

11. Zoning By-Law Amendment – 54 Louisa Street
Modifications au Règlement de zonage – 54, rue Louisa

COMMITTEE RECOMMENDATION

That Council approve an amendment to Zoning By-law 2008-250 for 54 Louisa to permit a temporary parking lot and temporary parking garage, as detailed in Document 2.

RECOMMANDATION DU COMITÉ

Que le Conseil approuve une modification du *Règlement de zonage 2008-250* pour le 54, rue Louisa, afin de permettre l'aménagement d'une aire de stationnement de surface temporaire et d'un garage de stationnement temporaire, comme l'indique le document 2.

DOCUMENTATION/DOCUMENTATION

1. Director's Report, Planning Services, Planning, Infrastructure and Economic Development Department, dated February 14, 2019 (ACS2019-PIE-PS-0002)

Rapport de la directrice, Services de la planification, Direction générale de la planification, de l'Infrastructure et du développement économique, daté le 14 février 2019 (ACS2019-PIE-PS-0002)

2. Extract of draft Minutes, Planning Committee, February 28, 2019

Extrait de l'ébauche du procès-verbal, Comité de l'urbanisme, le 28 février 2019

3. Summary of Written and Oral Submissions to be issued separately with the Council agenda for its meeting of March 27, 2019, in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to Bill 73 'Explanation Requirements' at the City Council meeting of March 6, 2019".

Résumé des observations écrites et orales à distribuer séparément avec l'ordre du jour de la réunion du 27 mars 2019 du Conseil, dans le rapport

intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux 'exigences d'explication' aux termes du projet de loi 73, à la réunion du Conseil municipal prévue le 6 mars 2019 ».

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme
28 February 2019 / 28 février 2019**

**and Council
et au Conseil
6 March 2019 / 6 mars 2019**

**Submitted on 14 February 2019
Soumis le 14 février 2019**

**Submitted by
Soumis par:
Lee Ann Snedden
Director / Directrice**

**Planning Services / Services de la planification
Planning, Infrastructure and Economic Development Department / Direction
générale de la planification, de l'infrastructure et du développement économique**

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Ward: SOMERSET (14)

File Number: ACS2019-PIE-PS-0002

SUBJECT: Zoning By-law Amendment – 54 Louisa Street

OBJET: Modifications au Règlement de zonage – 54, rue Louisa

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 54 Louisa to permit a temporary parking lot and temporary parking garage, 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 City Clerk and Solicitor's Office and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to Bill 73 'Explanation Requirements' at the City Council Meeting on March 6, 2019, 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 l'urbanisme recommande au Conseil d'approuver une modification du *Règlement de zonage 2008-250* pour le 54, rue Louisa, afin de permettre l'aménagement d'une aire de stationnement de surface temporaire et d'un garage de stationnement temporaire, comme l'indique le document 2.
2. Que le Comité de l'urbanisme donne son approbation à ce 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 greffier municipal et de l'avocat général 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 du projet de loi 73, à la réunion du Conseil municipal prévue le 6 mars 2019 », à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.

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

54 Louisa Street

Owner

InterRent c/o Martin Vervoort

Applicant

FOTENN Consultants Inc. c/o Brian Casagrande and Nico Church

Description of site and surroundings

The site is a through lot with frontage on Louisa Street and Arlington Avenue, on the block between Booth Street and Lebreton Street North. The 1,277 square metre site has 15 metres of frontage on Louisa Street and 30 metres of frontage on Arlington Avenue. The property is currently occupied by a vacant automobile repair garage and surface parking.

Summary of requested Zoning By-law amendment proposal

The property owner is currently operating a private parking lot on the subject lands for vehicles not associated with the use of the property, and has been informed by the City that it is in violation of the Zoning By-law. The purpose of this application is to formally request permission to establish a temporary parking lot and parking garage on the property for three years, to accommodate the vehicles referenced above. The applicant is also requesting amendments to the parking lot provisions, specifically related to permitting parking in the front yard, reduced driveway widths, reduced landscaping and reduced parking space size, as detailed in Document 3.

