

<p>4. Zoning By-law Amendment – 5924 and 5938 Hazeldean Road</p> <p>Modification du Règlement de zonage – 5924 et 5938, chemin Hazeldean</p>
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Committee recommendations, as amended

That Council:

- 1. approve an amendment to Zoning By-law 2008-250 for 5924 and 5938 Hazeldean Road to permit 76 stacked townhouses and ten back-to-back townhouses, as detailed in Document 2;**
- 2. direct staff to work with the applicant to achieve the following ahead of subsequent site plan control approval:**
 - a) the applicant must provide a letter of intent to secure off-site parking spaces to be made available to condominium owners for overflow parking on such terms as the applicant may determine;**
 - b) the applicant must obtain approval of the detailed design for traffic calming on Victor Street;**
 - c) the applicant must provide transit passes to all its residents for a period of one year; and**
 - d) the applicant must include a clause in all purchase and sale agreements, and a notice on title, advising purchasers that each unit only comes with 1.0 parking space.**
- 3. approve that pursuant to the *Planning Act*, subsection 34(17), no further notice be given.**

Recommandations du Comité, telles que modifiées

Que le Conseil :

- 1. approuve une modification au Règlement de zonage (2008-250), visant les 5924 et 5938, chemin Hazeldean, afin de permettre l'aménagement de 76 logements superposés en rangée et de 10 maisons en rangée dos à dos, comme l'indique le document 2;**

2. demande au personnel de collaborer avec le requérant pour qu'il prenne les mesures suivantes en vue de l'approbation de son plan d'implantation :
 - a) le requérant doit fournir une lettre d'intention confirmant que des places de stationnement hors site seront mises à la disposition des propriétaires des condominiums en cas de besoin, aux conditions fixées par le requérant;
 - b) le requérant doit faire approuver la conception détaillée des mesures de modération de la circulation sur la rue Victor;
 - c) le requérant doit fournir des laissez-passer de transport en commun à tous les occupants pour une période d'un an;
 - d) le requérant doit ajouter une clause dans tous les contrats d'achat et de vente ainsi qu'un avis sur les titres indiquant aux acheteurs qu'il n'y a que 1,0 place de stationnement par logement.
3. qu'en vertu du paragraphe 34 (17) de la Loi sur l'aménagement du territoire, qu'aucun nouvel avis ne soit donné.

Documentation/Documentation

1. Director's report, Planning Services, Planning, Infrastructure and Economic Development Department, dated April 22, 2020 (ACS2020-PIE-PS-0042)

Rapport du Directeur, Services de la planification, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 22 avril 2020 (ACS2020-PIE-PS-0042)
2. Extract of draft Minutes, Planning Committee, May 14, 2020

Extrait de l'ébauche du procès-verbal du Comité de l'urbanisme, le 14 mai 2020

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme
14 May 2020 / 14 mai 2020**

**and Council
et au Conseil
27 May 2020 / 27 mai 2020**

**Submitted on 22 April 2020
Soumis le 22 avril 2020**

**Submitted by
Soumis par:
Douglas James,
Acting Director / Directeur par intérim
Planning Services / Services de la planification
Planning, Infrastructure and Economic Development Department / Direction
générale de la planification, de l'infrastructure et du développement économique
Contact Person / Personne ressource:
Stream Shen, Planner II / Urbaniste II, Development Review West / Examen des
demandes d'aménagement oust
(613) 580-2424, 24488, stream.shen@ottawa.ca**

Ward: STITTSVILLE (6)

