

2. ZONING - 2020 DORIMA STREET
ZONAGE - 2020, RUE DORIMA

COMMITTEE RECOMMENDATION

That Council approve an amendment to the Zoning By-law No. 2008-250 to change the zoning of 2020 Dorima Street from R1HH[714] – Residential First Density Zone, Subzone HH, Exception 714 to R4A[XXXX] – Residential Fourth Density Zone, Subzone A, Exception [XXXX] as shown on Document 1 and as detailed in Document 2.

RECOMMANDATION DU COMITÉ

Que le Conseil approuve une modification au Règlement n° 2008-250 sur le zonage visant à faire passer la désignation de zonage de la propriété située au 2020, rue Dorima, de R1HH[714] – Zone résidentielle de densité 1, sous-zone HH, exception 714 à R4A[XXXX] – Zone résidentielle de densité 4, sous-zone A, exception [XXXX], comme l'illustre le document 1 et le précise le document 2.

DOCUMENTATION / DOCUMENTATION

1. Deputy City Manager's report, Planning and Infrastructure, dated 18 May 2012 (ACS2012-ICS-PGM-0101).
Rapport de la Directrice municipale adjointe, Urbanisme et Infrastructure, le 18 mai 2012 (ACS2012-ICS-PGM-0101).
2. Extract of Draft Minute, 12 June 2012.
Extrait de l'ébauche du procès-verbal, le 12 juin 2012.

Report to/Rapport au :

Planning Committee
Comité de l'urbanisme

and Council / et au Conseil

May 18, 2012
18 mai 2012

Submitted by/Soumis par : **Nancy Schepers, Deputy City Manager/Directrice
municipale adjointe,
Planning and Infrastructure/Urbanisme et Infrastructure**

Contact Person / Personne ressource: *Planning and Growth Management/Urbanisme
et Gestion de la croissance Don Herweyer, Acting Manager/Gestionnaire intérimaire,
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Cumberland (19)

Ref N°: ACS2012-PAI-PGM-0101

SUBJECT: ZONING - 2020 DORIMA STREET (FILE NO. D02-02-11-0123)

OBJET : ZONAGE – 2020, RUE DORIMA (DOSSIER NO. D02-02-11-0123)

REPORT RECOMMENDATION

That the Planning Committee recommend Council approve an amendment to the Zoning By-law No. 2008-250 to change the zoning of 2020 Dorima Street from R1HH[714] – Residential First Density Zone, Subzone HH, Exception 714 to R4A[XXXX] – Residential Fourth Density Zone, Subzone A, Exception [XXXX] as shown on Document 1 and as detailed in Document 2.

RECOMMANDATION DU RAPPORT

Que le Comité de l'urbanisme recommande au Conseil d'approuver une modification au Règlement n° 2008-250 sur le zonage visant à faire passer la

désignation de zonage de la propriété située au 2020, rue Dorima, de R1HH[714] – Zone résidentielle de densité 1, sous-zone HH, exception 714 à R4A[XXXX] – Zone résidentielle de densité 4, sous-zone A, exception [XXXX], comme l'illustre le document 1 et le précise le document 2.

BACKGROUND

The subject property, 2020 Dorima Street, is a vacant 0.22 hectare property, located on the south west corner of Innes Road and Dorima Street immediately east of an existing commercial shopping centre. It is surrounded to the east and south by existing residential development.

Purpose of Zoning Amendment

The proposal would modify the existing zoning to an R4A – Residential Fourth Density Zone, Subzone A with exceptions to allow for the development of 24 stacked townhouse units.

Existing Zoning

The property is currently zoned R1HH[714] – Residential First Density Zone – Subzone HH, Exception 714 which permits detached dwellings and multiple attached dwellings.

Proposed Zoning

The proposed zoning would be a R4A zone with exceptions to allow the construction of stacked dwelling units in a planned unit development, a reduced parking standard, reduced interior side yard setback, a reduction in the landscape buffer width of a parking lot not abutting a street, a reduced private way (means a privately owned driveway within a planned unit development) width, a reduction in the minimum setback of a residential building to a private way and a reduction in the minimum private width with parallel visitor parking.

