

Subject: Zoning By-Law Amendment – 37 Wildpine Court

File Number: ACS2025-PDB-PS-0001

Report to Planning and Housing Committee on 15 January 2025

and Council 22 January 2025

**Submitted on January 6, 2025 by Derrick Moodie, Director, Planning Services,
Planning, Development and Building Services**

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Ward: Stittsville (6)

Objet : Modification du Règlement de zonage – 37, cour Wildpine

Dossier : ACS2025-PDB-PS-0001

Rapport au Comité de la planification et du logement

le 15 janvier 2025

et au Conseil le 22 janvier 2025

**Soumis le 6 janvier 2025 par Derrick Moodie, Directeur, Services de la
planification, Direction générale des services de la planification, de
l'aménagement et du bâtiment**

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REPORT RECOMMENDATIONS

1. That Planning and Housing Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 37 Wildpine Court, as shown in Document 1, to permit a four storey apartment building and semi-detached dwelling, 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 January 22nd, 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* (n° 2008-250) visant le 37, cour Wildpine, comme le montre le document 1, afin de permettre l’aménagement d’un immeuble d’appartements de quatre étages et d’une habitation jumelée, 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 prévue le 22 janvier 2025 », 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

37 Wildpine Court

Owner

Wildpine Trails Inc.

Applicant

Fotenn Planning + Design, Attn. Tamara Nahal

Description of site and surroundings

The subject site is located north of the existing terminus of Wildpine Court, and east of the existing terminus of Ravenscroft Court. A temporary turnaround for Wildpine Court is provided at the southern property limit of the site. The site is approximately 2.05 hectares in size, and is currently occupied by a detached dwelling and two residential accessory buildings. The site is cleared in the vicinity of the existing dwelling and the temporary turnaround for Wildpine Court, and otherwise predominantly forested. Surrounding land uses consist of townhouse dwellings to the south and west, open space to the east, and commercial to the north.

Summary of proposed development

The proposed development includes the construction of a four storey, 94-unit apartment building, and a semi-detached dwelling containing two dwelling units. The existing detached dwelling on the site will be demolished to accommodate the proposed development. Resident parking for the apartment building is provided in a proposed underground parking garage, consisting of 94 resident and four visitor parking spaces, with a further 15 visitor parking spaces provided in a surface lot in front of the building. A total of 113 parking spaces will be provided on site to serve the proposed apartment building. Parking for the semi-detached dwellings will be provided in designated garage parking spaces, with visitor parking accommodated in a paired driveway between the units.

The site is subject to related draft plan of subdivision application D07-16-21-0030, which received draft approval on December 4, 2024. The proposed subdivision will create two development lots, with one proposed for the apartment building, and the other for the semi-detached dwelling. A public road connection between Ravenscroft Court and Wildpine Court will be created through the site as part of the associated subdivision application. The proposed apartment building will be located on the north side of this

new road connection, and the semi-detached dwelling will be located on the south. An environmental protection block will also be created, consisting of 12,125 square metres (approximately 1.22 hectares) on the north of the site. This block is to be dedicated to the City of Ottawa as greenspace for nominal cost.

A joint draft plan of subdivision and zoning by-law application was originally received in 2021 for the lands. The draft plan proposed five development blocks consisting of 27 townhouse units and two semi-detached dwelling units, with a street connection between Wildpine Court and Ravenscroft Court, and a new private road extending northward. Significant drainage and environmental concerns were present with the original proposal, including with the drainage design towards Poole Creek. Following consultation with the City of Ottawa and the Mississippi Valley Conservation Authority, the proposal was significantly revised to better respond to the site constraints. A revised draft plan, with the current apartment building and semi-detached dwelling, was received in June 2023.

Summary of requested Zoning By-law amendment

The subject site is zoned primarily R3XX [1046] (Residential Third Density, Subzone XX Urban Exception 1046), which permits a range of lower-density housing typologies including townhomes, semi-detached dwellings, and detached dwellings. A portion of the site on the northeast boundary is zoned O1 (Parks and Open Space Zone), which permits environmental preservation and/or parks uses. A Flood Plain Overlay applies to the northeast portion of the lands.