File Number: ACS2020-PIE-PS-0042

SUBJECT: Zoning By-law Amendment – 5924 and 5938 Hazeldean Road

**OBJET: Modification du *Règlement de zonage* – 5924 et 5938, chemin
Hazeldean**

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 5924 and 5938 Hazeldean Road to permit 76 stacked townhouses and ten back-to-back townhouses, 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 May 27, 2020," 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 au Règlement de zonage (2008-250), visant les 5924 et 5938, chemin Hazeldean, afin de permettre l'aménagement de 76 logements superposés en rangée et de 10 maisons en rangée dos à dos, comme l'indique le document 2.
2. Que le Comité de l'urbanisme donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux 'exigences d'explication' aux termes de la *Loi sur l'aménagement du territoire*, à la réunion du Conseil municipal prévue le 27 mai 2020 », 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

Staff Recommendation

Planning staff recommend approval of the Zoning By-law amendment application for 5924 and 5938 Hazeldean Road to permit the development of 76 stacked townhouses and ten back-to-back townhouses. The application has requested reduction in parking ratio for the stacked townhomes from 1.2 space per unit to 1.0 space per unit, a reduction in rear and interior yard setback and a reduction in aisle width and garage setback. Both proposed uses are currently permitted in the zoning and conforms to the policies within Section 3.6.1 of the Official Plan. A Councillor initiated public open house was held on September 17, 2019 and a total of 64 individual comments were received.

Majority of comments relate to concerns about traffic, entrance location, parking reduction, blasting and overall density. The majority of issues are being addressed through the concurrent Site Plan Control application. The parking reduction is considered appropriate given that the site fronts onto an arterial road that is also designated Transit Priority Corridor under Schedule D of the Official Plan, there is an existing bus stop in front of the site with multiple bus routes and the available commercial amenities along Hazeldean Road that are in proximity to the site.

RÉSUMÉ

Recommandation du personnel

Le personnel de la planification recommande l'approbation de la demande de modification du Règlement de zonage visant les 5924 et 5938, chemin Hazeldean en vue de permettre l'aménagement de 76 maisons jumelées superposées et de 10 maisons en rangée dos à dos. Cette demande vise à faire passer le ratio de stationnement des maisons jumelées superposées de 1,2 place par unité à 1,0 place par unité, à réduire le retrait de cour arrière et intérieure ainsi qu'à réduire la largeur de l'allée et le retrait du garage. Les deux utilisations proposées sont actuellement permises dans le zonage et sont conformes aux politiques du paragraphe 3.6.1 du Plan officiel. Une séance portes ouvertes, organisée par la conseillère municipale, s'est tenue le 17 septembre 2019. Soixante-quatre (64) commentaires individuels ont été reçus. La majorité de ces commentaires font part d'inquiétudes concernant la circulation, l'emplacement de l'entrée, la réduction du ratio de stationnement, le dynamitage et la densité globale. La plupart de ces questions sont abordées dans la demande d'approbation du plan d'implantation qui a été déposée parallèlement à la demande de modification du Règlement de zonage. La réduction du ratio de stationnement est jugée appropriée étant donné que le site donne sur une artère également désignée « couloir prioritaire de transport en commun » en vertu de l'annexe D du Plan officiel, qu'un arrêt d'autobus desservi par de nombreux circuits est installé devant le site et que des commerces se trouvent à proximité le long du chemin Hazeldean.

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

5924 and 5938 Hazeldean Road

Owner

10877590 Canada Inc.

Applicant

Jaime Posen, Fotenn Consultants

Architect

RLA Architecture

Description of site and surroundings

The property is located at the southwest corner of Hazeldean Road and Victor Street within the City's Stittsville community. The site is currently vacant and includes a vacant gas station building that will be demolished. The surrounding area is comprised of existing low-rise residential homes and different commercial uses along Hazeldean Road to the north. Directly abutting the development to the south and west is the Carleton Condominium Corporation 497, which will be later discussed in this report.

Summary of proposed development

The applicant is proposing to develop 76 stacked townhouses and ten back-to-back townhouses. Five of the proposed townhouses will front onto Victor Street and the remaining units will be accessed through a private road with a single entrance from Victor Street. The back-to-back townhomes will all include individual driveway and garages and the stacked townhome units will include a common parking lot with 76 residential, 16 visitor and 44 bicycle parking spaces.

