

Subject: Zoning By-law Amendment – 1300 McWatters Road

File Number: ACS2022-PIE-PS-0038

Report to Planning Committee on 14 April 2022

and Council 27 April 2022

**Submitted on March 24, 2022 by Lily Xu, Acting Director, Planning, Real Estate
and Economic Development**

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Ward: College (8)

Objet : Modification du Règlement de zonage – 1300, chemin McWatters

Dossier : ACS2022-PIE-PS-0038

Rapport au Comité de l'urbanisme

le 14 avril 2022

et au Conseil le 27 avril 2022

**Soumis le 24 mars 2022 par Lily Xu, Directrice par intérim, Direction générale de
la planification, des biens immobiliers et du développement économique**

**Personne ressource : Lisa Stern, urbaniste, Examen des demandes
d'aménagement ouest**

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Quartier : Collège (8)

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council approve or an amendment to Zoning By-law 2008-250 for 1300 McWatters Road to permit a 25-storey apartment building, 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 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 April 27, 2022,” 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 visant le 1300, chemin McWatters, afin de permettre la construction d’une tour résidentielle de 25 étages, comme l’expose en détail 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 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 27 avril 2022 », sous réserve des observations reçues entre le moment de la publication du présent rapport et la date à laquelle le Conseil rendra sa décision.

EXECUTIVE SUMMARY

Staff Recommendation

Planning staff recommend approval of the Zoning By-law Amendment application for 1300 McWatters Road to permit a high-rise building with approximately 234 units.

The zoning application is to permit site-specific amendments for various performance standards, including increasing the maximum height to 79 metres (25-storeys), to permit the new building.

Applicable Policy

The subject lands are designated General Urban Area on Schedule B of the current Official Plan. The General Urban Area designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstance. Residential intensification through infill will respond to the existing character to enhance desirable patterns and built form, while also achieving a balance

of housing types and tenures. High-rise buildings may only be permitted subject to a zoning amendment and where the building satisfies certain locational criteria, is in proximity to transit, and provides adequate transition, as is the case with the proposed development.

The Urban Design Guidelines for High Rise Buildings and Transit Oriented Development apply to this site, both aim to promote the site and building design that promote walkability and transit use. The proposal's attributes relate well to the relevant Urban Design Guidelines.

Public Consultation/Input

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy. Responses were received from 22 residents. One resident supported the application, three residents had questions and the remainder had concerns related to height, construction impacts and loss of trees.

RÉSUMÉ

Recommandation du personnel

Le personnel chargé d'urbanisme recommande l'approbation de la demande de modification du Règlement de zonage visant le 1300, chemin McWatters, afin de permettre la construction d'une tour abritant environ 234 logements.

Cette demande a pour objet d'apporter des modifications propres à l'emplacement relatives à diverses normes fonctionnelles, notamment une augmentation à 79 mètres (25 étages) de la hauteur maximale, et ainsi permettre la réalisation de ce projet.

Politique applicable

Le terrain visé est désigné Secteur urbain général à l'annexe B du Plan officiel. Cette désignation permet l'aménagement d'un large éventail de types d'habitations qui répondent aux besoins des gens, quels que soient leur âge, leur revenu et leur situation. Les projets de densification résidentielle reposant sur des aménagements intercalaires doivent s'harmoniser avec le caractère du secteur pour mettre en valeur les agencements et les formes bâties désirables existantes, tout en assurant un équilibre entre les différents types d'habitation et d'occupation. Les immeubles de grande hauteur ne sont autorisés que par voie de modification de zonage et s'ils respectent certains critères d'emplacement, s'ils se trouvent à proximité d'un point de desserte de transport en commun et s'ils offrent une transition adéquate, comme dans le cas qui nous occupe.

Les Lignes directrices d'esthétique urbaine pour les habitations de grande hauteur et celles sur la conception des aménagements axés sur le transport en commun s'appliquent à l'emplacement visé. Elles ont toutes pour objet de favoriser une conception d'emplacement et d'immeuble encourageant la marche et le transport en commun. Les caractéristiques du projet correspondent tout à fait aux Lignes directrices d'esthétique urbaine.

Consultation et commentaires du public

Les membres du public ont été avisés et consultés conformément à la politique en la matière. Vingt-deux résidents ont donné suite à cette démarche. L'un d'entre eux était favorable à la demande, trois ont soumis des questions et les autres ont émis des préoccupations relatives à la hauteur, aux répercussions de la construction et à la perte d'arbres.