The Zoning Amendment, as detailed in Document 2, seeks to rezone the subject lands to R4Z [XXX1] (Residential Fourth Density, Subzone Z, Exception XXX1) and R3XX [XXX2] (Residential Third Density, Subzone XX, Exception XXX2). The proposed R4Z [XXX1] would permit the proposed low-rise apartment building on the north lot (Block 2) and address site specific performance standards for the site, including a reduction in the minimum resident parking rate, allow parking in the front yard of the site, and permit any part of a building within 23 metres of a front lot line, where the building wall is greater than 11 metres in height, to have an interior side yard setback of 3 metres. The proposed R3XX [XXX2] zone would permit a reduced minimum rear and front yard setback for the semi-detached dwelling on the south lot (Block 3). The application also includes rezoning the north portion of the site (Block 1) of the site to O1 (Parks and Open Space zone) for environmental preservation. The existing Flood Plain Overlay on the site will not be modified as a result of this application.

DISCUSSION

Public consultation

Consultation details for this proposal are presented in Document 4 of this report. A public meeting and public information session were held in 2021 and 2023 respectively. The public information session was held following the revisions to the applications. Public comments were received through the circulation process. Concerns were received relating to impacts from construction including noise and traffic, environmental impacts, strain on local services and infrastructure, built form and density, parking, and transportation impacts. Additional detail is presented in Document 4 of this report.

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

Official Plan designation(s)

Pursuant to Schedules A and B5 of the Official Plan, the subject site is located within the Suburban Transect and designated Neighbourhood. The site is also subject to an Evolving Neighbourhood Overlay. The site is located in close proximity to Stittsville Main Street, which is identified as a Mainstreet Corridor in the Official Plan. A portion of the east and north of the site is designated Greenspace. The area designated Greenspace is not subject to the proposed development.

The Suburban Transect recognizes a suburban pattern of built form and design, while supporting an evolution towards 15-minute neighbourhoods. Section 5.4.5 provides direction to Neighbourhoods located within the Suburban Transect, including that development in the Suburban Transect is to be low-rise within Neighbourhoods. Four storey height permissions are permitted where appropriate to allow for higher-density low-rise residential development.

Section 5.6.1 provides the policy direction for areas subject to the Evolving Neighbourhood Overlay, including direction for built form within these subject areas. The Evolving Neighbourhood Overlay generally identifies areas in proximity to Hubs and Corridors where more rapid changes are anticipated, including a shift from a suburban to an urban built form. The Evolving Neighbourhood Overlay is intended to provide opportunities for intensification through the zoning by-law, via guidance for gradual change in character and permitting new building forms and typologies, with a shift from a suburban to more urban built form.

Section 6.3 provides further direction for development within Neighbourhoods. Permitted building heights within Neighbourhoods shall be low-rise, permitting up to four

storeys. Policy 5 of Section 6.3.1 identifies that the zoning by-law will distribute permitted densities in the Neighbourhood by allowing higher densities and permitted heights, including predominantly apartment and shared accommodation forms, in areas closer to, but not limited to, rapid-transit stations, Corridors, and major neighbourhood amenities.

Planning Rationale

Staff are of the opinion that the proposed rezoning conforms to the Official Plan policy direction for the subject property.

The application proposes a four storey, low-rise apartment building containing 94 units. The proposed low-rise, higher-density development is considered appropriate within the context of the surrounding area. Local amenities and services are located within walking distance, and the development supports the evolution towards 15-minute neighbourhoods as envisioned within the Official Plan. A four storey apartment building meets the direction for higher-density development in appropriate locations within the Neighbourhood designation. The development proposes a building height of 13.8 metres to accommodate the low-rise apartment, a 2.8 metre increase compared to the as-of-right maximum height of 11 metres. The built form represents a minor increase from the as of right height permissions and conforms with the Official Plan direction that a height of up to four storeys will be permitted in appropriate locations. The proposed development provides an opportunity for intensification as detailed in the Growth Management Framework and meets the target for residential density. The proposal represents an evolution to a more urban built form and support for intensification as contemplated within the direction for the Evolving Neighbourhoods Overlay, with a built form that conforms to the low-rise typology permitted within Neighbourhoods.