DISCUSSION

Official Plan

The Official Plan designates the subject property as "General Urban Area" which permits a full range of types and densities of housing to meet the needs of all ages, incomes and life circumstances, including low, medium and high density housing, in combination with well located employment, shopping, service, cultural, leisure, park, natural areas and institutional uses to facilitate the development of complete and sustainable communities.

The City' policies encourage proponents of new development or redevelopment close to existing and proposed future transit stations to take into consideration and to demonstrate how the City's Transit Oriented Development Guidelines have been addressed. To promote increased transit usage, private and/or public proponents of any development or redevelopment within 600 metres of a transit station or major transit stop along the rapid transit network shown on Schedule D will locate any proposed high-density employment and residential development close to transit stations.

The City may reduce parking requirements for uses located within 600 metres of a rapid-transit station and for uses where the need for on-site parking can be balanced with efforts to reduce reliance on the automobile. The City may use the Zoning By-law as a tool to reduce parking requirements.

Details of Proposed Zoning and Discussion

The proposed zoning would use the R4A zone with exceptions to permit stacked dwelling units in a planned unit development, to reduce the interior side yard setback from 1.5 metres to 1.2 metres, to reduce the landscape buffer width around the parking area from 1.5 metres to 0.4 metres and to reduce the setback of a residential building to a private way from 1.8 metres to 0.8 metres. Additional landscaping will be provided in the front of the three proposed buildings to provide an enhanced visual streetscape along Dorima Street and Innes Road.

The new exception zone proposes to reduce the parking requirement from 1.2 spaces per unit to 1.0 space per unit which represents a reduction in five parking spaces. The proposed amendment would allow parallel parking spaces with a reduced aisle width of 5.6 metres instead of the 8.5 metres required for a Planned Unit Development (PUD). The driving aisle dimension for a PUD will be reduced from 6.0 metres to 3.0 metres to facilitate a one way aisle at the entrance and exit points. The aisle within the parking area will remain at 6.0 metres to allow vehicles (including waste pick up) to manoeuvre. The intent is to have vehicles ingress the site at the northern entrance and egress through the southern entrance to facilitate traffic movement and to better control queuing of vehicles on Dorima Street where it intersects with Innes Road. Visitor parking will be provided at 0.2 spaces per unit as per the existing zoning requirement for stacked dwelling units. The reduction in the provision of parking can be justified given that transit service in the vicinity of the site is provided on Innes Road, eastbound service is available 30 metres away and westbound service is available on the north side of Innes Road, approximately 100 metres away. In addition, the City's Transportation Master Plan, Schedule 4A (Rapid Transit Network) and Schedule D – Primary Transit Network of the Official Plan identify the Tenth Line Road transit station which is within 600 metres of the subject site.

The balconies will be providing a private amenity area for each homeowner in addition to the communal amenity area provided on the entire site which is in excess of the minimum Zoning By-law requirement.

This redevelopment is deemed as appropriate intensification through infill in this location because it is abutting an arterial road (Innes Road) and is adjacent to transit services. The height is compatible with the existing residential neighbourhood and adds to the full range of housing types in the area.

Traffic Issues

Through correspondence received from the circulation and at the Community Information Session held to discuss this proposal, the surrounding residents identified existing traffic issues and expressed concerns relating to additional volumes which will be generated by this development and requested traffic signals to be installed at the intersection of Dorima Street and Innes Road.

The City has reviewed the traffic brief submitted by the applicant in support of their applications and have had additional traffic counts prepared by staff which reached very similar results. They both concluded that the AM and PM weekday peak and weekend peak traffic volumes at this intersection do not warrant traffic signals.

At the PM weekday peak, traffic can experience delays of up to 60.4 seconds when making a left turn from Dorima Street onto Innes Road compared to the AM weekday peak which is only 16.4 seconds. Saturday peak, which was identified between 12:00 p.m. and 1:00 p.m., indicated average delays of 34.7 seconds and Sunday peak (between 11:30 a.m. and 12:30 p.m.) indicated delays of 27.0 seconds making that same movement.

