

**Subject: Zoning By-law Amendment – 212 and 214 Donald Street**

**File Number: ACS2022-PIE-PS-0111**

**Report to Planning Committee on 25 August 2022**

**and Council 31 August 2022**

**Submitted on August 12, 2022 by Derrick Moodie, Director, Planning Services,  
Planning, Real Estate and Economic Development**

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**Ward: Rideau-Rockcliffe (13)**

**Objet : Modification du Règlement de zonage – 212 et 214, rue Donald**

**Dossier : ACS2022-PIE-PS-0111**

**Rapport au Comité de l'urbanisme**

**le 25 août 2022**

**et au Conseil le 31 août 2022**

**Soumis le 12 août 2022 par Derrick Moodie, Directeur, Services de la planification,  
Direction générale de la planification, des biens immobiliers et du développement  
économique**

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**Quartier : Rideau-Rockcliffe (13)**

## **REPORT RECOMMENDATIONS**

- 1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 212 and 214 Donald Street, as shown in Document 1, to permit a three-storey low-rise apartment dwelling, 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 August 31, 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* (n° 2008-250) pour les 212 et 214, rue Donald, comme il est indiqué dans le document 1, afin de permettre l’aménagement d’un immeuble résidentiel de faible hauteur à trois étages, comme il est expliqué en détail dans le document 2.
2. Que le Comité de l’urbanisme approuve 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 31 août 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.

## 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

212 and 214 Donald Street

### Owner

2818058 Ontario Inc.

**Applicant**

Jonathan Harris (Rosaline J. Hill Architect Inc.)

**Architect**

Rosaline J. Hill (Rosaline J. Hill Architect Inc.)

**Description of site and surroundings**

The subject property is located on the south side of Donald Street, between Quill Street and Vera Street. The Vanier Parkway is located less than 250 metres to the west. The subject site has approximately 30 metres of frontage along Donald Street and is approximately 1,080 square meters in size. The site consists of two lots, each currently occupied by a single-detached dwelling.

The surrounding context of the site to the east along Donald Street is characterized by low-rise residential uses, places of worship, parks, educational and institutional uses. To the south, there are low-rise residential uses and the Overbrook Park and Community Centre. Further to the south of the subject property is Highway 417. To the north, across Donald Street is the Hardini Centre which contains a range of spaces for non-profits, community organizations, institutional and educational uses.

Considering the large Institutional- and Leisure-zoned lands immediately to the north of the site and the R3 residential neighbourhood to the south of the property, the properties on the south side of this portion of Donald Street can be considered as being peripheral to the residential neighbourhood to the south.

**Summary of requested Zoning By-law amendment proposal**

Applications for Minor Zoning By-law Amendment and Site Plan Control were submitted in order to facilitate the development of a three-storey residential building with a total of 32 dwelling units. The corresponding Site Plan Control application is currently under review.

The proposed Zoning By-law amendment would change the zoning on the property from Residential Fourth Density, Subzone UC, Commercial Suffix (R4UC-c) to Residential Fourth Density, Subzone UC, Exception xxxx, Commercial Suffix (R4UC[xxxx]-c), and would introduce the following site-specific exceptions:

- Increased maximum lot area from 1,070 square metres to 1,090 square metres
- Increased building height from 11.0 metres to 11.5 metres

- Reduced minimum parking requirements from 12 spaces to two spaces

## **DISCUSSION**

### **Public consultation**

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. Comments were received from five residents, who expressed concerns related to parking, grading and height.

For this proposal's consultation details, see Document 3 of this report.

### **Official Plan designation(s)**

#### **Current Official Plan**

According to Schedule B of the Official Plan, the property is designated as General Urban Area, which is a designation which permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. Heights are intended to be predominantly low-rise.

The site is not located within an area affected by a Secondary Plan.

#### **New Official Plan**

The subject site is located within the Inner Urban Transect of the new Official Plan (OP). Donald Street is identified as a Corridor – Minor and lots fronting directly onto Donald Street are identified as being within an Evolving Neighbourhood.