Summary of requested Zoning By-law amendment proposal

The subject land is currently split-zoned, with the zoning lines matching the former property boundaries. The former 5924 Hazeldean Road parcel is zoned Residential Fourth Density Zone, Subzone Z, Exception 1208 (R4Z [1208]). The former 5938 Hazeldean Road parcel is zoned General Mixed Use Zone, Subzone 14, with a maximum height limit of 11 metres (GM14 H(11)).

The applicant is proposing to rezone the two properties as Residential Fourth Density Zone, Subzone Z, Exception XXXX (R4Z [XXXX]) to accommodate the proposed development. The new exception seeks to:

- Reduce the minimum rear yard setback from 7.5 metres to 4.5 metres along the westerly boundary.
- Reduce the minimum interior side yard setback from 7.5 metres to 3.8 metres along a small section of the southerly boundary beside Block 2.
- Reduce the stacked townhouse parking requirement from 1.2 spaces per unit (91 spaces) to 1.0 spaces per unit (76 spaces).
- Reduce the minimum drive aisle width from 6.7 metres to 6.0 metres.
- Reduce the minimum setback for a garage entrance from a private way from 5.2 metres to 4.2 metres. This reduction only applies to a small section of one double car driveway and is technical in nature.

Brief history of proposal

On 5924 Hazeldean Road there is a previous Site Plan approval in place for a one-storey commercial plaza and a four-storey residential building from 2008. The existing zoning exception is tailored for this development. The property has since changed ownership and this proposal is no longer being pursued.

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 Amendment Applications. A Councillor initiative public open house was held on September 17, 2019 at the CARDELREC Recreation Complex. 64 comments were received through the public notification and consultation process. Consultation details are found in Document 3.

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

Official Plan designation(s)

The property is designated General Urban Area pursuant to Schedule B of the Official Plan. Under Section 3.6.1, the General Urban Area designation permits the development of a full range of housing types to meet the needs of all ages, incomes and life circumstances. Building heights will be predominantly Low-Rise (four storeys or lower) and intensification in the General Urban Area should complement the existing pattern and scale of development in the area. Uses that may generate traffic, noise or other impacts should be located along an arterial road and be located at the perimeter of established neighbourhoods. Urban design and compatibility are reviewed based on policies found in Section 2.5.1 and Section 4.11 of the Official Plan.

Planning rationale

The proposed Zoning By-law Amendment to permit the 76 stacked townhouse and ten back-to-back townhomes conforms to the policies within Section 3.6.1 of the Official Plan. Both proposed uses are currently permitted in the existing zoning and contribute to a full range of housing types within the greater community. The development is located at the edge of the existing neighbourhood with frontage along Hazeldean Road and Victor Street. The stacked-townhome units will front onto Hazeldean Road, the arterial road, while the more ground-oriented back-to-back townhomes will front onto Victor Street, the local road. The proposed amendment will not introduce additional uses and is compatible with the existing community.

The remainder of the zoning amendments can be grouped into three categories: parking reduction, building setback reduction and more technical amendments relating to drive aisle and garage setback reduction.

The proposal requests a reduction for the stacked townhome parking ratio from 1.2 space per unit to 1.0 space per unit. Under Schedule D of the Official Plan, Hazeldean is classified as a Transit Priority Corridor with isolated measures. The road itself was reconstructed around 2012 and includes sidewalks and cycle lanes on both sides of the road. In front of the property, there is an existing bus stop with multiple bus routes offering both full day service and rush hour service to major transit stations. Along Hazeldean Road, the area is well serviced with a variety of commercial amenities such as grocery stores, restaurants and professional offices. Section 2.3.1 of the Official Plan supports increase in the use of public transit, and where possible reduced dependence upon automobile use throughout the day. The proposed density of development and its

proximity to the bus station, commercial amenities and access to pedestrian and cycling facility provides an alternative to the private automobile and supports a reduction in overall vehicle usage. Following community comments, vehicle ownership data was also requested through the 2011 Origin-Destination survey. For households living in apartment units within the Stittsville area, most households own either one or no car. Lastly, as part of the concurrent Site Plan application, the developer is proposing to exceed both the minimum visitor parking spaces and bicycle parking spaces for the development. Having considered all the above factors, it is concluded that the proposed one space per unit ratio is appropriate for this development.

