

**4. ZONING – 1008 SHEFFORD ROAD**  
**ZONAGE – 1008, CHEMIN SHEFFORD**

**COMMITTEE RECOMMENDATION**

That Council approve an amendment to the Zoning By-law 2008-250 to change the zoning of 1008 Shefford Road from Residential Second Density Zone, Subzone N (R2N) to Residential Third Density Zone, Subzone Q, Exception [xxxx] (R3Q [xxxx]), as shown in Document 1 and detailed in Document 2.

**RECOMMANDATION DU COMITÉ**

Que le Conseil approuve une modification au Règlement de zonage 2008-250 afin de faire passer le zonage du 1008, chemin Shefford de R2N (Zone résidentielle de densité 2, sous-zone N) à R3Q [xxxx] (Zone résidentielle de densité 3, sous-zone Q, dotée d'une exception [xxxx]), comme le montre le document 1 et l'explique en détail le document 2.

**DOCUMENTATION / DOCUMENTATION**

1. Deputy City Manager's report, Planning and Infrastructure, dated 12 June 2012 (ACS2012-PAI-PGM-0166).  
Rapport de la Directrice municipale adjointe, Urbanisme et Infrastructure, le 12 juin 2012 (ACS2012-PAI-PGM-0166).

Report to/Rapport au :

Planning Committee  
Comité de l'urbanisme

and Council / et au Conseil

June 12, 2012  
12 juin 2012

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

Contact Person / Personne ressource:

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projets d'aménagement-Services urbains Planning and Growth Management/Urbanisme  
et Gestion de la croissance  
(613) 580-2424, 13866 John.Smit@ottawa.ca*

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Beacon Hill-Cyrville (11)

Ref N°: ACS2012-PAI-PGM-0166

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**SUBJECT: ZONING – 1008 SHEFFORD ROAD**

**OBJET : ZONAGE – 1008, CHEMIN SHEFFORD**

### **REPORT RECOMMENDATION**

That the Planning Committee recommend Council approve an amendment to the Zoning By-law 2008-250 to change the zoning of 1008 Shefford Road from Residential Second Density Zone, Subzone N (R2N) to Residential Third Density Zone, Subzone Q, Exception [xxxx] (R3Q [xxxx]), as shown in Document 1 and detailed in Document 2.

### **RECOMMANDATION DU RAPPORT**

Que le Comité de l'urbanisme recommande au Conseil d'approuver une modification au Règlement de zonage 2008-250 afin de faire passer le zonage du 1008, chemin Shefford de R2N (Zone résidentielle de densité 2, sous-zone N) à

**R3Q [xxxx] (Zone résidentielle de densité 3, sous-zone Q, dotée d'une exception [xxxx]), comme le montre le document 1 et l'explique en détail le document 2.**

## BACKGROUND

The site is located at the intersection of Shefford Road and East Acres Road in the community of Beacon Hill South, as shown in Document 1. The subject site is a corner lot of 1411 square metres in area, with 35.1 metres of frontage on Shefford Road, and 40.2 metres of frontage on East Acres Road. There is currently a single detached dwelling with additional dwelling units located on site as well as a detached garage. The existing house fronts onto Shefford Road.

The lots adjacent to and near to the subject site along Shefford Road are comprised of multiple attached dwellings, semi detached dwellings, and single detached dwellings. East Acres Road is comprised exclusively of single detached dwellings, and a park which is located approximately 60 metres from the subject site.

The site is located approximately 200 metres from the intersection of Montreal Road and Shefford Road, and is within 600 metres of a rapid transit stop located at Montreal Road and Highway 174.

### Proposed Development

The application proposes the demolition of the existing single detached dwelling and garage and the construction of two semi-detached dwelling units fronting on East Acres Road, and five multiple attached dwelling units fronting on Shefford Road. All dwellings are proposed to be two-storeys in height and include an attached garage.

