

<p>2. Zoning By-law Amendment – 200 Baribeau Street</p> <p>Modification au Règlement de Zonage – 200, rue Baribeau</p>
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Committee recommendation

That Council approve an amendment to Zoning By-law 2008-250 for 200 Baribeau Street in order to accommodate the construction of an 85-unit Planned Unit Development, as detailed in Document 2 as amended.

Recommandation du Comité

Que le Conseil approuve une modification au Règlement de zonage 2008-250 visant le 200, rue Baribeau, afin de permettre la construction d'un complexe immobilier de 85 logements, comme l'expose en détail le document 2 tel que modifié.

Documentation/Documentation

1. Report from the Acting Director, Planning Services, Planning, Infrastructure and Economic Development Department, dated November 23, 2021 (ACS2021-PIE-PS-0104)

Rapport de la Directrice par intérim, Services de la planification, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 23 novembre 2021 (ACS2021-PIE-PS-0104)
2. Extract of draft Minutes, Planning Committee, December 6, 2021

Extrait de l'ébauche du procès-verbal du Comité de l'urbanisme, le 6 décembre 2021

**Planning Committee
Report 54A
January 26, 2021**

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**Comité de l'urbanisme
Rapport 54A
Le 26 janvier 2021**

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme
6 December 2021 / 6 décembre 2021**

**and Council
et au Conseil
26 January 2022 / 26 janvier 2022**

**Submitted on 23 November 2021
Soumis le 23 novembre 2021**

**Submitted by
Soumis par:
Lily Xu,**

**Acting Director / Directrice 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**

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Ward: RIDEAU-VANIER (12)

File Number: ACS2021-PIE-PS-0104

SUBJECT: Zoning By-law Amendment – 200 Baribeau Street

OBJET: Modification au Règlement de Zonage – 200, rue Baribeau

REPORT RECOMMENDATIONS

1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 200 Baribeau Street in order to accommodate the construction of an 85-unit Planned Unit Development, 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 January 26, 2022," subject to submissions received between the publication of this report and the time of Council's decision.

RECOMMANDATIONS DU RAPPORT

1. Que le Comité de l'urbanisme recommande au Conseil d'approuver une modification au Règlement de zonage 2008-250 visant le 200, rue Baribeau, afin de permettre la construction d'un complexe immobilier de 85 logements, comme l'expose en détail le document 2.
2. Que le Comité de l'urbanisme donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux 'exigences d'explication' aux termes de la *Loi sur l'aménagement du territoire*, à la réunion du Conseil municipal prévue 26 janvier 2022 », 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 200 Baribeau Street to facilitate the construction of an 85-unit residential Planned Unit Development.

The applicant has requested a reduction in front, corner and rear yard setbacks, an increase to the interior side yard setback, a reduction to permitted projections, a reduction to the setbacks of a wall and of a garage to the private way, as well as a reduction to the minimum width of the private way in some locations.

The proposal aligns with applicable Official Plan policies for the General Urban Area.

Applicable Policy

The following policies support this application:

Section 2.2. Managing Growth supports intensification in areas located in proximity to major roads and transit.

Section 2.5 Building Liveable Communities seeks to promote compatible intensification that fits in with the existing context.

Section 4.8.1(7) identifies the area as a Two Zone Flood Plain Policy, where development is permitted where permission is obtained from the local Conservation Authority.

Public Consultation/Input

A public information session was held virtually on September 23, 2020 via Zoom. Approximately 40 residents were in attendance and concerns related to density, traffic, park space, greenspace, trees and privacy were raised. Staff were successful in implementing changes to the proposal which included deeper rear yards in some locations, a larger park area, more trees as well as some more generous landscaped boulevards.

RÉSUMÉ

Recommandation du personnel

Le personnel chargé d'urbanisme recommande l'approbation de la demande de modification du Règlement de zonage visant le 200, rue Baribeau, afin de permettre la construction d'un complexe immobilier de 85 logements.

Le requérant a demandé une réduction des retraits de cour avant, d'angle et arrière, une augmentation du retrait de cour latérale intérieure, une réduction des saillies autorisées, une réduction des retraits d'un mur et d'un garage par rapport à la voie privée ainsi qu'une réduction, à certains endroits, de la largeur minimale de la voie privée.

Le projet est conforme aux politiques du Plan officiel s'appliquant au secteur urbain général.