The second category relates to building setback reductions. The setback along the westerly lot line was increased from the original three metres to 4.5 metres with enhanced landscape planting between the proposed buildings and the adjacent low-rise condominium development. There were several meetings between the developer, city staff and representative of the neighbouring condominium corporation which resulted in a memorandum of understanding subject to specific conditions that will be addressed through the Site Plan control process. The other interior setback reduction applies to a small section of the proposal and is mainly a result of the jog within the property boundary. It is affecting the same condominium corporation and formed part of the above discussion. The last two amendments are more technical in nature. Within a planned-unit development, the minimum private street width is six metres, but the aisle width is still required to be 6.7 metres. It has been demonstrated that six metres allows for the functional turn-around of standard vehicles. The last amendment relating to garage setback is only for a specific double car garage where one small section of the driveway does not meet the 5.2 metres minimum, if the driveway was to be reduced to single car driveway, this amendment would not be required.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the Provincial Policy Statement of 2014 and 2020.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

COMMENTS BY THE WARD COUNCILLOR

Councillor Gower provided the following comments:

“The proposed townhome development replaces an empty lot with an abandoned gas station and can be a good addition to the housing mix in Stittsville. The current zoning for the property permits a range of residential, commercial and institutional uses. Given its proximity to well-established neighbourhoods, this proposal will be far less disruptive to residents than the mixed-use commercial centre previously considered in 2007.

A key concern for neighbouring residents is the proposed reduction in the parking minimum from 1.2 spaces per unit to 1.0 spaces per unit. In practical terms, it means that 76 parking spots are provided rather than the required 91 spaces for 76 townhomes. The applicant says that most buyers won't need a second parking spot, but their rationale is more wishful thinking than actual market data. We have asked the applicant to supply stronger evidence to support their claim in advance of this report coming to Planning Committee and City Council.

As an advocate for transit and active transportation, I am eager to see more Stittsville residents using public transit and forgoing a second vehicle, but the current built environment in Stittsville still makes that idea a challenge.

Someday, this development will be within 1500m of the Hazeldean light rail station – but for now transit service remains poor outside of rush hour. Someday, former rural roads like Johnwoods Street and Sweetnam Drive may be upgraded to urban standards, with curbs and sidewalks – but for now, pedestrians lack a safe north-south route to walk to other parts of the community.

Someday, it will be easier for residents of this townhome development to get around the community with one – or even zero – vehicles. Until then, the applicant must provide stronger evidence of mitigation measures to reduce spill-over parking on Victor Street.

For example, a recently approved apartment development at 800 Eagleson included two carshare spaces free of charge, the purchase of the carshare vehicles and relief of the carshare fee for residents of the apartment building. Other builders have included free transit passes as an incentive for residents to reduce car use. We will continue to work with the applicant through the site plan approval process to identify similar measures to alleviate parking overflow in the short term.

The issue of traffic safety continues to be a concern for nearby residents. The sight line analysis provided in support of this application determined that the visibility on Victor Street meets the safety standard for vehicles driving up to 10km/h above the posted speed limit. The applicant has agreed to include additional traffic calming measures on Victor Street that will be confirmed through the site plan approval process.

Neighbours on Victor Street also wanted a second exit to the planned development on Hazeldean Road. I asked the City to review this option and it was not supported by traffic engineers due to the traffic volume on Hazeldean Road and the potential safety hazard for turning vehicles.