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

1300 McWatters Road

Owner

Homestead Land Holdings Ltd.

Applicant

Fotenn Consultants

Architect

RLA Architecture

Description of site and surroundings

The subject property, municipally known as 1300 McWatters Road, as shown on Document 1, is located on the south side of Lisa Avenue between Greenbank Road to the west and McWatters Road to the east. The subject property is zoned Residential Fifth Density subzone B with a site-specific maximum height of 18 metres (R5B H18) and currently is developed with two high-rise residential developments that are 17 and

20 storeys in height. The property is also developed with a two-storey recreation facility that is located between the two existing high-rise buildings with frontage along Greenbank Road. The property is located within approximately 800 metres of the future Pinecrest LRT station to the north and within 50 metres of a future Bus Rapid Transit stop along Baseline Road to the south.

Surrounding land uses include:

- To the north across Lisa Avenue is zoned Residential Fourth Density subzone B (R4B) and is developed with low rise residential dwellings. North of Lisa Avenue and west of Greenbank Road is Lisa Park.
- To the east across McWatters Road is Pinecrest Public School. There are also several low rise single detached homes zoned Residential First Density subzone O (R1O) that front McWatters Road.
- South of the subject site are low-rise commercial buildings which front Baseline Road.
- To the west across Greenbank Road is zoned Residential Fifth Density subzone B with a site-specific maximum height of 51 metres (R5B H51) and is developed with two 17-storey residential buildings and a three-storey parking garage.

Proposed Development

The proposal consists of a new a high-rise residential tower along the northwest corner of the property that is 25 storeys tall including indoor amenity space within the top floor of the building. A three-storey podium is provided along the north face transitioning to a two-storey podium along the south face of the development. Parking will be provided underground. The proposal provides for the replacement of the existing recreational facility with new recreational facilities proposed within the first two levels of the building with direct outdoor access from the existing internal road. The proposed development features an outdoor space for recreation at the corner of Greenbank Road and Lisa Avenue.

Summary of requested Zoning By-law amendment proposal

The subject site is zoned Residential Fifth Density subzone B with a site-specific maximum height of 18 metres (R5B H18). The R5 zone permits a wide range of residential uses and some non-residential uses such as a personal services business, restaurant and convenience store to name a few.

The requested Zoning By-law amendments are with respect to performance standards; the land use is otherwise permitted. The applicant has requested relief as follows for the proposed development:

- A new zoning schedule to regulate the maximum building heights and permit a maximum building height of 79 metres along Greenbank Road for the proposed building and define a podium.
- Prohibit roof top terraces above the 79-metre height limit.
- Permit a 3.5 metre minimum rear yard setback to a high-rise building.

The proposed Zoning By-law amendment will change the zoning on the property to specifically distinguish the permissions for the proposed development while maintaining the intent of the R5B H(18) permissions on the balance of the site. As described in Document 2, the proposal will result in a number of Zoning By-law amendments.

Schedule YYY, as shown in Document 3, will be amended to split the current property into two distinct parts for zoning purposes. Areas A, C and D cover the portion of the site which is the subject of the proposed development, and Area B covers the remainder of the site. The amended schedule incorporates maximum building heights and stepbacks for the proposed development within Areas A, C and D, and Area B will maintain the intent of the current zoning.

DISCUSSION

Public consultation

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for development applications.

Comments were received from 22 residents during the application review process, some residents sent multiple comments. Concerns were raised with respect to the impact of construction on the existing residents of the site, traffic impacts on surrounding roadways, the impact of an additional high-rise building in the area, and the loss of trees.

For this proposal's consultation details, see Document 5 of this report.

Official Plan designations

Current Official Plan

The site is located within the General Urban Area designation as shown on Schedule B of the City's current Official Plan. Greenbank Road is identified as an arterial roadway on Schedule E of the Official Plan. Baseline Road is identified as a Rapid Transit Corridor and the Pinecrest LRT station will be located north of Highway 417 as identified on Schedule D of the Official Plan.

Other relevant policies against which a proposed high-rise development within the City's Urban Area is evaluated include those for managing intensification within the urban area (Sec. 2.2.2), urban design and built form (Sec. 2.5.1 and 2.5.6), and compatibility (Sec. 4.11).

New Official Plan

The proposed new Official Plan (OP), adopted by Council in November 2021, has been developed to reflect the opportunities and challenges that face the City as it continues to evolve. The proposed new Official Plan introduces a new Transect framework to further direct growth to the appropriate locations of the city. Until the new Official Plan is approved by the Province, the policies in the new Official Plan are informative and not determinative.