The proposed site-specific exceptions for parking requirements are also considered to conform with the Official Plan. The proposal seeks to provide resident parking stalls at a rate of 1 per dwelling unit, whereas the zoning by-law currently requires 1.2 spaces per dwelling unit. The zoning by-law provides that, where parking is provided below grade in the same building, the parking required may be reduced by the lesser of 10 per cent of the required spaces, or 20 spaces, for a total of 102 required spaces for the proposal. The proposed reduction in the minimum resident parking space rate results in a minimal difference in parking spaces provided (94 versus 102). The subject site is located in proximity to Stittsville Main Street, a Mainstreet Corridor. Stittsville Main Street is a designated Transit Priority Corridor within the Official Plan and is currently serviced by Rapid and Connexion bus routes. Further, the site is located south of key

neighbourhood amenities, including grocery, pharmacy, restaurants, and other commercial services, within approximately 500 metres in walking distance or approximately 141 metres measured directly. The reduction in required resident parking is considered appropriate and in line with the direction of the Official Plan in supporting the shift to more sustainable modes of transportation. The resident parking is to be located in an underground parking garage which reduces visual impact, minimizes conflict, and improves the attractiveness of the public realm. The development also proposes to permit the surface visitor parking lot within the front yard. Locating this surface lot in front of the building allows for parking to be located further from the Natural Heritage features to the north, reducing potential impacts with these features. This configuration supports a building location that reduces impact on adjacent properties by allowing generous yard setbacks and preservation of natural features. The proposed location also connects with the layby provided for the apartment pickup/drop-off, allowing for the hard surfacing to be consolidated in one area on site.

The proposal to permit a portion of the building within 23 metres of the front lot line refers to the southeast corner of the building. Due to the irregular lot line, the setback is 4.98 metres. The zoning by-law currently notes that any part of a low-rise apartment building within 21 metres of a front lot line, where the building wall is greater than 11 metres in height, has a minimum interior side yard setback of 3 metres, whereas 6 metres is otherwise required. The proposed apartment generally complies with a 6 metre setback, with the exclusion of this corner due to the irregular lot line. Permitting this portion of the building to utilize a 3 metre setback allows the building configuration to better respond to the irregular lot line. The proposal provides a 4.98 metre setback, which is minor reduction compared to the 6 metres otherwise required. This reduction also allows for the west interior side yard setback to be maximized, allowing for greater separation and transition between the proposed development and the residential townhouses to the west.

Further, the application proposes reduced setbacks for the semi-detached dwelling, with a reduction in the front yard setback from 6 metres to 3 metres, and a reduction in the rear yard setback from 7.5 metres to 4.9 metres. The proposed reduced setbacks for the semi-detached dwelling proposed on Block 2 are considered appropriate and conform with the direction of the Official Plan. The irregularly shaped lot results in a reduced rear yard setback due to the angles of the lot line and building. The reduced front yard setback allows for greater setbacks in the rear and side yard to maximize separation between the proposed semi-detached dwelling and adjacent dwelling units.

The reduction in the rear yard setback allows for the rear amenity area to align with those of adjacent residential uses.

The proposed rezoning also conforms with the Official Plan direction for protection and preservation of Natural Heritage Features. The proposal maintains adequate setbacks to natural heritage features, including a minimum 30 metre setback from Poole Creek. The majority of the development maintains a minimum 30 metre setback from the wetlands around the creek. Additionally, approximately 1.22 hectares of land (Block 1 in the draft plan of subdivision) or over half of the total site area, including Poole Creek and its wetlands, is to be dedicated to the City as part of the associated plan of subdivision. These lands are proposed to be rezoned to O1 (Parks and Open Space Zones) for preservation purposes. This transfer of lands will contribute to the City's overall greenspace reserve and to environmental preservation of these lands and the associated Natural Heritage Features.

