

Report to/Rapport au :

Planning Committee
Comité de l'urbanisme

and Council / et au Conseil

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BAY (7) / QUARTIER 7 – BAIE

Ref N°:ACS2012-PAI-PGM-0208

SUBJECT: ZONING - 936 WOODROFFE AVENUE

OBJET : ZONAGE – 936, AVENUE WOODROFFE

REPORT RECOMMENDATION

That the Planning Committee recommend Council approve an amendment to the Zoning By-law 2008-250 to change the zoning of 936 Woodroffe Avenue from, R2G, Residential Second Density Zone to a new R3A(xxx), Residential Third Density Zone as detailed in Document 2 and as shown in Document 1.

RECOMMANDATION DU RAPPORT

Que le Comité de l'urbanisme recommande au Conseil d'approuver une modification au *Règlement de zonage* 2008-250 afin de changer la désignation de zonage du 936, avenue Woodroffe de zone résidentielle de densité 2 (R2G) à une nouvelle zone résidentielle de densité 3 (R3A[xxx]), comme le précise le document 2 et l'illustre le document 1.

EXECUTIVE SUMMARY

The subject 1422.81 m² property, 936 Woodroffe Avenue, is located on the west side of Woodroffe Avenue between Georgina Drive and the Queensway, in the Whitehaven neighbourhood.

The surrounding neighbourhood consists primarily of single detached and some semi-detached dwellings. Surrounding uses include D. Roy Kennedy Public School and Saint Paul's Presbyterian Church across Woodroffe Avenue to the east.

The property is currently zoned Residential Second Density Zone, R2G, which permits a variety of residential and ancillary uses including detached and semi-detached dwellings, a bed and breakfast, a duplex dwelling, and a retirement home.

The recommended re-zoning is to change the existing R2G zone to a new R3A, Residential Third Density exception zone to allow a seven-unit Planned Unit Development proposal consisting of two semi-detached buildings (four units) and one three-unit multiple attached dwelling (townhouses). A number of changes to zoning performance standards are also proposed as per Document 2, including reducing the front yard setback to 3.5 metres, increasing the permitted building height from 8.0 to 9.65 meters, slightly increasing parking requirements, and other site specific zoning provision modifications.

There is opposition from three community groups, which contend that the proposal is incompatible over-development. Opposition from the general public focused on the building height, traffic and access concerns, community compatibility and building design, and loss of green space and privacy.

The subject re-zoning application and related redevelopment proposal have been revised, and the recommended re-zoning now includes the retention of existing rear and side-yard set-back provisions, a reduced height increase, moving of the buildings closer to Woodroffe Avenue, reducing the number of rear units from four to three, restrictions on rear balconies, inclusion of extra parking, including visitor's parking, and retention of more existing vegetation at the rear of the property. The revisions to the proposal address many of the concerns raised by the community. The re-zoning is considered to be in keeping with the intent of the applicable Official Plan policies for compatible intensification inside the Greenbelt; consequently, it is recommended for approval.

RÉSUMÉ

La propriété en question fait 1 422,81 m² et est située au 936, avenue Woodroffe, du côté ouest de l'avenue Woodroffe, entre la promenade Georgina et le Queensway, dans le quartier Whitehaven. Le voisinage est principalement constitué de maisons individuelles non attenantes et de quelques maisons jumelées. Les infrastructures avoisinantes sont la D. Roy Kennedy Public School ainsi que l'église presbytérienne St. Paul's, toutes deux de l'autre côté de l'avenue Woodroffe, vers l'est.

La propriété se trouve dans une zone résidentielle de densité 2 (R2G), dans laquelle un éventail d'usages résidentiels et accessoires sont permis, notamment les habitations isolées, les habitations jumelées, les gîtes touristiques, les duplex et les maisons de retraite.

La modification du zonage proposée consiste à changer l'actuelle zone résidentielle de densité 2 (R2G) en une nouvelle zone d'exception résidentielle de densité 3 (R3A) pour permettre le dépôt d'une proposition de construction d'un complexe immobilier de sept logements composé de deux habitations jumelées (quatre logements) et d'une habitation multifamiliale contiguë (maisons en rangée) de trois logements. Le document 2 propose plusieurs changements aux normes fonctionnelles de zonage, dont l'abaissement du retrait minimal de cour avant à 3,5 m, l'augmentation de la hauteur maximale de bâtiment de 8 m à 9,65 m, une légère augmentation des exigences en matière de stationnement et d'autres modifications aux dispositions de zonage propres au secteur.

Trois groupes communautaires s'opposent à ce projet, soutenant que la proposition est un projet de surdéveloppement incompatible. Le grand public, quant à lui, s'y oppose surtout en raison de la hauteur des bâtiments, de préoccupations liées à la circulation et à l'accessibilité, de la compatibilité avec la communauté, de la conception des bâtiments et d'une perte d'espaces verts et de vie privée.

La demande de modification du zonage et les propositions de réaménagement qui s'y rattachent ont été révisées, et la nouvelle demande comporte le maintien des dispositions actuelles liées au retrait minimal de cour avant et latérale, une plus faible augmentation de la hauteur de bâtiment, le rapprochement des bâtiments de l'avenue Woodroffe, la réduction du nombre de logements à l'arrière de quatre à trois, l'imposition de restrictions sur les balcons à l'arrière, des places de stationnements supplémentaires, notamment pour les visiteurs, ainsi que la préservation de plus de végétation à l'arrière de la propriété. Les modifications apportées à la demande répondent à beaucoup de préoccupations soulevées par la communauté. Nous croyons que la demande de modification du zonage respecte les visées des politiques du Plan officiel qui s'appliquent en matière de densification compatible dans la Ceinture de verdure et qu'elle mérite d'être approuvée.

BACKGROUND

The subject property, 936 Woodroffe Avenue, is located on the west side of Woodroffe Avenue between Georgina Drive and the westbound access ramp to the Queensway, in the Whitehaven neighbourhood. The subject property has an area of approximately 1422.81 m² and a frontage of 30.48 m along Woodroffe Avenue, and has one of the largest frontages of any Woodroffe property between Carling Avenue and the Queensway.

The Whitehaven neighbourhood was developed primarily in the late 1960s and contains single detached dwellings as well as some infill development in the form of detached and semi-detached dwellings. Surrounding uses include a residential neighbourhood to the north consisting of semi-detached and detached dwellings and the D. Roy Kennedy Public School and Saint Paul's Presbyterian Church across Woodroffe Avenue to the east. Residential neighbourhoods of mostly single detached dwellings exist to the south and west.

The Queensway Transit Station, which is serviced by express and local buses, is located about 700 metres to the southwest, while Carling Avenue is about 500 metres to the north.

