

6. Zoning By-law Amendment and Site Plan Control – 36 Robinson Avenue
Modification au Règlement de zonage et réglementation du plan
d'implantation – 36, avenue Robinson

Committee recommendation

That Council approve or an amendment to Zoning By-law 2008-250 for 36 Robinson Avenue to permit a nine-storey apartment building, as detailed in Document 2.

Recommandation du Comité

Que le Conseil approuve une modification au Règlement de zonage 2008-250 visant le 36, avenue Robinson, afin de permettre la construction d'un immeuble résidentiel de neuf étages, comme l'expose en détail le document 2.

Documentation/Documentation

1. Director's report, Planning Services, Planning, Infrastructure and Economic Development Department, dated January 13, 2019 (ACS2020-PIE-PS-0002)

Rapport de la Directrice, Services de la planification, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 13 janvier 2019 (ACS2020-PIE-PS-0002)

2. Extract of draft Minutes, Planning Committee, January 23, 2020

Extrait de l'ébauche du procès-verbal du Comité de l'urbanisme, le 23 janvier 2020

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme
23 January 2020 / 23 janvier 2020**

**and Council
et au Conseil
29 January 2020 / 29 janvier 2020**

**Submitted on 13 January 2020
Soumis le 13 janvier 2020**

**Submitted by
Soumis par:**

**Lee Ann Snedden
Director / Directrice**

Planning Services / Services de la planification

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

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Ward: RIDEAU-VANIER (12)

File Number: ACS2020-PIE-PS-0002

**SUBJECT: Zoning By-law Amendment and Site Plan Control – 36 Robinson
Avenue**

**OBJET: Modification au Règlement de zonage et réglementation du plan
d'implantation – 36, avenue Robinson**

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council approve or an amendment to
Zoning By-law 2008-250 for 36 Robinson Avenue to permit a nine-storey**

apartment building, 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 29, 2020," subject to submissions received between the publication of this report and the time of Council's decision.
3. That Planning Committee approve:
 - a) Site Plan Control application D07-12-19-0044, 36 Robinson Avenue, for the construction of a new nine-storey building containing 190 units, as provided in Documents 3 and 4;
 - b) the Site Plan approval of recommendation 3(a) to only come into effect when the zoning of recommendation 1 comes into full force and effect.

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 36, avenue Robinson, afin de permettre la construction d'un immeuble résidentiel de neuf étages, 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 le 29 janvier 2020 », à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.
3. Que le Comité de l'urbanisme approuve ce qui suit :

- a) **La demande de réglementation du plan d'implantation n° D07-12-19-0044, visant le 36, avenue Robinson, afin de permettre la construction d'un immeuble de neuf étages abritant 190 logements, comme le décrivent les documents 3 et 4.**
- b) **La demande de réglementation du plan d'implantation décrite à la recommandation 3(a) ne sera approuvée que lorsque les dispositions de zonage prévues à la recommandation 1 entreront pleinement en vigueur.**

EXECUTIVE SUMMARY

Staff Recommend Approval

This report recommends that Council approve an amendment to the Zoning By-law 2008-250, and that Planning Committee approve Site Plan Control application D07-12-19-0044, for the development of a nine-storey apartment building containing 190 dwelling units at the property municipally known as 36 Robinson Avenue, as shown in Document 1.

The requested Zoning By-law amendments include a reduction in residential parking from 81 spaces to 53 spaces and increase the maximum permitted walkway width from 1.8 metres to 4.5 metres. Review of the applications and recommendation for approval also includes adding zoning provisions to add "parking lot" as an additional permitted use, and to allow a stacked bicycle parking system.

Applicable Policy

The proposed development is consistent with the Official Plan, Sandy Hill Secondary Plan and Lees Transit-Oriented Development Plan. The primary zoning relief is the requested reduction in parking. The reduction or elimination of parking is supported by Policies 2.3.1 and 4.3.1 of the Official Plan, especially where development is located within 800 metres walking distance of a Rapid Transit Station; Lees O-Train Station is within 700 metres walking distance of the subject site. The reduced parking is further supported by the Secondary Plan. Taken together, Official Plan Policies 2.3.1 and 4.3.1 along with the Secondary Plan emphasize public transportation, bicycle and pedestrian networks over private automobiles. The balance of the zoning relief and the proposed development is consistent with policies 2.5.1, 3.6.1 and 4.11 of the Official Plan and results in a building consistent with the areas planned function and in a manner that fits within the existing neighbourhood context.