### Purpose of Zoning Amendment

The purpose of the proposed zoning amendment is to permit the development of multiple attached dwellings, and to allow the creation of lots for semi-detached dwellings with a narrower lot width than what is currently permitted.

### Existing Zoning

The existing zoning of the property is Residential Second Density, Subzone N (R2N). The R2N zone restricts the building form to detached dwellings and two principal unit buildings and includes but is not limited to uses such as detached dwelling, semi-detached dwelling, and duplex dwelling.

### Proposed Zoning

The application proposes to zone the property Residential Third Density, Subzone Q with site specific performance standards (R3Q [xxxx]) as detailed in Document 2. This

zone will permit multiple attached dwellings as well as lower density housing types, including but not limited to semi detached dwellings and single detached dwellings.

The maximum building height of 11 metres remains unchanged as a result of the proposed rezoning. Minimum lot width, lot area, and front and corner side yard provisions in the R3Q zone are smaller than those in the existing R2N zone, which will permit the proposed seven-unit development on site.

The application requests an exception to the R3Q to reduce the rear yard setback to 6.0 metres. Two additional exceptions are being proposed to increase the minimum lot width provision of 4.5 metres for semi-detached dwellings and multiple attached dwellings in the R3Q zone to 7.0 metres and 5.5 metres, respectively.

## DISCUSSION

### *Planning Act* and Provincial Policy Statement

The Provincial Policy Statement provides direction on matters of provincial interest related to land use planning and development. The *Planning Act* requires that all planning decisions made by a municipality be consistent with the PPS.

Staff are of the opinion that the proposed Zoning By-law amendment is consistent with the matters of provincial interest as outlined in the PPS, which promotes efficient land use and development patterns to support strong, liveable and healthy communities. The proposal is an appropriate use of land that makes use of existing infrastructure and serves to increase housing options within the community.

### Strategic Direction

The City of Ottawa Strategic Plan establishes priorities to guide decision-making. One of the Service Priorities found in the Strategic Plan is Planning and Growth Management, which calls for development that respects existing urban and rural neighbourhoods, integrates new growth seamlessly with established communities, and encourages development that draws on existing infrastructure, among other things. The proposed development is an infill project which is of a scale that allows for it to be well integrated into the existing neighbourhood fabric, and draws on existing infrastructure resources.

The Strategic Plan also identifies transportation and transit as key priorities. Development patterns that support transportation goals, such as intensification around rapid transit stations, are in line with the Strategic Plan. The proposed development is located within 600 metres of a transit station.

## Official Plan

The subject property is designated 'General Urban Area' in the Official Plan. The General Urban Area permits the development of a full range and choice of housing types in combination with conveniently located employment, service and uses to facilitate the development of complete and sustainable communities. The City promotes infill development and other intensification within the General Urban Area in a manner that enhances and complements the desirable characteristics and ensures the long-term viability of a community.

The addition of more semi detached and multiple attached dwellings within the immediate area is a compatible form of development that provides a variety of housing forms and is considered appropriate. The recommended zoning is consistent with and implements the policies of the Official Plan for General Urban Areas regarding intensification.

## Compatibility

Complimentary and compatible development means development that, although not necessarily the same as or similar to the existing buildings, nonetheless enhances an established community and co-exists without causing undue adverse impacts on surrounding properties.

Section 2.5.1 of the Official Plan sets broad design objectives on how the City will influence the evolution of the built environment. The design objectives and principles speak to a number of considerations directed to achieving compatibility in form and function between new developments and an established area while allowing for flexibility and variety that is complementary.

One of the design objectives in section 2.5.1 is to respect the character of existing areas, which is achieved by ensuring higher intensity infill developments complement the existing massing patterns, rhythm, character and context. Section 4.11 of the Official Plan states that consideration of height, bulk or mass, scale relationship, and building/lot relationships, such as the distance or setback from the street and distance between buildings should be given consideration to evaluate the compatibility of built form. In this regard, the proposed dwellings are ground-oriented, and are proposed to be two storeys in height, which is in keeping with the existing homes in the area. Minimum lot frontages for the proposed development will be no less than 7.0 metres for semi-detached units, and 5.5 metres for multiple attached dwellings, which is complementary to those in the area. The performance standards are complimentary to those found in the immediate neighbourhood which ensures that building location on site and massing is similar that found on adjacent lots.