Details of Requested Zoning By-law Amendment Proposal:

936 Woodroffe Avenue is currently zoned Residential Second Density Zone, R2G, which permits a variety of residential and ancillary uses including detached and semi-detached dwellings, a bed and breakfast, a duplex dwelling, a home-based daycare and a retirement home.

The proponent proposes to amend the Zoning By-law by changing the existing R2G zone to a new R3A, Residential Third Density exception zone to allow a Planned Unit Development. The rezoning will facilitate a redevelopment proposal consisting of two semi-detached buildings (four units) and one three-unit multiple attached dwelling (townhouses). A Planned Unit Development is defined as two or more residential use buildings on the same lot. Site specific amendments to reduce the required front yard setback to 3.5 metres, limit the number of units to seven, increase the maximum permitted building height from eight metres to 9.65 metres, and provide a minor increase in parking, as well as other site specific zoning provision modifications, are also proposed as per Document 2.

DISCUSSION

Provincial Policy Statement

The Provincial Policy Statement (PPS) policies for “Building Stronger Communities”, under Policy 1.1.1. call for: “promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term”; and, “accommodating an appropriate range and mix of residential” and other, uses “to meet long-term needs”. Section 1.1.3.2 dealing with Settlement Areas indicates that land use patterns within settlement areas are to provide for: “densities and a mix of land uses which efficiently use land and resources,” and that are “appropriate for and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion.”

The PPS policies pertaining to Housing in Section 1.4.3 instruct Planning Authorities, such as the City, to “provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents of the *regional market area* by permitting and facilitating “all forms of housing required to meet the social, health and well-being requirements of current and future residents, including *special needs* requirements” as well as “all forms of residential intensification and redevelopment in accordance with Policy 1.1.3.3”. Section 1.4.3 also calls for “directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs”; and for “promoting densities for new housing which efficiently use land, resources,

infrastructure and public service facilities, and support the use of alternative transportation modes and public transit in areas where it exists or is to be developed.”

Section 1.6 of the PPS further stresses the need to make efficient use of all forms of infrastructure including water and sewer systems. Transportation Policy 1.6.5.4. indicates that: “a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support the development of viable choices and plans for public transit and other alternative transportation modes, including commuter rail and bus.”

Section 1.8.1.a. of the PPS addresses the need to support energy efficiency and air quality improvements “through land use and development patterns which: promote compact form and a structure of nodes and corridors”.

The recommended re-zoning is considered to be in keeping with the Provincial Policy Statement by promoting efficient use of land and existing infrastructure for the development of an alternate form of housing development along an arterial roadway corridor. This approach to redevelopment is supportive of the long-term prosperity of the community and a form of city building in keeping with the PPS policies for energy and air quality.

Official Plan

The Official Plan (OP) is fundamentally based on a set of “seven principles and accompanying objectives” that “are equally important and must be balanced when making decisions.” The recommendations of this report embrace the Guiding Principles of the OP and numerous of the related Objectives. The development facilitated by the rezoning represents a form of compatible residential intensification that promotes a “Green City,” fosters “Complete Communities” and supports transit use, pedestrians and a planned cycling route, and efficient use of servicing infrastructure. Collectively these benefits contribute to a sustainable development of the City and help build complete communities.

Strategic Approach

The OP Section 2, Strategic Approach for “Managing Growth” calls for directing growth “to the urban area where services already exist or where they can be provided efficiently”, and that in the urban area growth should “be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.” The Strategic Approach for “Creating Liveable Communities” indicates that “Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people’s everyday needs, including schools, community facilities, parks, a variety of housing, and places to work and shop.” The recommended rezoning will facilitate greater flexibility in built form and a variety of housing for realizing residential intensification along a designated arterial road.

There are major bus routes along Carling Avenue within 500 metres to the north and a regular bus route directly in front along Woodroffe Avenue, which is also designated as an “On-road Cycling Route” on Schedule “C” of the OP. The recommended re-zoning is in keeping with the general intent of the Strategic Approach.

The subject property is designated as General Urban Area on Schedule “B” of the OP. In section 2.2.2 the OP states that “within lands designated General Urban Area, opportunities for intensification exist and will be supported, although such opportunities are generally at a much smaller scale than in the major growth target areas such as Mixed-Use Centres. The OP goes on to indicate that in the General Urban Area, “the scale of intensification will vary, depending upon factors such as the existing built context and proximity to major roads and transit.”

Section 2.2.2 also stresses that building designs “are considered to be critical factors in achieving compatibility between the existing and planned built form” and “calls for excellence in urban design and architecture, both in the public and private realms”. The proposed re-zoning provides for a low profile built form compatible in scale to the buildings in the surrounding area and situated adjacent to an arterial roadway in keeping with the approach for intensification within the General Urban Area envisioned in Section 2.2.2. The proposal design will be discussed in more detail subsequently below in relation to the OP policies of Sections 2.5.1 and 4.11 pertaining to urban design and compatibility.

Policy 13 of Section 2.2.2 outlines the OP support of intensification throughout the urban area, including the General Urban Area and states that the “City will promote opportunities for intensification in the following cases, provided that all other policies in the Plan are met.” The case that relates to the subject application is: lands within 600 metres of future or existing rapid-transit stations with potential to develop as compact, mixed-use and pedestrian-friendly cores”. Policy 14 indicates that “the interior portions of stable, low-rise residential neighbourhoods will continue to be characterized by low-rise buildings (as defined in Section 4.11, Policy 7). The City supports intensification in the General Urban Area where it will enhance and complement its desirable characteristics and long term renewal.” The proposed re-zoning will facilitate a low profile redevelopment on the periphery of the neighbourhood within approximately 600 metres of a potential station on the Carling Interactive Rail Transit Line as per Schedule “D” of the OP and is consistent with the intent of Policies 13 and 14.

Land Use Designation

Section 3.6.1 of the OP states that the “General Urban Area designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses” which will “facilitate the development of complete and sustainable communities.” Section 3.6.1 continues indicating that the “City supports infill development and other intensification within the General Urban Area in a manner that enhances and complements the desirable characteristics and ensures the long-term vitality of the many existing communities that

make up the city”, subject to the other policies of the section. Policy 1 of section 3.6.1 “the General Urban Area designation permits all types and densities of housing. The proposed rezoning will add a planned unit development and a three-unit multiple attached dwelling as permitted uses with performance standards to limit the location, scale and mass of the buildings to facilitate complementary infill development in keeping with the general intent of Section 3.6.1.

Policy 3 directs that “when considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:

- a. Recognize the importance of new development relating to existing community character so that it enhances and builds upon desirable established patterns and built form;
- b. Apply the policies of Section 2.5.1 and Section 4.11;
- c. Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area;
- d. Assess ground-oriented multiple housing forms, such as duplex, triplex and four-plex, as one means of intensifying within established low-rise residential communities.”

