Street and one the next street over on Columbus Avenue (34 units). They are generally three and a half stories in height, of a modern design using brick and metal external wall materials, have units with a small number of (one or two) or no separate bedrooms (bachelor units) and with a minimum number of automobile parking spaces provided.

The proposed redevelopment of the site, at the southeast corner of Donald Street and Edith Avenue, has been subject to the pre-application consultation process of the City. This allowed for input comments in the early stage for the development of the site plan. The applicant (architect) had a separate second meeting with the OCA representatives to discuss comments that we had submitted, many similar to those provided by City urban design staff.

## **Unit count mix**

We seek in our community to have the maximum of housing options (tenure types, number of bedrooms, pricing, etc.) to allow the development of a diverse, as opposed to homogenous, mix of who lives and is welcomed here. This development proposes a unit mix of: eight two bedroom, 10 one bedroom and 13 bachelor units. The zoning by-law requires a minimum of 25 per cent (in this case 8) of the units be of the two bedroom or larger size. A housing mix of units with more bedrooms is needed to attract a wider tenant base more reflective of the neighbourhood population that includes not just one and two person households. It is especially important to provide local seniors or families with three-bedroom options.

## **Urban design**

The applicant states that “The proposed development has been designed to frame Donald Street and Edith Avenue with an appropriate building setback, materials and façade articulation that defines building entrances and maintains the general low-rise character of the surrounding community.” In general, we agree with this assessment. The main building access is off of Donald Street where, required by the zoning by-law, there are also two other entrances direct to units, and there are further accesses off of Edith Avenue and at the rear and east sides of the building.

Building articulation of sections of the walls facing the two streets and the use of different building materials succeeds in preventing the appearance of one large building mass that would not be in character with other neighbouring buildings. The use of a ground level car entry (with two building floors above it) and tucking or recessing parking under parts of the building are very good design features of this development. It is unfortunate that the new hydro transformer in the front yard on Donald Street would be so “in the face” of the unit behind it.

Although amenity space is not required by the zoning by-law, the required minimum of 50 per cent of the rear yard as soft landscaping is provided. One hopes that is usable by residents although its landscaping features may have to be limited (survivable) as it may double as a snow storage area in the winter. A final design comment is on roof colour, which in an effort to help reduce heat island creation in the neighbourhood, should be of light colour not a black or similar heat absorbing dark colour.

## **Landscape plan**

A few trees will be saved and additional new trees will be planted. Unfortunately, the proximity of the hydro lines, the new sidewalk on Edith Street and the limited size of the corner and front yards results in space limitations such that only tree species of

generally a small size can be planted, e.g. serviceberry and Japanese lilac. Overbrook does not meet the City's target for urban tree coverage. Please maximize the number and size of trees that can be planted on site, particular on lot areas fronting the public street. Other redevelopments (e.g. semi-detached dwellings) in our community sometimes only plant shrubs in lieu of actual new trees – it is good to see here a proper landscape plan that is proposed to be implemented.

### **Parking – cars and bicycle**

As stated earlier the location of the on-site parking and its access lane/aisle are visually minimized. The proposed reduction in the amount of parking spaces (from 10 to 8 spaces), subject to the rezoning request, does not appear unreasonable. Walking, bicycling and transit options are available to residents. On-street parking is not available on Donald Street and elsewhere winter and daytime parking restrictions apply. Potential new tenants of the building should be advised as to limitations of off-site street parking.

A total of 16 bicycle parking spaces are required to be provided and 31 are planned to be provided (20 in an indoor bicycle room, eight in the rear yard next to the building and three in the front yard). Those exterior bicycle parking spaces could be used by not just residents but also visitors.

### **Sidewalk on Edith Avenue frontage**

A new sidewalk would be constructed in the street ROW of Edith Avenue along the lot frontage of this site. This is a priority with the community. The need for a sidewalk along Edith Avenue was identified as part of the public consultation for the Transportation Master Plan (2023) and its active transportation project list. This sidewalk would ultimately extend south several blocks to Queen Mary Street and the Overbrook Community Centre and Overbrook Park. Having this first short segment south from the Donald Street intersection will make it safer for all persons of all ages in the neighbourhood and for those from the building as in the case of a resident with mobility needs who parks in the reserved parking space at the rear of the building but must travel by wheelchair around to the front of the building for the at-grade main door access.

### **Parkland – payment of cash-in-lieu**

The 31 units in this building would have 39 or so bedroom equivalents and a building population perhaps somewhere around 50 or more people. Overbrook has less hectares of parkland per 1,000 population than the City's target. The scale of much of the infill redevelopment that is occurring in Overbrook is prohibited, by provincial law, from being subject to parkland dedication or cash-in-lieu of parkland dedication. OCA is very



pleased to see that a cash-in-lieu of parkland contribution will be made as a condition of site plan approval of this scale of development. This will help provide for needed new parkland facilities for residents (at both local and city-wide level) per the City policy on the distribution of such cash contributions.

### **Donald Street – crossing at Edith Avenue intersection and vehicle speed**

The population increase from this building will add to the number of pedestrians who cross Donald Street, at the Edith Avenue intersection, to go to and from the bus stop on the north side. Existing local residents including school children already do this at this location which is without a PXO to permit a safe crossing. There are traffic light controlled intersections to the west, 200m away at Quill Street, and to the east, 200m away at Lola Street, but the crossing of Donald Street at Edith Avenue occurs because that is the desire line. The City should add a PXO at that location.

Donald Street has problems with both speeding vehicles and truck traffic. The multi-year reconstruction of Montreal Road had traffic mainly detoured to McArthur Avenue but certain drivers learned, in addition to those who already knew it, that Donald Street was also a good “fast” alternative east-west route (fewer traffic lights and less traffic). Donald Street is a collector roadway with a 50 km/h speed limit that is regularly exceeded by motor vehicles. It has quite a few schools located along it and also places of worship (churches and a mosque), daycares and residential buildings. At times pedestrians and cyclists do not feel comfortable or safe crossing or traveling along the road given the vehicle speeds. The new cycle lane is only partial and at several points (intersection bulb outs) disappears and cyclists must merge with the motor vehicle traffic lane. Having fast moving vehicles and trucks makes this less safe. The City should investigate and make changes to lower the speed of traffic on Donald Street and it should ensure any trucks are making only local deliveries – the road is not a designated truck route – and this should be enforced.”

### **Response:**

- The zoning by-law requires 25 per cent of the units to be two-bedrooms so that a range and mix of units are provided. The applicant has noted that there are many existing single detached dwellings with three bedrooms, and that the market demand is for smaller units in this area.
- While no amenity area is required in this zone, a minimum 25 metres squared aggregated rectangular landscaped area is required for the purposes of tree planting, infiltration, and outdoor amenity. Programming of this space can be discussed further through the Site Plan Control process.

- The applicant has noted that the roof colour will be a light grey.
- Staff are discussing further tree retention with the applicant through the Site Plan Control process.
- Through the Site Plan Control process, the owner will be required to advise future tenants if they will or will not be provided with on-site parking.
- The comments regarding the Donald Street crossing and speed have been noted. A facility of this nature cannot be secured from the developer through the site plan process. Warrants, design and funding sources will be discussed with transportation staff.