

**2. Zoning By-Law Amendment – 2983 and 3053 Navan Road**

**Modification du Règlement de zonage – 2983 et 3053, chemin Navan**

**COMMITTEE RECOMMENDATION**

**That Council approve an amendment to Zoning By-law 2008-250 for 2983 and 3053 Navan Road to permit residential and non-residential mixed uses, including a gas bar and a car wash, to allow a shopping centre development subject to site-specific yard provisions and the application of a holding zone, as shown in Document 1 and detailed in Document 3.**

**RECOMMANDATION DU COMITÉ**

**Que le Conseil approuve une modification du Règlement de zonage no 2008-250 visant les 2983 et 3053, chemin Navan afin de permettre des utilisations polyvalentes résidentielles et non résidentielles, y compris un poste d'essence et un lave-auto, l'aménagement d'un centre commercial assujéti à des dispositions en matière de cours propres au secteur et l'application d'un symbole d'aménagement différé, comme il est indiqué dans le document 1 et expliqué en détail dans le document 3.**

**DOCUMENTATION/DOCUMENTATION**

1. Director's Report, Planning Services, Planning, Infrastructure and Economic Development department, dated January 8, 2019 (ACS2019-PIE-PS-0001)

Rapport de la directrice, Services de la planification, Direction générale de la planification, de l'Infrastructure et du développement économique, daté le 8 janvier 2019 (ACS2019-PIE-PS-0001)

2. Extract of draft Minutes, Planning Committee, January 24, 2019

Extrait de l'ébauche du procès-verbal, Comité de l'urbanisme, le 24 janvier 2019

3. Summary of Written and Oral Submissions to be issued separately with the Council agenda for its meeting of February 13, 2019, in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to Bill 73 'Explanation Requirements' at the City Council meeting of January 30, 2019".

Résumé des observations écrites et orales à distribuer séparément avec l'ordre du jour de la réunion du 13 février 2019 du Conseil, dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux 'exigences d'explication' aux termes du projet de loi 73, à la réunion du Conseil municipal prévue le 30 janvier 2019 ».

**Report to  
Rapport au:**

**Planning Committee  
Comité de l'urbanisme  
24 January 2019 / 24 janvier 2019**

**and Council  
et au Conseil  
30 January 2019 / 30 janvier 2019**

**Submitted on 8 January 2019  
Soumis le 8 janvier 2019**

**Submitted by  
Soumis par:  
Lee Ann Snedden  
Director / Directrice**

**Planning Services / Services de la planification  
Planning, Infrastructure and Economic Development Department / Direction  
générale de la planification, de l'infrastructure et du développement économique**

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**Ward: INNES (2)**

**File Number: ACS2019-PIE-PS-0001**

**SUBJECT: Zoning By-law Amendment – 2983 and 3053 Navan Road**

**OBJET: Modification du *Règlement de zonage* – 2983 et 3053, chemin Navan**

**REPORT RECOMMENDATIONS**

- 1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 2983 and 3053 Navan Road to permit residential**

and non-residential mixed uses, including a gas bar and a car wash, to allow a shopping centre development subject to site-specific yard provisions and the application of a holding zone, as shown in Document 1 and detailed in Document 3.

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 City Clerk and Solicitor's Office and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to Bill 73 'Explanation Requirements' at the City Council Meeting of January 30, 2019," 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 no 2008-250 visant les 2983 et 3053, chemin Navan afin de permettre des utilisations polyvalentes résidentielles et non résidentielles, y compris un poste d'essence et un lave-auto, l'aménagement d'un centre commercial assujetti à des dispositions en matière de cours propres au secteur et l'application d'un symbole d'aménagement différé, comme il est indiqué dans le document 1 et expliqué en détail dans le document 3.
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 de l'avocat général 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 du projet de loi 73 , à la réunion du Conseil municipal prévue le 30 janvier 2019», 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.

## **EXECUTIVE SUMMARY**

### **Background**

The proposed Zoning By-law amendment would re-zone the 4.87-hectare site from Development Reserve to General Mixed Use, with site-specific exceptions, to permit a range of medium density residential uses, including low-rise apartment dwellings, stacked dwellings and townhouse dwellings, as well as a wide range of commercial, retail, office and restaurant uses, subject to a maximum building height limit of 14.5 metres. The requested exception to the proposed zone is to permit a gas bar and a car wash as additional permitted uses, and to establish a minimum required yard setback of 7.5 metres for any use abutting a residential use or lot.

The site is located within the East Urban Community fronting along Brian Coburn Boulevard, east of Navan Road and west of Pagé Road. The vacant site is covered by a regenerated forest that has existed since the 1960s. Immediately north of Brian Coburn Boulevard is the site of a future rapid transit station and park-and-ride facility along the planned South Orléans rapid transit corridor.

### **Assumption and Analysis**

The site is designated "General Urban Area" in the Official Plan. The Plan also identifies a future bus rapid transit station and park-and-ride immediately across Brian Coburn Boulevard from the site along the future Cumberland/Blackburn Hamlet By-pass Bus Rapid Transit corridor.

The site is within the limits of the East Urban Community Phase 1 CDP (2005) and is designated "Residential". The CDP also recognizes the woodland feature on the site. The Plan states that the environmental value of the candidate site needs to be determined prior to planning decisions being made. If through a comprehensive evaluation the natural feature is deemed significant, then the City is to explore options for protection. If the natural feature cannot be protected in part or in whole by the City through the various securement options, then development of the land will proceed in accordance with the underlying direction set out in the CDP.

Staff reviewed the proposal and determined that it is consistent with the Provincial Policy Statement, 2014.

Staff evaluated the proposal against the applicable policies of the Official Plan in terms of both the appropriateness and compatibility of the requested uses with the surrounding uses and environment. In this regard, the proposed range of residential and non-residential uses conform to the intent of the General Urban Area designation in every respect.

Staff also investigated the environmental value of the woodlot on the site given its "Urban Natural Area Environmental Evaluation Candidate Site" status in the CDP. While it is acknowledged that the woodlot provides significant greenspace for the surrounding community, staff accept the findings and conclusions of the Tree Conservation Report and Environmental Impact Statement filed with the application, which classifies the woodlot as non-significant. Moreover, were the woodlot deemed significant for protection, there are no City funds available to acquire the site at fair market value, either through purchase or land exchange.

Notwithstanding the above policy assessment, the potential development of the site may affect the outcome of the ongoing Brian Coburn Extension/Cumberland Transitway Westerly Alternate Corridor EA Study. The study has identified the potential need for the City to acquire land for future municipal access roadway requirements through the site. Therefore, it is recommended that a holding zone be applied to the recommended Zoning By-law amendment.