The requested Zoning By-law amendment for the four storey apartment building conforms with the Official Plan and is considered good planning. The built form maintains the low-rise direction for Neighbourhoods while providing opportunity for intensification and a diversity of housing types. The site design provides separation to adjacent low-rise residential uses, and from the Natural Heritage Features present on site. Specific site and building details will be addressed via the future site plan control application and detailed design through the subdivision process to refine the proposed development.

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 the report.

COMMENTS BY THE WARD COUNCILLOR(S)

Councillor Glen Gower provided the following comments:

Much of the community concern with this proposed development is around impact from construction as well as road safety. If approved, the developer must prepare a construction management plan that minimizes impacts on neighbouring residents, such as blasting/excavation, parking, dust control, noise, etc. While staff are recommending

that Ravenscroft be connected to Wildpine, there are still outstanding issues related to timelines, pedestrian safety, and through traffic that will need to be resolved through the site plan process.

LEGAL IMPLICATIONS

With the passage of Bill 185, as amended, a zoning by-law amendment is only subject to appeal by “specified persons”, essentially utility providers and government entities, and the registered owner of the parcel of land subject to the amendment. If Council determines to refuse the amendment, reasons must be provided. It is anticipated that a two day hearing would be required. It would be necessary for an external planner to be retained.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with the report.

ASSET MANAGEMENT IMPLICATIONS

There are no asset management implications resulting from the recommendation of this report. Asset management implications are being addressed through the associated plan of subdivision.

FINANCIAL IMPLICATIONS

In the event the applications are refused and appealed, it would be necessary to retain an external planner. This expense would be funded from within the existing Planning Services operating budget.

ENVIRONMENTAL IMPLICATIONS

The subject proposal was designed to retain natural features, and maintains a 30-metre setback from Poole Creek, and largely a 30-metre setback from the wetland, with only a small portion in the 30-metre regulated area. The area identified as Block 1 on the draft plan of subdivision, which contains Poole Creek and its associated wetland, is to be dedicated to the City as part of the subdivision approval conditions. These lands will add to the City’s greenspace and contribute to protection of these features, and preserve connection with abutting City-owned greenspace to the north and south.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- A city that has affordable housing and is more liveable for all.

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-21-0106) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to the complexity of the related draft plan of subdivision application, and the environmental and infrastructural issues associated with the proposal.

SUPPORTING DOCUMENTATION

Document 1 Zoning Key Plan

Document 2 Details of Recommended Zoning

Document 3 Draft Plan of Subdivision

Document 4 Consultation Details

CONCLUSION

The Planning, Development, and Building Services Department support the proposed zoning by-law amendment for 37 Wildpine Court to permit a low-rise apartment building and semi-detached dwelling. The proposal conforms to the Official Plan which permits low-rise development in Neighbourhoods, with support for intensification and urban built form in the Evolving Neighbourhood Overlay.

DISPOSITION

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista O'Brien, Program Manager, Tax Billing & Control, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.