DISCUSSION

Public consultation

FOTENN consultants held a consultation meeting for neighbours and for the Dalhousie Community Association on June 27, 2018. Eight residents, a representative from the Dalhousie Community Association and a representative from Councillor McKenney's office were present at the meeting.

For this proposal's consultation details, see Document 4 of this report.

Official Plan designation

The property is designated General Urban Area on Schedule B and in Section 3.6.1 of the Official Plan. Development applications in the General Urban Area shall also be

evaluated in accordance with the urban design and compatibility policies found in Section 2.5.1 and Section 4.11 of the Official Plan.

Other applicable policies and guidelines

There are no other City planning policies or guidelines applicable to the proposed use on this site.

Planning rationale

Staff acknowledge that a parking lot for a use not associated with the property is not the desired end-state condition for this location. The future intent for this site is to develop with uses permitted under the current zoning and in line with Official Plan policies. However, as a temporary use, the department can support the proposal.

The Department is also comfortable with the applicant's request to provide front yard parking, to reduce the required landscaping and to reduce the required size of a portion of the parking spaces, as these elements respond to existing site conditions on the site. The applicant proposes physical improvements to the site that will alleviate some of the concerns raised by planning staff, the Ward Councillor and local residents. The physical changes include planting new street trees, providing two designated snow storage areas on the property, and narrowing the driveways, along both the Arlington Avenue and Louisa Street frontages. These physical changes will result in a site that is more sensitive to and more compatible with the surrounding residential neighbourhood, compared to the vacant automobile garage and associated surface parking area that exists today. The reduced driveway widths should also enhance pedestrian safety in the neighbourhood, as they will cross the driveways in a shorter timeframe.

The subject property is located approximately 600 metres from the future Gladstone Station, which will be serviced by the north-south Trillium Line. Gladstone Station is projected to be completed in 2021 as part of the City's Stage 2 Light Rail Transit initiative. The expiry of the permission to operate a parking lot is expected to coincide with the construction of the new Gladstone Station. The improved access to the City's transit network is expected to decrease the demand for vehicular parking, at which time the property owner will consider redeveloping this site.

Staff have reviewed this proposal and have determined that it is consistent with the Provincial Policy Statement, 2014.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

COMMENTS BY THE WARD COUNCILLOR

Councillor McKenney provided the following comments:

“Surface parking is not a desirable nor efficient use of space within this area of the city. The proximity to current bus routes and a future LRT station at Gladstone Station, as well as accessible pedestrian and cycling infrastructure, promote alternate travel methods.

The applicant is requesting to temporarily permit parking facilities on this lot for a period of no more than 3 years. However, without a commitment to redevelop the land after this time period, it is unlikely this site will ever serve a more productive use. Street parking is preferred to a temporary or permanent parking lot on this site. The continued presence and addition of surface parking is not conducive with citywide plans to create more walkable, public transit oriented and “complete” communities.

The proposed lot features 3 vehicular entrances, which will adversely affect pedestrian safety in this residential neighbourhood. Residents in the area have expressed their concerns regarding increased vehicle traffic and excessive speeds. There have also been issues with snow removal and cleared snow from the lot entrances blocking adjacent sidewalks and roadways. On these grounds, I oppose the application.”

LEGAL IMPLICATIONS

In accordance with Bill 139, if the proposed zoning by-law is adopted, it can only be appealed on the basis of inconsistency with the Provincial Policy Statement or lack of conformity with the official plan. Were the zoning by-law appealed, the preparation of the necessary documentation for the Local Planning Appeal Tribunal and the making of submissions to the Tribunal could be done within staff resources.