#### Public Consultation/Input

Notice of the proposed Zoning By-law amendment was given on 30 July 2018. City staff received 80 written submissions in response to the proposal. In addition, a public open house was held on 19 September 2018 to which approximately 50 members of the public attended. Another 24 written submissions were received following the meeting.

The majority of the public submissions received express concern primarily over the destruction of the existing forest and loss of green space within the community, the impact of increased traffic volume on the surrounding roads, increased noise emanating from rooftop mechanical and ventilation equipment, refrigeration trucks and the proposed car wash. Several other public submissions expressed support for and welcomed the proposed commercial uses to the otherwise under-served East Urban Community.

City staff considered all of the public comments and submissions in their evaluation of the proposed Zoning By-law amendment. Most of the public concerns raised would be addressed and mitigated effectively during City staff's consideration of a future application for Site Plan Control Approval.

Councillor Dudas expressed concern that the number of roadway accesses to the proposed development from Brian Coburn Boulevard would negatively affect the flow of public transit, and she does not favour permitting the gas station or car wash, given the proximity of the proposed development to the future city park-and-ride facility. Councillor Dudas supports the application of a holding zone given that the outcome of the EA for the Brian Coburn Boulevard and rapid transit corridor extension is not yet known.

In conclusion, it is staff's opinion that the proposed uses and site-specific zone provisions, including the application of a holding zone, are appropriate and compatible within the existing context of the surrounding area.

The department recommends that the proposed Zoning By-law amendment be approved.

## **RÉSUMÉ**

### **Contexte**

La modification proposée au Règlement de zonage ferait passer la désignation de cet emplacement de 4,87 hectares de Zone d'aménagement futur à Zone polyvalente générale assortie d'exceptions propres à l'emplacement, afin de permettre diverses utilisations résidentielles de densité moyenne, notamment des immeubles d'appartements de faible hauteur, des habitations superposées et des habitations en rangée, ainsi qu'une vaste gamme d'utilisations commerciales, de vente au détail, de bureau et de restaurant, sous réserve d'une hauteur de bâtiment limitée à 14,5 mètres. L'exception demandée au zonage proposé vise à ajouter un poste d'essence et un lave-auto aux utilisations autorisées, et à établir un retrait de cour minimal requis de 7,5 mètres depuis toute utilisation contiguë à une utilisation ou à un lot résidentiel.

L'emplacement, situé dans la collectivité urbaine de l'est, donne sur le boulevard Brian Coburn et se trouve à l'est du chemin Navan et à l'ouest du chemin Pagé. Ce terrain vacant est recouvert d'une forêt régénérée qui existe depuis les années 1960. Juste au

nord du boulevard Brian Coburn, on retrouve l'emplacement d'une future station de transport en commun rapide et d'un parc-o-bus le long du futur couloir de transport en commun rapide d'Orléans-Sud.

#### Hypothèse et analyse

L'emplacement est désigné « Secteur urbain général » dans le Plan officiel. Le PO désigne également une future station de transport en commun rapide et un parc-o-bus qui sera aménagé juste en face, de l'autre côté du boulevard Brian Coburn, le long de la future rocade de contournement du transport en commun rapide par autobus Cumberland/Blackburn Hamlet.

L'emplacement se trouve dans les limites du secteur visé par le PCC de la Phase 1 (2005) de la collectivité urbaine de l'est et est désigné « résidentiel ». Le PCC tient également compte du boisé qui s'y trouve, et stipule que la valeur environnementale de l'emplacement proposé doit être déterminée avant toute prise de décision entourant son aménagement. Si, par suite d'une évaluation détaillée, la caractéristique naturelle est jugée importante, la Ville devra envisager des options de protection. Si la caractéristique naturelle ne peut être protégée en partie ou en totalité grâce aux diverses options de préservation de la Ville, l'aménagement de l'emplacement sera réalisé conformément à l'orientation sous-jacente énoncée dans le PCC.

Le personnel a examiné la proposition et a déterminé qu'elle est conforme à la Déclaration de principes provinciale de 2014.

Le personnel a évalué la proposition au regard des politiques du Plan officiel pertinentes quant au bien-fondé des utilisations demandées et à leur compatibilité avec les utilisations et l'environnement observés aux alentours. À cet égard, la gamme proposée d'utilisations résidentielles et non résidentielles respecte en tous points l'intention de la désignation de Secteur urbain général.

Le personnel a également examiné la valeur environnementale du boisé occupant l'emplacement, compte tenu de son statut d'emplacement proposé pour une « étude d'évaluation environnementale des espaces naturels urbains » dans le PCC. Bien qu'il soit reconnu que le boisé tient lieu d'espace vert important dans la collectivité environnante, le personnel accepte les résultats et les conclusions du rapport sur la conservation des arbres et de l'étude d'impact sur l'environnement soumis avec la



demande, des documents qui qualifient ce boisé de non important. En outre, même si le boisé avait été jugé important, la Ville ne dispose pas des fonds nécessaires pour acquérir l'emplacement à sa juste valeur marchande, que ce soit par voie d'achat ou d'échange de terrains.

En dépit de l'évaluation de politique qui précède, l'aménagement éventuel de l'emplacement pourrait influencer sur les résultats de l'étude d'ÉE sur le prolongement du boulevard *Brian Coburn* et l'autre option de couloir pour le *Transitway* de *Cumberland* vers l'ouest, actuellement en cours. Cette étude a permis de déterminer la nécessité éventuelle d'accès routiers municipaux sur l'ensemble de l'emplacement. Par conséquent, le personnel recommande d'appliquer un symbole d'aménagement différé à la proposition de modification au Règlement de zonage.

#### Consultation publique et commentaires

Un avis de proposition de modification au Règlement de zonage a été émis le 30 juillet 2018. Le personnel de la Ville a reçu 80 observations écrites en réaction à la proposition. De plus, une réunion portes ouvertes, à laquelle une cinquantaine de personnes ont assisté, a été organisée le 19 septembre 2018. Vingt-quatre autres propositions écrites ont été reçues après cette réunion publique.

La majorité des propositions transmises par les membres du public étaient des préoccupations entourant essentiellement la destruction de la forêt existante et la perte d'un espace vert dans la collectivité, l'accroissement de la circulation sur les routes environnantes ainsi que l'augmentation du bruit provenant de l'équipement mécanique et de ventilation en toiture, des camions réfrigérés et du lave-auto proposé. Plusieurs autres commentaires des membres du public manifestaient un soutien à l'égard des utilisations commerciales proposées et une envie de les voir s'installer dans la collectivité urbaine de l'est, où l'on retrouve par ailleurs trop peu de services.