The Inner Urban Transect is generally planned for mid- to high-density development. Policies speak to maintaining and enhancing an urban pattern of built form, prioritizing walking and cycling, and providing direction to hubs, corridors and neighbourhoods. The Corridor – Minor policies as well as the Neighbourhoods policies both allow heights up to four storeys. These areas are within a short walking distance of Hubs and Corridors and shall accommodate residential growth in order to meet the Plan's objectives.

The recommended Zoning By-law Amendment satisfies the new OP by adding residential intensification within an area designed as 15-minute neighbourhood, and a built form design that is compatible and fits within its surroundings.

## Planning rationale

### Official Plan

The Official Plan (OP) designates the site as General Urban Area (Section 3.6.1), an area intended for a broad scale of uses and densities. While not within a target area for the greatest of intensification, the area is intended to include predominantly low-rise heights (up to four storeys). The OP supports intensification in the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area and contemplates intensification through the introduction of semi-detached and other ground-oriented multiple unit housing. Applications for intensification will be evaluated on the basis of its compatibility with the existing community character so that it enhances and builds upon desirable established patterns of built form.

Section 2.5.1 recognizes that introducing new development and higher densities into existing areas that have developed over a long period of time requires a sensitive approach and a respect for a community's established characteristics. Policies in this section strive for compatibility, which means development that, although is not necessarily the same as, or similar to, existing buildings in the vicinity, can enhance an established community through good design and innovation and coexists with existing development without causing undue adverse impact on surrounding properties.

Section 4.11 further references the compatibility of new buildings with their surroundings through setbacks, heights, transitions, colours and materials, orientation of entrances and location of parking. While the proposed height represents a 0.5 metre increase above the maximum permitted height, the proposed building maintains the four-storey low-rise built form which is within the planned function for the area.

The high-quality architectural design elements forming the building's street façade are successful in reflecting the surrounding neighbourhood's scale and pattern and maintain the rhythm along the street. The proposed increase in height is relatively minor in nature and is not anticipated to adversely impact the neighbourhood's existing context or character. In addition to the quality urban design, the proposal also includes new deciduous trees, both at the front and the back of the property, in addition to soft landscaping elements such as sodding and shrubbery.

Staff are of the opinion that the proposed Zoning By-law Amendment is consistent with the relevant Official Plan policies and offer a quality development which is compatible with its surrounding context.

## Recommended Zoning Details

As detailed in Document 2, the proposed Zoning By-law Amendment has the effect of rezoning the site to include a site-specific exception. The following summarizes the site-specific zoning provisions and planning rationale:

- Increased maximum lot area from 1,070 square metres to 1,090 square metres. Zoning provisions recently introduced by the R4 study included a maximum lot area for development in R4-UA, R4-UB and R4-UC zones. These were intended to prevent the consolidation of large swaths of lands which would see very large and out-of-character buildings being introduced. Seeing as the proposal includes the consolidation of only two properties, which together exceed the maximum lot area by 11 square metres, staff are of the opinion that a relief from this provision maintains its intent.
- Increased building height from 11.0 metres to 11.5 metres. Low-rise apartment dwellings within the R4-UC zone are limited to a height of 11 metres. The requested increase of 0.5 metres is intended to help accommodate greater basement window sizes as well as the site's grading, drainage and stormwater management requirements. The zone's setback requirements are otherwise being met, therefore limiting the massing impacts of the proposal on its surroundings.
- Reduced minimum parking requirements from 12 spaces to two spaces. While four parking spaces are proposed at the rear of the property, two of these will be reserved for visitors in order to meet the bylaw requirements. Being located within Area X under Schedule 1A, no parking is required for the first 12 units. Being a proposed 32-unit dwelling, parking is required to be provided for 20 units. At a rate of 0.5 parking space per unit required by the Zoning By-law, 10 parking spaces would be required for the building's tenants. The requested relief is considered to be appropriate given the site's proximity to the Transit Priority Corridors (identified under Schedule D of the Official Plan) and Traditional Mainstreets of McArthur Avenue and Montreal Road. The site's proximity to these features will allow residents to take advantage of active transportation opportunities, as well as to have access to nearby shops and services. In addition, while the Zoning By-law requires 0.5 bicycle parking spaces to be provided per dwelling unit, the proposal includes one bicycle parking space per unit, for a total of 32 spaces. It is also important to note that, as part of the

forthcoming Site Plan Agreement, it will be required of the owner to include a notice on title informing future owners that on-site parking is not available.