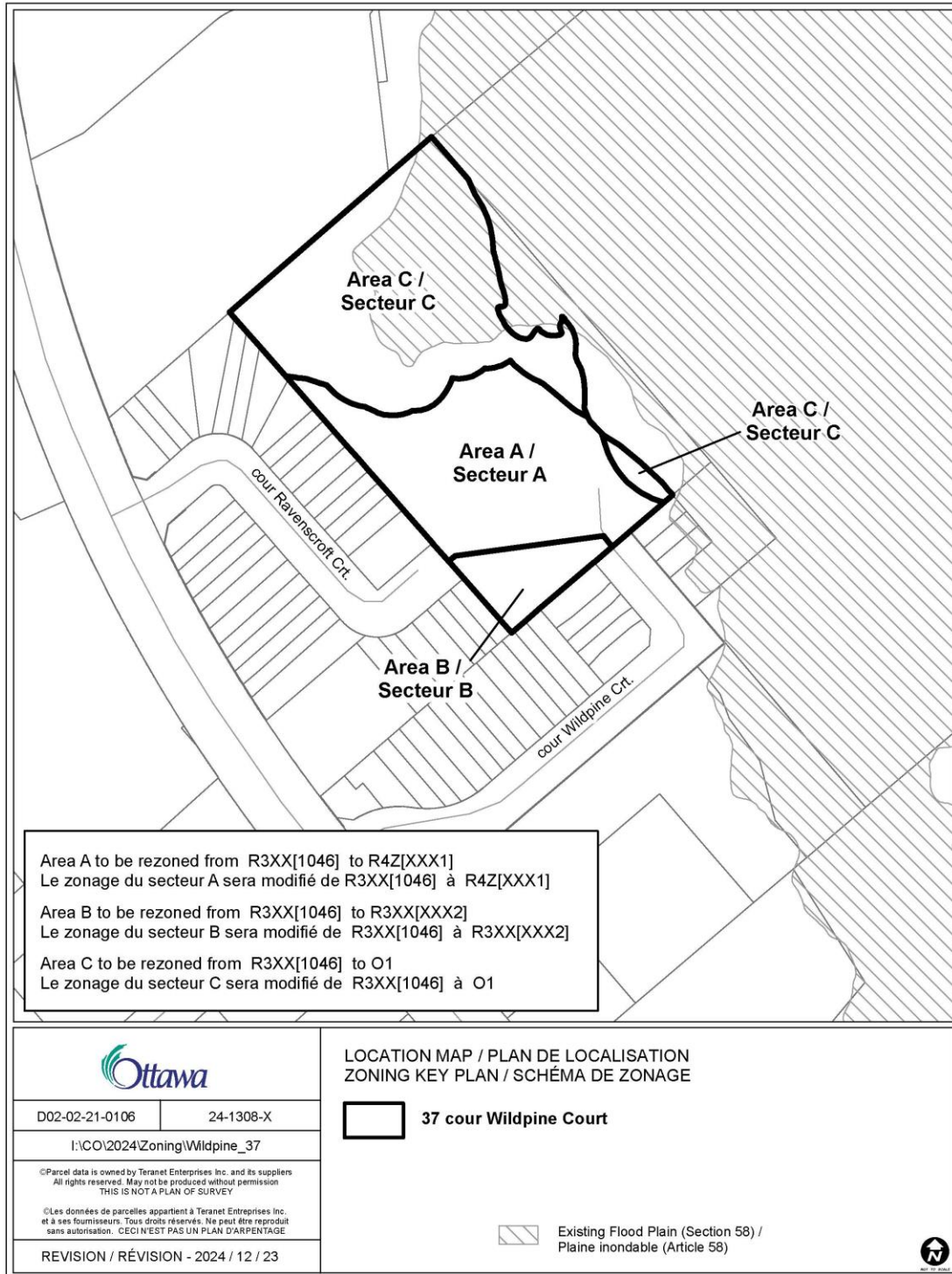
The Planning, Development and Building Services Department will prepare an implementing by-law and forward it to Legal Services.

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 – Location Map / Zoning Key Map