Politiques applicables

Les politiques suivantes sont favorables à cette demande :

La section 2.2. – Gestion de la croissance – soutient la densification dans les zones situées à proximité des grands axes et du transport en commun.

La section 2.5 – Création de collectivités où il fait bon vivre – vise à promouvoir une densification compatible avec le contexte existant.

La section 4.8.1(7) désigne le secteur comme étant assujetti à la politique sur les plaines inondables composées de deux zones, où les aménagements sont autorisés si l'office local de protection de la nature a donné son accord.

Répercussions financières

À déterminer

Consultation et commentaires du public

Une séance d'information publique a été menée virtuellement (par l'entremise de Zoom), le 23 septembre 2020. Une quarantaine de résidents y ont participé et ont fait part de préoccupations liées à la densité, à la circulation, aux places de stationnement,

aux espaces verts, aux arbres et à protection de l'intimité. Le personnel est parvenu à modifier la proposition, notamment en proposant des cours arrière plus profondes à certains endroits, un parc plus vaste, un plus grand nombre d'arbres et quelques terre-pleins plus abondamment paysagés.

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

200 Baribeau Street

Owner

Parkriver Properties (Kevin McMahon)

Applicant

Q9 Planning + Design (Christine McCuaig)

Architect

Hobin Architecture

Description of site and surroundings

The property is located within the Vanier neighbourhood, south-west of the intersection of Baribeau Street and Landry Street, and has frontage on both streets. The site is approximately 12,700 square metres in area. The site is currently zoned I1A (Minor Institutional Zone, Subzone A). A former school building previously occupied the site, but was recently demolished. The majority of the site is paved or was occupied by the building. Some vegetation exists along the front yard facing Baribeau Street and a small patch of yard is located in the south-west corner of the property.

Summary of requested Zoning By-law amendment proposal

The proposal is for a Planned Unit Development (PUD) consisting of 85 townhouse dwelling units accessed via internal private streets. Many of the units have their front door entrances facing outwards towards Baribeau and Landry Streets. The proposal also includes an expansion to the existing St. Ambroise Park. A Site Plan Control application is also currently under review.

The applicant proposes to rezone the property from I1A (Minor Institutional Zone, Subzone A) to O1 (Parks and Open Space) and R4UA[xxxx] (Residential Fourth Density Zone, Subzone UA, Exception XXXX). The following zoning relief is being sought for the site-specific exception included in the residential zoning:

- Reduction to the front yard setback (Landry frontage) from 4.5 metres to 3.0 metres
- Reduction to the corner side yard setback (Baribeau frontage) from 4.5 metres to 2.7 metres
- Reduction to the minimum rear yard setback (south property line) from 7.5 metres to 4.10 metres
- Increase to the minimum interior side yard setback (west property line) from 1.5 metres to 6.4 metres
- Reduction to the permitted projection of fire escapes, open stairways, stoops, landings, steps, ramps, porches, canopies to 0 metres from the front and corner lot lines
- Reduction to the minimum setback for a wall of a residential use building to a private way from 1.8 metres to 1.2 metres (corner units only)
- Reduction to the minimum setback for any garage or carport entrance from a private way from 5.2 metres to 3.9 metres (applicable to 5 of the 85 units)
- Balconies permitted to project no more than 2.0 metres into a required yard and no closer than 2.15 metres to the property line (applicable to units backing onto the southernmost property line)

- Reduction to the minimum width of a private way from 6 metres to 4.5 metres (only in select areas, away from the fire route)

DISCUSSION

Public consultation

A public consultation was held virtually on September 23, 2020. Approximately 40 residents were in attendance and concerns related to density, traffic, park space, greenspace, trees and privacy were raised. Staff were successful in implementing changes to the proposal, which included deeper rear yards in some locations, a larger park area, more trees as well as some more generous landscaped boulevards.

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

Official Plan designation(s)

According to Schedule B of the Official Plan, the property is designated General Urban Area, which promotes a wide range of housing types and uses, to meet the needs of all ages, incomes and life circumstances.

The property is also subject to the Two Zone Flood Plain designation under Schedule K of the Official Plan which can allow for some new development within the identified flood fringe areas of the flood plain that can be safely developed with no adverse impacts.

Urban Design Review Panel

This application was not subject to the Urban Design Review Panel process.