Other applicable policies and guidelines

The Urban Design Guidelines for Transit Oriented Development apply to all development within a 600-metre walking distance of a transit station. As noted, the proposal is within 50 metres of a planned BRT station and 800 metres of the planned Pinecrest LRT station. These guidelines state that people are more likely to choose transit if they can easily walk between destinations at the beginning and end of their trip. This can be achieved through providing increased densities, mixed-uses and pedestrian-oriented design within easy walking distances of high-quality transit. The guidelines speak to land use, site layout, built form, pedestrians and cyclists, vehicles and parking, and streetscape and the environment.

Urban Design Guidelines for High-Rise Buildings are also applicable and have been used to assess the application. The Urban Design Guidelines for High-Rise Buildings speak to high-rise buildings being well designed, contribute to an area's liveability, and shape and define public streets and spaces at a human scale. Guidelines include addressing compatibility through massing, setbacks and transitions, including a podium, orienting the towers to minimize the extent of shadowing, designing with compact floor plates, and improving spaces for pedestrians and the public realm.

Planning rationale

This application has been reviewed under the consolidated Official Plan (2003) and amendments in effect from Official Plan Amendment 150 (OPA 150).

The site is designated as General Urban Area (Section 3.6.1), which permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstance. Residential intensification through infill will respond to the existing character to enhance desirable patterns and built form, while also achieving a balance of housing types and tenures.

Policy 3.6.1.1 outlines that the General Urban Area designation permits many types and densities of housing, employment, retail uses, service, industrial, cultural, leisure, greenspace. Building heights in the General Urban Area will continue to be predominantly Low-Rise (3.6.1.3). Within this range, changes in building form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area. However, the plan notes that “new taller buildings may be considered for sites that front an Arterial Road which are within 800 metres walking distance of a Rapid Transit Station or and within an area already characterized by taller buildings or sites zoned to permit taller buildings.”

The subject lands are located along an Arterial Road within 50 metres of future Bus Rapid Transit along Baseline Road and within 800 metres of the future LRT station at Pinecrest. The subject site and surrounding area are within an area characterized by taller buildings and zoned to permit taller buildings as outlined above.

Section 2.2.2 – Managing Growth Within the Urban Area

Section 2.2.2 of the Official Plan states that intensification may occur in a variety of built forms from low-rise to high-rise provided urban design and compatibility objectives are met. Denser development, that often means taller buildings, should be located in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses. As noted above, the site is located within close proximity to future rapid transit and existing commercial uses along Baseline Road.

The Official Plan states that all intensification will occur in accordance with the provisions of Section 2.5.1 and 4.11, dealing with matters of urban design and compatibility.

Section 2.5.1 – Designing Ottawa

Tools and design objectives for new development are provided in Section 2.5.1 to guide compatibility and high quality of design. The application supports the Design Objectives of the Plan listed below as follows:

1. To enhance the sense of community by creating and maintaining places with their own distinct identity.

The proposal provides a high-rise building in an area already characterized by taller buildings. The proposal maintains the distinct identity of the area by maintaining generous setbacks and a large portion of open space at the corner of Greenbank Road and Lisa Avenue.

2. To define quality public and private spaces through development.

The proposal creates a pleasant public realm by providing a minimum 3-metre setback at ground level to create a pleasant pedestrian experience along Greenbank Road and ensuring that street trees can be provided along the roadway frontages. Loading and servicing for the site will be provided from internal roadways away from the public roadways. In alignment with the Transit Oriented Development Guidelines, the proposal provides the majority of the parking for the building underground. On-site, the proposal provides improved indoor common amenity areas for the site as a whole and provides an open space area at the corner of Lisa Avenue and Greenbank Road. The design and landscaping of this area will be finalized through a future site plan application.

3. To create places that are safe, accessible and are easy to get to, and move through.

The proposal provides housing within walking distance of the Pinecrest LRT station and BRT along Baseline Road, as well as amenities such as schools, parks, and commercial development along Baseline Road and to the north along Iris Street. In alignment with the Transit Oriented Development Guidelines, continuous and safe pedestrian connections will be provided through the site from McWatters Road to Greenbank Road.

4. To ensure that new development respects the character of existing areas.

The proposed development respects the character of the existing area by maintaining generous setbacks from Lisa Avenue, ensuring that the 45 degree angular plane to low rise development north of Lisa Avenue is respected. The proposed development is well sited to ensure that appropriate building

separations are provided on the site and that additional street trees can be provided along the roadway frontages.