Other matters

On January 22, 2014 City Council approved the Transit-Oriented Development Plans, Official Plan Amendments and Zoning By-law Amendments for Lees, Hurdman and Blair Transit-Oriented Development (TOD) Station Areas.

As part of those approvals the Robinson Village area was amended in the Sandy Hill Secondary Plan to establish maximum building heights and 36 Robinson was proposed for re-designation from residential high-profile to residential medium-profile. The rezoning recommended a maximum building height of six storeys (20 metres). When the TOD plans and amendments were presented to Planning Committee and Council, submissions from Action Sandy Hill and Councillor Fleury were generally in favour.

The Council approved amendments noted above were appealed by the property owner to the Ontario Municipal Board ((OMB) now known as the Local Planning Appeal Tribunal (LPAT)). The City was party to the appeal and the matter reached a settlement resulting in the zoning that currently applies to the property.

Public Consultation / Input

During the application review process two community information sessions were held by the applicant through coordination with Councillor Fleury. The first meeting was held on March 26, 2019 at the Sandy Hill Community Centre and approximately 60 people attended. A second community information session was held on October 24, 2019 at the Youville Centre and approximately 40 people attended. These meetings also included the proposed developments at 19, 29 and 134 Robinson Avenue, which are not included within this report but will be included on the same Planning Committee agenda in a separate report.

Approximately 100 individuals/groups commented on the proposed development during the review process. The vast majority of the public submissions were opposed to the developments and expressed concerns such as parking, students, density, emergency access, and the overall building mass. Details available in Document 5.

RÉSUMÉ

Le personnel recommande l'approbation des modifications demandées.

Le présent rapport recommande que, d'une part, le Conseil approuve une modification au Règlement de zonage 2008-250 et que, d'autre part, le Comité de l'urbanisme

approuve la demande de réglementation du plan d'implantation D07-12-19-0044 pour la construction d'un immeuble résidentiel de neuf étages comportant 190 logements sur la propriété désignée sous le nom de 36, avenue Robinson, comme il est indiqué dans le document 1.

Les modifications demandées au Règlement de zonage comprennent une réduction du nombre de places de stationnement résidentiel, lequel passerait de 81 à 53, et une augmentation de la largeur maximale d'allée piétonne permise, laquelle passerait de 1,8 à 4,5 mètres. L'examen des demandes et la recommandation d'approbation comprennent également l'ajout de dispositions relatives au zonage afin de permettre l'ajout de « terrain de stationnement » en tant qu'utilisation autorisée supplémentaire et l'autorisation d'aménager un système de stationnement superposé pour les vélos.

Politique applicable

L'aménagement proposé est conforme au Plan officiel, au Plan secondaire de la Côte-de-Sable et au Plan d'aménagement axé sur le transport en commun de la station Lees. La principale dérogation au Règlement de zonage est la réduction demandée du nombre de places de stationnement. La réduction ou l'élimination des places de stationnement est appuyée par les politiques 2.3.1 et 4.3.1 du Plan officiel, en particulier lorsque l'aménagement est situé à moins de 800 mètres de marche d'une station de transport en commun rapide; or, la station Lees de l'O-Train se trouve à moins de 700 mètres de marche de la propriété en question. La réduction du nombre de places de stationnement est également soutenue par le Plan secondaire. Globalement, les politiques 2.3.1 et 4.3.1 du Plan officiel ainsi que le Plan secondaire mettent l'accent sur le transport en commun, le vélo et la marche plutôt que sur l'automobile. Les autres dérogations au Règlement de zonage et les aménagements proposés sont conformes aux politiques 2.5.1, 3.6.1 et 4.11 du Plan officiel et font en sorte que l'immeuble est conforme à la vocation du secteur et cadre bien dans le quartier.

Autres questions

Le 22 janvier 2014, le Conseil municipal a approuvé les plans d'aménagement axés sur le transport en commun, les modifications au Plan officiel et les modifications au Règlement de zonage pour les secteurs entourant les stations Lees, Hurdman et Blair.

Dans le cadre du processus, on a apporté des modifications au Plan secondaire de la Côte-de-Sable pour le secteur du village Robinson afin d'établir des hauteurs maximales; il a été proposé que le 36, avenue Robinson, fasse l'objet d'une

modification de zonage pour l'érection de bâtiments de taille moyenne au lieu de bâtiments de taille élevée. Ce nouveau zonage recommandait une hauteur maximale de six étages (20 mètres). Lorsque les plans d'aménagement axé sur le transport en commun et les modifications ont été soumis au Comité de l'urbanisme et au Conseil, les présentations d'Action Côte-de-Sable et du conseiller Fleury étaient en grande partie favorables aux modifications.