Planning rationale

Provincial Policy Statement

The *Planning Act* requires that all City planning decisions be consistent with the Provincial Policy Statement (PPS) of 2020, a document that provides further policies on matters of provincial interest related to land use development.

The recommended Zoning By-law amendment is considered consistent with the matters of provincial interest as outlined in the *Planning Act* and is in keeping with the PPS of

2020 by promoting the efficient development of existing land use patterns and sustaining healthy, liveable and safe communities.

Existing Official Plan

The site in question is designated General Urban Area on Schedule B of the existing Official Plan. The General Urban Area designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses. The City supports intensification in the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area.

Section 2.2 Managing Growth states that lands designated General Urban Area will continue to mature and evolve through intensification and infill but at a scale contingent on proximity to major roads and transit, and the area's planned function. The site is located in proximity to the Vanier Parkway, as well as to Montreal Road, which is designated as an Arterial Mainstreet under Schedule B of the Official Plan. In addition to consisting of a series of nodes of mixed-use activities, Montreal Road is identified as a Transit Priority Corridor on Schedule D of the Official Plan.

Section 2.5 Building Liveable Communities seeks to promote compatible intensification that fits in with the existing context. The proposed redevelopment of the site implements these policies as it is making use of an under-utilised site while introducing unit types and sizes similar to what can be found elsewhere within the immediate neighbourhood.

This particular area is known as an Area of Reduced Flood Risk (Kingsview Park), or a Two Zone Flood Plain Policy Area as identified under Schedule K and Section 4.8.1(7) of the Official Plan. The applicant has worked closely with the Rideau Valley Conservation Authority (RVCA) in obtaining a permit to alter the grade of the property in order to ensure that the underside of all townhouse units are at least 0.3 metres above the 1:100 year flood elevation. This is consistent with the RVCA's Floodproofing Policies.

Staff are of the opinion that the proposed development of a low-rise Planned Unit Development is in line with Official Plan policies.

New Official Plan

On October 27, 2021 Council approved the New Official Plan. The policy will now go to the Ministry of Municipal Affairs and Housing for adoption and implementation. While the Zoning By-law amendment was submitted prior to Council's approval of the New OP, staff intend on ensuring that the proposal has regard for the New OP.

The subject property would be designated Inner Urban Transect under Schedule A and designated Neighbourhood under Schedule B2. The Inner Urban Transect seeks to enhance or establish an urban pattern of built form and site design and to prioritize walking, cycling and transit, while the Neighbourhood designation is intended to be the heart of communities where a mix of building forms and densities are permitted. Neighbourhoods are generally designated as low-rise neighbourhoods.

Staff are of the opinion that the proposed development is consistent with the recently Council-approved New Official Plan policies.

Zoning By-law 2008-250

The property is currently zoned I1A (Minor Institutional Zone, Subzone A) and is subject to the Flood Plain – Area-Specific Provisions of Section 58(4) of the Zoning By-law. The application seeks to rezone the area to R4UA[xxxx] (Residential Fourth Density, Subzone UA, Exception xxxx) and O1 (Parks and Open Space). The R4UA zone is the dominant residential zone found throughout the neighbourhood, and the O1 zone will be reserved for the area designated as park space, adjacent to the existing St. Ambroise Park, which has the same zoning.

The R4 zone allows a wide mix of residential building forms ranging from detached to low rise apartment dwellings. The site-specific exception seeks to include the following relief:

- Reductions to the front, corner, and rear yards. The reductions to the front and corner yards seek to better affirm the urban characteristics and outward-facing nature of the proposed development along the street edges, while keeping all driveway and garage entrances internal to the property. A reduction to the rear yard is also requested for the units backing onto the south property line. The requested 4.10-metre setback is similar to some of the Zoning By-law's

provisions surrounding shallow lots and is expected to have relatively low impacts on the deep rear yards of the abutting properties.