### **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**

Councillor King provided the following comments:

This development application is in full alignment with the zoning characteristics along Donald Street as the Overbrook neighbourhood will experience increased intensification and social housing renewal over the next several years. Locating this amount of density on Donald Street is appropriate as it is a designated arterial road that has sidewalks, public transit access and near-term plans to better accommodate cycling and active transportation. The Donald Street development is an example of appropriate placement and compatibility for densification in Rideau-Rockcliffe Ward.

### **LEGAL IMPLICATIONS**

There are no legal implications with respect to implementing the report recommendation.

### **RISK MANAGEMENT IMPLICATIONS**

There are no risk implications associated with this report.

### **ASSET MANAGEMENT IMPLICATIONS**

The recommendations documented in this report are consistent with the City's [Comprehensive Asset Management \(CAM\) Program](#) objectives. The implementation of the Comprehensive Asset Management program enables the City to effectively manage existing and new infrastructure to maximize benefits, reduce risk, and provide safe and reliable levels of service to community users. This is done in a socially, culturally, environmentally, and economically conscious manner.

There are no servicing constraints identified for the proposed rezoning at this time. Servicing capacity requirements to be confirmed at time of site plan.

There are no servicing constraints identified for the proposed rezoning at this time. Servicing capacity requirements to be confirmed at time of site plan.

## **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. Staff will review elements such as accessibility in common entrances, corridors and amenity spaces during the Site Plan Control Review. Staff have no concerns about accessibility.

## **TERM OF COUNCIL PRIORITIES**

This project addresses the following Term of Council Priorities:

- Economic Growth and Diversification
- Thriving Communities

## **APPLICATION PROCESS TIMELINE STATUS**

This application (Development Application Number: D02-02-22-0005) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to workload volumes.

## **SUPPORTING DOCUMENTATION**

Document 1	Location Map
Document 2	Details of Recommended Zoning
Document 3	Consultation Details
Document 4	Comments from the Overbrook Community Association
Document 5	Proposed Site Plan
Document 6	Proposed Building Renderings



**CONCLUSION**

The proposed development introduces intensification through a low-rise building in a manner which conforms to the Official Plan. The proposed development incorporates quality architecture in a built form that fits within the surrounding context and enhances the public realm, while providing a residential development on collector road. 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 & 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



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE	
D02-02-22-0005	22-0069-X	<b>212-214 rue Donald Street</b>	
I:\CO\2022\Zoning\Donald_212_214		 Area A to be rezoned from R4UC-c to R4UC[xxxx]-c Le zonage du secteur A sera modifié de R4UC-c à R4UC[xxxx]-c	
<small>Official data is owned by Teranel Enterprises Inc. and its suppliers. All rights reserved. May not be produced without permission. THIS IS NOT A PLAN OF SURVEY.</small>			
<small>©Les données de parcelles appartenent à Teranel Enterprises Inc. et à ses fournisseurs. Tous droits réservés. Ne peut être reproduit sans autorisation. CECI N'EST PAS UN PLAN D'ARPENTAGE.</small>			
REVISION / RÉVISION - 2022 / 07 / 25		 Mature Neighbourhoods Overlay (section 139) Zone sous-jacente de quartiers établis (article 139)	

For an interactive Zoning map of Ottawa visit [geoOttawa](https://geoottawa.com)

## Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law 2008-250 for 212 and 214 Donald Street:

1. Rezone the lands from R4UC-c to R4UC[xxxx]-c, as shown in Document 1.
2. Add Exception [xxxx] in Section 239, Urban Exceptions, introducing provisions similar in effect to the following:
  - a. In Column II, Applicable Zoning, add the text “R4UC[xxxx]-c”
  - b. In Column V, Provisions, add the following text:
    - i. Maximum lot area for a low-rise apartment dwelling: 1,090 square metres
    - ii. Maximum Building Height for a low-rise apartment dwelling: 11.5 metres
    - iii. Minimum parking requirement for a low-rise apartment dwelling: 0.1 space per dwelling unit in excess of 12.
    - iv. Despite Table 111(a)(b)(c), the minimum number of bicycle spaces required is 1.0 per dwelling unit or rooming unit.