Le Conseil a approuvé les modifications susmentionnées. Le propriétaire a interjeté appel auprès de la Commission des affaires municipales de l'Ontario (CAMO), maintenant connue sous le nom de Tribunal d'appel de l'aménagement local (TAAL). La Ville était partie à l'appel, et l'affaire a fait l'objet d'un règlement qui a donné lieu au zonage qui s'applique actuellement à la propriété.

Consultation publique et commentaires

Deux réunions communautaires d'information ont été organisées par le requérant, en coordination avec le conseiller Fleury, pendant le processus d'examen du projet. La première de ces réunions, à laquelle une soixantaine de personnes ont assisté, a eu lieu le 26 mars 2019 au Centre communautaire Côte-de-Sable. Une seconde réunion communautaire d'information a été organisée le 24 octobre 2019 au Centre Youville et a été suivie par une quarantaine de personnes. Ces réunions portaient également sur les projets d'aménagement aux 19, 29 et 134, avenue Robinson, qui ne sont pas visés par le présent rapport, mais qui seront mis à l'ordre du jour de la même réunion du Comité de l'urbanisme et qui feront l'objet d'un rapport distinct.

Tout au long du processus d'examen des demandes connexes, environ 100 personnes ou groupes ont formulé des commentaires sur les aménagements proposés. La grande majorité des commentaires émis par le public étaient opposés aux aménagements et évoquaient des préoccupations liées notamment au stationnement, à la présence d'étudiants, à la densité, aux accès d'urgence et à la volumétrie d'ensemble de l'immeuble. Les détails entourant ces commentaires figurent dans le document 5.

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

36 Robinson Avenue, as shown on Document 1.

Note: reference to 36 Robinson Avenue, as shown on Document 1, also includes sites recognized as municipal addresses 38, 40, 44 and 46 Robinson Avenue.

Owner

Robinson Village LP IV Ltd. Partnership

Applicant

FoTenn Consultants (Jeff Nadeau)

Architect

Hobin Architecture Inc. (Bill Ritcey)

Description of site and surroundings

The subject site is located in the southeast corner of the Sandy Hill neighbourhood in an area locally known as Robinson Village. Bounded to the north by Robinson field, the Rideau River to the east, and to the south and the west by Highway 417. Vehicular access is provided from a single roadway from Lees Avenue and below the Lees Avenue overpass.

The adjacent lands are predominantly low-rise residential including single-detached homes, townhouses and low-rise apartment buildings. The subject site has a total lot area of 1,875 square metres with a lot frontage of 48.9 metres and is presently occupied by four buildings. Existing buildings include a former custom cycle repair shop, two one-storey buildings used for motorcycle repair and customization, as well as two-storey single-detached dwelling.

Proposal Details

The proposed development is a nine-storey apartment building containing 190 dwelling units and an underground garage with 71 vehicle parking spaces (18 visitor) and 190 bicycle parking spaces. The building design also includes an accessory ground-floor gym and café, rooftop terrace, and private balconies (north-facing units).

Summary of requested Zoning By-law amendment proposal

The rezoning seeks to reduce the required residential parking from 81 spaces to 53 spaces and increase the maximum permitted walkway width from 1.8 metres to 4.5 metres.

Further to the amendments requested by the applicant during submission, the review process and recommended rezoning, as detailed in Document 2, added the following provisions:

- Add 'parking lot' as an additionally permitted use and provisions that allow the tenants of 19, 29, 134 Robinson Avenue the ability to park/rent a residential parking space at 36 Robinson Avenue.
- The design of the bicycle storage room uses a stacking system that the By-law does not recognize, and therefore a provision is required to allow for stacked bicycle parking.

Brief history of proposal

The proposed development has not been previously considered by Planning Committee or Council. However, on January 22, 2014 City Council approved the Transit-Oriented Development Plans, Official Plan Amendments and Zoning By-law Amendments for Lees, Hurdman and Blair Transit-Oriented Development (TOD) Station Areas.

As part of those approvals the Robinson Village area was amended in the Sandy Hill Secondary Plan to establish maximum building heights and 36 Robinson was proposed for re-designation from residential high-profile to residential medium-profile. The rezoning recommended a maximum building height of six storeys (20 metres). When the TOD plans and amendments were presented to Planning Committee and Council, submissions from Action Sandy Hill and Councillor Fleury were generally in favour.