Creating places that adapt easily and evolve over time is another design objectives found in section 2.5.1. Permitting more multiple attached dwellings in this

neighbourhood will allow for more choice in housing type and cater to those at different life stages and incomes.

Section 4.11 of the Official Plan also provide direction on the operational characteristics of development applications, such as traffic, access and parking. From a traffic perspective, the proposed development is a small-scale development. As such, the traffic generated will be minimal. All proposed dwelling units will have an attached garage for on-site parking as well as space for parking in the driveway. Along the Shefford Road frontage, driveways are proposed to be twinned in order to provide some street parking in front of the proposed development.

#### Concurrent Applications

An application for Site Plan Control is currently under review (File No. D07-12-12-0062)

#### 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. Responses from residents indicated concerns with the increase in density, traffic, street parking, and integration of the new development into the existing neighbourhood context.

Further details and responses to comments are available in Document 3.

#### COMMENTS BY THE WARD COUNCILLOR

I recognize that this Re-zoning fits with the intent of the Official Plan. I also acknowledge, and agree, that there are concerns by neighbouring residents which are largely Site Plan related and I will be requesting further public involvement to address some of these issues through the Site Plan process, currently under review.

#### LEGAL IMPLICATIONS

Due to the controversial nature of this report, there is a possibility that, if carried, the zoning amendment may be appealed to the Ontario Municipal Board. It is anticipated that an appeal on this matter would be set down for approximately three days and would utilize internal staff resources. Should the zoning amendment not be carried and an appeal is brought before the OMB, the same amount of time would be appropriate for a hearing, but both an external planning expert and a transportation consultant would

need to be retained. It is estimated that this cost would be in the range of \$45,000-\$55,000. In the event that the zoning amendment is not carried, written reasons will have to be provided.

#### RISK MANAGEMENT IMPLICATIONS

There are no direct risk management implications associated with this report.

#### FINANCIAL IMPLICATIONS

If the amendment is carried and an appeal is brought before the Ontario Municipal Board, staff resources would be utilized to defend Council's position. In the event the amendment is not carried and an appeal is launched, an external planner and an external transportation consultant would need to be retained at an estimated cost of \$45,000 to \$55,000. Funds are not available from within existing resources and the expense would impact Planning and Growth Management's 2012 operating status.

#### ACCESSIBILITY IMPACTS

There are no direct 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 Planning and Growth Management priority which encourages the infill and intensification of lands designated General Urban Area.

#### APPLICATION PROCESS TIMELINE STATUS

This application was processed by the "On Time Decision Date" established for the processing of Zoning By-law amendment applications.

**SUPPORTING DOCUMENTATION**

Document 1 Location Map  
Document 2 Details of Recommended Zoning  
Document 3 Conceptual Site Plan  
Document 4 Consultation Details