5. To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.

The proposal contributes to a range of housing choices in the Urban Area and provides housing within proximity to transit.

6. To understand and respect natural processes and features in development design.

There are no significant natural features on the subject lands.

7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

The proposal provides an efficient use of municipal infrastructure and facilitates housing that reduces car dependence. The development provides additional housing within proximity to transit creating the opportunity to reduce dependence on the car.

Section 4.11 – Urban Design and Compatibility

New development is reviewed and evaluated using the policies of Section 4.11, which address urban design and compatibility. The purpose of reviewing these design aspects is to ensure that new development is sensitive to and compatible with the existing context while providing appropriate transitions between densities and land uses.

Section 4.11 references compatibility of new buildings with their surroundings through setbacks, heights, transitions, colours and materials, orientation of entrances, location of loading facilities. The proposed building is compatible in scale and design with the existing “slab” high-rise buildings on the site and in the surrounding area and is appropriately set back from the residences north of Lisa Avenue.

The project has responded appropriately regarding the Design Guidelines for High-Rise Buildings and Transit Oriented Development. With respect to the Design Guidelines for High-Rise Buildings, the proposed development has addressed guidelines with respect to pedestrian space, and transition to low-rise neighbourhoods. The proposed development appropriately transitions to the existing low-rise neighbourhood north of Lisa Avenue by locating development outside of the 45 degree angular plane. Shadow impacts on surrounding properties have been minimized by the location and the north-south orientation of the proposed building. The development is well sited on the

property and provides a minimum 48 metre separation to the existing 17 storey building to the south, and a 20 metre separation to the existing 20 storey building to the east at its closest point. The development is sited to provide a more consistent streetwall along Greenbank Road and has provided active frontages along the public roadways to animate the public realm. The siting provides the opportunity for landscaping and tree plantings on public roadway frontages and internal to the site. The proposal includes a private amenity (pool area) in a central location on the site to provide convenient access to all residents on the property. Lastly, with respect to the Guidelines for a Transit Oriented Development, the proposed zoning allows for a transit supportive densities in proximity to transit and locates a building along a roadway frontage to encourage walking to transit stops. Such elements along with additional architectural details and landscaping elements will be further refined through a future Site Plan Control process.

New Official Plan

The subject site abuts a Mainstreet Corridor within the Outer Urban Transect of the new Official Plan. The Outer Urban Transect speaks to the introduction of mixed-use urban developments at strategic locations close to rapid transit stations. The Mainstreet Corridor policies of the Outer Urban Transect permit high rise buildings along corridors wider than 30 metres, in proximity to transit, and on sites that are of sufficient size to allow for a transition in built form massing. The proposal for a high rise building on the subject site meets the intent of the New Official Plan.

Zoning

The subject lands are zoned Residential Fifth Density subzone B with a site-specific maximum height of 18 metres. The rezoning proposes to:

- Increase heights from 18 meters to 79 metres.

As discussed above, the site is appropriate for a high rise building due to its location in close proximity to transit and in an area characterized by high-rise buildings. Increased heights have been limited to the portion of the site adjacent to Greenbank Road and outside of the angular plane of the low rise residential buildings to the north. The height schedule also implements a three storey podium along the northern portion of the building which transitions down to two storeys at the southern portion of the building. The proposed 79 metre height is appropriate and compatible with existing and planned development in the area.

- Prohibit roof top terraces above the 79-metre height limit.

The applicant has proposed indoor and outdoor amenity space to be located within the top floor of the building. As designed, this amenity space is integrated into the design of the building and appropriately setback from surrounding low rise residential uses. Projections to facilitate additional amenity space above the height limit are prohibited to maintain compatibility.

- Permit a 3.5-metre rear yard setback to Greenbank Road

The City of Ottawa is in the process of implementing new High-Rise Zoning Provisions. The initial staff report was presented to Planning Committee on September 26, 2019, however, the provisions have been appealed since then and are therefore not in force and not applicable to the proposed development. These provisions require a 10m setback from a tower to a rear lot line to ensure that appropriate separation between towers is provided. In this case Greenbank Road is the rear lot line, as such there is no concern regarding potential tower separation. Out of an abundance of caution this provision is proposed to be added to the proposed zoning exception to ensure zoning compliance going forward.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the 2020 Provincial Policy Statement.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

COMMENTS BY THE WARD COUNCILLOR

The Ward Councillor is aware of this report.