- Increase to the interior side yard. While the western property line is technically described as the interior side lot line, it will abut the rear of the units closest to it. A major concern of the residents to the immediate west of the proposal was related to privacy, as early iterations of the proposal included 4-metre rear yards at that location. Through discussions with the applicant, the setback was increased to 6.4 metres (with some rear yards being as deep as 7.6 metres) in order to address these concerns. The increase to the side yard will help ensure these setbacks are maintained through the Site Plan Control approval process.
- Reduction to the permitted projections. Similar to the reductions to the front and corner yard setbacks, the proposed reduction in permitted projections into the front and corner yards seeks to reinforce the urban context to the outward-facing units. Additionally, permitted projections for balconies facing the south property line are to be limited to a projection no more than 2 metres into the required yard and no closer than 2.15 metres to the property line.
- Reduction to the setback of a wall to the private street. Some corner units internal to the site required a reduction to the setback from the wall to the private way in order to increase greenspace in other locations closer to sidewalks and publicly accessible areas.
- Reduction to the setback from the garage to the private way. Given the sinuosity of the proposed private ways in some locations, a reduced driveway length is proposed for five of the 85 units. While parking in the driveway will not be possible for these particular units, each unit's main parking space is located within its garage. Visitor spaces are required at a rate of 0.1 space per unit. With the majority of units providing for a visitor parking space within their driveway, the visitor parking space requirement is met within the context of the entire development. Additionally, three extra parking spaces are being proposed to the south-west of the site.
- Reduction to the minimum width of a private way. While most of the private ways are proposed to be at the required minimum width of 6 metres, some areas

feature a reduction in width down to 4.5 metres. These pinch points are implemented at the terminus of the most internal private roads, which were designed in a similar style to a woonerf design. These will help shorten the crosswalk along the sidewalk at those locations. Two other pinch points are proposed at the dead-ends of the private roadways, which serve two and three driveways, respectively. Building Code Services and Fire Services were consulted on this matter and are satisfied with the proposal as it does not interfere with the fire route.

As mentioned above, the proponent has been working closely with the Rideau Valley Conservation Authority (RVCA) in order to ensure that the Flood Plain provisions of the Zoning By-law were satisfied. The applicant and the RVCA have been working towards a permit to alter the grade of the property in order to ensure that the underside of all townhouse units are at least 0.3 metres above the 1:100 year flood elevation. This satisfies the Section 58(4) requirement for permitting development within this type of floodplain overlay, provided it is carried out in accordance with flood proofing standards and receives approval from the relevant Conservation Authority.

Considering the above, as well as the design elements incorporated into the proposal to provide sensibility to the neighbouring residential context, staff are of the opinion that the proposed Zoning By-law Amendment is appropriate for this site.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

COMMENTS BY THE WARD COUNCILLOR

Councillor Mathieu Fleury provided the following comments:

“With the closure or relocation of a school, as was the case with the Ahlul-Bayt Islamic School at 200 Baribeau Street, the news always comes with trepidation. What will happen to this property? What opportunities are available? I am pleased to say that the new owner and applicant of 200 Baribeau Street has presented a proposal where these questions are not only answered but offer positive change for our growing community.

With the applicant's second submission and I am pleased they address many of my initial comments shared in the fall of 2020. This is in fact the sixth submission for the

project, which, as the applicant has shown in some changes, they have heard many of my and the community's concerns and attempted to answer to many of them.

My concerns about the design elements, such as adding more park space, safer pedestrian flow through the site and safe walking connections to and from Baribeau, Landry, and Meilleur Private, were improved, but there is still work to be done. And the interior connections proposed for pedestrian access look promising on the internal road design. They could be further improved with wider sidewalks and elevated crosswalks within the private road network. We would also like the applicant to review the main internal road and make it one-way throughway from Baribeau Street to Landry Street, this would allow for much needed visitor parking, act as a slowdown measure, reduce the risk of community cut-through and create a buffer for the park space.

There are a few outstanding items I wish to address, with which many of them, I am happy to say, can be further discussed through the site plan process.

Traffic in the area has its challenges. The Claridge development next door, at Meilleur Private, has been a painful demonstration of poorly designed accesses for the private street with five condominium boards that do not agree with one coordinated approach for the shared private streets. The cut-through to and from the Vanier parkway has brought traffic from Meilleur Private and down Landry and vice-versa, through the residential private street network. I want any traffic from this development directed to ensure these current concerns do not become broader issues in the future and that traffic impacts and an assessment is conducted to ensure this subdivision lives within the urban and establish residential fabric of Vanier. For this to be accomplished, this is why I am proposing the main boulevard into the development be considered a one-way, in via Baribeau, one-way out of this development via Landry which would eliminate this concern and help urbanise these private streets with additional on street parking opportunities.