Le personnel de la Ville a tenu compte de l'ensemble des commentaires et des propositions des membres du public dans son évaluation de la modification proposée au Règlement de zonage. La plupart des préoccupations des membres du public devraient être prises en compte et atténuées adéquatement lors de l'examen par le personnel de la Ville d'une éventuelle demande d'approbation du plan d'implantation.

La conseillère Dudas s'est dite préoccupée du fait que le nombre d'accès routiers à l'aménagement proposé depuis le boulevard Brian Coburn aurait des répercussions négatives sur la circulation des véhicules de transport en commun, et s'oppose à l'installation d'un poste d'essence ou d'un lave-auto, compte tenu de la proximité de l'aménagement proposé et du futur parc-o-bus. La conseillère Dudas appuie la demande de zone d'aménagement différé, étant donné que les résultats de l'étude d'ÉE sur le prolongement du boulevard *Brian* Cobourn et du couloir de transport en commun rapide ne sont pas encore connus.

En conclusion, le personnel est d'avis que les utilisations proposées et les dispositions de zonage propres à l'emplacement, y compris la demande de zone d'aménagement différé, sont appropriées et compatibles avec le contexte observé dans les environs.

La Direction générale recommande donc l'approbation de la modification proposée au Règlement de zonage.

## **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**

2983 and 3053 Navan Road

### **Owner**

Taggart Investments Inc.

### **Applicant**

Mr. Paul Black, MCIP, RPP, Fotenn Consultants

### **Description of site and surroundings**

The property is a 4.87-hectare, irregularly shaped parcel of land fronting along both the south side of Brian Coburn Boulevard and the north side of Navan Road, east of Pagé

Road, within the developing East Urban Community, as shown on the Location Map attached as Document 1.

The entire property is densely forested and slopes gradually downward from north to south. Immediately north of Brian Coburn Boulevard is the site of a future rapid transit station and park-and-ride facility along the planned South Orléans rapid transit corridor. Farther to the northeast is the established Chapel Hill South residential community. The site immediately abuts the rear yards of 16 single detached residential properties along both Navan Road and Pagé Road, most of which dwellings have existed since the mid 1960s and 1970s. Farther east of and across from the Pagé Road properties is the more recently developed Trailsedge residential neighbourhood. To the south of Navan Road are other older established residential and commercial properties; farther south is the Bradley Estates neighbourhood.

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

The site is currently zoned “Development Reserve” (DR). The DR zone recognizes lands intended for future urban development in areas designated as General Urban Area in the Official Plan, and limits the range of permitted uses to those that will not preclude future development options, such as agricultural operations, environmental preservation, and forestry operations.

The proposed Zoning By-law amendment would re-zone the site to “General Mixed Use, Exception [xxxx], Height 14.5” (GM [xxxx] H(14.5)) to permit a range of medium density residential uses, including low-rise apartment dwellings, stacked dwellings and townhouse dwellings, as well as a wide range of commercial, retail, office and restaurant uses, subject to a maximum building height limit of 14.5 metres. While the GM zone permits residential uses, it is the applicant’s expressed intent to develop a community shopping centre of approximately 8,000 square metres of gross floor area on the site, including the provision of an anchor food store, retail stores, personal service establishments and restaurants. The requested exception to the GM zone is to permit a gas bar and a car wash as additional permitted uses, and to establish a minimum required yard setback of 7.5 metres for any use abutting a residential use or lot. Document 2 illustrates the conceptual Site Plan filed in support of the proposed Zoning By-law amendment.

## **DISCUSSION**

### **Public consultation**

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. Notice of the proposed Zoning By-law amendment was given on 30 July 2018. City staff received 80 written submissions in response to the proposal. A second public notice of the proposed amendment was given on 7 December 2018 to inform the public of a correction to the limits of the site. The initial public notice omitted the parcel addressed 3053 Navan Road and in accordance with the *Planning Act*, an additional public notice was warranted. No new issues resulting from the additional notice were raised.

An applicant-initiated public open house was held on the evening of 19 September 2018 at the Chapel Hill Retirement Home, 2305 Pagé Road, during the City-imposed blackout period for City-initiated community meetings prior to the municipal election in October 2018. Approximately 50 members of the public attended the public open house, including a representative of one local community association. Those in attendance were given the opportunity to view display boards of the proposal, speak to the applicant's team of consultants, and provide written comments. Councillor Monette, acting on behalf of Ward 2 matters, and City Planning Services staff attended to observe the proceedings. The applicant received 24 written submissions, which were supplied to City staff for inclusion in the public record.

City staff determined that the applicant-initiated open house was sufficiently advertised and well attended so as not to require the holding of a City-initiated public information session.

The majority of the public submissions received express concern primarily over the destruction of the existing forest and loss of green space within the community, the impact of increased traffic volume on the surrounding roads, increased noise emanating from rooftop mechanical and ventilation equipment, refrigeration trucks and the proposed car wash. Several other public submissions expressed support for and welcomed the proposed commercial uses to the otherwise under-served East Urban Community.

City staff considered all of the public comments and submissions in their evaluation of the proposed Zoning By-law amendment. Most of the public concerns raised would be addressed and mitigated effectively during City staff's consideration of a future application for Site Plan Control Approval. The matters pertaining to the loss of the forested lot and traffic are addressed below.

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

### **Official Plan designations**

The site is designated "General Urban Area" on Schedule B, Urban Policy Plan, of the City's Official Plan. Section 3.6 of the Official Plan outlines the policies for the General Urban Area, which generally permit a broad range of housing types and densities, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses. For sites within the General Urban Area and outside of those specific land use designations targeted for intensification, building heights predominantly are limited to low-rise or four storeys.

The General Urban Area policies also permit uses that may generate traffic, noise or other impacts that have the potential to create conflicts with the surrounding residential community. Such new uses are to be directed to arterial or major collector roads having sufficient capacity to accommodate the anticipated traffic generated and where frequent, all-day transit service can be provided, and to suitable locations on the perimeter of established residential development or other sensitive uses.

The policies further state that the evaluation of development applications are to be in accordance with Section 2.5.1 and Section 4.11, which contain the objectives and principles to guide and assess the urban design and compatibility of intended uses.

### **Other applicable policies and guidelines**

Schedule D, Rapid Transit and Transit Priority Network, of the Official Plan identifies a future bus rapid transit station and park-and-ride immediately across Brian Coburn Boulevard from the site along the future Cumberland/Blackburn Hamlet By-pass Bus Rapid Transit corridor. Schedule E, Urban Road Network, identifies both Brian Coburn Boulevard and Navan Road as arterial roads.