The performance standards of the recommended rezoning maintain the low profile character, and mass potential for buildings as under the existing zoning while allowing for more efficient use of the land by allowing for a planned unit development and a three-unit multiple unit dwelling. These built forms are also compatible with the larger school and church structures immediately across Woodroffe Avenue. The proposed rezoning also maintains the rear and side yard setbacks, while allowing adjustments to the front compatible with the existing pattern along Woodroffe Avenue. Sections 2.5.1 and 4.11 are addressed below. The re-zoning adds more ground-oriented multiple housing forms to the uses permitted on the property and may foster new tenure options in the immediately surrounding neighbourhood. The proposed re-zoning upholds the intent of Policy 3.

The General Urban Area Policy 5 indicates that “uses that may generate traffic, noise or other impacts that have the potential to create conflicts with the surrounding residential community” are permitted. The Policy says that “these types of uses are often large” and that “the City will ensure that anticipated impacts can be adequately mitigated or otherwise addressed”. The recommended locations for such uses include along an “arterial or major collector road with sufficient capacity to accommodate the anticipated traffic generated and where frequent, all-day transit service can be provided;” and “on the perimeter of, or isolated from, established residential neighbourhoods.” Pertaining to location the Policy goes on to state that “existing or proposed building orientation, massing and design, and the presence of mitigating circumstances such as the presence of features such as significant depths of mature forest may be taken into account.”

The proposed re-zoning provides only for more variety in residential uses and a moderate increase in intensity rather than the potentially large uses anticipated by Policy 5. The potential for increased noise and traffic due to the rezoning is considered minor and will be further addressed through any related site plan control application. The property is situated on the perimeter of the neighbourhood along an arterial road with regular transit service. The proposed performance standards address building mass. The design of the associated development concept orients the new development in a manner compatible with surrounding neighbourhood, while allowing for the retention of significant vegetation towards the rear of the site, all consistent with the Policy 5 and the overall intent for development intensification within the General Urban Area.

Urban Design and Compatibility, and Community Design

Section 2.5.1 of the OP recognizes that in existing communities redevelopment “requires a sensitive approach and a respect for a community’s established characteristics”, but as well that “allowing for some flexibility and variation that complements the character of existing communities is central to successful intensification”. The proposed re-zoning will foster a complementary redevelopment proposal upholding significant characteristics of the community while helping to fulfill City objectives for intensification.

Section 2.5.1, Urban Design and Compatibility and Community Design, of the OP’s Strategic Approach indicates that: “In general terms, compatible development means development that, although it is not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties.” The OP establishes a set of design objectives and principles to be considered in evaluating development proposals. Design Objective 1 calls for appreciating “local identity in patterns of development, landscape and culture” and “reflecting a thorough and sensitive understanding of place, context and setting.” The recommended re-zoning will facilitate a development maintaining the scale of the existing neighbourhood, while maintaining distinctive components of the areas landscape pattern.

Design Objective 2 seeks to “define quality public and private spaces through development”. The objective calls for: “Recognizing every building as being part of a greater whole that contributes to the overall coherency of the urban fabric,” for enhancing and enlivening “the quality, character and spatial delineation of public spaces,” for “gradual infilling of empty spaces between buildings and between the building and the street edge”, and for design to “Minimize the exposure of inhabitants to noise levels that could adversely impact their health and well-being.” In keeping with the principles supporting Objective 2, the proposed redevelopment will foster a more continuous and coherent built form close to the street edge helping to strengthen the definition of the streetscape as a public space meeting the needs of pedestrians. The structural mass of the redevelopment and orientation of private amenity spaces will help mitigate the impact of noise on future residents.

The proposed re-zoning provisions will also be conducive to a built form with places that are visible, safe, and accessible, and are easy to get to, with direct understandable pedestrian connections from the buildings to the sidewalk, in keeping with Objective 3.

Design Objective 4 calls for ensuring that “new development respects the character of existing areas”. The design principles supporting Objective 4 indicate that new development should “complement and enliven the surroundings”, but “allow the built form to evolve through architectural style and innovation” and “complement the massing patterns, rhythm, character, and context”. The related development proposal, consisting of one three-unit multiple and two semi-detached low profile buildings, will complement the massing, rhythm and character of the surrounding area including semi-detached dwellings and very large single dwellings on adjacent properties, while reflecting a more contemporary architectural style. The added permitted density under the re-zoning will help enliven the surroundings. The redevelopment fostered by the re-zoning is also consistent with the principles of Objective 5 anticipating a “more compact urban form”, providing the “flexibility for buildings and spaces to adapt to a variety of possible uses in response to changing social, economic and technological conditions”, providing for “the needs of a range of people of different incomes and lifestyles at various stages in the life cycle”, and recognizing “that buildings and site development will exhibit different characteristics as they evolve over time.”

Design Objective 6 is to “understand and respect natural processes and features in development design” and advocates that development design “protect, integrate and enhance the urban forest, vegetative cover, green spaces and corridors, environmental features and landscapes, and existing topography, where possible and appropriate”. The related development proposal includes the retention of a portion of the notable on-site vegetation located at the rear of the property, which will help buffer the new development from the adjacent properties.

Design Objective 7 is to “maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.” The proposed rezoning will help facilitate more intense development along an arterial roadway, while ensuring a low profile building form to minimize solar loss, and facilitate more efficient use of a site with direct transit access and on a proposed major cycling route, thus promoting transit, walking and cycling as priority transportation modes.

Section 4.11, Urban Design and Compatibility also sets out policies for evaluating development applications. Policy 1 of Section 4.11 states that: “When evaluating compatibility of development applications, the City will have regard for the policies of the site’s land use designation, and all applicable Council-approved design guidelines, as well as the Design Objectives and Principles in Section 2.5.1, and the preceding policies in Sections 4.1 through 4.10.” The proposed development has been evaluated vis-a-vis the major objectives and policies of the OP and in particular the policies of Section 2.5.1 and those for the General Urban Area. The Urban Design Guidelines for Low-Medium Density Infill Housing, which will be considered in more detail through the site plan control process, have also been considered in the review of this rezoning application.