For an interactive Zoning map of Ottawa visit geoOttawa



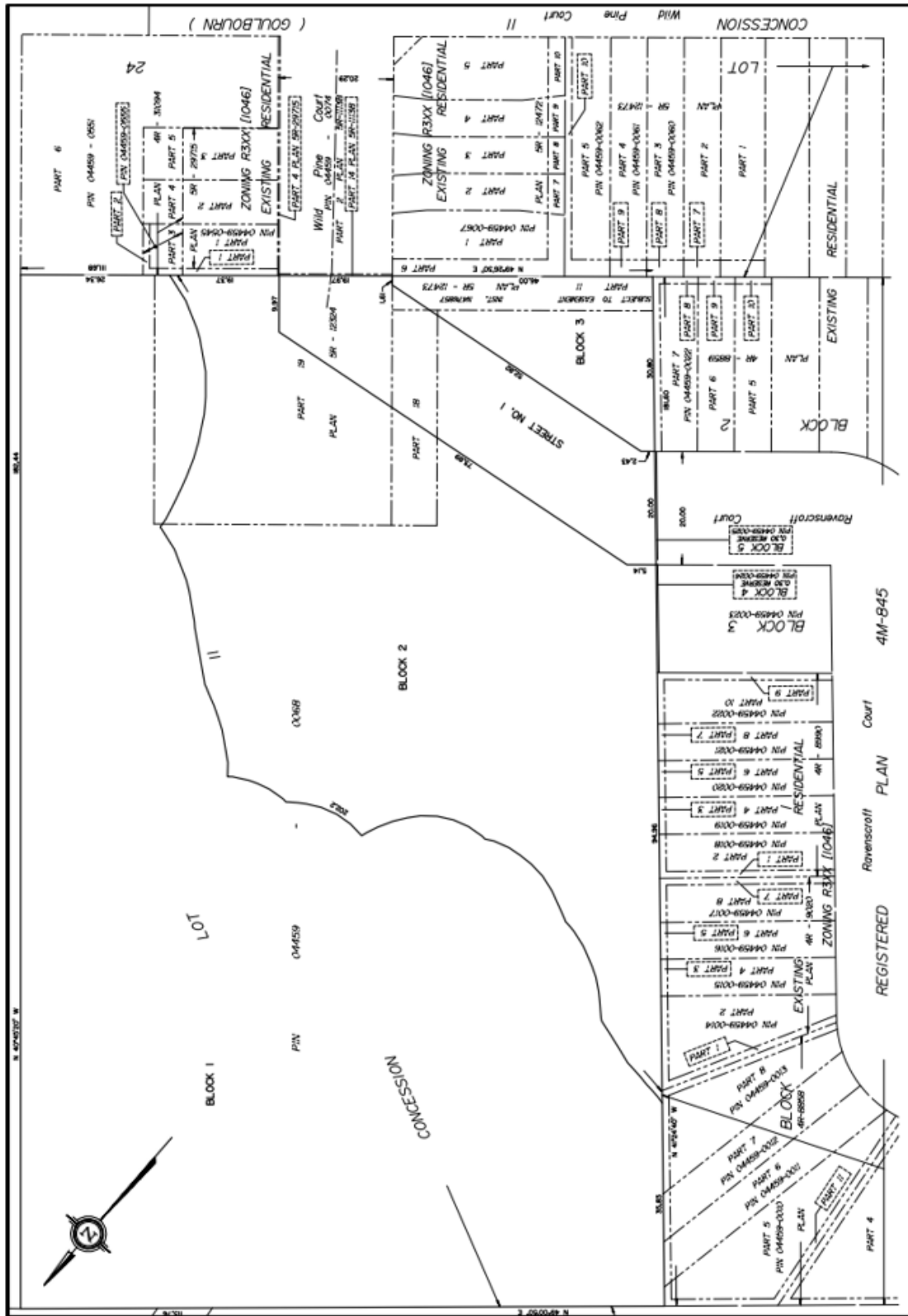
Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 37 Wildpine Court:

1. Rezone the lands within Area A as shown in Document 1 from R3XX[1046] to R4Z[XXX1]
2. Add a new exception to Section 239 – Urban Exceptions with provisions similar in effect to the following:
 - a. In Column I, Exception Number, add the text “XXX1”.
 - b. In Column II, Applicable Zones add the text “R4Z[XXX1]”.
 - c. In Column V, Provisions, add the text:
 - i. Minimum required number of resident parking spaces for a low-rise apartment is 1 per dwelling unit.
 - ii. Despite Clause 109 (3)(a)(i), parking may be established within a required or provided front yard.
 - iii. Despite Section 162, Endnote 6, Interior side yard setback: for any portion of a building located within 23 metres of a front lot line, the minimum required interior side yard setback is as follows:
 1. Where the building wall is equal to or less than 11m in height: 1.5 m
 2. Where the building wall is greater than 11 m in height: 3m
 3. In all other circumstances the minimum required interior side yard setback is 6 m.
3. Rezone the lands within Area B as shown in Document 1 from R3XX[1046] to R3XX[XXX2]
4. Add a new exception to Section 239 – Urban Exceptions with provisions similar in effect to the following:
 - a. In Column I, Exception Number, add the text “XXX2”.