Based on the number of site generated trips from this proposed development, (i.e., 19 total in the PM Peak Hour), there will be an insignificant impact on the local area transportation network from the transportation perspective.

Concurrent Application

A site plan application was submitted concurrently with this zoning amendment and is currently under review.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

CONSULTATION

Notice of this application was carried out in accordance with the City's Public Notification and Consultation Policy. Many comments were received by the neighbouring residents and can be seen in Document 3.

COMMENTS BY THE WARD COUNCILLOR

Councillor Blais is aware of the report. At his urging, a pre-application meeting was held to solicit feedback from residents. In addition, a second meeting was organized to hear from the community. Councillor Blais is working on solutions to existing issues raised at the meetings, including on-street parking and park amenities.

LEGAL IMPLICATIONS

If this report is carried and an appeal is brought before the Ontario Municipal Board it is anticipated that a hearing will take approximately 3 days and will be conducted using staff resources. If the report is not carried and an appeal is brought, the hearing is estimated to take the same amount of time, but an outside planning consultant, as well as a traffic consultant will need to be retained. The cost associated with retaining outside consultants will be in the range of \$35,000-\$45,000.

RISK MANAGEMENT IMPLICATIONS

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

FINANCIAL IMPLICATIONS

If the report is carried and appealed, staff resources will be used to defend Council's position. In the event that the recommendation is not carried and an appeal is brought, an outside planner as well as a traffic consultant will need to be retained at an estimated cost of \$35,000 to \$45,000. Funds are not available within existing resources, and the expense would impact Planning and Growth Management's 2012 operating status.

ACCESSIBILITY IMPACTS

There are no accessibility implications associated with this report.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications associated with this report.

TECHNOLOGY IMPLICATIONS

There are no technology implications associated with this report.

TERM OF COUNCIL PRIORITIES

The application is consistent with the City of Ottawa's strategic priority to encourage higher density development within 600 metres of a proposed transit station.

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 concerns by the residents having to be addressed by the proponent.

SUPPORTING DOCUMENTATION

Document 1 Location Map
Document 2 Details of Recommended Zoning
Document 3 Consultation Details