### **Document 3 – Consultation Details**

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments.

Public Comments and Responses:

#### General

The proposed units are too small, even for bachelors and one-bedroom units.

Staff Response:

The size of individual units is determined by the requirements of the Ontario Building Code.

#### Parking

There is concern regarding the lack of parking. Donald Street is narrow and cannot accommodate more on-street parking. Tenants will likely start parking on Columbus Avenue and nearby side streets, which will further impact safety within the neighbourhood.

The number of bicycle parking spaces provided is not sufficient, particularly considering the lack of vehicular parking on site.

Staff Response:

The site's proximity to nearby transit routes and traditional mainstreet environments help justify the requested reduction in parking. The intention is to attract tenants who do not rely on personal vehicles, but rather on active transportation and transit. Through discussions with the applicant during the review process, the number of bicycle parking spaces has increased to a total of 32 spaces, representing one space per dwelling unit.

#### Grading

The property on Donald is higher than mine on Columbus Avenue. Will drainage on this property affect my property?

Staff Response:

Grading and drainage is being reviewed within the context of these development applications, which will ensure that the proposed development does not have a negative impact on other properties as it relates to overland water flow.

## Height

I do not agree with the proposed height increase. The builder/designer should be able to build within the allowed height. Builder should instead excavate the required distance and provide window wells to allow sunlight.

Allowing this proposal to go higher will allow others to do the same. Everything will tower over the existing houses.

The proposed height increase will be made worse by the difference in elevation from the houses on Columbus Avenue.

### Staff Response:

With a proposed increase in height of 50 centimetres, staff consider the relief being sought as minor, as it will have a negligible perceived impact on its surroundings. Each subsequent planning application on other properties will be reviewed based on its own individual merit.

## Document 4 – Comments from the Overbrook Community Association

### Proposed redevelopment of 212 and 214 Donald Street rezoning and site plan applications files D07-12-22-007 and D02-02-22-005

#### Comments from the Planning and Development Committee of the Overbrook Community Association

The comments in this submission are presented in two sections, those relating to the rezoning application and then those relating to the site plan application. Most comments deal with the latter application.

##### Rezoning application comments

The existing zoning of the two properties, Residential Fourth Density, Subzone UC, commercial suffix (R4UC-c), is proposed to be modified as follows:

1. To permit an increased maximum lot area of 1,081 square meters, whereas the provision of the R4UC zone in the Zoning By-law permit a maximum lot area of 1,070 square meters. This would be a 1.0% increase in lot size over the maximum permitted.
2. To permit an increased building height of 11.5 meters to accommodate basement windows and functional design, whereas the provisions of the R4UC zone in the Zoning By-law permit a maximum height of 11.0 meters. This 50 cm increase would be an increase in height of 4.5% over what is the maximum building height.
3. To reduce the minimum required parking from twelve spaces to four, whereas Section 101 of the Zoning By-law (Area "X" – Schedule 1A) requires a minimum of 0.5 spaces for residents and 0.2 spaces for visitors per dwelling unit after the first 12 units. Two visitor parking spaces are required and two visitor parking spaces would be provided. 10 resident parking spaces are required and 2 would be provided this being 80% less than the minimum number required.

Of these three requested zone modifications the first two are relatively minor but it is the third modification, the reduction in the parking requirement which is the one that requires more justification. The Planning Rationale document says that:

*The decision to provide resident parking spaces at less than the minimum required by the provisions of the zoning by-law is in response to the proximity of the Subject Property to transit stops along a frequent transit route at the intersection of Vanier Parkway and McArthur Avenue. The location of the Subject Property is within 600 metres radius and 800 metres walking distance of transit stops on bus route 14 and is within a prime location to encourage the use of active transportation and transit options over use of private automobiles.*

This is insufficient justification, be that both in this rationale document and ultimately in any future staff planning report to Planning Committee. We expect as a minimum the following revisions to be provided:

1. Active Transportation – a better explanation of how the transportation needs of the residents, by having 8 less required parking spaces (2 instead of 10), would be met by other modes such as walking and bicycling and not just transit use. The document notes that sidewalks exist on both

sides of Donald Street and how identified cycling routes are nearby. It should be stated that on-road cycling lanes are current under study (contact Amir Zahabi) for this section of Donald Street (Vanier Parkway to St. Laurent Boulevard) for implementation in 2022 or 2023. On-street parking would be removed, making on-site visitor parking important to have.