The Council approved amendments noted above were appealed by the property owner to the Ontario Municipal Board ((OMB) now known as the Local Planning Appeal Tribunal (LPAT)). The City was party to the appeal and the matter reached a settlement resulting in the zoning that currently applies to the property.

Given some of the concerns raised in opposition to the proposed development relative to the amendments requested, staff believe that this history and previous consultation are important to note. The intensity of the proposed land uses, density, and built form

are permitted by the current zoning and are supported by the policies of the Official Plan, Sandy Hill Secondary Plan and Lees TOD plan.

DISCUSSION

The Site Plan application is included within this report and is before Planning Committee because the Ward Councillor has expressed significant concerns against the development through the duration of application review. Councillor Fleury expressed concerns regarding the reduction of parking, density, student housing, property management, roof-top terrace, building design and mass, and unit diversification.

Staff have evaluated the proposed development and recommend approval as per the attached supporting documents.

As noted, the existing zoning was a result of an OMB settlement between the City and previous property owner. As such, given the development envelope allowed by the OMB ruling, the ability to make changes to the proposal, such as providing additional setbacks and stepbacks, were limited. However, through application review, the original submission was revised to remove the front yard terrace projections and reinstate a predominantly soft landscaped front yard. Another area that staff (with public comment support) focused on was the relationship of the eastern façade and the abutting townhouses. The eastern façade (facing the townhomes) and floor plans for the first three-storeys were revised to redesign the units that directly face the townhouses in the middle of the building and the large windows in this area were replaced by transom windows (small rectangular windows) at the top of the floor to allow some light but minimizes privacy concerns.

Public consultation

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for the respective development applications.

During the application review process two community information sessions were held by the applicant through coordination with Councillor Fleury. The first meeting was held on March 26, 2019 at the Sandy Hill Community Centre and approximately 60 people attended. A second community information session was held on October 24, 2019 at the Youville Centre and approximately 40 people attended. These meetings also included the proposed developments at 19, 29 and 134 Robinson Avenue, which are not included within this report but will be included on the same Planning Committee

agenda, in a separate report.

Approximately 100 individuals/groups commented on the proposed development during the review process. The vast majority of the public submissions were opposed to the developments and expressed concerns such as parking, students, density, emergency access, and the overall building mass.

For this proposal's consultation details, see Document 5 of this report.

Official Plan designation

According to Schedule B of the Official Plan, the subject site is designated as General Urban Area

Other applicable policies and guidelines

The [Sandy Hill Secondary Plan](#) in Volume 2a applies. Within this plan, Schedule J designates the subject site as Residential Area – Medium Profile, and Schedule L identifies a maximum building height of eight-storeys and no minimum density range. While this plan identifies a maximum height of eight-storeys it is important to note that the implementing zoning permits a maximum building height of 27 metres. The proposed building, although nine-storeys in height, complies with zoning and does not require an Official Plan Amendment.

The [Transit-Oriented Development \(TOD\) Plans – Lees, Hurdman, Tremblay, St. Laurent, Cyrville and Blair](#) provide direction for Lees TOD area, which includes Robinson Village. Within this plan Robinson Village West is recognized as part of the residential area that is not stable and notes an appropriate minimum density range of 250-500 people per net hectare.

The [Urban Design Guidelines for Transit Oriented Development](#) apply to all development within a 600-metre walking distance of a transit Station. These guidelines state that people are more likely to choose transit if they can easily walk between destinations at the beginning and end of their trip. This can be achieved through providing increased densities, mixed-uses and pedestrian oriented design within proximity to high-quality transit. The guidelines speak to land use, site layout, built form, pedestrians and cyclist, vehicles and parking, and streetscape and the environment.

Planning Rationale

Official Plan

The proposed development and respective zoning by-law amendments conform to the Official Plan and provides intensification in a manner that supports the planned function. Robinson Village is located within a transit-oriented development (TOD) area, which is supported by Official Plan policies and the Lees TOD plan.

