



City of  
Ville d' **Ottawa**

September 24, 1998

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(File: OZP1998/012)

Department of Urban Planning and Public  
Works

Ward/Quartier

OT1 - Britannia-Richmond

- Planning and Economic Development  
Committee / Comité de l'urbanisme et de  
l'expansion économique
- City Council / Conseil municipal

Action

**Zoning - 3085 Dumaaurier Avenue**

**Zonage - 3085, avenue Dumaaurier**

### **Recommendations**

1. That the application to amend Zoning By-law, 1998, as it applies to 3085 Dumaaurier Avenue, as shown on Document 4, from R1G and R3A, to an R1G exception zone, an R3D exception zone and L3, to permit residential development and parkland, be APPROVED, as detailed on Documents 3 and 4.
2. That the application to amend Zoning By-law Number Z-2K as it applies to 3085 Dumaaurier Avenue, as shown on Document 5, from R4 to R4-x and P, to permit residential development and parkland, be APPROVED, as detailed in Documents 3 and 5.

September 29, 1998 (9:29a)

E.M. Robinson  
Commissioner of Urban Planning  
and Public Works

September 30, 1998 (9:55a)

Approved by  
John S. Burke  
Chief Administrative Officer

DJ:dj

Contact: Douglas James - 244-5300 ext. 1-3856

## Financial Comment

N/A.



September 28, 1998 (2:18p)

for Mona Monkman  
City Treasurer

BH:cds

## Executive Report

Owner: Braebury Homes Corporation

Agent: Regional Group

## Reasons Behind Recommendations

### RECOMMENDATION 1

#### Site Context and History

The subject property, which is vacant, is located on the southeast corner of Dumaurier and Grenon Avenues. These lands have been recently sold by the Ottawa-Carleton District School Board to the applicant. The subject property was rezoned by the City in 1990, from public to residential, in anticipation of its sale by the school board and subsequent development. To the north and west of the subject site are single detached and semi-detached dwellings. To the south is a medium-high density residential development known as Foster Farm while to the east is the City of Ottawa's Grenon Park.

#### Neighbourhood Compatibility

The lands immediately to the north of the subject property are occupied by single detached dwellings on lots which are typically 15 metres in width. These homes were also developed with minimum side yards of 1.21 metres and rear yards of 7.5 metres. The R1G exception zoning proposed for the portion of the subject site opposite these dwellings, will allow single detached dwellings having performance standards consistent with these existing homes.

Located to the west and south of the site is residential development containing single detached dwellings, semi-detached dwellings, townhouses and apartment dwellings. These dwellings have been constructed at densities higher than the singles on the north side of Grenon Avenue and with yards equal to and less than those proposed by this application. The R3D exception zoning intended for the majority of the subject property, will allow a development with a density and performance standards that are similar and compatible to those which exist in the area to the south and west.

## Official Plan Policies

### Residential Infill Goals

In adopting the City's Official Plan in 1991, Council has endorsed infill development on vacant lands designated Residential Area, such as 3085 Dumaaurier Avenue. This was done for a number of planning reasons, including reducing the financial burden of extending and constructing services and infrastructure associated with urban sprawl, in favour of supporting the more efficient use of existing facilities where infrastructure investments had already been made.

Policies were established in the Official Plan by which to evaluate the appropriateness of residential intensification on vacant lands. In this instance, the policies to evaluate moderate residential development (3.6.2.j) are applicable. These policies relate to the compatibility of the proposal with the surrounding environment and community. It is the Department's position that this proposal satisfies these policies.

The Region has also adopted a policy of residential intensification, realizing also that this is necessary to achieve such goals as, reduced dependence on the automobile, more efficient use of existing facilities and services as well as supporting and encouraging economic development. As part of the Regional Official Plan review for the Regional Municipality of Ottawa Carleton, housing potential within the greenbelt was determined: a potential of approximately 51,000 to 72,000 dwelling units. Within the City of Ottawa, the potential for new units ranged from approximately 40,000 to 56,000. These dwelling units are to be constructed through either the development of vacant sites or the redevelopment and /or conversion of buildings on sites. This application is in keeping with the intent and purpose of both the Region's and City's Official Plans and approval of this application will help achieve the goal of infill development and residential intensification.