Policy 2 sets out specific criteria for evaluating development compatibility as discussed below, with a clarification that: “the measures of compatibility will vary depending on the use proposed and the planning context. Hence, in any given situation individual criteria may not apply and/or may be evaluated and weighted on the basis of site circumstances.” The criteria are as follows:

- a. Traffic: “Roads should adequately serve the development, with sufficient capacity to accommodate the anticipated traffic generated. Generally development that has the potential to generate significant amounts of vehicular traffic should be located on arterial or major collector roadways so as to minimize the potential for traffic infiltration on minor collector roadways and local streets.” The minor increase in the amount of potential traffic generated from the site due to the rezoning to allow a development of seven units as compared to the current limit of two units does not require a traffic study. Woodroffe Avenue is an arterial road and the added traffic generated by the redevelopment will have a minor impact on roadway capacity; and no meaningful impact is anticipated on adjacent local streets.
- b. Vehicular Access: Vehicular access to the site will be limited to one access from Woodroffe Avenue and will allow all vehicles to enter and leave in a forward direction. Site access will be considered in more detail through any related Site Plan Control application.
- c. Parking Requirements: “The development should have adequate on-site parking to minimize the potential for spill-over parking on adjacent areas. A range of parking forms, including surface, decked, and underground, should be considered taking in account the area context and character. Opportunities to reduce parking requirements and promote increased usage of walking, cycling and transit will be pursued, where appropriate, particularly in the vicinity of transit stations or major transit stops in accordance with the provisions of Section 4.3.” The proposed rezoning includes a minor increase in the required parking to one space per unit and adds a single visitor space requirement. The related development proposal is providing eight spaces, which will diminish the potential for overflow parking in surrounding areas.
- d. Outdoor Amenity Areas: “The development should respect the privacy of outdoor amenity areas of adjacent residential units and minimize any undesirable impacts through the siting and design of the buildings and the use of screening, lighting, landscaping or other mitigative design measures.” The development proposal related to the recommended rezoning maintains the side and rear yard set-back provisions of the existing zoning, but requires a 1.8 metre minimum along the north side where the smallest separation distance exists between adjacent outdoor amenity facilities and the potential development. The recommended rezoning also prohibits balconies as permitted projections into the required rear yard. As well, the related development proposal also retains significant existing vegetation in the rear yard area, including a large deciduous tree.

- e. Loading Areas, Service Areas, and Outdoor Storage: All loading and servicing for the proposed seven units will occur at the individual units from the internal private road and out of public view.
- f. Lighting: This will be given consideration through the related Site Plan Control application.
- g. Noise and Air Quality: There are no anticipated noise generation and air quality issues associated with the proposed rezoning.
- h. Sunlight: “The development should minimize shadowing on adjacent properties, to the extent practicable, particularly on outdoor amenity areas, through the siting of buildings or other design measures.” The minor increase in the maximum permitted building height from 8.0 metres to 9.65 will minimize the impact of shadowing on adjacent properties to the extent practicable, while upholding the development intensification intent of the OP policies.
- i. Microclimate: “The development should be designed to minimize adverse effects related to wind, snow drifting, and temperature on adjacent properties”. Potential microclimatic issues may be considered through the related site plan control application.
- j. Supporting Neighbourhood Services: “The development should contribute to or be adequately served by existing or proposed services and amenities such as health facilities, schools, parks and leisure areas.” There are a variety of retail and personal service businesses nearby along Carling Avenue within the immediate area, as well as places of worship and schools nearby.

Policy 3 addresses how the City’s Design Objectives and Principles might be realized, references Annex 3 of the OP, and states that: “while all Design Objectives and Principles must be considered, not all elements will apply in all cases and not all will apply with equal importance. The City will work with the proponent and will consult with the community to best determine how the design framework will be implemented in the local context.” The subject proposal has been modified after input from the local community, resulting in retention of the rear and side yard setbacks, a lowering of the proposed increase in building height, improved vehicle access/parking arrangements, and a related site design more sensitive to vegetation on the property. Further consideration as per Annex 3, will be concluded through the Site Plan Control process.

Policy 4 states that: “buildings, structures and landscaping will be used to clearly define public spaces, such as streets” and that in intensification areas, which is intended to include some parts of the General Urban Area, such as the edges of neighbourhoods along arterial roads, “development will be in the form of continuous building frontages that frame the street edge and support a more pedestrian-friendly environment.” Policy 4 goes on to say that “new buildings must either be properly integrated into their existing building fabric, or help create a new building fabric.”

The recommended rezoning provides for buildings to more clearly define the edge of Woodroffe Avenue with a slightly reduce front yard setback sufficient to allow improved sidewalk space and room for landscaping.

Policy 7 of Section 4.11 addresses building profile and indicates that low-rise buildings are one to four storeys in height. The proposed re-zoning limits building height to the equivalent of three-storeys and thus retains the low-rise aspect of the current zoning provisions.

Policy 14 of Section 4.11 deals with “infill and redevelopment within the interior portions of stable, low-rise neighbourhoods” and indicates it “will occur in accordance with Policy 14 of Section 2.2.2. Where development is proposed that requires an amendment or variance to the zoning by-law with respect to lot area, yards and/or building setback, or building height, and which varies from the established area’s pattern of built form and open spaces, the appropriateness of the proposal will be considered in light of the following measures:

- a. Building height, massing and scale permitted by the zoning of adjacent residential properties as well as the prevailing patterns established in the immediate area;
- b. Prevailing patterns of rear and side yard setbacks and landscaped open space permitted by the zoning of adjacent residential properties as well as the prevailing patterns established in the immediate area.”

Although the subject property is *not* “within the interior portions of stable, low-rise neighbourhoods” the recommended rezoning satisfies the primary measures associated with a location internal to a low-rise neighbourhood. The permitted building mass and height are only slightly increased over the existing limits and the primary allowance for increased mass is towards Woodroffe Avenue through a reduced front yard set-back. Prevailing patterns of rear and side-yards and landscaped open space are maintained.

Infrastructure

The OP policies of Subsection 4.4 Water and Wastewater Servicing require adequate services for new development. The site is adequately served by water, and storm and sanitary sewer lines to facilitate the potential development afforded by the recommended rezoning.

Transportation

The rezoning is in keeping with OP objectives for development with transit access. The subject property has direct access to Woodroffe Avenue, which is an arterial roadway, and will experience minimal impact from the added traffic volume generated due to the recommended re-zoning.

Urban Design Guidelines

The subject application has been evaluated in terms of the basic concepts of the Urban Design Guidelines for Low-Medium Density Infill Housing, Update 2009 (DGLDH). The recommended re-zoning will facilitate related development concept that is in keeping with design guidelines for public streetscapes, building design, and parking and garages. The concept proposal does satisfy the general aims of the guidelines to “enhance streetscapes”, “support and extend established landscaping”, to provide for a “more compact urban form to consume less land and natural resources”. The redevelopment proposal will add a new architectural element and landscaping along Woodroffe Avenue, and facilitate a compact form adding seven new residential units. The guidelines also aim to “achieve a good fit into an existing neighbourhood, honouring its character, architectural and landscape heritage”, to “provide new housing designs that offer variety, quality and a sense of identity”, to “emphasize front doors rather than garages”, and to “include more soft landscaping and less asphalt in front yards.” The related development proposal will maintain the pattern of low profile, single and semi-detached residential buildings facing Woodroffe Avenue, offer a new variety of housing design on the street, add four new front doors oriented to the street, reduce the driveway approaches from two to one, and provide the opportunity to protect existing vegetation at the rear of the property, including a large healthy elm tree. New buildings will also foster the opportunity to achieve the guideline intent to “incorporate environmental innovation and sustainability, for example, by constructing “green” buildings”.