With a more significant parkland being proposed and squared-off, this offers the community much-needed addition park amenity opportunities. It is essential to see the parkland development and the building development happen in tandem.

For residents who participated in the consultation and raised concerns in rear yard setbacks this submission has increased its initial setback to provide less impacts on

existing neighbours. I see this as a positive step forward in allowing for more distance between Meilleur Private homes and this new development. In addition, at a request from my office, trees are now being proposed between these two properties to offer more privacy.

I am pleased with how this development addresses the proper streetscape for Baribeau and Landry. Further to what they have proposed, I would like to see the addition of more trees along the development for all the addresses on Baribeau and Landry respectively.

For the townhomes' interior to the project, I have concerns about the appearance of an alleyway and the look of rows of garages and the hard surfaces that come along with driveways. I feel with some design changes such as soft landscaping, balconies, breaking up, doors, windows, the driveways with trees or landscaping, materials, and colours as well as lighting opportunities, or a combination allows this back of the proposed buildings to come alive in the internal urban private realm that is friendly. Currently the car port from Blocks #1, #2, #3, #4, #5, #6 and #9 are the neighbouring views from blocks #10 and #12, I believe these design changes to create appropriate breaks and architecture for these driveways and rear accesses.

I look forward to seeing this development shape and come together; taking a now vacant schoolyard and turning it into family housing and allowing the expansion of St. Ambroise Park as a valuable opportunity to add to the neighbourhood."

LEGAL IMPLICATIONS

In the event the recommendations are adopted and the resulting zoning by-law is appealed to the Ontario Land Tribunal, it is expected that a three day hearing would be required. It is anticipated that the hearing could be conducted within staff resources. Should the application be refused, reasons must be provided. An external planner would need to be retained by the City.

RISK MANAGEMENT IMPLICATIONS

There are risk implications. These risks have been identified and explained in the report and are being managed by the appropriate staff. Please refer to the Environmental Implications Section below.

ASSET MANAGEMENT IMPLICATIONS

There are no asset management implications associated with this report.

FINANCIAL IMPLICATIONS

There are no direct financial implications associated with the report recommendations. In the event the application is refused and appealed, it would be necessary to retain an external planner. This expense would be funded from within Planning Services' operating budget.

ACCESSIBILITY IMPACTS

There are no accessibility impacts associated with this report. Any Ontario Building Code requirements for accessibility will be imposed at the building permit stage.

ENVIRONMENTAL IMPLICATIONS

The property is situated in the Kingsview Park Area of Reduced Flood Risk. The 1:100 year flood elevation at this location is 56.44 metres geodetic. This particular area is known as an Area of Reduced Flood Risk (Kingsview Park), or a Two Zone Flood Plain Policy Area as recognized in the Official Plan. As per discussions with the Rideau Valley Conservation Authority (RVCA), the proposed fill would effectively raise the majority of the site above the 1:100 year floodplain elevation, resulting in the site being removed from the regulatory floodplain. The RVCA has no objection to the proposal.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- Economic Growth and Diversification
- Thriving Communities

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-20-0084) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to the complexity of some of the issues needing to be resolved.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Proposed Zoning By-law Amendment

Document 3 Consultation Details

Document 4 Proposed Site Plan

CONCLUSION

The Planning, Infrastructure and Economic Development Department supports the proposed Zoning By-law amendment application. The proposal is consistent with the Official Plan policies in the General Urban Area designation. The proposed Zoning By-law amendment is appropriate for the site and maintains policy objectives. The amendment represents good planning and, for the reasons stated above, staff recommends approval of the Zoning By-law amendment.

DISPOSITION

Council and Committee Services, Office of the City Clerk, to notify the owner; applicant; Ottawa Scene Canada Signs, 415 Legget Drive, Kanata, ON K2K 3R1; Krista O'Brien, Program Manager, Tax Billing and Control, Finance Services department (Mail Code: 26-76) of City Council's decision.