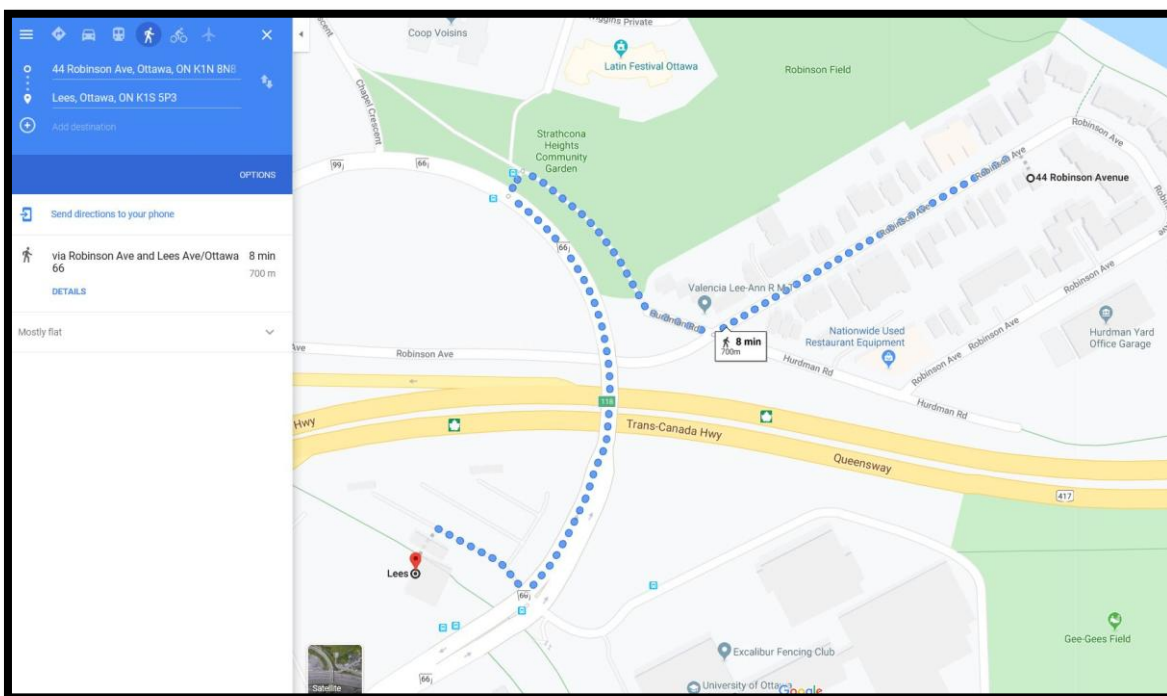
Through the General Urban Area designation, Section 3.6.1, the City supports intensification where it will complement the existing pattern and scale of development and planned function of the area. The proposed development will replace mostly commercial buildings into a new residential building and make site improvements, such as landscaping the front yard, to reflect desirable characteristics of the existing context. Intensification will 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. The stable portion of Robinson Village, which is recognized as the eastern side, predominantly consist of townhomes that are presumably (based on comment submissions) owner-occupied. Adding a new mid-rise apartment building to the area with a mix of unit types conforms to the policy direction.

The overall building height and mass was consistently raised as a community concern. Section 2.5.1 – Designing Ottawa, refers to compatibility as development that while not necessarily the same as or similar to existing buildings in the vicinity, can enhance an established community through good design and innovation and coexists with existing development without causing undue adverse impacts. Planned function is also defined as a vision for an area which is established through a community design plan or other similar Council-approved planning exercise, or the Zoning By-law. The planned function may permit development that differs from what currently physically exists and addressing compatibility will permit development to evolve toward the achievement of that vision while respecting overall community character. The proposed building provides for quality architecture and materiality that is strategically placed to visually break-down the mass. It is important to note the building mass permitted was the result of an OMB settlement decision between the City and previous land owner. The ability to enforce further setbacks and stepbacks on the upper-storeys was not possible in this instance due to past approvals.

The primary reason for the rezoning applications is with respect to the request for reduced parking. 36 Robinson Avenue, measured from the middle of the site where the

main building entrance will be located, is within 700 metres walking distance to Lees O-Train Station, as shown in Image 1. Section 2.3.1 – Transportation, of the Official Plan, provides direction that City may establish maximum requirements for on-site parking and reduce or eliminate minimum parking requirements when located within 800 metres walking distance of a rapid transit station. Furthermore, Section 4.3.1 supports parking reductions where parking can be balanced with efforts to reduce reliance on the automobile. As per the Transit Demand Strategies, the proposed development encourages active transportation through proximity to a rapid transit station, reduced parking, provides additional bicycle parking, and area residents will have access to a car-share service as detailed in report ACS2020-PIE-PS-0001 (19, 29 and 134 Robinson Avenue).