The site and the surrounding neighbourhoods are within the limits of the Community Design Plan (CDP) for the East Urban Community (Phase 1 Area), approved by Council in 2005. The CDP contains a comprehensive and co-ordinated vision for future development and establishes the broader planning framework for the East Urban Community. The Land Use Structure Plan and Demonstration Plan contained within the CDP designate the site as “Residential”, intended for medium to low density development. Both plans also identify the site as an “Urban Natural Areas Environmental Study Candidate Site” in recognition of the existing woodland feature that covers it.

Section 4.3 of the CDP addresses Natural Features, including the woodland feature on the site. The Plan states that the environmental value of the candidate site needs to be determined prior to planning decisions being made. If through a comprehensive evaluation the natural feature is deemed significant, then the City is to explore options for protection. If the natural feature cannot be protected in part or in whole by the City through the various securement options, then development of the land will proceed in accordance with the underlying direction set out in the CDP.

Finally, since the site is directly across from a future bus rapid transit station and park-and-ride, consideration is to be given to the City’s Transit-Oriented Development Guidelines. The document provides staff with guidance respecting the design and review of development applications, including Zoning By-law amendments, for sites in close proximity to rapid transit stations. Of particular relevance is Guideline 2, which discourages non transit-supportive land uses that require extensive surface parking areas and are characterised by a low-density built form.

### **Urban Design Review Panel**

The property is not within a Design Priority Area and the Zoning By-law amendment application is not subject to the Urban Design Review Panel (UDRP) process.

### **Planning rationale**

#### **Appropriateness and Compatibility of Proposed Uses**

Staff evaluated the proposal against the applicable policies of the Official Plan in terms of both the appropriateness and compatibility of the requested uses with the surrounding uses and environment. In this regard, the proposed range of residential

and non-residential uses conform to the intent of the General Urban Area designation in every respect. With the site situated on the periphery of the developing East Urban Community and along two, transit-supported, intersecting arterial roads, the intended retail development of the scale proposed and including the gas and car wash uses is appropriate at this location. Furthermore, staff find the adjacent arterial roads can accommodate the increased traffic volume expected to be generated by the development; it is expected that both arterial roads will continue to operate at acceptable levels of service.

Despite the site's close proximity to the future rapid transit station and park-and-ride facility opposite the site, staff also find that the proposed automobile-oriented retail development and uses are appropriate. Given that the site is not within one of Official Plan land use designations targeted for intensification, the range of low- to medium-density residential and non-residential uses permitted by the proposed General Mixed Use zone are consistent with the policies of the General Urban Area.

Notwithstanding the above policy assessment, the potential development of the site may affect the outcome of the ongoing Brian Coburn Extension/Cumberland Transitway Westerly Alternate Corridor EA Study. The City is currently exploring a more cost-effective alternate corridor for both transportation facilities, which includes alternative roadway modifications that may involve the potential grade separation of Brian Coburn Boulevard at Navan Road adjacent to the site. The study has identified the potential need for the City to acquire land for future municipal access roadway requirements through the site. Therefore, while the site itself is appropriate for the proposed uses, it is staff's opinion that development of the site should not proceed until such time as it is determined that no part of the site is identified for municipal access roadway requirements in connection with the potential grade separation of Brian Coburn Boulevard at Navan Road. It is recommended that a holding zone be applied to the recommended Zoning By-law amendment, as outlined below in the Zoning Details.

Other impacts of the proposed uses on the surrounding uses and environment often associated with development of the scale proposed, such as noise, building height and massing, loading and service operations and outdoor storage, can be adequately mitigated through appropriate application of zone performance standards and subsequent Site Plan Control review.

### Site Suitability

Staff also evaluated the suitability of the site's physical characteristics as well as the adequacy of the existing municipal services to support the proposed uses. Based on the review of the supporting technical reports, staff conclude that the site is adequately suited for the proposed uses.

### Conformity with Community Design Plan

Staff also investigated the environmental value of the woodlot on the site given its "Urban Natural Area Environmental Evaluation Candidate Site" status in the CDP for the East Urban Community (Phase 1 Area). While it is acknowledged that the woodlot was once part of the larger forest complex to the east and provides significant greenspace for the surrounding community, staff accept the findings and conclusions of the Tree Conservation Report and Environmental Impact Statement filed with the application, which classifies the woodlot as non-significant. The City's current Official Plan policies do not identify significant woodlands in the Urban Area. Therefore, the Significant Woodland Evaluation Criteria and Standards from the Natural Heritage Reference Manual, along with the Urban Natural Areas Environmental Evaluation Study 2005-2006 ecological criteria and minimum size threshold, were used in this assessment of the woodlot. Moreover, were the woodlot deemed significant for protection, there are no City funds available to acquire the site at fair market value, either through purchase or land exchange.

It is staff's opinion that the proposed change in land use designation from Residential to Commercial does not constitute a substantive change to the Demonstration Plan, as described in the CDP, in that the principles and guidelines contained in the CDP continue to be respected, and the Official Plan's strategic directions are not compromised.

Overall, staff are satisfied that the requested Zoning By-law amendment and proposed development is consistent with the relevant policies of the Official Plan and the guiding principles of the CDP.

### Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the Provincial Policy Statement, 2014.



## **Zoning Details**

As detailed in Document 3 – Details of Recommended Zoning, the proposed Zoning By-law amendment changes the zoning in effect over the site from Development Reserve to General Mixed Use – Exception, Height 14.5 – Holding, which permits a range of medium density residential uses and a wide range of commercial, retail, office and restaurant uses, subject to a holding zone. The following summarizes the recommended site-specific exception uses and zone provisions, as well as the conditions to be met for the removal of the holding zone:

- **Gas bar and car wash uses:** The parent General Mixed Use zone does not permit automotive uses as of right, although multiple GM subzones do permit them. Whether such uses are deemed appropriate in the GM zone either by subzone or by exception is dependent upon the specific site circumstances. In this case, it is recommended that the gas bar and car wash uses be permitted by exception, as none of the existing GM subzones that already permit both automotive uses suit the specific site circumstances.
- **Minimum yard setback from a residential use:** The existing GM zone provisions require minimum interior side yard and rear yard setbacks of 5.0 and 7.5 metres, respectively, for a non-residential building abutting a residential zone. In all other cases, no minimum yard setbacks are required. The site, as highlighted in Documents 1 and 2, abuts existing residential properties. However, such properties are not within a residential “zone”, but rather are zoned “Development Reserve”. Therefore, the development of a non-residential building, such as the proposed retail shopping centre, would not be required to provide any yard setback from the rear yards of the existing residential uses. Obviously, this is not the intent of the existing yard provisions. To correct this interpretation of the zone provisions, it is recommended to establish a site-specific minimum required yard setback of 7.5 metres for any use abutting a residential use or lot.
- **Building Height:** The Official Plan directs that building heights within the General Urban Area land use designation will continue to be predominantly low-rise, or four storeys. The existing GM zone provisions permit a maximum building height of 18.0 metres, which would permit five to six storeys. Therefore, it is appropriate to establish a maximum building height provision of 14.5 metres for all uses on the site.