### Reuse of Minor Institutional Sites

The subject property was originally owned by the Ottawa Carleton District School Board as a potential school site. The Official Plan contains policy 10.3.2.i that relates to the reuse of institutional sites. A new use proposed for a former institutional site must satisfy criteria related to compatibility with the surrounding land uses, as well as the conservation, enhancement and integration of the urban forest and natural features of the site.

It is the Department's position that the applicant's proposal satisfies these policies. As mentioned, the proposed zoning will allow for development that is compatible with the existing community and through the complementary plan of subdivision, new trees will be planted on site and existing trees will be protected. Given the foregoing, it is the Department's position that the proposed development is compatible with the surrounding community and satisfies policies in the City's Official Plan relating to infill development and the use of vacant institutional properties.

### Traffic

Dumaurier Avenue is a collector road, while Grenon Avenue is a local road. The City's Official Plan establishes peak hour traffic volume guidelines that are considered acceptable for collector and local roads within the City. For collector roads, the volume guideline is approximately 100 to 300 vehicles in the peak hour and for local roads, approximately 100 vehicles in the peak hour. At present, during the peak times the number of vehicles passing by the subject site are within the levels established by the Official Plan. The developer has completed a traffic study, which has been reviewed by the Licencing Transportation and Buildings Branch, which indicates that the proposed development will have a minimum impact on the surrounding roads at the peak times. Consequently, the levels of traffic generated are within the limits of peak traffic volumes established by the Official Plan.

The traffic analysis completed by the applicant has also revealed that the proposed development should not reduce the level of service at the intersections of Grenon Avenue and Richmond Road, Dumaurier Avenue and Richmond Road and Dumaurier Avenue and Pinecrest Road. While it is recognized that the intersection of Dumaurier Avenue and Pinecrest Road is approaching capacity and the intersection of Dumaurier and Richmond Road is at capacity during the p.m. peak, this is a result of existing traffic volumes. The proposed development is not expected to generate traffic volumes that will further reduce the existing level of service.

### Parkland Conveyance

As part of the associated Subdivision Application, the applicant will be deeding to the City, a two metre strip of land . This strip of land will stretch from the south east corner of the subject property, north approximately 144.5 metres, to the rear of the land zoned for single detached dwellings. This land, which will form part of Grenon Park, will be zoned identical to the zoning presently applying to the park.

## RECOMMENDATION 2

As Committee and Council are aware, Zoning By-law, 1998 has been appealed to the Ontario Municipal Board. It is not expected that the appeals to Zoning By-law, 1998 will be resolved until early next year. Until the appeals have been disposed of, the most restrictive zoning of either Zoning By-law, 1998 or By-law Number Z-2K is to apply. In the case of the subject property, the R4 zoning in Zoning By-law Number Z-2K does not permit semi-detached dwellings on lots that are 15 metres in width. To ensure development is able to proceed (i.e. obtain a building permit), it is recommended that Zoning By-law Number Z-2K be amended as detailed in Document 3. The amendment to Zoning By-law Number Z-2K as proposed will establish zoning similar to and generally no more restrictive than the proposed zoning amendment to Zoning By-law, 1998.

## Economic Impact Statement

If this development proposal proceeds in 1999, it is expected to bring to the City a net revenue of approximately \$161,399. In the eight years following that, it is expected to bring to the City a net revenue of approximately \$383,528.

## Environmental Impact

The Municipal Environmental Evaluation Process (MEEP) checklist has indicated no adverse environmental impact. A study undertaken at the request of the Environmental Management Branch has determined that there is no underground methane gas seepage on to the subject property from the lands to the south.