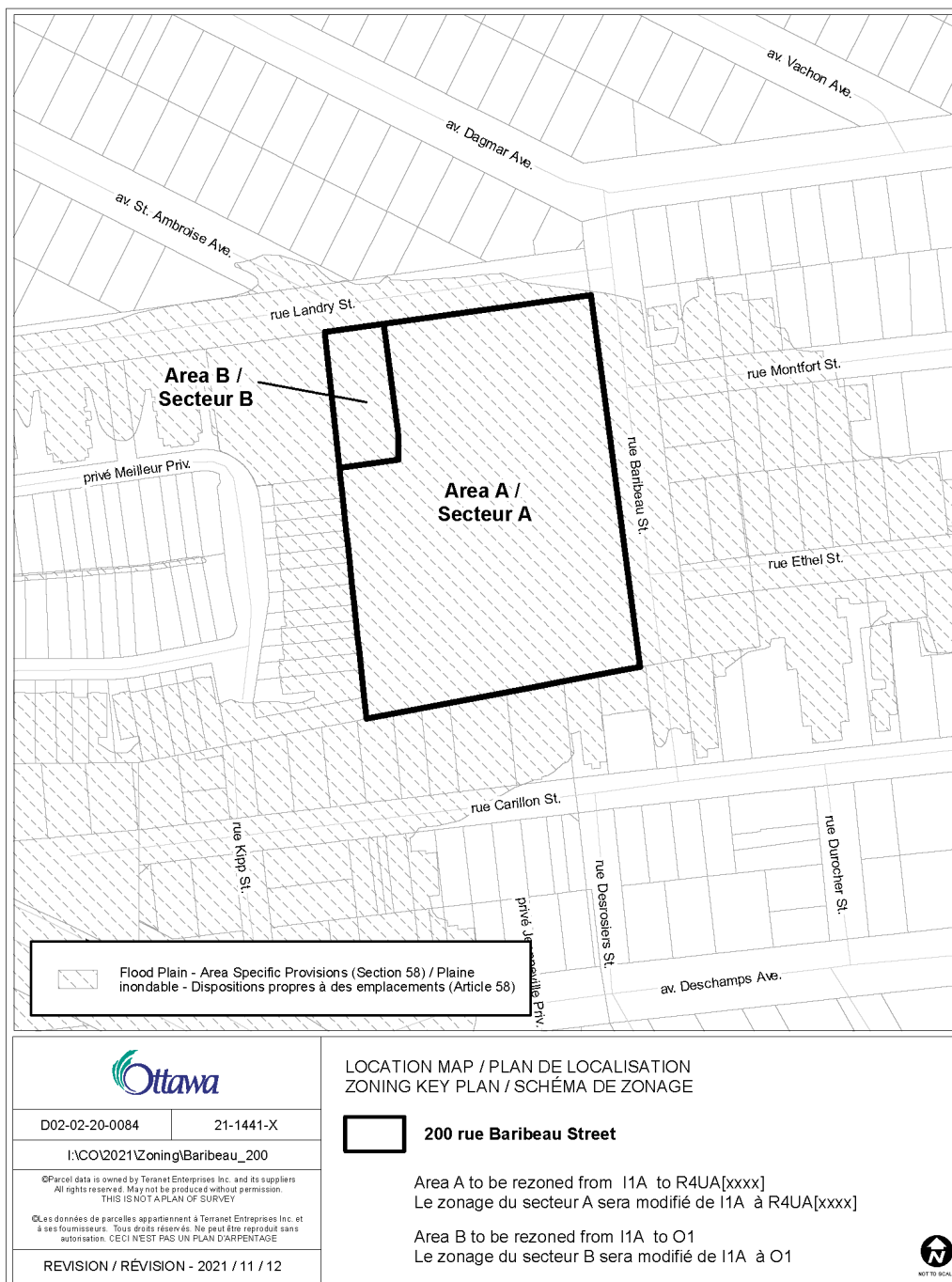
Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

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

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

Document 1 – Location Map

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



Document 2 as amended – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law 2008-250 for 200 Baribeau Street:

1. Area A shown on Document 1 to be rezoned from I1A to R4UA[XXXX].
2. Area B shown on Document 1 to be rezoned from I1A to O1.
3. Add a new exception, R4UA[xxxx] to Section 239, Urban Exceptions, introducing provisions similar in effect to the following:
 - a. In Column II, Applicable Zoning, add the text “R4UA[xxxx]”;
 - b. In Column V, Provisions, add the following text:
 - i. “minimum front yard setback: 3.0 metres”
 - ii. “minimum corner yard setback: 2.7 metres”
 - iii. “minimum rear yard setback: 4.10 metres”
 - iv. “minimum interior side yard setback: 6.4 metres”
 - v. “fire escapes, open stairways, stoops, landings, steps, ramps, porches and canopies are permitted to project into a front or corner side yard to 0 metres from the property line”
 - vi. “for units abutting two private ways, the minimum setback for a wall of a residential use building to a private way: 1.2 metres”
 - vii. “a maximum of 5 dwelling units may have a minimum setback from the garage to the private way of 3.9 metres”
 - viii. “for units abutting the south property line, balconies are permitted to project no more than 2 metres into the rear yard and no closer than 2.15 metres to the property line”
 - ix. “minimum width of a private way which is not designated as a fire route: 4.5 metres”

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 public meeting was also held virtually with the community on September 23, 2020. Approximately 40 residents were in attendance.