- b. In Column II, Applicable Zones add the text "R3XX[XXX2]".
 - c. In Column V, Provisions, add the text:
 - i. Minimum front yard setback: 3 m
 - ii. Minimum rear yard setback: 4.9 m
5. Rezone the lands within Area C as shown in Document 1 from R3XX[1046] to O1.

Document 3 – Draft Plan of Subdivision



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. A public meeting was held on December 6, 2021, via Zoom, with approximately 25 attendees. The application was recirculated in July 2023, following substantial revisions to the proposed draft plan. A public information session was held on August 30, 2023, via Zoom. Councillor Glen Gower and 28 residents attended the meeting held August 30, 2023.

Comments were received at the meeting and online. The City also received a petition in August 2023 with over 50 signatures in opposition to the proposed amendment. The petition statement is included below and the concerns identified within the petition have been summarized.

A summary of the public comments received, and staff responses, are provided below.

Public Comments and Responses

Infrastructure and Utilities

- Concerns that there is limited capacity in infrastructure, including water, electricity, storm water, and sewer, to accommodate the demand of the development, and potential for strain on these services.
- Concerns were also raised regarding the drainage of the site and resulting flooding of Poole Creek.

Response:

- An assessment of adequacy of public services report was submitted and reviewed by city staff confirming the serviceability of the site. The specific servicing details will be further reviewed at the subdivision detail design and site plan control application stage. Further, the application was significantly revised in response to issues identified with stormwater management and drainage.
- Utility providers, including Hydro Ottawa, are notified through the circulation process for development applications, and have the opportunity to provide comments and plan accordingly. No capacity concerns were identified through the circulation process.

Services

- The proposed development will strain municipal services, such as waste collection, public transportation, healthcare, and school services, and that the increased demand must be anticipated and planned for.

Response:

- School and health care fall under provincial jurisdiction. Further, school boards are notified when development applications are submitted to the City, and have the opportunity to provide comment.
- Development charges will be applicable to the development to support growth-related activity and will be paid prior to issuance of a building permit.

Transportation Impacts

- Concerns regarding the impact of additional vehicular traffic, with the density worsening traffic issues, lack of sidewalks, and issues resulting from the through connection of Ravenscroft and Wildpine such as traffic, on-street parking, and speeding.
- Question regarding potential improvements/changes to the intersection of Ravenscroft and Stittsville Main Street.
- Concerns regarding the loss of the existing cul-de-sacs at the end of Ravenscroft Court and Wildpine Court.
- Concerns over delays and issues with emergency response, due to the narrow streets and potential traffic congestion, particularly regarding impacts on Wildpine Residence.

Response:

- A Trip Generation Memo was completed by J.L. Richards in support of the application. The Memo has been assessed by Transportation review staff. The report was prepared consistent with the City's Transportation Impact Assessment Guidelines. The Trip Generation memo identified that the addition of traffic resulting from the development is negligible.
- A future connection between Ravenscroft and Wildpine was factored into the design of both roads. Both roads currently terminate at the site limits, with a temporary turnaround constructed as an interim measure.

- Transportation review did not determine that signalization would be required as a condition of the development.
- The 'cul-de-sac' at the termination of both Ravenscroft and Wildpine is a temporary turnaround intended to accommodate emergency vehicle traffic prior to connection between the two streets. Connecting the two streets will provide a better connection for the local residents and emergency services.
- The street connection is not proposed to include sidewalks as it will match the existing street cross-section.
- Parking has been provided at a rate of one space per dwelling unit. The proposal is consistent with the direction of the Official Plan to shift towards more sustainable modes of transportation and encourage 15-minute neighbourhoods. The site is located in close proximity to an array of commercial amenities.
- City of Ottawa Fire Protection, Emergency & Protection services is notified through the Draft Plan of Subdivision circulation process. No concerns were identified.

Density and Built Form

- The proposal is too large for the size and location of the lot.
- There will be an adverse impact on property values for the surrounding residential development.
- Concern that the proposed development will not be harmonious to surrounding development, and attention should be given to building materials and design.
- Loss of privacy resulting from the proposed development.
- Concerns that the proposed apartment building will have adverse shadow impacts on surrounding development as well as greenspace.