ADVISORY COMMITTEE(S) COMMENTS

No comments have been provided on this application.

LEGAL IMPLICATIONS

There are no legal implications associated with implementing the report recommendation.

RISK MANAGEMENT IMPLICATIONS

There are no risk implications associated with this report.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

The new building will be required to meet the accessibility criteria contained within the Ontario Building Code. The *Accessibility for Ontarians with Disabilities Act* requirements for site design will also apply and will be reviewed through a future Site Plan Control application.

ENVIRONMENTAL IMPLICATIONS

The Tree Conservation Report (TCR) submitted in support of the application identifies a total of 86 trees on the site. Fourteen trees conflict with the proposed development and are proposed to be removed. It has been confirmed that through a future Site Plan application the trees will be replaced on the site, and additional street trees can be provided along the Greenbank Road and Lisa Avenue frontages. The report concluded that there are no Species at Risk on the site.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- Economic Growth and Diversification
- Thriving Communities
- Integrated Transportation.

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-21-0070) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to the complexity of issues associated with transportation and urban design.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Details of Recommended Zoning

Document 3 Proposed Zoning Schedule

Document 4 Development Images

Document 5 Consultation Details

CONCLUSION

The proposed development introduces intensification in a manner which conforms to the Official Plan and is consistent with the relevant design guidelines. The development has been designed to encourage active transportation use and is located within walking distance of a future rapid transit station. The development fits within the existing and planned context and is a compatible use. The Zoning By-law Amendment is recommended for approval.

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 and Control, Finance Services Department (Mail Code: 26-76) of City Council's decision.

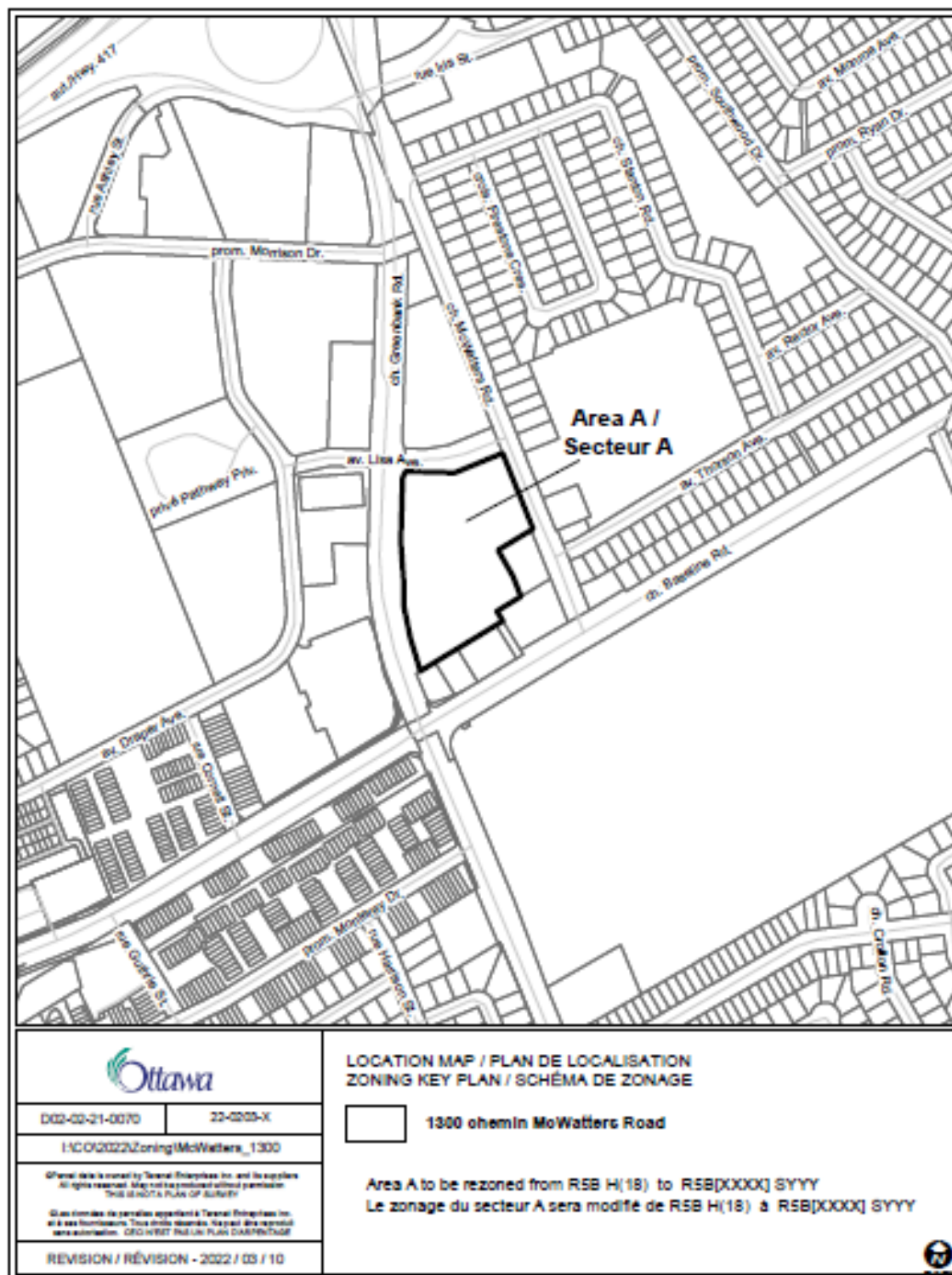
Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services, Innovative Client Services Department 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](https://geoottawa.ca)