**DISPOSITION**

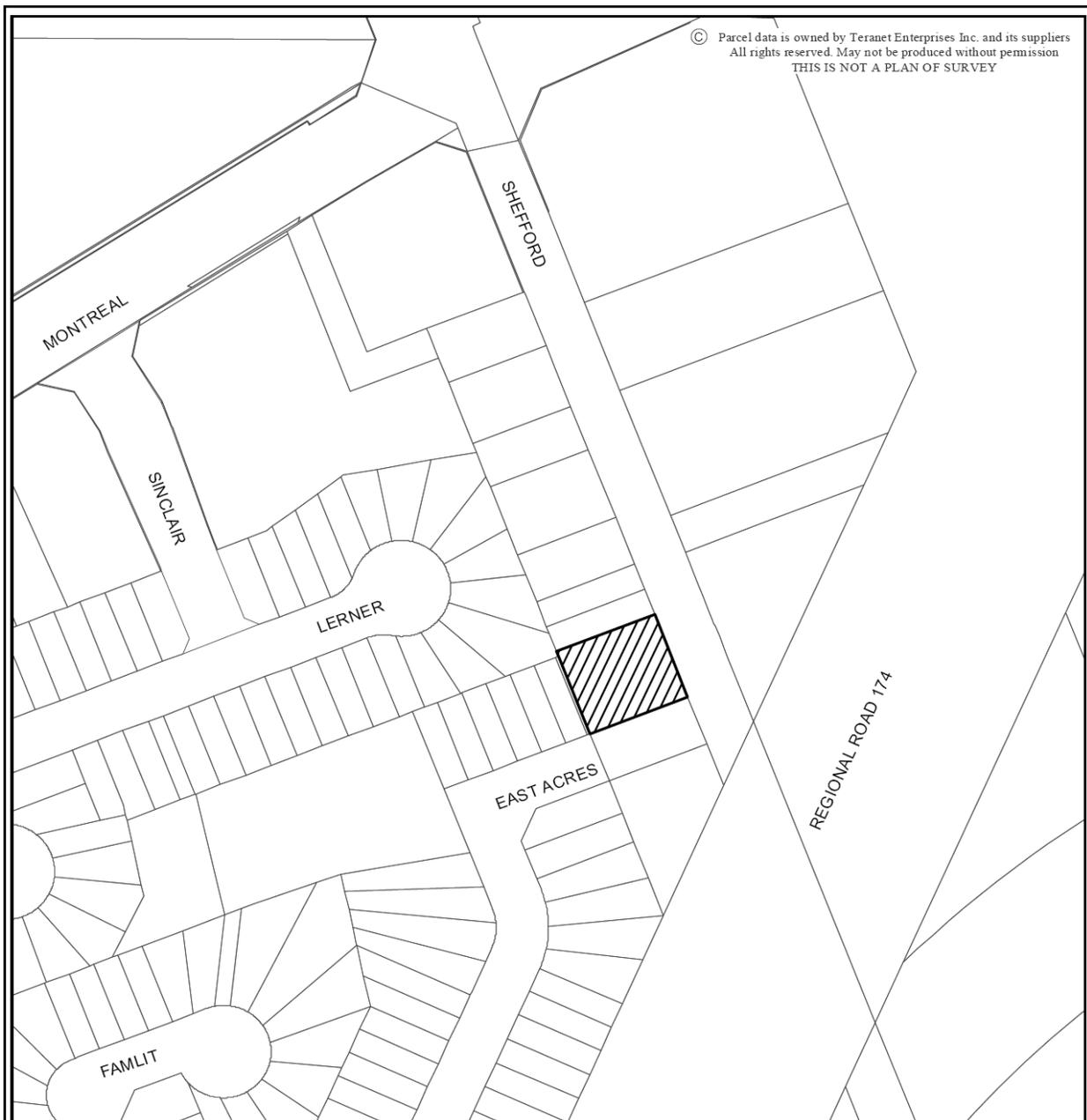
City Clerk and Solicitor Department, Legislative Services to notify the owner, applicant, OttawaScene Canada Signs, 1565 Chatelain Avenue, Ottawa, ON, K1Z 8B5, Ghislain Lamarche, Program Manager, Assessment, Financial Services Branch (Mail Code:26-76) of City Council's decision.