## Consultation

All City Departments deemed to have an interest have been consulted and their comments incorporated in this submission. Two responses were received as a result of the posting of the on-site information sign. One person wanted more information regarding the proposal while the second person listed issues of concern about the proposal. No responses were received as a result of the circulation to concerned community groups. A public meeting was held in the community and attended by seven people. One written comment was received as a result of the public meeting: that respondent had traffic concerns. At the public meeting, residents also expressed verbally their concerns about landscaping, traffic and parking, sewer and water services, fencing and walkways.

## Disposition

Department of Corporate Services, Statutory Services Branch to notify the agent (Braebury Homes Corporation c/o Regional Group of Companies, 200 Catherine Street, 6<sup>th</sup> floor, K2P 2K9), the Corporate Finance Branch, Revenue Section, Assessment Control Supervisor and the Regional Municipality of Ottawa-Carleton, Plans Administration Division of City Council's decision.

Office of the City Solicitor to forward the implementing by-law to City Council.

Department of Urban Planning and Public Works to prepare and circulate the implementing by-laws.

## **List of Supporting Documentation**

- Document 1 - Explanatory Note - Amendment to Zoning By-law, 1998
- Document 2 - Explanatory Note - Amendment to Zoning By-law Number Z-2K
- Document 3 - Details of Proposed Amendments
- Document 4 - Location and Proposed Zoning Map Zoning By-law, 1998
- Document 5 - Location and Proposed Zoning Map Zoning By-law Number Z-2K
- Document 6 - Municipal Environmental Evaluation Report (on file with City Clerk)
- Document 7 - Compatibility With Public Participation Policy/Input From Other Government Agencies

## Part II - Supporting Documentation

### Document 1

#### THE FOLLOWING IS AN EXPLANATORY NOTE TO BY-LAW NUMBER -98

By-law Number -98 amends Zoning By-law, 1998, the City's Comprehensive Zoning By-law.

The subject property is located on the southeast corner of Dumaaurier and Grenon Avenues and is known municipally as 3085 Dumaaurier Avenue. The property was owned by the Ottawa Carleton District School Board and has been sold for private development. The new owner now wishes to amend the current residential zoning on the property to allow minimum side yards of 1.21 metres and minimum rear yards of 7.5 metres. The applicant is also proposing to allow units of semi-detached dwellings on lots that are 7.5 metres in width. This rezoning will help facilitate the construction of 96 residential units consisting of 12 single detached and 84 semi-detached dwelling units. The subject property is presently vacant and can be seen on Document 4.

#### Current Zoning

The current zoning of the property is R1G and R3A. The R1 zoning is a residential zone that restricts dwelling types to detached houses. The letter "G" represents a subzone, which in this instance, indicates a minimum lot width of 15 metres and a minimum lot area of 464 square metres. The R3A is a low density residential zone that permits a range of residential uses, including single detached, semi-detached and townhouses. The letter "A" indicates minimum lot width and area regulations. The applicant is intending to construct semi-detached dwellings on the property and in this instance, they would require a minimum lot width of nine metres and a lot area of 278 square metres for each unit.

#### Recommended Zoning

The recommended zoning changes the majority of the area zoned R3A to R3D exception zone and the entire area zoned R1G to R1G exception zone. The uses allowed by the R1G and R3D exception zones are identical to the present zoning. The R3D zone will allow semi-detached dwellings on lots that are 7.5 metres in width and 232 square metres in area. Furthermore, the recommended side yard and rear yard requirements for the new exception zones are 1.21 metres and 7.5 metres respectively. A strip of land two metres wide and 145 metres long, along the eastern boundary of the subject property, will become part of Grenon Park and therefore zoned L3, which is the existing zoning of the park.

THE FOLLOWING IS AN EXPLANATORY NOTE TO BY-LAW NUMBER Z-2K

By-law Number -98 amends By-law Number Z-2K, the City's Comprehensive Zoning By-law.