I am generally supportive of this proposed zoning by-law amendment but want to see the issues outlined above more fully addressed.”

LEGAL IMPLICATIONS

Should the recommendations be adopted, and the zoning by-law appealed to the Local Planning Appeal Tribunal, it is anticipated that a two to three-day hearing would result. It is expected that such hearing could be conducted within staff resources. In the event that the application is refused, reasons must be provided. Should a refusal be appealed to the Tribunal, it would be necessary to retain an external planner and possibly an external transportation consultant.

RISK MANAGEMENT IMPLICATIONS

There are no risk implications associated with the report.

ASSET MANAGEMENT IMPLICATIONS

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

FINANCIAL IMPLICATIONS

There are no direct financial implications associated with the approval of the zoning amendment. In the event the zoning amendment is refused and appealed, an external planner and possibly an external transportation consultant would be retained. These expenses would be absorbed from within Planning, Infrastructure and Economic Development's operating budget.

ACCESSIBILITY IMPACTS

The proposed buildings will be required to meet the accessibility criteria contained within the Ontario Building Code.

ENVIRONMENTAL IMPLICATIONS

This location, 5938 Hazeldean Road, was previously the site of a gas station. Conditions associated with removal of contaminated material and requirements with the

Ministry of the Environment, Conservation and Parks will be determined through the Site Plan Control process.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- Thriving Communities
- Sustainable Infrastructure

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-19-0063) was processed by the "On Time Decision Date" established for the processing of Zoning By-law amendment applications.

SUPPORTING DOCUMENTATION

Document 1 Location Map and Zoning Key Plan

Document 2 Details of Recommended Zoning

Document 3 Consultation Details

Document 4 Site Plan

CONCLUSION

The Planning, Infrastructure and Economic Development Department recommends approval for the Zoning By-law amendment to permit 76 stacked townhouses and 10 back-to-back townhouses. The proposed Zoning By-law amendment is consistent with the Provincial Policy Statement, conforms to the policy direction within the City's Official Plan and represents good planning.

DISPOSITION

Legislative Services, Office of the City Clerk to notify the owner; applicant; Krista O'Brien, Tax Billing, Accounting and Policy Unit, Revenue Service, Corporate Services (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.