The related development proposal is also consistent with the Adjacent Lands section of the Regional Road Corridor Design Guidelines (RRCDG) pertaining to Urban Form and Connectivity, Building Design and Orientation, On-site Parking and Circulation, and On-site Landscaping. The applicable guidelines of the DGLDH and the RRCDG will be applied in more detail through the site plan control approval process required for any significant development of the site.

Summary

The recommended rezoning will facilitate a development that engages the overall intent of the OP policies pertaining to design and compatibility, and for achieving intensification along an arterial roadway at the edge of a neighbourhood in a General Urban Area. The recommended re-zoning will facilitate an improved redevelopment proposal, which includes retention of existing rear and side-yard set-back provisions, a reduced height increase, reducing the number of rear units from four to three, inclusion of extra parking, and retention of more existing vegetation at the rear of the property. The revisions to the proposal address many of the concerns raised by the community. The recommended Zoning By-law amendment is considered to be in keeping with the intent of the applicable Official Plan policies for compatible intensification inside the Green-belt, and thus merits approval.

Details of Proposed Zoning

The details of the recommended zoning amendment, as set out in Documents 1 and 2, implement the changes required to allow for the proposed related redevelopment concept to proceed.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

CONSULTATION

Notice of this application was carried out in accordance with the City's Public Notification and Consultation Policy. As well two public meetings were held by the Ward Councillor regarding the subject application. A summary and staff responses to concerns raised regarding the application are contained in Document 3. The public responses to the circulation of the re-zoning proposal included over 30 from the general public and three community groups. All written responses were in opposition, with one positive verbal response at a public meeting. The community groups that responded were the Whitehaven Community Association, the Woodpark Community Association (CA) and the Glabar Park Community Alliance. The community groups contend that the proposal is incompatible over-development. Opposition from the general public focused on the building height, traffic and access concerns, community compatibility and building design, and loss of green space and privacy. The proposed rezoning has been evaluated as per the applicable OP policies and design guidelines, including those that pertain to the concerns raised by the public. The Department believes the proposed revision to the development proposal addresses a number of concerns raised by the community, and that the recommended re-zoning is in keeping with the overall intent of the OP, and merits approval.

COMMENTS BY THE WARD COUNCILLOR

Councillor Mark Taylor provided the following comments:

“As Councillor for the Ward, I do not support the proposal for the development at this time. Although the developer has made some modifications to address community concerns, based on community feedback, these modifications have not gone far enough in addressing community concerns regarding height and density of the property.

Through two public information and consultation sessions I hosted, consistent and recurring concerns were raised with regard to:

Over intensifying (1 unit to 7)

Impact on neighbouring properties

Traffic access/egress concerns Considering the traffic load on Woodroffe currently (i.e. turning access) I am also aware that the planning department did provide the developer

with several less intense designs that would have better addressed the community concerns and been from planning's perspective a better fit, but, the developer chose to move ahead with the current design.”

Response to Councillor's Comments

The subject re-zoning application and related redevelopment proposal have been revised, and now includes retention of existing rear and side-yard set-back provisions, a reduced height increase, moving of the buildings closer to Woodroffe Avenue, reducing the number of rear units from four to three, restrictions on rear balconies, inclusion of extra parking, including visitor's parking, a forward moving drive-in/drive-out access, and retention of more existing vegetation at the rear of the property. The revisions to the proposal address many of the concerns raised by the community, and is considered to be in keeping with the intent of the applicable Official Plan policies for compatible intensification inside the Green-belt, and thus merits approval.

LEGAL IMPLICATIONS

Should the recommendation be adopted and this matter appealed to the Ontario Municipal Board, it is anticipated that a three day hearing would result that could be conducted within staff resources. Should the application be refused, reasons must be provided. An outside planner would need to be retained at an estimated cost of \$15,000 to \$20,000.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications stemming from the subject rezoning. Technical aspects of the related development proposal will be addressed through any related Site Plan Control Approval process and any future Building Permit review process.

FINANCIAL IMPLICATIONS

If the amendment is carried and an appeal is brought before the Ontario Municipal Board, staff resources would be utilized to defend Council's position. In the event the amendment is not carried and an appeal is launched, an external planner would need to be retained at an estimated cost of \$15,000 to \$20,000. Funds are not available from within existing resources and the expense would impact Planning and Growth Management's 2012 operating status.

ACCESSIBILITY IMPACTS

Any building constructed on the property, including the redevelopment facilitated by the recommended re-zoning, will be required to meet all accessibility criteria of the Ontario Building Code.

ENVIRONMENTAL IMPLICATIONS

The recommended re-zoning provides for a greater intensification along an existing transit route and cycling route, and thus may help promote increased transit use and cycling, with the resultant reduction of automobile use and related “greenhouse” gases. The resulting redevelopment will make more efficient use of built infrastructure.

TECHNOLOGY IMPLICATIONS

There are no technology implications associated with this report.

TERM OF COUNCIL PRIORITIES

The recommended re-zoning is in keeping with the 2010-2014 Term of Council Priorities for Healthy and Caring Communities, and for 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 complexity of the issues associated with site design, neighbourhood compatibility and integration of significant existing vegetation on the property.