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 le Services d'infrastructure  
 et Viabilité des collectivités

D02-02-12-0034	12-0510-X
D07-12-12-0062	

I:\CO\2012\ZONING\SHEFFORD\_1008

2012 / 04 / 18

REVISION DATE DE RÉVISION

 **Location Map / Plan de révision**  
**Site Plan / Plan de emplacement**  
**Zoning Key Plan / Schéma de zonage**  
**1008 Shefford Road**

043680145 Denotes Teranet-Polaris Parcel Identification Number

Échelle  
 N.T.S.  
 Mètres



Scale  
 N.T.S.  
 Metres

**DETAILS OF RECOMMENDED ZONING**

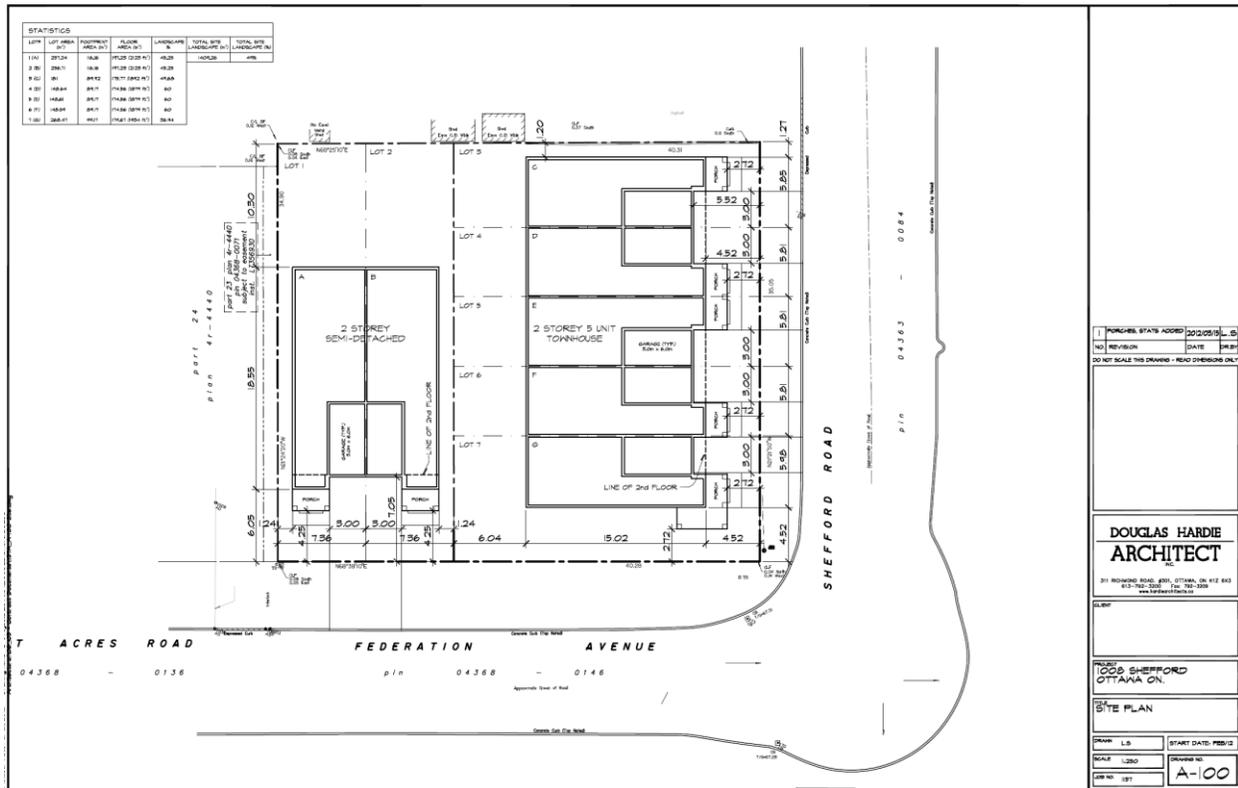
DOCUMENT 2

Proposed Changes to the Comprehensive Zoning By-law

1. Rezone the property as shown on Document 1 from R2N to R3Q[xxxx].
2. Add an exception to Section 239, for the property including provisions similar in intent to the following:
  - a) In Column II, the text R3Q[xxxx]; and
  - b) In Column V; the text:
    - Minimum lot width for semi-detached dwellings of 7.0 metres
    - Minimum lot width for multiple attached dwellings of 5.5 metres
    - Minimum rear yard setback of 6.0 metres

CONCEPTUAL SITE PLAN

DOCUMENT 3



**CONSULTATION DETAILS**

DOCUMENT 4

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 with 9 comments received in opposition to the application.