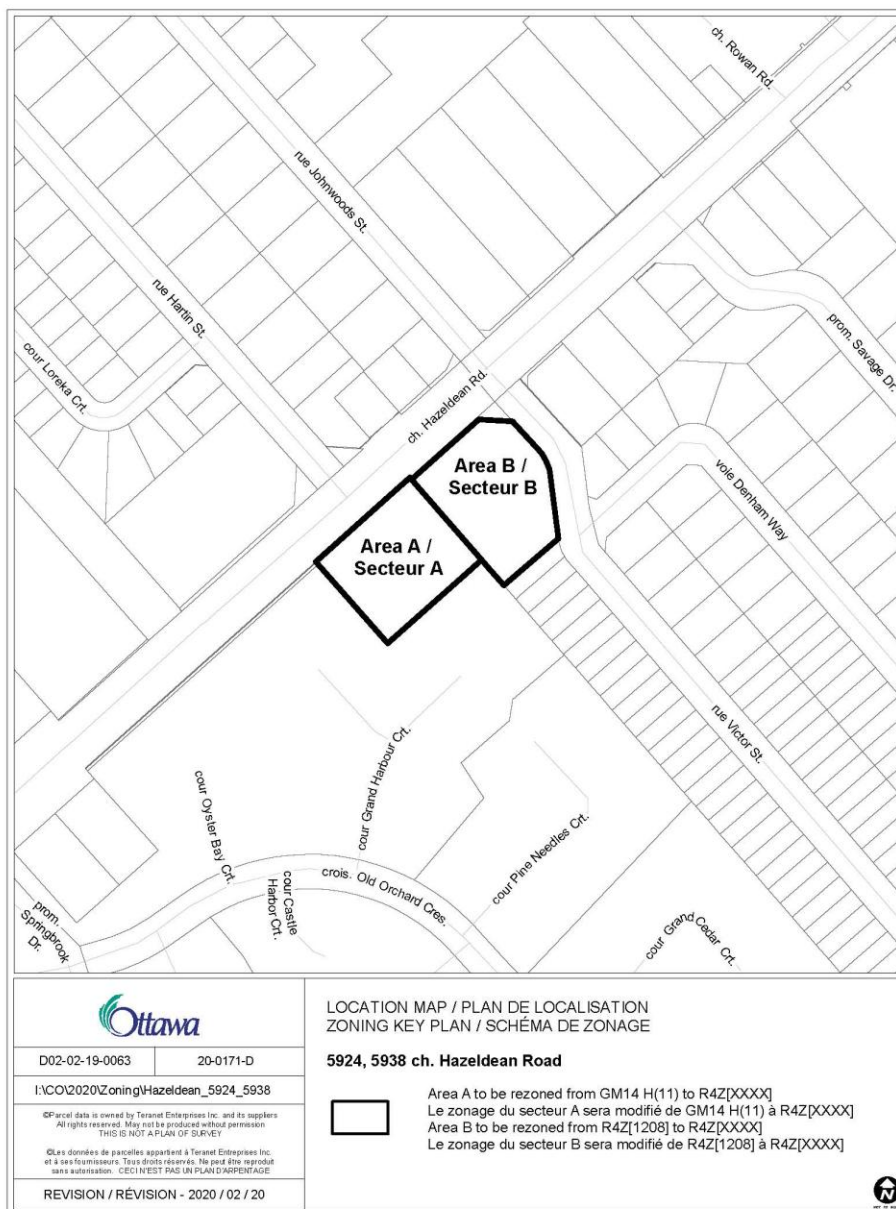
Legal Services, Innovative Client Services Department to forward the implementing by law to City Council.

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

Document 1 – Location Map and Zoning Key Plan

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

This is a map showing the location of 5924 and 5938 Hazeldean Road. It is located on the southwest corner of Hazeldean Road and Victor Street.



Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 5924 and 5938 Hazeldean Road:

1. Rezone the lands as shown in Document 1.
2. Add a new exception XXXX to Section 239 – urban exceptions with provisions similar in effect to the following:
 - a. In Column II, add the text:
 - R4Z [XXXX]
 - b. In Column V, add the text:
 - Minimum rear yard setback: 4.5m
 - Minimum interior side yard setback: 3.8m
 - Minimum parking space rate for a stacked dwelling: 1.0 per dwelling unit.
 - Minimum drive aisle width: 6m
 - Minimum setback for any garage or carport entrance from a private way: 4.2m.

Document 3 – Consultation Details

Notification and Consultation Process

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. One Councillor initiated public open house was also held in the CARDELREC recreation complex on September 17, 2019. A total of 64 individuals provided comments on the application and they are summarized below. Several of the comments relates to site design and will be addressed through the concurrent Site Plan Control application, but a response is still provided below.

Public Comments and Responses

Comment:

Concern about reduction in parking spaces.

Response:

Please see rationale in the body of the report. Overall, the impact from the parking reduction will be minimal.

Comment:

Concern about the single vehicular access from Victor Street. An additional access should be added on Hazeldean Road.

Response:

Based on the TIA Forecasting & Strategy Report and a follow up Hazeldean Road Entrance Memo produced by EXP Services Inc., a single access on Victor Street is enough to accommodate the traffic volume associated with this development. The access along major arterial roadway is avoided where possible due to potential safety concern associated with potential conflicts with high volume Hazeldean traffic. There is also a two-way left-turn lane along the centre of the Hazeldean Road in front of the site, which could result in potential unsafe left turn movement in and out of the site.