- **Holding Zone:** As identified in the planning rationale, the fundamental issue that needs to be resolved prior to allowing any development of the site to proceed concerns the most recent roadway alignment alternatives still under consideration as part of the ongoing Brian Coburn Boulevard/Cumberland Transitway EA Study. The study has identified the potential need for future municipal access roadway requirements through the site. Therefore, in the meantime, it is prudent to apply a holding zone suffix (-h) that will be removed by an amendment to the Zoning By-law only once the study is complete and it is determined that no part of the site is identified for municipal access roadway requirements in connection with the potential grade separation of Brian Coburn Boulevard at Navan Road. The specified conditions to be met for the removal of the holding zone are identified in the exception provisions.

## **RURAL IMPLICATIONS**

There are no rural implications associated with this report.

## **COMMENTS BY THE WARD COUNCILLORS**

Councillor Blais – Cumberland Ward

Development matters within Ward 2 - Innes during the latter half of 2018 were overseen by the councillors of the other Orléans wards. Consequently, Councillor Blais submitted comments opposing the proposed Zoning By-law amendment.

Councillor Blais does not support the granting of two roadway access points to the proposed commercial development along Brian Coburn Boulevard. The road is intended to be a high-capacity and fast alternative route for all road users. Adding a busy all-way signalized intersection will create unnecessary delays and back up traffic. For instance, such delays are already evident at the recently constructed shopping centre at the intersection of Brian Coburn Boulevard and Tenth Line Road, and as the population grows this problem is only likely to worsen.

Furthermore, Councillor Blais states that the site is a rather substantial woodlot and the loss of tree frontage along Brian Coburn Boulevard will be substantial. Even with replanting, it will be generations before the streetscape returns to its current state.

Finally, in the absence of conclusions regarding the ongoing Environmental Assessment for the Brian Coburn Boulevard and rapid transit corridor extension and the City's potential need for a significant part of the site for public roadway access, Councillor Blais states that it would be irresponsible to rezone the lands at this time.

Councillor Dudas – Innes Ward

Councillor Dudas concurs with Councillor Blais in not allowing two roadway access points to the proposed development from Brian Coburn Boulevard. It goes against the intent of the road, which is to permit traffic flow for the east end, and will negatively impact the flow of public transit.

Secondly, given that the proposed development is directly across from a future city park-and-ride facility, Councillor Dudas is not in favour of permitting car-oriented operations, such as the gas station or car wash as part of this development.

Finally, without knowing what the EA for the Brian Coburn Boulevard and rapid transit corridor extension will indicate in terms of land needs, it is inappropriate at this time to proceed with zoning that will negatively impact that process.

## **LEGAL IMPLICATIONS**

In accordance with Bill 139, if the proposed zoning by-law is adopted, it can only be appealed on the basis of inconsistency with the Provincial Policy Statement or lack of conformity with the official plan. Were the zoning by-law appealed, the preparation of the necessary documentation for the Local Planning Appeal Tribunal and the making of submissions to the Tribunal could be done within staff resources.

If the zoning amendment is refused, reasons must be provided. Due to the limited timeframes now associated with Local Planning Appeal Tribunal matters, the City Clerk and Solicitor Department would seek to retain an external planner to provide an affidavit in support of the refusal for the initial Tribunal review of the item should an appeal of the refusal be forthcoming. For an appeal of a refusal of a zoning application to succeed, the appellant must show that the existing zoning is inconsistent with the Provincial Policy Statement and/or does not conform to the Official Plan.

## **RISK MANAGEMENT IMPLICATIONS**

As outlined in the Discussion of this report, the proposed rezoning of the site and its subsequent development potentially could undermine the outcome of the ongoing Brian Coburn Extension/Cumberland Transitway Westerly Alternate Corridor EA Study. The study has identified the potential need for future municipal access roadway requirements through the site. While the site itself is appropriate for the proposed uses, it is staff's opinion that development of the site should not proceed until such time as it is determined that no part of the site is identified for municipal access roadway requirements in connection with the potential grade separation of Brian Coburn Boulevard at Navan Road. To mitigate this risk, staff recommend that a holding zone be placed over the site in the Zoning By-law. The holding zone would only be removed when the EA study is complete and it is determined that no part of the site is identified in the study for municipal access roadway requirements.

## **ASSET MANAGEMENT IMPLICATIONS**

There are no asset management implications associated with the recommendations of this report.

## **FINANCIAL IMPLICATIONS**

In the event the zoning amendment is refused and appealed, an external planner would be retained. This expense would be absorbed from within Planning, Infrastructure and Economic Development's operating budget.

The ongoing Brian Coburn Extension/Cumberland Transitway Westerly Alternate Corridor EA Study has identified the potential need for the City to acquire land for future municipal access roadway requirements through the site.

## **ACCESSIBILITY IMPACTS**

There are no accessibility impacts related to this report.

## **ENVIRONMENTAL IMPLICATIONS**

As noted in the Background and Discussion of this report, staff find the woodlot that presently covers the entire site, and which is identified as an "Urban Natural Area Environmental Evaluation Candidate Site" in the CDP, does not have sufficient

environmental significance to warrant its protection nor is it a priority candidate site for acquisition by the City. Were the woodlot deemed significant for protection, there are no City funds available to acquire the site at fair market value, either through purchase or land exchange. The rezoning of the site to permit residential and non-residential uses would result in the removal of entire woodlot.

## **TERM OF COUNCIL PRIORITIES**

This report addresses the following Term of Council Priority:

GP – Governance, Planning and Decision-making

## **APPLICATION PROCESS TIMELINE STATUS**

The application was not processed by the “On Time Decision Date” established for the processing of Zoning By-law amendments due to the time required to resolve the zoning details that would be deemed appropriate for the site and the surrounding context.

## **SUPPORTING DOCUMENTATION**

Document 1 Location and Key Zoning Map

Document 2 Conceptual Site Plan

Document 3 Details of Recommended Zoning

Document 4 Consultation Details

## **CONCLUSION**

Staff are satisfied that the proposed Zoning By-law amendment conforms to the relevant policies of the Official Plan and the CDP for the East Urban Community (Phase 1 Area).