DISPOSITION

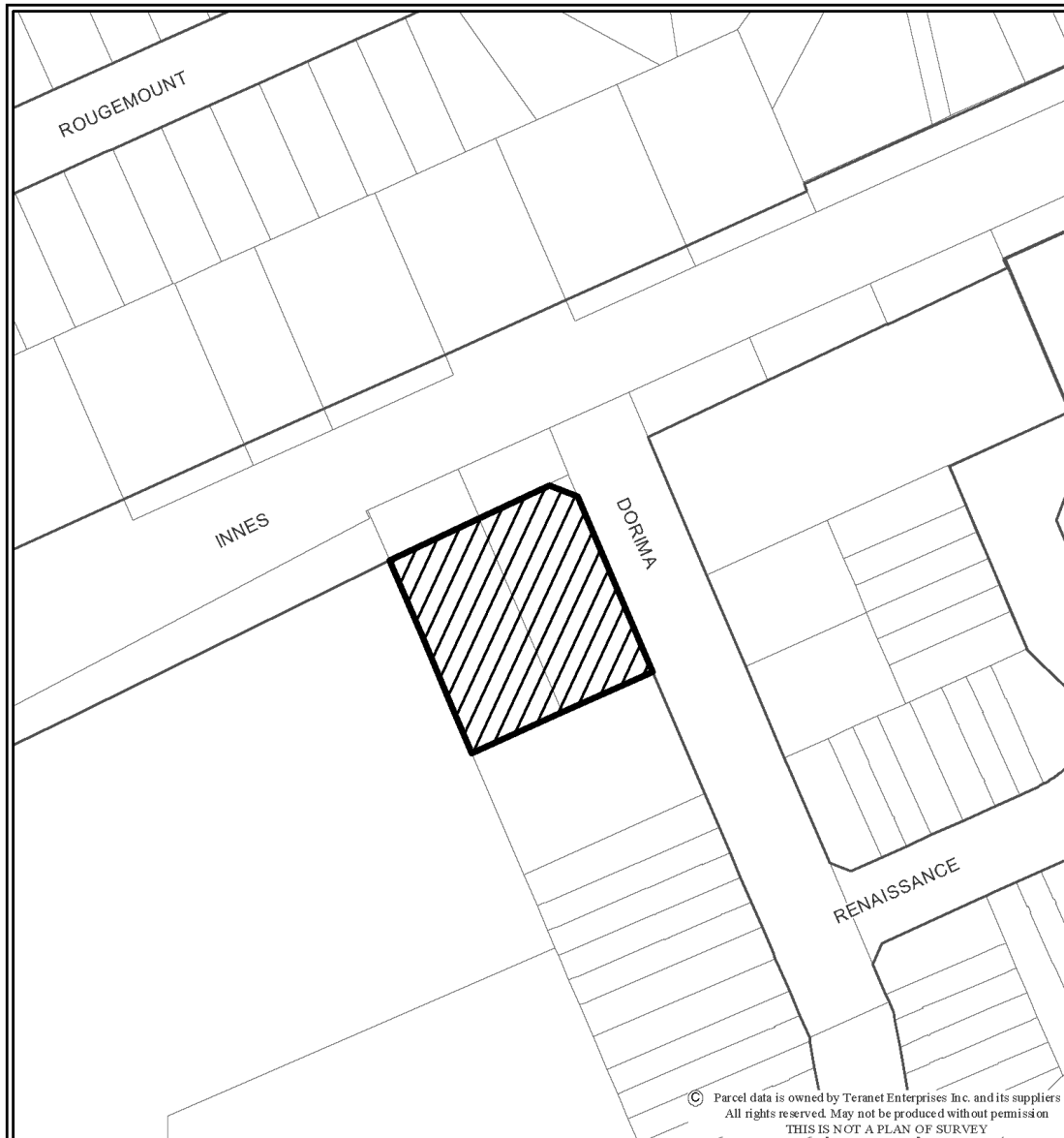
City Clerk and Solicitor Department, Legislative Services to notify the owner, applicant, OttawaScene Canada Signs, 1565 Chatelain Avenue, Ottawa, ON K1Z 8B5, Ghislain Lamarche, Program Manager, Assessment, Financial Services Branch (Mail Code: 26-76) of City Council's decision.


Planning and Growth Management to prepare the implementing by-law, forward to Legal Services and undertake the statutory notification.

Legal Services to forward the implementing by-law to City Council.

LOCATION MAP

DOCUMENT 1




 Produced by Infrastructure Services
 and Community Sustainability
 Produit par Services d'infrastructure
 et Viabilité des collectivités

D02-02-11-0123	12-0042-X
D07-12-11-0240	

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2012 / 01 / 13

REVISION DATE DE RÉVISION

 **Location Map / Plan de révision**
Zoning Key Plan / Schéma de zonage
Site Plan / Plan de emplacement
2020 Dorima Street

14525539 Denotes Teranet-Polaris Parcel Identification Number

Échelle
 N.T.S.
 Mètres



Scale
 N.T.S.
 Metres

DETAILS OF RECOMMENDED ZONING

DOCUMENT 2

1. The Zoning Map of By-law 2008-250 is amended by changing the zoning for 2020 Dorima Street from R1HH[714] - Residential First Density Zone – Subzone HH, Exception 714 to R4A[XXXX] – Residential Fourth Density with exceptions to permit stacked dwelling units as shown on Document 1.

2. Section 239 - Urban Exceptions is amended by adding a new exception with provisions similar to the following:

Additional Land Uses Permitted

Stacked Dwelling Unit
Planned Unit Development

Provisions

Interior Side yard setback (minimum)	1.2 m
Parking requirement (minimum)	1.0 space per unit
Minimum Private way width	
with parallel visitor parking	5.6 m
Minimum width of Private Way (PUD)	3.0 m
Minimum setback of residential building	
To private way	0.8 m
Minimum landscape buffer width of	
Parking lot not abutting street	0.4 m

CONSULTATION DETAILS

DOCUMENT 3

NOTIFICATION AND CONSULTATION PROCESS

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. Two public meetings were also held in the community.