If the zoning amendment is refused, reasons must be provided. For an appeal of a refusal of a zoning application to succeed, the appellant must first show that the existing zoning is inconsistent with the Provincial Policy Statement and/or does not conform to the Official Plan. Due to the limited timeframes now associated with Local Planning Appeal Tribunal matters, the City Clerk and Solicitor Department would seek to retain

an external planner to provide an affidavit in support of the refusal for the initial Tribunal review of the item should an appeal of the refusal be forthcoming.

RISK MANAGEMENT IMPLICATIONS

There are no risk implications.

ASSET MANAGEMENT IMPLICATIONS

There are no asset management implications associated with the recommendations of this report.

FINANCIAL IMPLICATIONS

There are no direct financial implications. In the event the zoning amendment is refused and appealed, an external planner would be retained. This expense would be absorbed from within Planning, Infrastructure and Economic Development's operating budget.

ACCESSIBILITY IMPACTS

Design considerations with respect to accessibility are not a key consideration of this rezoning application.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities: Transportation and Mobility.

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 the logistics of an election year and the limited planning committee agendas over this transition period.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Proposed Site Plan

Document 3 Proposed Zoning Details

Document 4 Consultation Details

CONCLUSION

The department can support this proposal to permit a temporary parking garage and parking lot for three years. The temporary use of the existing parking lot will contain the vehicles and alleviate on-street parking demands throughout the neighbourhood until the Gladstone Light Rail Transit station is developed. The applicant also commits to streetscape and landscaping improvements that will benefit the community in the interim period.

DISPOSITION

Legislative Services, Office of the City Clerk and Solicitor to notify the owner; applicant; Ottawa Scene Canada Signs, 1565 Chatelain Avenue, Ottawa, ON K1Z 8B5; Krista O'Brien, Tax Billing, Accounting and Policy Unit, Revenue Service, Corporate Services (Mail Code: 26-76) of City Council's decision.

Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

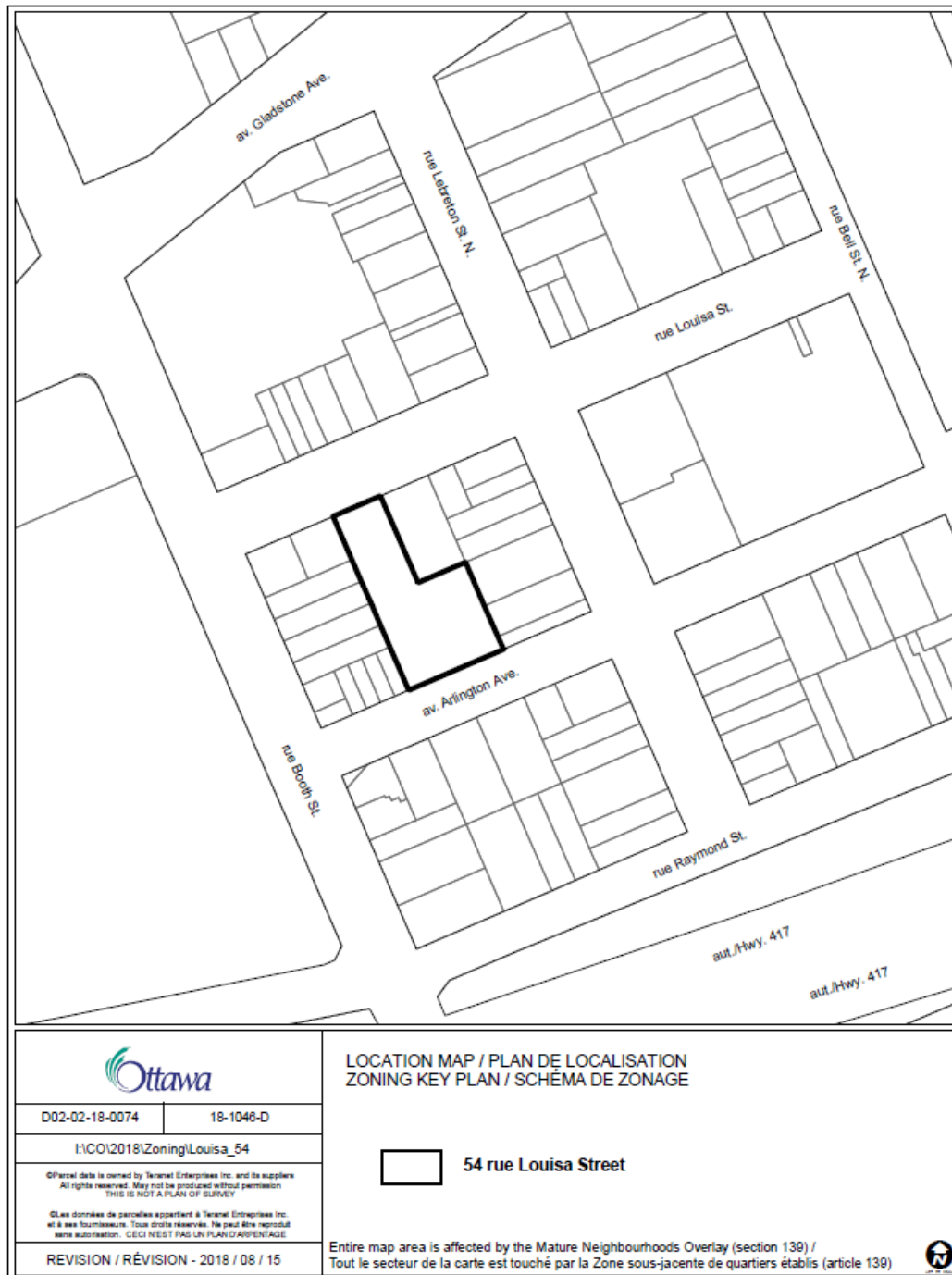
Legal Services, Office of the City Clerk and Solicitor to forward the implementing by-law to City Council.