Staff find that the proposed uses and development would not significantly impact the future operation and service levels of both Brian Coburn Boulevard and Navan Road. Mitigation measures such as intersection signal timing and prioritization could be implemented and conditioned during the Site Plan Control approval process.

Furthermore, while the loss of the woodlot would have obvious negative impacts on the surrounding community, the site is not a candidate site for acquisition by the City, nor

does the City have available funds to acquire the site at fair market value through purchase or land exchange.

Finally, staff find the proposed gas bar and car wash uses in close proximity to the future rapid transit station and park-and-ride facility are not inappropriate. The site is not within one of the Official Plan land use designations targeted for intensification. It is designated General Urban Area, which policies direct that development be predominantly low-rise in built form and compatible within the existing context of the surrounding area. The policies do permit development of greater intensity in proximity to an existing or planned rapid transit station, provided the surrounding area is already characterised by taller buildings or sites zoned to permit taller buildings. This is not the case with the surrounding East Urban Community, which is predominantly a low-density residential community.

In conclusion, the proposed uses and site-specific zone provisions, including the application of a holding zone, are appropriate and compatible within the existing context of the surrounding area.

The department recommends that the proposed Zoning By-law amendment be approved.

## **DISPOSITION**

Legislative Services, Office of the City Clerk and Solicitor to notify the owner, applicant, Ottawa Scene Canada Signs, 1565 Chatelain Avenue, Ottawa, ON K1Z 8B5; Krista O'Brien, Tax Billing, Accounting and Policy Unit, Revenue Service, Corporate Services (Mail Code: 26-76) of City Council's decision.

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

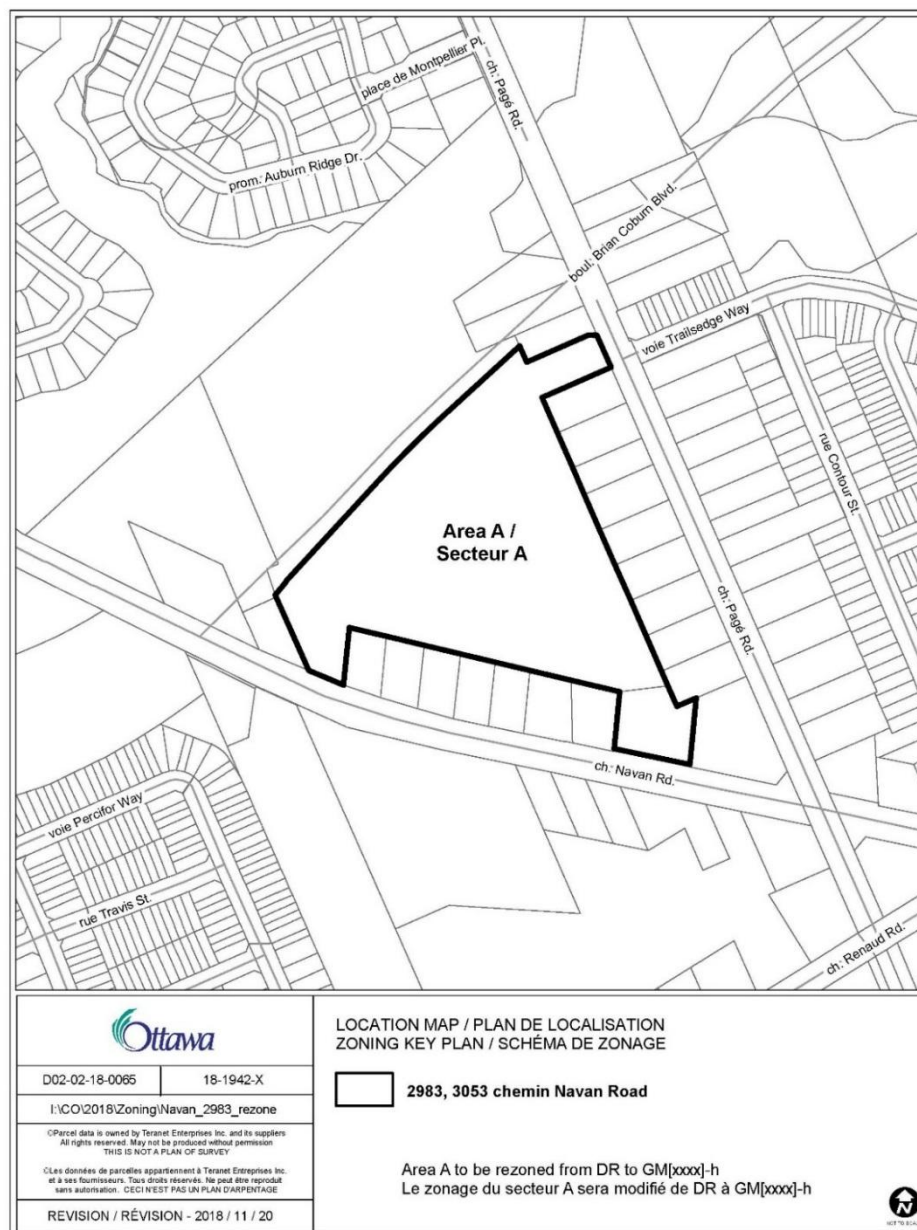
Legal Services, Office of the City Clerk and Solicitor to forward the implementing by-law to City Council.

Planning Operations Branch, Planning Services to undertake the statutory notification.

## Document 1 – Location Map

For an interactive Zoning map of Ottawa visit [geoOttawa](http://geoOttawa)

Document 1 is a Location Map of the lands affected by the subject Zoning By-law amendment, showing the extent of the current DR zone to be rezoned to GM[xxxx]H(14.5)-h.



## Document 2 – Conceptual Site Plan

This is a conceptual Site Plan of the proposed development, showing an anchor retail food store, a retail plaza, four retails and restaurant buildings, and a gas bar and car wash facility all oriented toward Brian Coburn Boulevard.





### **Document 3 – Details of Recommended Zoning**

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 2983 and 3053 Navan Road:

1. Rezone the lands as shown on Document 1.
2. Add a new exception [xxxx] to Section 239 – Urban Exceptions with provisions similar in effect to the following:

In Column II, add the following:

- “GM[xxxx] H(14.5)-h”

In Column III, add the following:

- “gas bar, car wash”

In Column IV, add the following:

- “all uses, until such time as the holding symbol is removed”

In Column V, add the following:

- “minimum required setback for all yards abutting a lot containing a residential use: 7.5 m”
- “The holding symbol may only be removed at such time as the Brian Coburn Boulevard /Cumberland Transitway Westerly Alternate Corridor EA Study is complete and it is determined that no part of the site is identified in the study for municipal access roadway requirements in connection with the potential grade separation of Brian Coburn Boulevard at Navan Road.