The subject property is located on the southeast corner of Dumaaurier and Grenon Avenues and is known municipally as 3085 Dumaaurier Avenue. The property was owned by the Ottawa Carleton District School Board and has been sold for private development. The new owner now wishes to amend one of the current residential zonings on the property to allow semi-detached dwellings on lots with reduced width and area requirements. This rezoning will help facilitate the construction of 96 residential units consisting of 12 single detached and 84 semi-detached dwellings. The subject property is presently vacant and can be seen on Document 5.

Current Zoning By-law Number Z-2K

The current zoning of the subject property is R3 and R4. The R3 zone is a residential zone that permits primarily single detached dwellings. Some public uses, such as a place of worship or a school are also permitted. The R4 zoning is a low density residential zone that allows a number of residential uses, including single detached, semi-detached and row dwellings. Semi-detached and row dwellings are permitted on lots having a minimum lot width of 18 metres and a minimum lot area of 557 square metres. The public uses permitted in this zone are identical to the R3 zone.

Proposed Zoning By-law Number Z-2K

The proposed amendments to By-law Number Z-2K relate only to the R4 zoning. In this instance, the applicant is requesting to have the minimum lot width reduced to 15 metres and the minimum lot area reduced to 464 square metres, for semi-detached dwellings. Furthermore, a strip of land two metres wide and 145 metres long, along the eastern boundary of the subject site, will become part of the adjacent City park and therefore zoned P, which is the zoning of that park.



DETAILS OF RECOMMENDED ZONING BY- LAW, 1998

1. That for the R1G and R3D exception zones
  - (i) the minimum rear yard requirement be 7.5 metres; and
  - (ii) the minimum side yard requirement be 1.21 metres.

DETAILS OF RECOMMENDED ZONING BY- LAW NUMBER Z-2K

That in the R4 exception zone, the minimum lot width and area requirements for semi-detached dwellings be reduced to 15 metres and 464 square metres, respectively.





## COMPATIBILITY WITH PUBLIC PARTICIPATION

Document 7

NOTIFICATION AND CONSULTATION PROCESS

Notification and consultation procedures were carried out in accordance with the Early Notification Procedure P&D\PPP\N&C #1 approved by City Council for Zoning Amendments. The on-site information signs placed on the property were joint signs for both the rezoning and subdivision applications.

SUPPLEMENTAL NOTIFICATION

The Environmental Advisory Committee was sent a copy of the technical notification. A public meeting to discuss the proposed development was held on June 29, 1998, in the surrounding community. The comments from the public meeting are presented below.

SUMMARY OF PUBLIC INPUT

Two responses were received as a result of the posting of the on-site information sign. One person wanted more information about the development proposal while the second wished to state some concerns. No responses were received from the circulation to concerned Community Associations. One written comment was received as a result of the public meeting held in the community. Other people in attendance at the meeting verbally stated their concerns. A summary of the public's concerns and the Department's responses are provided as follows.

Concerns From Posting of On-site Sign

1. What will the impact of increased traffic and parking be on the community?
2. Can existing utilities (water, sewer, etc.) serve this additional number of people without affecting our community? Our water pressure is already less than optimum.
3. What is the builders reputation?

Response to Comments From On-Site Sign

1. A traffic study completed by the developer and reviewed by City engineering staff, has determined that the proposed development is expected to have minimal impact on the surrounding streets and no impact on the level of service provided at intersections. While it is recognized that certain intersections in the area are approaching or are at capacity, this is a result of existing traffic and not the proposed development.

With respect to parking, the proposed development will provide on-site parking for each unit in accordance with the City's comprehensive Zoning By-law. On-street parking will also be expected to occur in accordance with the City's Transportation and Parking By-law.

2. It is expected that the existing facilities (water, sanitary and storm sewers) in the area have sufficient capacity to accommodate the proposed development.
3. The reputation of the applicant is not a consideration in a rezoning or subdivision application.