Comment:

Concern about the curvilinear alignment of Victor Road and the sightline impact this creates for vehicular traffic.

Response:

The road alignment is an existing condition and worsened by a grouping of trees near the curve, as well as speeding issue in the neighbourhood. As part of the development, the trees fronting Victor Street will be removed. Furthermore, a Sightline Analysis was completed by EXP Services Inc. using a 45-metre stopping sight distance, which correspond to a design speed of 50km/hr (posted 40km/hr) roadway and concluded there is enough sightline distance for the proposed development. Lastly, to mitigate the speeding issue along Victor Street, traffic calming measurement will be introduced along Victor Street through the concurrent Site Plan Control process.

Comment:

Concern about the capacity of the Victor Street and Hazeldean Road intersection in handling the additional traffic.

Response:

Based on the Transportation Impact Assessment submitted prepared by EXP Services Inc., in the AM and PM peak hours, the development is proposed to generate 38 vehicle trips, considered minimal in terms of impact. The Hazeldean and Victor intersection is projected to operate within its capacity and under the same level of service as prior to the development.

Comment:

Maximize tree preservation.

Response:

A Tree Conservation Report was prepared by James B. Lennox & Associates Inc. which outlines the protective measures required for existing boundary trees and the cedar hedge along the property line.

Comment:

Maintain the 7.5 metre rear yard setback.

Response:

Please see rationale in the body of the report.

Comment:

Concern about rock blasting and damage to nearby homes.

Response:

If the proposal is approved, a pre-blast survey for adjacent homes will be a condition of approval. The developer has indicated that the amount of rock removal has been reduced from the original proposal and may be accomplished through hoe-ramming rock excavation technical with limited or no blasting.

Comment:

Concern about light spillage.

Response:

A site lighting plan and certificate has been provided by the applicant and confirms that there will be minimal spillage onto adjacent properties and will consist of sharp cut-off light standards.

Comment:

Where will snow be piled.

Response:

Snow is planned to be trucked off-site.

Comment:

Concerned about the privacy of adjacent homes.

Response:

The proposed building height is currently permitted in the existing zoning. Enhanced landscaping will be provided between the existing and proposed development along with the retention of the existing cedar hedge and fencing.

Comment:

There are other more suitable development sites.

Response:

The property is designated as General Urban Area under the City's Official Plan which allows for residential development.

Comment:

The proposal is out of character with the nearby neighbourhood which mainly consists of older detached homes. The overall density is too high.

Response:

Both the proposed stacked townhome and back-to-back townhome are currently permitted in the existing zoning and contributes to a full range of housing types within the greater community.

Comment:

Concern about the location of garbage facility.

Response:

The garbage facility was moved towards the interior of the site.

Comment:

Concern about contamination of the old gas station.

Response:

Conditions associated with removal of contaminated material and requirements with the Ministry of the Environment, Conservation and Parks will be determined through the Site Plan Control process.

Comment:

Concern about existing infrastructure and utility will not be able to support the new development.

Response:

A Site Servicing and Stormwater Management report has been prepared and reviewed as part of the application. The existing services are enough to accommodate this development.

Comment:

Concern about emergency vehicle not being able to reach the home and whether a single access is enough for their access.

Response:

Ottawa Fire Serviced and the City's Building Code staff confirmed that only one entrance is required under the Ontario Building Code and that the site design is acceptable for emergency access.

Comment:

Concern about school capacity is the area.

Response:

All the school boards were circulated as part of the planning applications and did not voice any objection.

Comment:

Concern about the building façade treatment.

Response:

The Hazeldean façade has been modified to include a full brick exterior instead of the previously proposed hardie board panels with brick. A stronger base level articulation is introduced using double monarch oversized brick. New lintel beams are added above the windows to provide a more traditional expression. Additional brick patterns and vertical features are being finalized through the concurrent Site Plan Control application.

Document 4 – Site Plan