Planning Operations Branch, Planning Services to undertake the statutory notification.

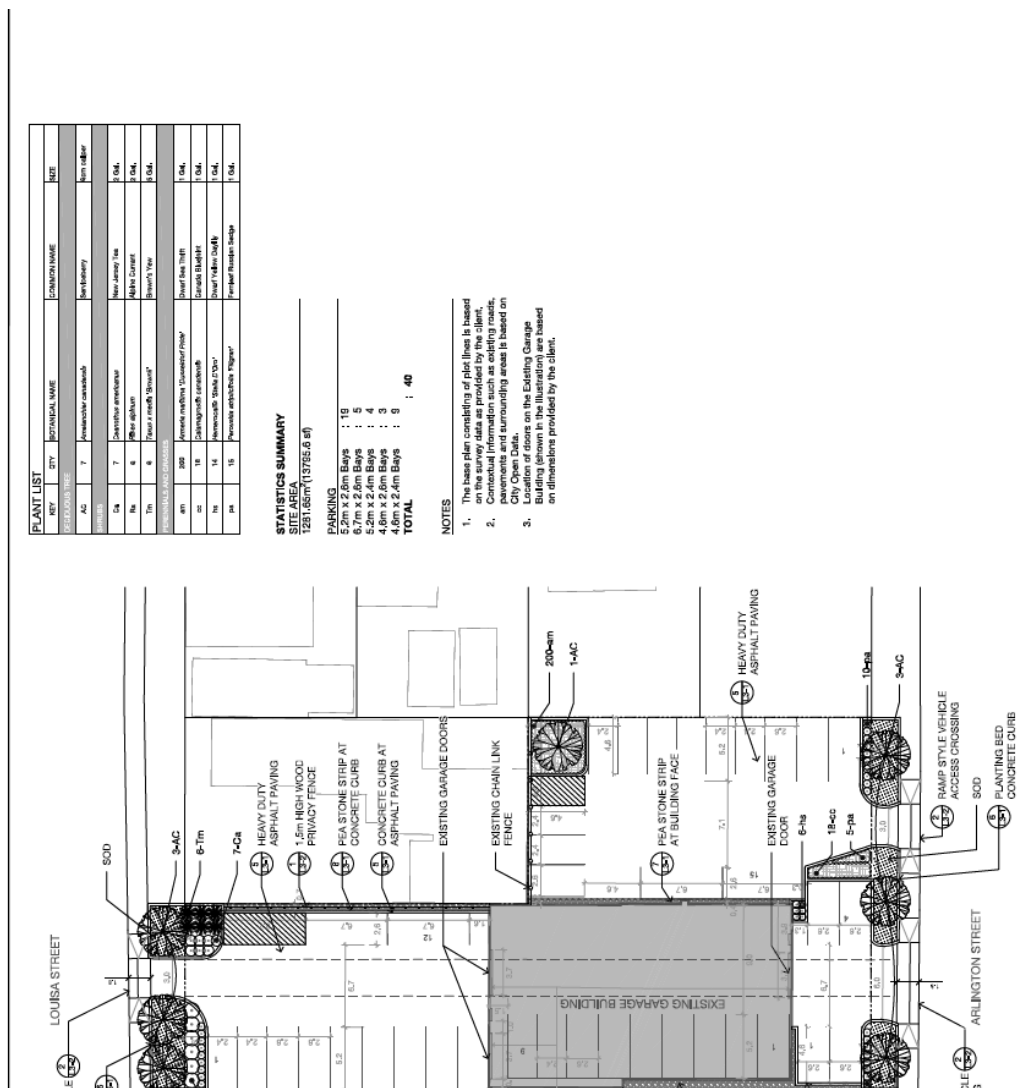
Document 1 – Location Map

For an interactive Zoning map of Ottawa visit geoOttawa

54 Louisa Street is a through lot, with frontage on both Louisa Street and Arlington Avenue.



Document 2 – Proposed Site Plan



Document 3 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 54 Louisa Street:

1. Rezone the property from R4T to R4T[xxxx]
2. In Column II, add the text, "temporary parking lot, temporary parking garage"
3. In column V, add provisions similar in effect to the following:
 - The following applies to a temporary parking garage and parking lot:

- i. A parking lot and a parking garage is a permitted use for a temporary period of 3 years from the date of the passing of this by-law.
- ii. Parking is permitted in a required and provided front yard.
- iii. Up to 40% of the parking spaces may be reduced to a minimum width of 2.4 metres and a minimum length of 4.6 metres.
- iv. Despite Section 107 (1) (a), a driveway providing access to a parking lot or parking garage may have a minimum width of 3 metres.
- v. Section 110 (1) does not apply.
- vi. A parking garage is limited to a building existing as of the date of the passing of this by-law.

Document 4 – Consultation Details

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. The applicant held a consultation meeting for neighbours and for the Dalhousie Community Association on June 27, 2018.

Public Comments and Responses

Comment:

The Preston Street BIA is in support of the application.

Comment:

Concern with the noise from industrial garage doors opening, car alarms/beeping 24 hours a day.

Response:

This matter is regulated by the City's noise by-law. The applicant is committed to addressing noise-related concerns from neighbours.

Comment:

Concern with vehicle headlights shining onto adjacent properties

Response:

Landscaping improvements are proposed to mitigate the impact of vehicle headlights shining onto adjacent properties.

Comment:

Insufficient area to store snow

Response:

The applicant will provide two snow storage areas on their property, one on the Arlington Avenue side and one on the Louisa Street side.

Comment:

Environmental concern with cars being parked on site.

Response:

No undue adverse environmental impacts are anticipated as a result of this zoning amendment application.

Comment:

Concern with decreasing property values and impact on the desirability of rental units on adjacent properties.

Response:

The subject property was previously an automobile garage. The property owner has undertaken significant steps to improve the property since purchasing it.

Comment:

There are already enough parking lots in the area. The lot should be developed for housing instead.

Response:

The parking lot is temporary. The property owner intends to redevelop the lot once the neighbourhood has better access to rapid transit.