Response:

- The proposal meets the intent and direction of the Official Plan policies for the designation and transect area, with regards to density and building height. Urban design details will be further refined and reviewed at the site plan control stage for conformity with applicable urban design guidelines. Increases in density are planned for the Evolving Neighbourhood overlay, and building form and massing is anticipated to change from the existing context.

- Specific building design details, such as orientation of balconies, will be reviewed through the site plan control application process.
- It is not anticipated the proposed low-rise development will result in adverse impacts in comparison to as of right permissions.
- The mature trees located along the west property line, abutting the townhouses on the east of Ravenscroft Court, are intended to be retained to provide a green buffer and screening between the proposed development and the existing residential uses adjacent to the site.
- The proposed zoning for the apartment building is R4Z which provides for a maximum building height of 15 metres for an apartment building, low rise. As currently proposed, the apartment building proposes a height of 13.8 metres. The permitted building height within the existing R3XX zone is up to 11 metres. The proposed 2.8 metre increase, compared to current zoning, reflects a marginal change from the as of right height permissions. The low-rise built form proposed for the apartment building is not anticipated to result in undue shadow impact.
- Property values are not considered as part of planning application review under the *Planning Act*.

Environmental Concerns

- Concerns about the limited area for greenspace resulting from the proposed development, impacts on plant life resulting from shadow impacts, displacement of wildlife, and loss of trees.
- Concerns regarding limited greenspace resulting from the construction of the building.

Response:

- An Environmental Impact Statement (EIS) was provided with the application submission and reviewed by environmental staff. Due to the proximity of the wetland, a hydrologic impact study was also completed.
- Conditions have been included with the draft plan of subdivision approval as it pertains to environmental features and mitigation measures to address constraints.
- Block 1, which contains the Poole Creek, wetlands, and associated setback from these features, will be conveyed to the City for environmental protection. This

comprises over half of the site or 12,215 sq.m (approximately 3.01 acres) of the site's 20,499.75 sq.m total area to remain open/green space. The conveyance of this block to the City will add to the City's green space network along the Poole Creek, which will, if approved, now extend over 2.3 km in length from Abbott Street to Amberlakes Dr.

- The site design for the proposed development accommodates a 30-metre setback to Poole Creek and 15 metres from the wetland, with justification provided in the EIS. Improvements within the site proposed in the EIS include additional tree planting in the wetlands, wildlife protection measures and educational materials for construction and future residents. A portion of the development is within 30 metres of the wetland and accordingly subject to Conservation Authority approvals. The development will be subject to required Ministry of Environment, Conservation, and Parks (MECP) approvals as applicable, in relation to endangered species.
- Specific landscaping and tree planting requirements will be addressed through the detail design for the associated draft plan of subdivision, and the site plan control application stage for the proposed apartment building. Additional requirements may be required by Provincial approvals.

Snow Storage

- Concerns that inadequate space is provided for snow storage and will end up in the road and flood plain.

Response:

- Appropriate snow storage location and methods will be specified through the site plan control process.

Construction Impacts

- Concerns about impacts from construction of the development, including safety issues, with potential for vehicular collisions and conflict with pedestrians resulting from construction, noise impacts, service disruptions for installation of infrastructure.
- Concerns regarding potential damage to existing homes.
- Concern over noise and impacts resulting from potential blasting.

Response:

- Constructed related activity will be subject to the City of Ottawa by-laws such as the Noise By-law. Additionally, a Construction Management Plan is a required submission with a site plan control application.
- If blasting is required, the applicant will be required to adhere to all Provincial and City regulations related to blasting, including notification and safety and inspection protocols.

Petition – Residents of Wildpine Court and Ravenscroft Court

A petition was received by email and by hard copy. The petition included over 50 signatures from residents in opposition to the proposed development. Concerns detailed within the petition included concerns relating to traffic congestion, parking issues, noise pollution, privacy concerns, impact on property values, safety during construction, emergency access, infrastructure strain, increased strain on services, aesthetic impact, limited green spaces, sunlight obstruction, and environmental impact.

Response:

The comments within the petition are summarized and responded to in the list above.