SUPPORTING DOCUMENTATION

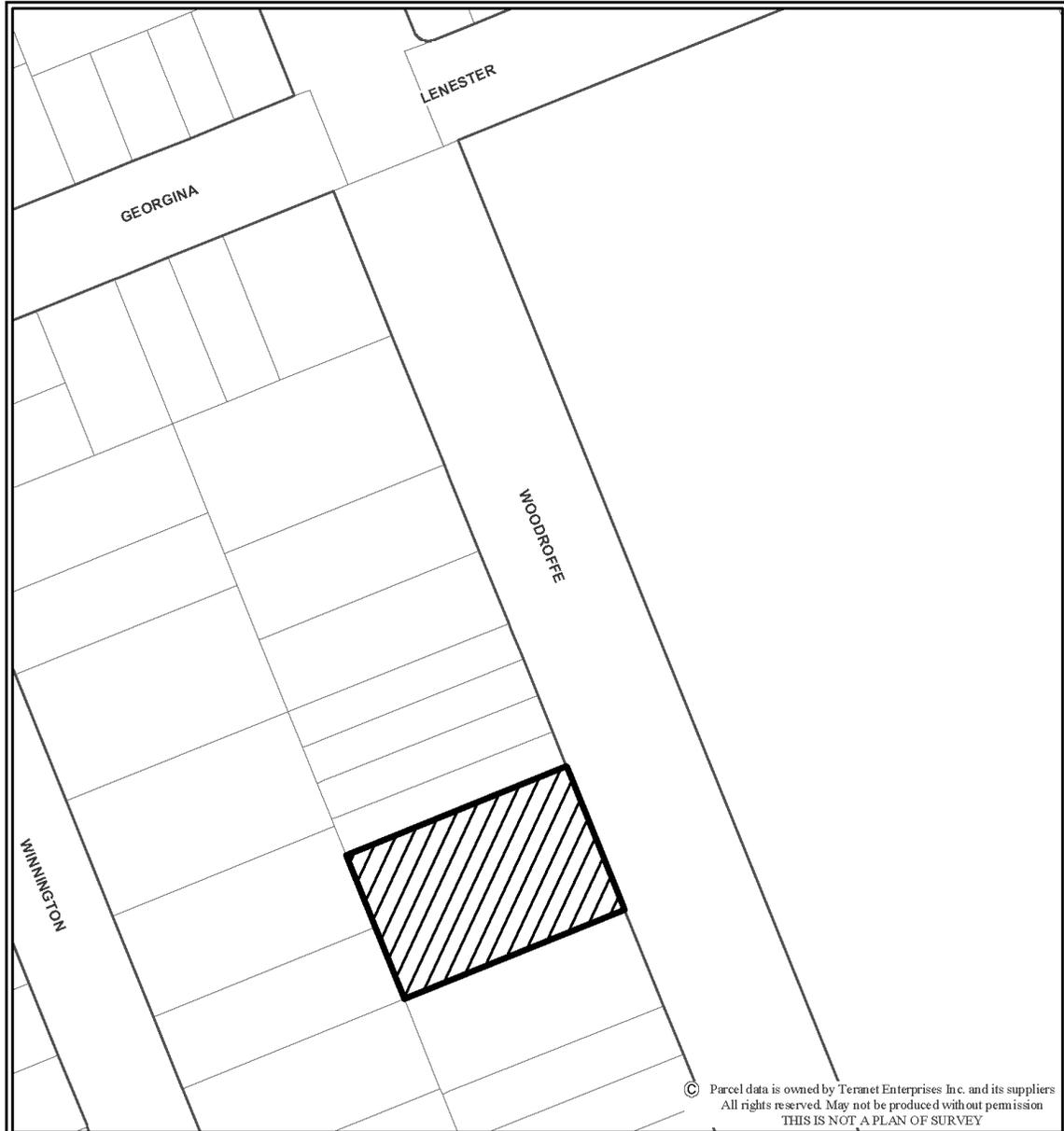
- Document 1 Location Map
- Document 2 Details of Recommended Zoning
- Document 3 Consultation Details
- Document 4 Development Concept

DISPOSITION

City Clerk and Solicitor Department, Legislative Services to notify the owner: 6829821 Canada Inc., 12 Rocky Point Rd., Ottawa, ON, K2H 8H1, applicant: Novatech Engineering Consultants Ltd., 240 Michael Cowpland Dr., Kanata, ON, K2M 1P6, OttawaScene Canada Signs, 1565 Chatelain Avenue, Ottawa, ON K1Z B5, Ghislain Lamarche, Program Manager, Assessment, Financial Services Branch (Mail Code: 26-76) of City Council’s decision.

Planning and Growth Management to prepare the implementing by-law, forward to Legal Services and undertake the statutory notification.

Legal Services to forward the implementing by-law to City Council.



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 Produced by Infrastructure Services
 and Community Sustainability
 Produit par Services d'infrastructure
 et Viabilité des collectivités

D02-02-11-0103	11-1504-X
I:\CO\2011\ZONING\WOODROFFE_936	
2011 / 11 / 03	
REVISION DATE	DE RÉVISION

 **Location Map / Plan de révision**
Zoning Key Plan / Schéma de zonage
936 Woodroffe Avenue

039570578 Denotes Teranet-Polaris Parcel Identification Number

Échelle
 N.T.S.
 Mètres



Scale
 N.T.S.
 Metres

DETAILS OF RECOMMENDED ZONING

DOCUMENT 2

Proposed Changes to the Comprehensive Zoning By-law 2008-250
936 Woodroffe Avenue,

1. Rezone the subject land from R2G to R3A [xxxx].
2. Add a new exception to Section 239 Urban Exceptions including provisions similar in effect to the following:
 - a. Maximum building height 9.65 metres.
 - b. Maximum number of units in a multiple unit dwelling is three.
 - c. Minimum of at least one visitor parking space required.
 - d. Minimum of at least one parking space per unit required.
 - e. Minimum front yard for a planned unit development is 3.5 metres.
 - f. Minimum interior side yard along north side is 1.8 metres.
 - g. Maximum of seven dwelling units.
 - h. Provisions of Sub-section 131(4), (5), and (6) do not apply.
 - i. Minimum setback from a private way is 1.5 metres.
 - j. Minimum setback for a garage or carport is 1.5 metres for a maximum of two garages/carports
 - k. Minimum separation between buildings is 1.1 metres
 - l. Balconies not permitted above 4.5 metres in the building wall facing the west lot line.
 - m. Minimum width of a private way 5.5 metres.

CONSULTATION DETAILS

DOCUMENT 3

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. Two public meetings were also held in the community.

COMMUNITY ORGANIZATION COMMENTS

Whitehaven Community Association Comments

"I am writing to you on behalf of the Whitehaven Community Association to oppose the subject Zoning By-Law Amendment Proposal.

It is the Association's view that it would be unconscionable for the City to change this zoning after the residents have invested so much in this community.

The residents of this Association are aware of the City's Intensification goals, but it is believed that these objectives should be achieved within the existing zoning. For example, the lot could be severed (in half) and two single family homes could be erected. Conversely two semi detached homes could also be built on a severed lot. This type of development, if kept within the existing zoning by-laws (i.e.: height, distance between properties), would fit with the character of the neighbourhood as well as meet intensification goals as there are several semi-detached homes along this stretch of Woodroffe Avenue.

The property in questions is currently zoned R2G and has a single family home constructed on the property. Our residents have paid a premium when buying in this neighbourhood and pay significant city taxes for the lot sizes and for the assurance that multiple dwellings could not be constructed in their backyard with the current R2G zoning by-law. We have bought homes in this neighbourhood knowing the zoning and it would be patently unfair for the City to amend the zoning simply at the request of a developer.