#### Concerns From Public Meeting

A public meeting was held on June 29, 1998. Seven local residents were in attendance.

1. At Dumaurier Avenue, there is a need for a flashing green phase for traffic turning left from Pinecrest onto Dumaurier Avenue. Dumaurier and Richmond residents have to avoid that corner, at least during peak hours. There have already been accidents there, one involving a school bus.
2. Will the walkway at the southern end of the property be maintained?
3. Will the applicant be keeping the trees on site?
4. Will the applicant be planting new trees on site?
5. Where will fences be built and how high will they be?
6. Can the existing utilities service the property?
7. Where will all the new cars park?

#### Response to Concerns from Public Meeting

1. As mentioned, the traffic study completed to determine the impact of this development has indicated that it is not expected to change the level of service provided at the intersection of Dumaurier Avenue and Pinecrest Road. Consequently, an advanced green light to turn from Pinecrest on to Dumaurier cannot be required through this proposal.
2. The walkway on the southern end of the property will be maintained.
3. The applicant has indicated on the Plan of Subdivision, the existing trees to be maintained. The City will be taking financial security for these trees in case they are accidentally damaged during construction.
4. In accordance with the City's subdivision policy, the applicant will be providing additional trees on site. This equates to a minimum of two trees for corner lots and one tree for each remaining lot.

5. A fence will be constructed along the southern and eastern boundaries of the development, as a condition of subdivision.
6. As mentioned above, the proposed development is not expected to have a negative effect on existing facilities (water, sewers) in the area.
7. Each new unit constructed will be required to have one parking space on the subject property, in accordance with the zoning by-law. It is the intention of the applicant to provide one additional parking space in the driveway of each unit.

#### APPLICATION PROCESS TIMELINE STATUS

This application was received on April 8, 1998 and was subject to a project management timeline, as recommended by the "A Better Way Task Force Report". A process chart establishing critical milestones was prepared and circulated as part of the technical and early notification process. This application was to proceed to Planning and Economic Development Committee (PEDC) on August 25, 1998. However, as the complementary subdivision application is now proceeding to PEDC at the same time, this report has been rescheduled to October 13, 1998.

#### INPUT FROM OTHER DEPARTMENTS OR GOVERNMENT AGENCIES

#### COUNCILLOR'S COMMENTS

Councillor Kolbus provided the following comments.

I have no objection to the proposal. It is my understanding that the applicant is prepared to provide significant improvements to the park that abuts the site. It is also my understanding that these improvements will be completed in association with the president of the Foster Farm Recreational Association and the Foster Farm Community Centre. It is important that a substantial landscape buffer and a fence be provided along the eastern boundary of the property.

As expressed at the community meeting, I have concerns about traffic and the possible need for a traffic light at Dumaurier Avenue and Richmond Road. It is also important that the surrounding community be notified of this proposed development.

#### Response to Councillor's Comments

Conditions relating to making significant improvements to the adjacent City park and providing a fence and buffer along the eastern boundary of the proposed development have been included in the Subdivision submission to Committee and Council.

As mentioned earlier in this submission, the proposed development is not expected to affect the level of service provided at the intersection of Richmond Road and Dumaurier Avenue. In fact,

the traffic study does not recommend signalization of this intersection at this time. However, based on existing traffic volumes, a left turn lane from Richmond Road west to Dumaaurier Avenue south is warranted. As Richmond Road is a Regional Road, the construction of such a turn lane would be the responsibility of the Regional Government.

Everyone who responded to the on-site sign, the circulation to Community Groups, or who provided their address at the public meeting, were notified of this Planning and Economic Development Committee Meeting. Furthermore, in accordance with the Planning Act, everyone within 120 metres of the subject property has received a notice that the proposed plan of subdivision will be considered by PEDC on this date.

At the request of the Councillor, additional copies of the proposed rezoning and subdivision application have been provided to him for his own circulation purposes.