## 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. One applicant-initiated open house was held in the community on the evening of 19 September 2018 at the Chapel Hill Retirement Home, 2305 Pagé Road, during the City-imposed blackout period for City-initiated community meetings prior to the municipal election in October 2018. Approximately 50 members of the public attended the public open house, including a representative of one local community association.

### Public Comments and Responses

| Question/Comment   | Staff Response   |
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| <b>General</b>   |  |
| Generally supportive of the proposed commercial uses and amenities coming to the community. The area needs more local shops and restaurants within walking distance. | Noted.   |
| Some residents along Pagé Road and Navan Road directly adjacent to the subject site may be interested in selling their properties to Taggart Realty.                 | Noted. Staff informed the applicant of the interest expressed by some residents.   |
| The proposed development will negatively impact the property values of the surrounding residential properties.   | Property value is not a consideration in the assessment of a Zoning By-law amendment application.                          |
| How would the likely increase in rodents and vermin attracted to the commercial development be mitigated   | The regular maintenance and cleanliness of the site would be the responsibility of the future commercial property manager. |

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| so as not to become a nuisance to adjacent properties?  |   |
| The commercial development will result in a loss of quality of life for the adjacent residents. This validates the original designation of "Residential" in the Community Design Plan.  | Whether the site is developed for residential or commercial purposes, there would be impacts on the adjacent residents' enjoyment of their properties. Such impacts would be addressed and adequately mitigated during the later Site Plan Control approval process.  |
| There are Algonquin land claims in the area.  | The <i>Ontario Planning Act</i> requires that the municipality notify the local representatives of First Nations of the application, the public meeting and Council's decision.   |
| The attraction of the shopping centre is likely to increase the crime rate in the surrounding residential area. The safety of the children will be compromised because of more traffic and gang activity. A crime prevention assessment should be conducted, particularly in respect of the proposed rear yard loading and service areas. | Staff will notify the Ottawa Police Service's Crime Prevention through Environmental Design representatives of the subsequent application for Site Plan Control approval to receive their comments concerning the proposed Site Plan design from the perspective of crime prevention through environmental design.  |
| <b>Land Use/Urban Design</b>  |   |
| <p>Why is the City changing the zoning from the current residential zoning?</p> <p>The need for the proposed retail businesses at the site is questioned, given the plethora of retail options on Innes Road and Mer Bleue Road. Quite simply, there is no shortage of grocery stores, gas stations and</p>                               | <p>The site is current zoned "Development Reserve" (DR) in Zoning By-law 2008-250. The CDP for the East Urban Community (Phase 1) designates the site as "Medium-Low Density Residential". The applicant has requested to rezone the site to "General Mixed Use", as is the right of any property owner. Staff have reviewed the merits of the proposed Zoning By-law amendment, as</p> |

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| restaurants in Orleans.  | outlined in the Discussion of this report, and find the requested Zoning By-law amendment reasonable.  |
| The location of the gas bar immediately adjacent to residences behind it, with the potential for odours and contamination of adjacent residential properties, is concerning. Residents along Pagé Road do not want a car wash or gas station in their backyards. Relocate them to the intersection of Navan Road and Brian Coburn Boulevard.         | The revised conceptual Site Plan filed in support of the application now illustrates that the gas bar and car wash could be relocated to the corner of Navan Road and Brian Coburn Boulevard. Staff will review the final location of the gas bar and car wash once the applicant files the required application for Site Plan Control approval. |
| A gas bar and retail shops are not needed at this location, as there are many along Innes Road, which is a short drive away. The commercial uses on the site are likely to be open 24/7, particularly the car wash/gas station. The "General Mixed-Use" zone currently does not permit a gas bar and car wash use. Why change it?                    | It is not unreasonable to consider a gas bar and car wash as permitted uses on a site zoned for commercial uses, particularly one situated at the intersection of two arterial roads. The recommended Zoning By-law amendment includes such automotive uses as exceptions to the requested General Mixed Use zone.                               |
| The proposed commercial development will have detrimental effects to the character, ambience, security and property values of the area, due to visual blight, traffic, noise due to rooftop equipment and snow removal operations, light spillage, odours, drainage, pollution, litter, vermin and crime that invariably accompanies such commercial | Staff regularly consider all of these site design influences and impacts during the detailed review of the proposed Site Plan filed with an application for Site Plan Control approval. Staff would ensure that these potentially negative impacts are adequately mitigated prior to recommending approval of the Site Plan Control application. |

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| undertakings.   |  |
| Generally supportive of the commercial development on the site, but it should be reduced in scale. It should be more pedestrian oriented (i.e. walkable), “quaint” or even “lovely” in character rather than the proposed unimaginative big box design, featuring fast food and drive-through facilities. Ensure the building architecture has charm. Do not make our area just like the rest of Orléans. | Staff will work closely with the applicant and owner, and with their project architect, to ensure the commercial shopping centre site layout and design feature quality exterior elevations, efficient on- and off-site pedestrian circulation, landscaping and generally good site design.              |
| The site should be retained for a community park, including baseball diamonds, soccer fields, hockey rinks, etc.  | The City would have to acquire the site for municipal parkland purposes from the owner at fair market value. The site is not identified in the applicable CDP for municipal park purposes.   |
| The lands are designated “Residential” in the East Urban Community Design Plan. Changing the designation would destroy the integrity of the plan. The CDP should only be changed for substantive, compelling reasons.   | Staff find that the change in designation in the CDP from “Medium-Low Density Residential” to “Commercial” would not undermine the integrity of the CDP’s guiding principles and the proposed plan.  |
| What is to happen with the vacant rectangular forested space beside the proposed gas bar? It should be preserved.   | The rectangular forested parcel fronting onto Pagé Road is to remain untouched, with the exception of site cleaning and clearing of damaged trees. Whether this parcel remains in private ownership or is transferred to the City will be discussed during the later Site Plan Control approval process. |
| The proposed grocery store and retail   | The revised conceptual Site Plan shows   |