Insufficient bicycle parking is a problem not adequately addressed by this proposed zoning amendment. 16 bicycle parking spaces are required by the zoning bylaw and it is stated nine more will be provide for a total of 25 parking spaces for the 32 units in this low-rise apartment building. There should be a minimum of 32 bicycle parking spaces (double what is required); this to compensate for the 80% reduction in the number of required car parking spaces. A fourth modification to the zoning by-law should be added to require an increase in the bicycle parking required rate from 0.5/unit to 1.0/unit for this redevelopment, this to offset the car parking space reduction.

We see the Planning Rationale document several times reference the provision of 25 bicycle parking spaces but then in the concluding Section 8 – Conclusion (page 35), second paragraph, it references “36 bicycling parking spaces”. Is this so?

The site plan and the landscape plans both show 10 spaces in the front yard and an unstated (we assume 15) inside the building. Both those plans should clearly state the number and location of the bicycle parking spaces. More comment on bicycle parking is found in the site plan section of this submission.

2. Local context – we understand the applicant has other rental properties of similar unit mix here in Overbrook. His experience of demand for car parking at those other locations and what the tenant market does or does not seek in this regard would be useful to this discussion.

#### Zoning compliance table

The Planning Rationale document states 32 apartment units are proposed but it never provides a breakdown of the unit mix. The Figure 19 – Zoning Review Table on page 33 should include a row to state how the unit mix complies with the Zoning By-law’s Section 161 – Zone Provision (16) (b) (i) that states that in the R4UC zone for low-rise apartment dwellings on lots of 450m<sup>2</sup> or larger a minimum of 25% of dwelling units must have at least two bedrooms.

We see in the submitted Serviceability Report (December 2021) that 33 (not 32) units are proposed as follows:

- 13 units – 1 bedroom – (500 sq.ft.?)
- 14 units – 2 bedrooms – (660 sq.ft.?)
- 6 units – 1 bedroom plus den – (750 sq.ft.?)

Please provide clarity as to the unit mix in this proposed building and compliance with the Zoning By-law’s Section 161 requirement.

### Residential unit mix

The proposed building appears to be only units of one and two bedrooms, which limits its appeal to a predominantly non-family and non-senior segment of the population. Although the zoning by-law does not require it, the applicant should consider including some three (or more) bedroom units to accommodate families as this is highly desirable to help meet the housing needs of the broader community. The Overbrook Community Association always asks for, and is consistently concerned about ensuring, a mix of units in residential redevelopment sites. We note that in neighbouring Vanier a recent rezoning application for four buildings with 872 units has the proponent agreeing to provide 20 per cent of total units are three-bedroom or two-bedroom + den. In making a final determination as to the unit mix to be built it is strongly urged that some large (three bedroom) units be included.

### Site plan application comments

#### Massing and facade

It is seen that efforts have been made to provide a “*well-articulated*” building façade and that there be “*Visual breaks in the massing and materials are provided to reflect typical widths of residential buildings along the Donald Street frontage.*” The Planning Rationale’s Section 4 – Design Brief further tells us that:

- The proposed building also complements smaller homes abutting the Subject Property by referencing their width and scale in the façade through use of strong vertical divides (using indentation together with material changes) and horizontal divisions (stone base, brick with trim, cornice).
- The main building entrance is provided off Donald Street to access the residential lobby from the sidewalk. Additional entrances [*required by the Zoning By-law*] to residential units provide semi-private spaces along Donald Street and establish material breaks that help the building to read as separate structures, improving the interface with the public realm.
- The building is adequately set back from existing overhead hydro wires along Donald Street and the façade design implements asymmetry for the entrances to minimize the potential visual impacts of hydro poles.
- The building is designed to integrate with materials and architectural details that are common to the existing context such as stone and brick while also providing subtle contemporary additions to the façade design through use of visual breaks using large windows and panel siding to ensure future compatibility as the corridor matures.

We agree that the proposed building façade would be aesthetically more appealing than other recent low-rise apartment redevelopments nearby on Columbus Avenue and further east on Donald Street. We see adequate window numbers on the side yards (not almost blank walls such as proposed in other redevelopments).