Public Comments and Responses

1 - General

All zoning requirements should be met or exceeded.

The proposal creates too much of a closed community and should rather incorporate itself into the broader community. This mistake was made when designing the Meilleur Private development and shouldn't be repeated. The creation of a community garden instead of Block 2 would help achieve this.

Privately owned roads for which residents are responsible through a condo board are historically problematic in terms of costs and responsibilities.

The community would be better served if this site was developed to include a community centre that could act as a hub for the community.

Please include some affordable units.

Please include some units without any garage or driveways.

More efforts should be made to implement the concept of the 15-minute neighbourhood, as adopted in the new Official Plan (i.e. to reduce dependency on cars, promote equity, social connections and a greater sense of community, foster physical and mental health, and reduce greenhouse gas emissions).

Staff Response

Applicants have the ability, under the *Planning Act*, to make an application to obtain relief from the Zoning By-law. Staff have reviewed the application which was submitted,

which is in line with the City's policies. These suggestions have been passed along to the developer.

2 – Density

Higher densities should be explored. three-storey walkups, or even up to six-storey apartments

The original 84-unit proposal was already too dense. Now with 92 units it is much worse.

Staff Response

The option of providing higher density products was suggested to the applicant but was not explored further. While the unit count increased up to 92 units during the review process, it was brought back down to 85 units.

3 – Site Layout

The layout is very auto-oriented, with garages dominating the ground floor façades. This is an unfortunate design choice and not in keeping with Council's recent approval of the R4 study.

The on-ground lot coverage is unnecessarily maximized, following design principles that are not in the direction the City is moving in.

There needs to be an area dedicated to snow storage, even if it is temporary.

Snow removal is costly and is not in keeping with the affordable nature of this development.

There is not enough space between driveways to hold snow that homeowners will remove from their driveways.

The proposed addition of a sidewalk linking the neighbouring condominium will create an unacceptable burden as we would lose the majority of our snow storage and would have to incur additional liability and maintenance cost. In addition, some of our residents have regularly observed suspicious activity (mostly suspected drug dealing and drug use) in the area and the east end of Kipp street, to the point that we had to install a

solar-powered light as a deterrent and have established a line of communication with the Vanier community police. We believe that a sidewalk between the two properties would provide an additional space where illegal activities could be conducted.

Staff Response

Staff discussed the issue of the product type being suburban and auto-oriented with the applicant. While the type of product was not changed, it remains permitted under City policy. Areas for temporary snow storage will be designated, and the proponent will be responsible for snow removal. The pedestrian connection through to the Meilleur Private community is no longer being proposed.

4 - Urban Design

The roofline character in the area is sloped roofs. Flat roofs for the entirety are unfortunate.

The proposal should echo what exists on Meilleur and Carillon, which is a more family-friendly two-storey design. Taller units could still occupy the centre of the property.

Concerns regarding danger to birds: Blocks A-B and Blocks G-H have excessive glass, which will cause reflection and encourage birds to try and fly through the glass. Please use patterned or frosted glass to reduce the number of collisions. Safewings.ca would gladly provide you with more information on the matter.

The buildings are too tall. The 3-storey design is not in keeping with the surrounding area.

There are too many townhouses attached in a row.

Vanier is known for 2-storey single detached homes with large back yards. This proposal is in large contrast with Vanier's historic style.

An application should be made to the UDRP for their review of the proposal.

Staff Response

Urban Design staff were not offended with the proposed flat roofs. The proposed dwellings have a maximum height of 9 metres, which is permitted in the proposed R4UA

zone which is prevalent within the community. This proposal was not subject to the UDRP process.

5 – Landscaping and Greenspace

There is very little soft landscaping, very few trees. This is also not in keeping with Council's recent approval of the R4 study.