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| plaza will negatively impact the residents' access to sunlight. Building heights should be limited to a maximum of two storeys to minimize loss of sunlight.  | building setbacks to the Pagé Road and Navan Road residential rear yards of 7.5 metres and 13.5 metres, respectively. The heights of the proposed buildings adjacent to the residential rear yards measure from 7.5 to 8 metres. This is approximately equivalent to the height of a typical two-storey building.  |
| The setbacks between the existing residences and the proposed development are unreasonable. The loading areas should not be situated abutting the existing residential properties.  | Service areas associated with shopping centres typically are situated within the rear yards so that they are not visible from the interior of the site and the public realm (streets). Staff will ensure that the rear yard service areas are appropriately screened from view from the neighbouring residential properties with sufficient noise walls and landscaping. |
| The City should rezone the Navan Road properties to "Arterial Mainstreet" now to allow for and generate development opportunities.  | Navan Road is not designated in the City's Official Plan as "Arterial Mainstreet", and the CDP for the East Urban Community (Phase 1) designates the properties along Navan Road as "Residential". The future mixed-uses along Navan Road are planned farther east within the CDP Phase 2 lands.   |
| The zoning should be inclusive. Having a mixed housing and commercial space makes this possible, where people of various income groups can live, shop, and have easy access to public transportation and services. A part of the site could have medium-density apartment units above retail stores and/or mixed-income | The recommended Zoning By-law would permit medium to low-rise residential apartment dwellings as well as the requested non-residential uses.   |

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| rental housing.  |   |
| High-density residential development should be prohibited on this site.  | The recommended General Mixed Use zone would permit low-rise residential apartments to a maximum of four storeys.   |
| <b>Environment</b>   |   |
| Opposed to the removal of the existing forested area on the subject property. As many trees as possible should be preserved.                                       | As outlined in the Discussion to this report, the woodlot is identified as not having sufficient value for protection.  |
| Development would be detrimental to the wildlife in the area.  | While it is acknowledged that few existing trees are to remain, the environmental impact statement undertaken identified no endangered species habitat on the site.   |
| A tree buffer should remain between the residential properties along Pagé Road abutting the site.  | Due to the need to raise the existing grades significantly for site drainage and servicing purposes, there is little opportunity to salvage many trees abutting the residential properties. The recommended Zoning By-law amendment provisions propose a minimum landscaped buffer strip width and building setback of 7.5 metres in which a modest plan for reforestation would be possible. |
| Concerned about pollution from the gas station and car wash, emissions from the HVAC units, garbage odours, and its effect on air quality in the surrounding area. | The revised conceptual Site Plan filed in support of the application now illustrates the gas bar and car wash relocated to the corner of Navan Road and Brian Coburn Boulevard. Once the applicant files the required application for Site Plan Control approval, the appropriate mitigating measures to address noise in general, such   |

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|   | as the requirement for noise walls, will be addressed.  |
| <b>Transportation/Traffic</b>   |   |
| The proposed development will result in an increase in traffic. The area is already very congested, especially during peak periods. Navan Road already cannot support the existing residential population and traffic (Navan Road already is a heavy truck route, i.e., garbage trucks heading to waste disposal facility) and it is dangerous for motorists and pedestrians. Two shopping centre entrances along Navan Road is too many. Consider upgrading Navan Road as part of this proposed development. A walkability assessment should be performed. | All intersections on Navan Road within the study area operate at acceptable vehicular levels of service (ranging from "A" to "E"). A walkability assessment will be a requirement of the future application for Site Plan Control application. Two accesses to and from a shopping centre of the scale proposed is typical. |
| Concerned that increased traffic in the area will slow traffic through the roundabout at Navan Road and Brian Coburn Boulevard.   | The AM peak hour period at the Brian Coburn/Navan roundabout (westbound direction) is projected to operate close to capacity within the foreseeable future. All other movements through the roundabout at other times of the day are projected to operate at acceptable levels of service.                                  |
| A signalized intersection at the main commercial entrance along Brian Coburn Boulevard across from the planned transit park-and-ride lot will delay the flow of traffic. Consider installing a roundabout at the main   | Discussions are ongoing respecting the signalization and/or design of the main commercial entrance along Brian Coburn Boulevard. This matter will be resolved during the review of the future application for Site Plan Control approval.   |



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| commercial entrance along Brian Coburn Boulevard as a solution to reducing traffic delays.   |   |
| The non-perpendicular Navan Road/Pagé Road intersection presents risks to vehicular and pedestrian traffic. The City should reconsider closing Pagé Road to prevent access from Navan Road.  | Pagé Road was closed at Brian Coburn Boulevard at the time of its construction. In addition, the northbound through and left-turn movements at Pagé Road and Navan Road are now prohibited and physically restricted.   |
| The truck access proposed onto Navan Road from the proposed commercial site may cause traffic to back up eastbound from Brian Coburn Boulevard. An additional truck entrance and truck turning movements will cause additional traffic volume, disrupt the flow of traffic, and increase the potential for traffic incidences. | The proposed service vehicle access to the shopping centre is at the extreme southeast corner of the site. It should present no impact on the movement of traffic along Brian Coburn Boulevard, as most service vehicle deliveries occur outside the peak hour periods.               |
| <b>Grading/Drainage/Services</b>   |   |
| Concerns expressed about the grading and drainage of the site. The homes abutting the site should be protected from flooding and water issues, as was experienced following and attributed to the construction of Brian Coburn Boulevard.  | The City requires all private site developments to contain all surface drainage and runoff on site and direct it to the municipal sewer system via drainage swales and on-site storm sewers. The City reviews all proposed grading and drainage plan associated with new development. |
| Since sanitary and storm sewers will be installed as part of the development, the developer should consider including the seven privately-serviced residential properties along Navan Road into their site servicing   | All private properties within the Urban Area are expected to connect to the municipal services. The City will not permit sewer connections from one property into another private sewer system. Properties along Navan Road would be expected to connect                              |

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| plans; especially since the commercial development will affect the water table for such residential properties.  | to the municipal services when Navan Road is urbanized in the future.  |
| <b>Construction Activity</b>   |  |
| Concerned about damage to property due to excessive vibration resulting from the use of heavy machinery and other construction activities. If property damage results during construction, will the builder be responsible for compensation? | When conditions are appropriate, the City requires the developer to conduct "pre- and post-construction" surveys of all adjacent properties to assess whether any damage directly related to construction activity is evident.   |
| What is the phasing of development works? When is the startup and completion of construction anticipated?  | At this time, staff have not discussed with the applicant the start date or phasing of the future development.   |
| Construction would be crippling to the area, as was the case with the recent roundabout construction and road repaving.  | The developer would be required to provide City staff with a construction management plan prior to commencement of construction and the implementation of any road closures or detours, if warranted.  |
| <b>Process</b>   |  |
| A public information session should be held in connection with this project, and sufficient notice should be given to the public.  | As noted in the Discussion to this report, an applicant-initiated public open house was held in September 2018 during the City-imposed blackout period for City-initiated community meetings prior to the municipal election in October 2018. Staff subsequently determined that the open house was sufficiently advertised and well attended so as not to require the holding of a City-initiated public information session. |

Community Organization Comments and Responses

No comments were received from representatives of local community associations.