Below is a summary of the comments received throughout the public consultation process along with a staff response.

PUBLIC COMMENTS

1. Concerns were raised with respect to an increase in demand for street parking in the neighbourhood where there is already a fair amount of cars parking on the street.

Response:

The zoning by-law requires that a minimum of one parking space is provided for each dwelling unit. Each of the seven dwelling units proposed include an attached garage for parking, and enough space on the driveway for an additional car, therefore resident parking is being accommodated on the subject property. The development will require that a greater amount of the frontage of the subject property be occupied by private approaches in order to accommodate the parking requirements for each dwelling unit. Driveways have been twinned, which will allow for some street parking in front of the multiple attached units fronting on Shefford Road. Street parking is currently not permitted along the East Acres Road frontage, therefore the two private approaches at this location will not affect street parking.

2. Safety concerns were raised given that driveways will be located closer to the street corner on Shefford Road.

Response:

The location of the driveways in relation to the Shefford Road and East Acres Road intersection are in conformity with the Private Approach By-law.

3. Concerns were raised about the increase in traffic that will be generated by the proposed development.

Response:

The traffic generated from the site is expected to be minimal given the size of the development. The proposed development is not expected to have any traffic impact on local residential streets.

4. Concerns were raised about the use of the Shefford Road/ East Acres Road route as a vehicle cut-through between Ogilvie Road and Montreal Road.

Response:

The use of this route as a cut-through is a separate issue from this request for zoning by-law amendment and will not be affected by the redevelopment of the subject property.

5. Concerns were raised with respect to the proposed development not being compatible with the existing neighbourhood context.

Response:

The proposed development consists of uses that are already permitted in the immediate neighbourhood, with townhouses located directly across Shefford Road and a semi-detached dwelling located to the north of the subject site. The proposed development intends to front the multiple attached dwellings along Shefford Road, where there is a greater mix of uses already.

East Acres Road is made up exclusively of single detached dwellings, yet the R2N zoning of the homes along East Acres Road does permit semi-detached dwellings, and therefore the proposed use does not deviate from the intended uses in R2N zone.

Performance standards in the new zone are compatible with those in the zones surrounding the subject site.

6. Concerns were raised with respect to impacts on property values as a result of the development.

Response:

Staff have reviewed no information or data to support or refute any potential impacts on property values as a result of development.

7. Concerns were raised with respect to the impacts on existing trees as a result of the construction of the proposed dwelling units.

Response:

An assessment of the impact of the existing trees on the subject property will be addressed through the Site Plan Control process.

8. Health and safety concerns regarding the impact that the demolition and construction noise and vibration will have on the neighbouring properties was raised.

Response:

The property owner will be required to conform to the requirements set out by Building Code Services with regard to demolition of the existing single detached dwelling and detached garage.

With regard to nuisance relating to the construction process, residents are requested to contact the City of Ottawa if at the time of construction, if noise and/or vibration become a nuisance. At that time the site inspector will investigate the concerns on site. The developer will also be made aware of the residents' concerns to this regard so that any measures to mitigate construction nuisances may be implemented as best as possible.

9. Concerns about the impact that the increase in population will have on the neighbourhood park were raised.

Response:

The property owner will be required, as part of the development review process, to pay a cash-in-lieu of parkland fee. As required by the Parkland Dedication By-law, a portion of these fees will go towards parkland development within the local ward, and a portion will go towards parkland development City-wide. This requirement is in place to ensure that parkland needs continue to be met in each ward and on a City-wide basis.