A larger park area would be better in order to have the opportunity to program for more activities such as a skating rink and play structures for older kids.

The park design features could reflect a railway theme for playground space or draw on the legacy materials following the reconstruction of the Alexandra Bridge.

A basketball court near the backyards of residents is not a good idea as it would target an older demographic, increasing noise and usage.

The park extension should serve as a pedestrian gateway to both adjoining developments to promote connectivity and walkability in the community.

The park should have access to water and electricity.

There is insufficient park space for 92 new units, particularly given that most don't have acceptable yards.

Rooftop gardens could help with water absorption and add to the leisure space.

There should be an effort made to install public art, perhaps in conjunction with the park extension.

Staff Response

Staff have worked with the applicant in order to provide additional trees and landscaping elements where possible in order to provide more greenery and to help with privacy issues. Some areas have seen a widening of greenspaces next to sidewalks in order to improve the pedestrian experience. The park area was improved since the original submission, from 0.9 hectares to 1.0 hectares. While the size of the park is roughly 200 square metres short of the required area, staff are satisfied with the area provided and with the fact that the balance will be provided as cash-in-lieu of parkland. The

programming within the park space will be detailed within the context of the ongoing Site Plan Control application.

6 – Rear Yards

The proposed setbacks closest to the existing development on Meilleur Private are overly aggressive at 4m. This leaves no space for trees and amenity area. This is more akin to a side yard relationship, not a rear yard to rear yard relationship.

Balconies projecting into these 4-metre rear yards further reduce opportunities for tree planting.

There will be a 3-storey concrete wall within a few metres from our properties. People in the balconies will be able to see right into our houses. We will lose access to light. Will lose privacy.

Staff Response

During the review process staff were successful in providing a deeper rear yard for the units backing onto the Meilleur Private dwellings. The proposed rear yards now range from 6.47 metres to 7.67 metres. No balconies are proposed within 4.52 metres to 5.65 metres of the western property line. The applicant has since added a generous number of trees in order to further minimize impacts to privacy.

7 – Floodplain and Water Management

The 100-year storm above-grade channel from Landry to Meilleur stormwater pond is only 4 metres wide, and as this will be a rear yard for the towns, will likely get blocked. This area should remain open as a walkway or similar easement.

It would be better to provide a larger area of soft landscaping in order to better deal with the flooding situation.

If snow storage is placed near the Meilleur Private development, then there should be some engineering done to ensure that the spring melt doesn't impact the neighbours.

Staff Response

These matters have been reviewed by staff. An application to artificially fill the area within the floodplain has been reviewed and accepted by the Rideau Valley Conservation Authority.

8 – Parking and Transportation

Will there be a space where individual homeowners can store their garbage and recycling bins for their individual unit?

It is unrealistic to think that families will be able to live in these units while still being able to park in their garage. There is no basement to store things, families will need all of the bedrooms to house their family, therefore storage will go in the garage and cars will go out in the driveway with no space for visitors or families with multiple vehicles.

The lack of visitor parking spaces will result in an added burden on local streets, and the possibility of people using visitor parking spaces in nearby condominiums.

The proposal should feature some dedicated visitor parking spaces.

The proposal should include a car-share parking spaces with a partnership with a company like Vrtucar.

There is currently a problem with cut-through traffic coming in to Meilleur Private from Vanier Parkway and out to Landry Street. This development will only worsen the issue.

Consider providing traffic calming devices on Landry Street.

The traffic study was conducted during COVID and does not represent reality. Schools were closed and people were working from home.

The old school that was there is not an appropriate comparison seeing as most students walked.

An entrance off of Landry next to the park could be problematic given its proximity to kids.

Staff Response

Residents will be required to store their garbage and recycling privately until collection day. Each unit includes a parking space, located within the garage. Most units will also have a 5.2-metre long driveway leading to the garage, which will provide a visitor parking space. As a whole, the development is required to provide visitor parking spaces at a rate of 0.1 space per unit, which is being exceeded. Further to this, the most recent version of the proposal now includes three standalone visitor parking spaces near the south-western corner of the property. A Transportation Impact Analysis was not required for this development because the change in use from school to residential resulted in a decrease of trips. The entrance off of Landry is appropriately located away from the Landry/Baribeau intersection.

Document 4 – Proposed Site Plan