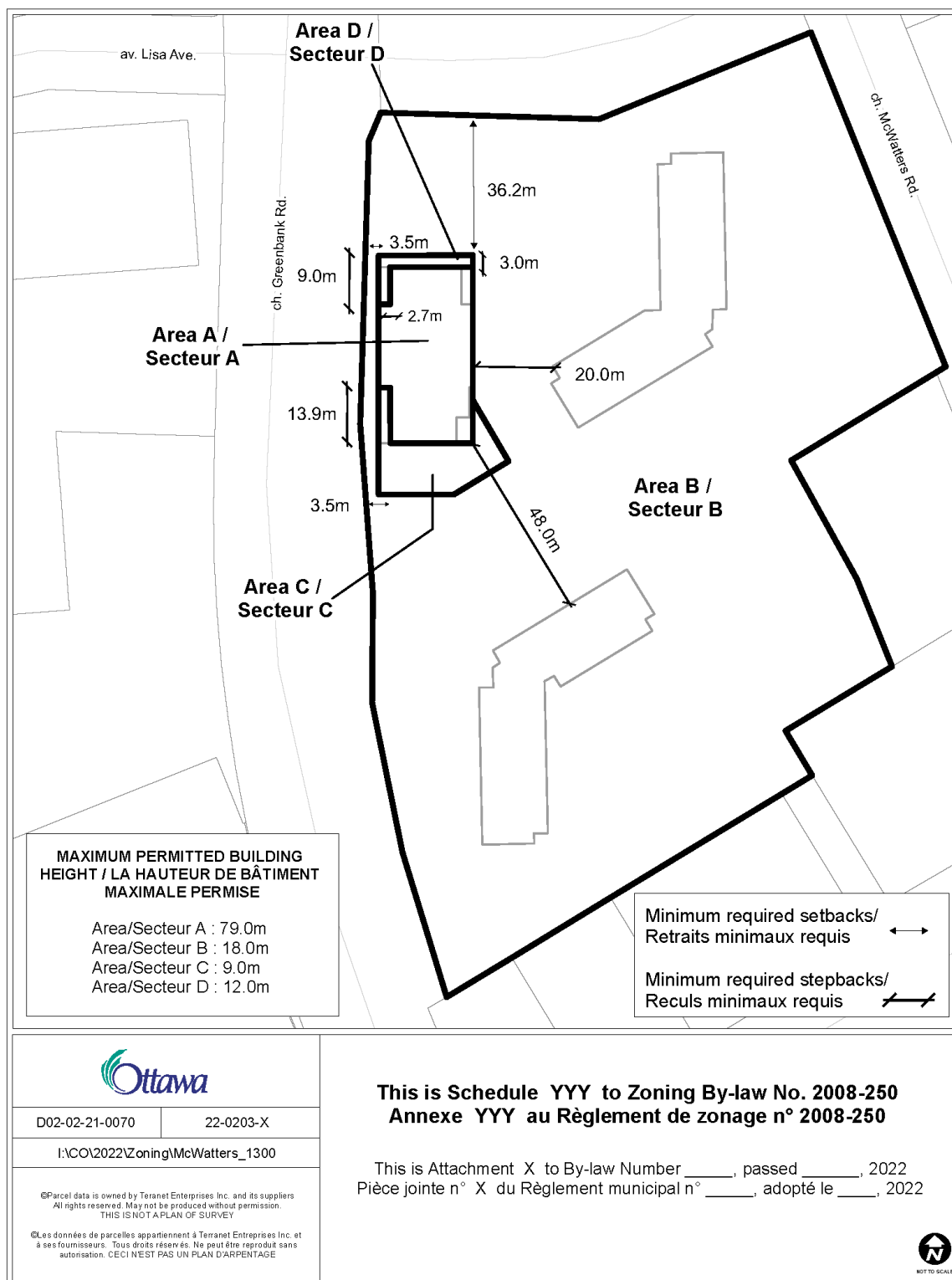


Document 2 – Details of Recommended Zoning