Even if the current zoning did permit multiple structures on one property, the current proposed development would negatively impact the aesthetics of the neighbourhood. Currently, there are no lots with multiple dwelling on Woodroffe Avenue, between Carling and Baseline. The proposed height of the development would result in these buildings standing out in that they would be the tallest buildings on this stretch of Woodroffe Avenue and they would be very imposing to the adjacent properties on Winnington Avenue given their close proximity to the property lines under the proposed development.

Multiple other issues and concerns have been raised by the residents of the community such as traffic, quality of sewage lines in the neighbourhood, and overcrowding, however, I trust that these technical issues will be properly studied and addressed by the appropriate city staff during the review process.

In conclusion, the residents of the Whitehaven Community Association are opposed to the proposed zoning amendment and believe that it should remain unchanged. Any development should be done utilizing the existing zoning and should match the character of the neighbourhood.”

Response to Comments

The subject re-zoning application and related redevelopment proposal have been revised, and now includes retention of existing rear and side-yard set-back provisions, a reduced height increase, moving of the buildings closer to Woodroffe Avenue, reducing the number of rear units from four to three, restrictions on rear balconies, inclusion of extra parking, including visitor’s parking, and retention of more existing vegetation at the rear of the property. The revisions to the proposal address many of the concerns raised by the community, and is considered to be in keeping with the intent of the applicable Official Plan policies for compatible intensification inside the Green-belt, and thus merits approval.

Woodpark Community Association Comments

“The Board of the Woodpark Community Association Inc (WCA) has reviewed the zoning by-law amendment proposal for the property known as 936 Woodroffe Avenue. For the record, the WCA does not support this application. Our comments regarding the current development proposal for 936 Woodroffe Avenue include but are not limited to the following:

- this proposal is an example of spot zoning which does not correspond to good planning practice;
- the proposal is unique to this block face of Woodroffe Avenue and represents a significant overdevelopment of an undersized site;
- the scale, massing and density of the proposed development does not reflect or respect the general development pattern, density and scale of the abutting and adjacent residential properties on Woodroffe Avenue between Carling Avenue and the Queensway or the development pattern, density and scale of the immediately abutting and adjacent residential properties located on the internal streets of the Whitehaven community;
- significant privacy and overlooking problems will result if the current 8 metre height restriction is increased to 11 metres as proposed;
- amenity open space provision for the future occupants of this proposed PUD will be inadequate to needs; and,
- the proposal is not desirable for the appropriate development or use of these lands.

It would seem that this application is yet another example of the city's Zoning By-law not being in compliance with policy contained in the current Official Plan. What is needed for the Woodroffe corridor between the Queensway and the Ottawa River Parkway is a comprehensive zoning study that will determine the range, scale and density of acceptable uses (residential, commercial and institutional) along this extent of Woodroffe Avenue. What the residents of Woodroffe Avenue need is a feeling of certainty: no Woodroffe Avenue resident wants to open their mail and find another spot zoning request for yet another oversized PUD or condominium (or, for that matter, a Holiday Inn Express).

The first step in this process would be the passage of an Interim Control By-law limiting development on Woodroffe Avenue to that permitted by the zoning by-law (no rezoning and no minor variances permitted). Within a maximum two year time frame, the affected residents, their five community associations, city staff and the local Councillor would be able to craft a Woodroffe Avenue Secondary Plan that will ensure appropriate and compatible development along this stretch of Woodroffe Avenue that respects and conforms to the intensification policies contained in the city's Official Plan and in the current Provincial Policy Statement (2005).

Please inform us when the required public consultation meeting will take place.”

Response to Comments

The subject re-zoning application and related redevelopment proposal have been revised, and now includes retention of existing rear and side-yard set-back provisions, a reduced height increase, moving of the buildings closer to Woodroffe Avenue, reducing the number of rear units from four to three, restrictions on rear balconies, inclusion of extra parking, including visitor's parking, and retention of more existing vegetation and amenity space at the rear of the property. The Official Plan anticipates intensification at the edges of neighbourhoods, in areas with good transit access and along arterial roadways such as this property along Woodroffe Avenue. The revisions to the proposal address many of the concerns raised by the community, and is considered to be in keeping with the intent of the applicable Official Plan policies for compatible intensification inside the Green-belt, and thus merits approval.

Glabar Park Community Alliance Comments

“As indicated in my email last night, the Glabar Park Community Alliance (GPCA) Board is opposed to this Zoning By-law Amendment Proposal.

936 Woodroffe Avenue is currently zoned R2G.

The lot has 30.48m (100') frontage and a depth of 46.63m (153').

A single family residence currently occupies the property.

The size of this property is not unique in the Whitehaven and Glabar Park communities. One of the attractions for the residents of these communities is the generous property sizes (especially back yards); abundant green space and separation from neighbours.

The residents paid a premium to purchase their properties and correspondingly pay high City of Ottawa taxes.

Alternative Development

This property could be re-developed to meet the existing R2G designation in several ways (with Minor variances but without re-zoning):

- Sever the lot in half to create two 15.24m (50') x 46.63m (153') properties and create 2 single family homes on each of the new lots
- Sever the lot in four to create four 7.62m (25') x 46.63m (153') properties and create 2 semi-detached homes on each of the new lots

Either of these two legal R2G re-development proposals would comply with the existing building pattern on Woodroffe and the Whitehaven and Glabar Park neighbourhoods. These proposals would leave an expected green buffer between the existing side yard Woodroffe properties and the back yard properties on Winnington Avenue. In addition, the legal building height of 8m would not create the extra shadowing burden of the proposed 10m.

The City of Ottawa Zoning By-laws reflect the type and density of housing permitted in a community. This alternative proposal would *"be in character"* with the neighbouring communities.

The upgrade from 1 single residence to 4 semi-detached homes would meet the intensification goals of the City of Ottawa and the Province of Ontario (PPS). In addition, there is an abundance of property inventory within the Whitehaven and Glabar Park communities that could be legally re-developed within their existing R1 and R2 zones to meet these intensification targets without creating a *"back yard sub-division"*.

Developers often complain that Community Associations are against all development in their back yards (NIMBY). In fact, the GPCA has not opposed a number of intensification projects in its community, for example, 820-822 and 831-833 Riddell Avenue N; 2224-2228 Fox Avenue and 835-837 Woodroffe Avenue.

Existing Proposal

The proposed re-development attempts to exploit the depth of this property to create a *"back-lot sub-division"*. The proposal seeks a 50 % reduction in the rear yard depth and area and a height increase from 8m to 10m. The rear vehicle access will introduce new car noise and headlights to the abutting properties.