COMMENTS BY THE COMMUNITY

Staff received an overwhelming response from the surrounding residents from the circulation. In general, they do not support the rezoning mostly because of the density proposed and reduction in parking. They feel this will result in increased on-street parking and traffic volumes making the left turning movement from Dorima Street onto Innes Road more difficult and an even bigger safety concern than it is currently.

A Community Information and Comment Session was held on April 12, 2012 and the residents in attendance had the following comments:

- 1) Increase in density will generate an increase in traffic and signals should be installed at the Innes Road/Dorima Street intersection;
- 2) On-street parking is already an issue; providing only one parking space per unit may result in overflow parking on Dorima Street, Renaissance Drive and Casabella Drive;
- 3) Wait times to turn left onto Innes Road from Dorima Street will increase with this development; they claim the results of the Traffic Brief prepared in support of this development proposal and the City traffic counts do not reflect the actual delay times;
- 4) Concerned with impact this development will have on value of existing homes in the neighbourhood;
- 5) Residents complained that there is no park serving this neighbourhood and want to know if there is a possibility of building one nearby;
- 6) Residents are concerned with vibrations caused by heavy traffic and construction and the impact on their homes;
- 7) Transit use going westbound on Innes Road would be facilitated by either adding a bus stop or moving the existing stop in front of the existing mosque.

CITY RESPONSES:

- 1) The City has looked into this issue. The traffic report provided in support of the application and the traffic counts prepared by the City do not support the installation and operational costs associated with new signals at this intersection. Also a signalized intersection already exists less than 130 metres west of Dorima Street.
- 2) The Councillor has suggested that on-street parking can be controlled through by-law enforcement and that if necessary "no parking" signs (with or without time limits) can also be installed on both sides of the street to discourage overflow parking from nearby sites.
- 3) The delay times recorded in the traffic brief submitted by the applicant's consultant and documented by the City's traffic staff indicated that the average wait time was 15-25 seconds in the AM peak and approximately one minute in the PM peak. A weekend count was subsequently done for Saturday and Sunday which resulted in delays of close to 35 seconds and 27 seconds respectively. The low volume that is generated from the proposed development, and which will be added at the intersection of Innes Road at Dorima Street, is insignificant. Therefore, from a transportation perspective, no mitigation measure is suggested.
- 4) There is no evidence that this dwelling type will have a negative impact on the resale value of existing homes in this neighbourhood.
- 5) The Councillor is investigating ways to improve access to park space for the community. This includes the possibility of adding amenities to the hydro corridor (with Hydro's consent) and/or winter access via Chardonay to Mariah Park (budget permitting). Cash in lieu of parkland will be provided at the site plan stage which will help contribute to improving parkland in the area.
- 6) The proponent's geotechnical engineering consultant has prepared a memo stating that based on the excavation and construction methods used it is expected that the vibrations associated with the construction activities for the proposed residential development to be located at 2020 Dorima Street will not be detrimental to settlement of the underlying sensitive clay deposits or cause damage to the neighbouring structures.
- 7) The Councillor has requested that OC Transpo determine if the stops on the north side of Innes Road can be adjusted closer to the traffic signals at the shopping centre to prevent jaywalking.

ZONING - 2020 DORIMA STREET
ACS2012-PAI-PGM-0101

CUMBERLAND (19)

REPORT RECOMMENDATION:

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The following individuals / groups had indicated via fax, their wish to address the Committee in opposition to the report recommendation, but did not attend:

- Kamal Eisa and Gihan Zakkj;
- Samir Agayri and Magda Eisa, and;
- Mikhael S. Wingate.

This item was originally held to allow the parties, who had earlier indicated their wish to speak in opposition to the report recommendation, sufficient time to arrive. As none were present by the time this item was considered, it was CARRIED without debate or amendment.

Ms. Kathleen Willis, Kathleen Willis Consulting, on behalf of Longwood Homes, was present in support of the recommendation, but did not speak.