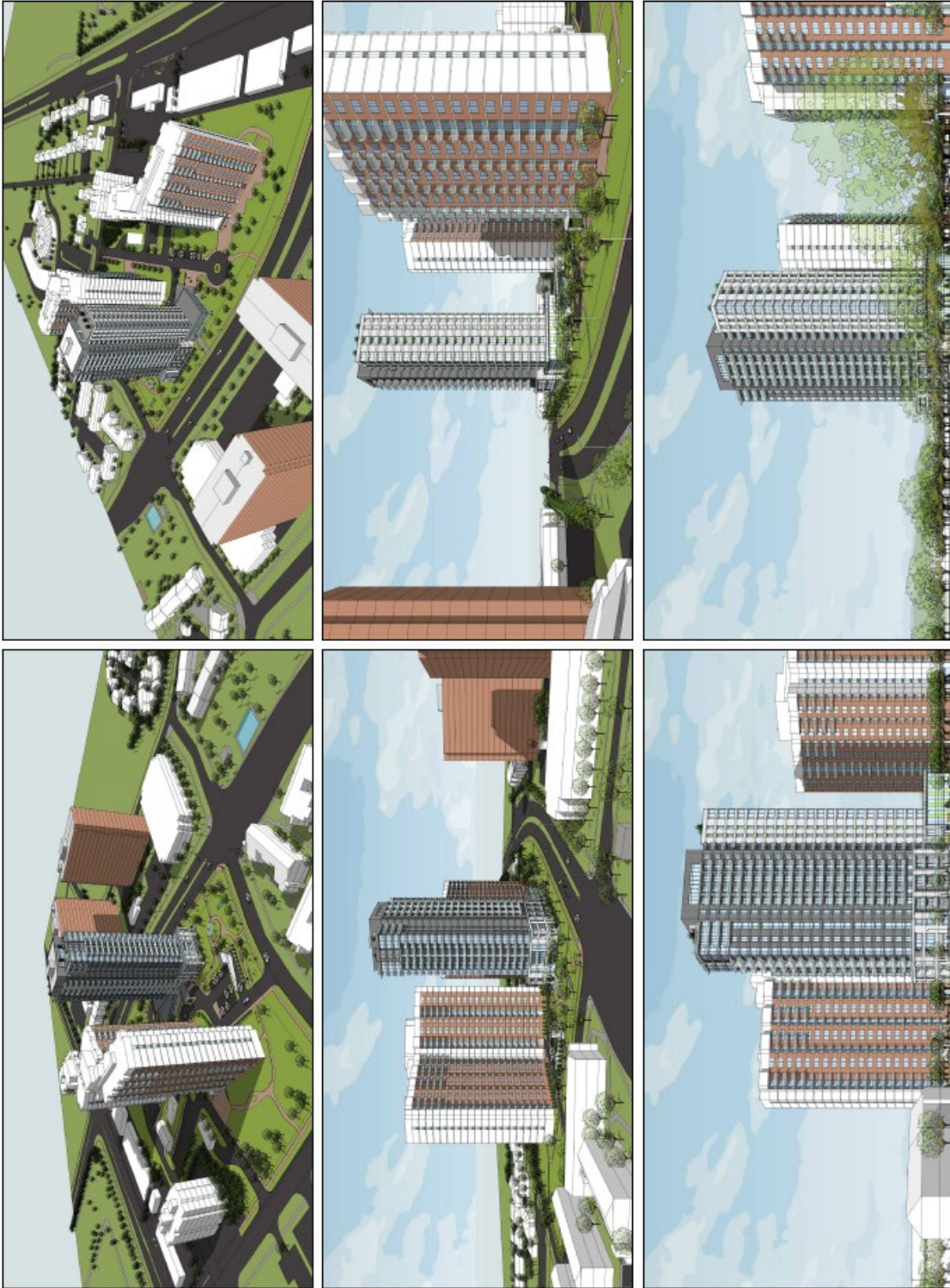
The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 1300 McWatters Road:

1. Rezone the site from R5B H18 to R5B[XXXX] SYYY, as shown in Document 1.
2. Amend Part 17, Schedules, by a new Schedule 'YYY', as shown in Document 3.
3. Amend Section 239, Urban Exceptions, by adding a new exception [XXXX] with provisions similar in effect as follows:
 - a. In Column II, add "R5B[XXXX] SYYY
 - b. In Column V, include provisions similar in effect to the following:
 - i. Maximum permitted building heights are as per Schedule YYY
 - ii. Maximum building heights of SXXX do not apply to permitted projections under Section 65
 - iii. In Area A, despite Section 64, landscaped areas, roof-top gardens and terraces and associated safety guards and access structures; pursuant to Table 55, Row (8) are not permitted above the height limit
 - iv. Minimum required setback from Greenbank Road in Areas A, D and C: 3.5m

Document 3 – Schedule 'YYY'



Document 4 – Development Images



Document 5 – Consultation Details

Notification and Consultation Process

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for Development Applications. Responses were received from 22 residents.

The following summarizes, in no particular order, a list of comment topics and items raised by members of the public in response to the application:

Building Height and Architecture

- The height of the development will threaten the privacy of neighboring buildings.
- The building is too tall and out of character with surrounding development.
- Existing residents will lose their views of the Gatineau Hills.
- The site is too small to accommodate an additional building.
- The building is located too close to Greenbank Road which is out of character with surrounding buildings.

Response:

The height and scale of the building was reviewed in accordance with the Official Plan, and key design guidelines as discussed in this report. This location represents a significant opportunity for intensification in proximity to transit, and the specific policies in the Official Plan that allow for the consideration of taller buildings have been satisfied.

The setbacks provided to Greenbank are consistent with the existing zoning of the site, provide adequate space for sidewalks, and tree planting within the road right of way and provide the active street frontages to create a pleasant pedestrian environment.

The Official Plan provides direction for urban design and compatibility, outlining, in a broad nature, design objectives such as defining quality spaces, ensuring safety and accessibility, respecting the character of the community. Final materiality and best practices will be confirmed through Site Plan approval.

Parking and Traffic

- Parking for the buildings seems to be inadequate for both tenants and visitors.

- Concern with additional traffic on McWatters Road and Lisa Avenue, especially at school drop off times at Pinecrest Public School.
- Concern about potential pedestrian conflicts without a lit crosswalk at Lisa Avenue and McWatters Road.

Response:

The Official Plan encourages intensification and development where there are opportunities to support alternative modes of travel from the car. The site is located within close proximity of a planned transit stations along Pinecrest and Baseline Road.

The proposed number of vehicle and bicycle parking spaces is above the minimum requirements of the Zoning By-law and will adequately suit the needs of the development. Visitor parking is also provided to discourage visitors from parking on local streets. In support of the application, a Transportation Impact Assessment (TIA) was submitted and reviewed by staff, who found the report to be satisfactory. As part of the Site Plan Control application, an additional TIA will be required.

Construction

- Concern that the parkade has been under construction for a long period of time, the additional construction will be an inconvenience
- Concern about impacts of potential blasting on the existing buildings and parking garages.

Response

The construction of the proposed development is required to follow all applicable City and Provincial regulations and industry best practices relating to safety, noise, dust, blasting and construction. Construction activity must adhere to relevant City by-laws, including the Noise By-law, Traffic and Parking By-law and Encroachments on City Highways By-law. If issues are experienced during construction, a concerned citizen may contact 311 to report non-compliance with the by-laws.

As part of the Site Plan Control application, detailed plans and studies will be required that will address grading and drainage, stormwater management, noise and geotechnical matters. Furthermore, Site Plan Control approval will contain conditions with respect to blasting.

Removal of Trees/Open Space

- Concern about the loss of trees on the site that would be required to facilitate the subject development.
- Concern that no park space is provided.

Response:

A total of 14 private trees are proposed to be removed to facilitate development.

Through a future Site Plan control application compensation for these removals will be provided and/or areas for replanting will be identified. Additionally, the setbacks of the proposed building are sufficient to provide tree planting within the surrounding road rights of way.

The proposal will expand and improve the existing amenities on the subject site for residents. Additionally, through a future Site Plan control application the landscaping and programming of the open space at the corner of Lisa Avenue and Greenbank Road will be defined.