Novatech Engineering's document claims that *"Properties fronting Woodroffe Avenue differ from those within the adjacent Whitehaven and Glabar Park communities in their zoning. While the interiors of the two communities are Residential First Density (R10)..."*

This is not true. Riddell Avenue North in Glabar Park is an R2 zone.

Novatech Engineering's document also claims that *“this small increase in height will have minimal impact on adjacent properties and is compatible with the heights of other buildings.”*

Novatech does not support this claim with evidence in its document.

Conclusion

The GPCA consider this proposal “poor planning” to jam increased housing into the “back yard” of 936 Woodroffe. The style of the proposed buildings and the units in the “back yard” do not match any of the existing dwellings in the respective R2 zones and would NOT be *“compatible with existing land use patterns”* and the *“residential character of the neighbourhood is”* NOT *“maintained or enhanced”*.

This proposal is an attempt to create an R3 zone “lot by lot” in our communities. What is to prevent similar development proposals along Riddell Avenue North? In fact, Novatech Engineering told the GPCA that the City of Ottawa Planning Dept. had tentatively approved a similar multi-unit development for **830 Hare Avenue - in an R10 zone of Glabar Park**.

The GPCA has proposed alternative semi-detached units that meet the existing R2 building pattern in the neighbouring communities that do not require lot size reductions or height increases. Further, the upgrade from 1 single residence to 4 semi-detached homes would meet the intensification goals of the City and Province.

The City of Ottawa is introducing the Neighbourhood Planning Initiative (NPI). If the City is not prepared to defend the existing Zoning By-laws then the NPI would be a waste of time.

If the City of Ottawa believes in the arguments of the Applicant in this Proposal, then they should re-zone all of Woodroffe Avenue to R3 (and Maitland Avenue).

Response to Comments

The subject re-zoning application and related redevelopment proposal has been revised, and now includes retention of existing rear and side-yard set-back provisions, a reduced height increase, moving of the buildings closer to Woodroffe Avenue, reducing the number of rear units from four to three, restrictions on rear balconies, inclusion of extra parking, including visitor’s parking, and retention of more existing vegetation at the rear of the property. The revisions to the proposal address many of the concerns raised by the community, and is considered to be in keeping with the intent of the applicable Official Plan policies for compatible intensification inside the Green-belt, and thus merits approval.

General Public Comments

The comments from the general public to the notification regarding the re-zoning and at the Wednesday January 18th and Tuesday August 7th, 2012 public meetings are summarized and addressed as follows:

1. Comment: The property is not within an intensification target area, such as a Mainstreet, identified in the Official Plan, and therefore is not in keeping with the requirements of the Provincial Policy Statement (PPS).

Response: The Official Plan anticipates intensification at the edges of neighbourhoods, in areas with good transit access and along arterial roadways such as this property along Woodroffe Avenue.

2. Comment: Small intensification projects may lead to infrastructure failure especially for sewers and is not in keeping with the requirements of the Provincial Policy Statement (PPS) dealing with protecting public health and safety.

Response: The increased demand for infrastructure resulting from the recommended rezoning has been reviewed and no capacity problems are anticipated.

3. Comment: Planned Unit Developments (PUD) are not consistent with the intent of the basic R2 zone to have one dwelling per lot and allowing them and would set an inappropriate precedent. PUD's are not recognized in the *Planning Act*.

Response: The recommended rezoning is to an R3 zone with includes Planned unit Developments as a permitted use. The City has the authority to define land-uses in the Comprehensive Zoning By-law pursuant to the provisions of the *Ontario Planning Act*.

4. Comment: The proposal is not in keeping with OP policies pertaining to community character, patterns of development and built form; it will be an eyesore and will negatively change the character of the neighbourhood. This is inappropriate, over development requiring front rear and side yard reductions and allowing rear yard development and too much lost greenspace. There should be no rear yard balconies. The height increase is unacceptable especially six metres from the rear yard, and will cause loss of sunlight and privacy, and increased noise. The proposal does not satisfy numerous sections of the Urban Design sections of the OP nor the Guidelines for Low-Medium Infill Housing.

Response: The subject re-zoning application and related redevelopment proposal are considered to be in keeping with the OP policies for design and compatibility and the design guidelines for Low-Medium Density Infill Housing. The revised rezoning maintains the existing required rear yard and side yard setback provisions, prohibits upper level rear balconies, has a reduced height

increase, retains substantial rear yard vegetation and will have minimal increase in the potential for loss of sunlight.

5. Comment: The policies of OPA 76 have not been reflected in an up-date to the comprehensive Zoning By-law. The Zoning By-law is illogical in the allocation of dwelling types and lot sizes in different zones, such a R1 lots in R5 zones.

Response: The proposed re-zoning is considered to be in keeping with the intent of the OP as revised by OPA 76.

6. Comment: The “four tests” established for consideration of minor variances by the Committee of Adjustment are not applied for Council decisions on zoning by-law amendments.

Response: The basis for evaluation of an application for an amendment to the Comprehensive Zoning By-law is that it maintains the overall intent of the Official Plan, and the Department contends that the recommended re-zoning is in keeping with the overall intent of the OP.

7. Comment: Roads leading to Highway 417 require more comprehensive traffic impact studies than other City arterial roadways. The new private way will not minimize turning movements, especially directly across from a school; there will be too much new traffic and it will be dangerous to access the development. The right of way anticipated for Woodroffe Avenue in the OP is inadequate

Response: The low volume of traffic associated with the seven units of the proposed development does not warrant any form of traffic study at the zoning by-law review stage. The related redevelopment proposal allows for more parking than required by the zoning by-law and facilitates all vehicles entering and leaving in a forward direction, which is the safest option available. Site access will be evaluated in more detail at the site plan application stage.

8. Comment: The proposal compromises the potential for the City to develop an overall vision for the Woodroffe Avenue in keeping with the “City’s Design Guidelines for Corridor Components”

Response: The related development proposal is consistent with the Adjacent Lands section of the Regional Road Corridor Design Guidelines pertaining to Urban Form and Connectivity, Building Design and Orientation, On-site Parking and Circulation, and On-site Landscaping.

9. Comment: Bus service is not good enough to be a viable option at this location.

Response: There is regular bus service directly in front of the property, and additional existing and planned service nearby along Carling Avenue.

10. Comment: The proposal will cause a reduction in property values, especially if they are rented units.

Response: We are unaware of any evidence that the proposed re-zoning will have an impact on property values.

11. Comment: The reduced front yard setback will make it difficult to improve the dangerous sidewalk (only about six-foot) conditions in the area.

Response: The reduced front yard will not affect the width of the Woodroffe Avenue road allowance; and buildings closer to the roadway are known to have traffic calming effects.