#### Private amenity space for each unit

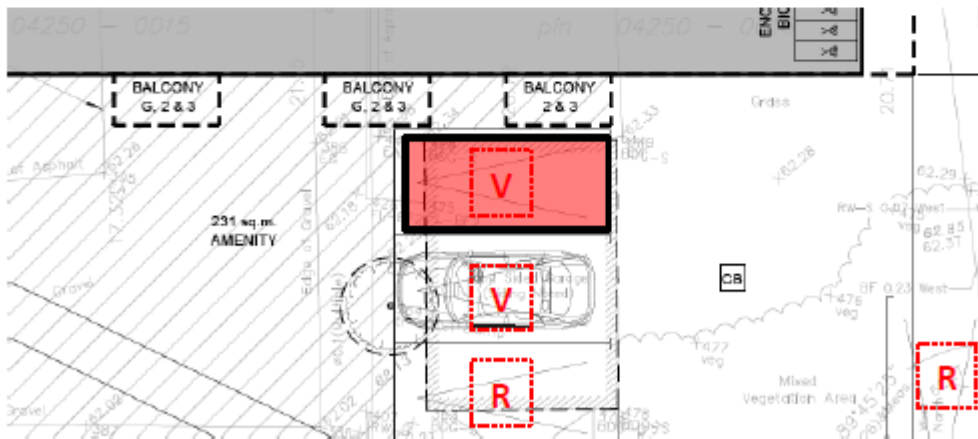
The minimums of the zoning by-law would be met for amenity space provision. We note that for the 32 units proposed 8 of the rear facing units have private balconies and the two north facing units with steps have semi-private landings (31% of total units). The other 22 units (69% of total units) have only communal amenity space in the non-paved half of the 10.8m deep back rear yard and the small 4.5m



front yard. Assuming the number of units, bedrooms and occupancy this building would house, about 50 people (or more) who would use these private and communal amenity spaces.

**Rear Yard parking**

The below illustrations show how a rear yard parking space is very close, about 1.5m, from the windows in the lower basement level. We do not know if those windows are of a rental unit or a laundry room or bicycle storage area. If those windows are a tenant unit it is not very pleasant to look at cars parked only 1.5m from your window. Require as a condition of site plan approval that those two nearest parking spaces be for visitors, which might be empty at times, and have the two required parking spaces for the tenant residents be the two spaces furthest away (at the south of the lot).



Cash-in-lieu of parkland dedication

This standard site plan approval condition will be helpful to ensure that the Overbrook area is able to receive monies in lieu of parkland dedication (or where possible or appropriate actually parkland dedication) to facilitate parkland redevelopment.

Bicycle parking

Earlier comment was made on the inadequacy of the number of proposed bicycle parking spaces. There are also problems with the location of where these spaces are to be provided. Of the 25 spaces 15 would be in the building and 10 would be in the front yard. 5 bicycle parking spaces there in the front yard primarily for visitors is adequate but ten is too much as to accommodate residents it does not make sense with leaving a bicycle there overnight may see it stolen. Relocate those other 5 spaces to the rear yard (a bit saver there) or better still into inside of the building. This should be addressed with the request to increase the total bicycling parking spaces from 25 to 32 to provide for one space per unit. If the bicycle parking is down half a level in the basement ensure a bicycle track/channel is provided on the interior stairs to assist persons with bicycle movements up and down the stairs to the building's side door.

Landscape and site plan

We do not understand the purpose of the sidewalk in the rear yard parking area parallel to the fence. It seems more of a buffer to keep snow removal equipment from hitting the fence.

The tree species proposed are limited (smaller tree size) due to the limited growing area in the rear yard and the impact of setting back from the hydro lines in the street boulevard along the front yard. This is unfortunate.

Fencing in the front yard

The landscape plan indicates a 1.5 high wooden fencing along the two side yards and the rear yard boundaries. This side yard fencing would extend in front of the building's setback right to the street property line. We do not like that sense of "enclosure" of part of the front yard with long side yard fencing. We see other examples of it chopping up the front yard landscape of a streetscape. Require that the side yard fencing extend no further than the line of the front façade of the building.



Document 6 – Proposed Building Renderings