Image 1 – Lees O-Train Station Proximity



The policy noted above supports the reduction or even elimination of parking due to rapid transit proximity, and the proposed development is reducing the residential parking from 81 spaces required to 56 spaces. It is important to provide additional context relative to Robinson Village and the site location. In 2016, the City-initiated zoning study known as the Minimum Parking Standards Review was approved by Council resulting in the creation of parking areas that established different rates. Of important reference is 'Area Z', which is an area that requires no residential parking and

surrounds Lees O-Train Station for the properties zoned with Transit-Oriented Development (TD) zones. The author of the Minimum Parking Review confirmed that at the time of rezoning to “Area Z” around TOD areas, like Lees, the existing TD zones were used to establish the boundary for the purpose of rezoning for ease of introducing this broad amendment. However, the report acknowledged that future minor variances (or rezoning) would not preclude the ability for further reductions where the circumstances warrant the request. Given the proximity to Lees Station, the subject site is more appropriately contained within the same parking regime as the TD zoned properties around Lees Stations, some of which have similar or even greater walking distances than the subject property. Therefore, the recommended parking reduction is consistent with Area Z parking and is supported by policy.

Section 4.11 provides policy direction focused on urban design and compatibility through criteria such as setbacks, heights, transitions, colours and materials, orientation of entrances, and outdoor amenity areas. The proposed development meets the planned function and does not require any zoning relief with respect to setbacks, building height and massing. The ground floor provides street-level animation with an active entrance and ground-orient units with ample glazing. The garage access is located on the northwest side of the property as it is the safest location for visibility relative the turn in the street on the northeast side. A variety of outdoor amenity area is provided including rear-yard garden units and a roof-top terrace. The roof-terrace is parcelled into smaller seating sections to discourage large gatherings and is setback from the roof below. This is in accordance with the Council approved performance standards for roof-top amenity areas.

As per the Sandy Hill Secondary Plan the proposed land-use conforms to Schedule J, which designates the property as residential medium-profile. Schedule L establishes a maximum building height of eight storeys (with no minimum density requirement). While it is recognized that the proposed building is for nine-storeys, the implementing zoning established through the OMB settlement permitted a maximum building height of 27 metres. The proposed building complies with this permission and does not require an Official Plan amendment despite being one-storey taller.

Relevant policies of the Secondary Plan include directions for providing a wide variety of housing, range of socio-economic groups, emphasizing public transportation and bicycle and pedestrian networks over the private auto, and a mix of internal and external site amenities. The proposed development conforms to the Secondary Plan by introducing mid-rise apartments within the section of Robinson Village targeted for

redevelopment and offering a variety of unit types and a land-use that varies from the current housing stock. The proposed development provides additional bicycle parking, and the amenity areas are a combination of rear yard terraces, balconies, internal amenity rooms including a gym, a café, and the roof-top terrace.

With respect to the zoning details, further rationale is as follows:

- The reduction in residential parking, as detailed above, conforms to the Official Plan, the Sandy Hill Secondary Plan, and is consistent with the TOD guidelines. From a planning perspective the requested reduction in parking completes the area around the Lees Station that should be contained within Area Z. As such, the rationale that Robinson Village should be included within Area Z for parking requirements is supported by the department.
- The proposed development has nearly 200 dwelling units. The increased walkway width provides for a comfortable and active entrance into the building, and in a manner that does not take away from the overall landscaping of the front yard. The space can also be designed with seating, such as a bench, to further animate the walkway.
- The provision to permit stacked bicycle parking is more technical in nature in that the Zoning By-law does not recognize this arrangement. Stacked bicycle parking systems are an appropriate means of providing bicycle parking and are designed to maintain ease of use and access.
- The existing zoning contains a holding symbol (-h), with a provision noting that the holding symbol will not be removed until the completion of a Phase I Site Plan. Site Plan application D07-12-19-0044 forms part of this report with recommendation for approval, and as such the department supports removal of the holding symbol through the Rezoning application of this report.

Public Concern

While a full summary of public comments and responses are provided in Document 5, the purpose of this section is to highlight some of the main concerns that were raised during the review period.

As mentioned previously, the size of the building is a development right provided through the previous OMB settlement. Nevertheless, to help ensure compatibility, staff focused on planning and community concerns that were manageable. For example, the

relationship of the built form relative to the abutting townhomes was an area of focus. Through application review, the applicant responded to concerns raised by redesigning the first three floors on the eastern façade to remove the direct units (with large windows) oriented towards the townhouses. Large windows were removed from the middle portion of this façade and were replaced with transom windows to allow natural light but mitigate the privacy and relationship concern. Staff are satisfied with this revision. Furthermore, the original submission requested a zoning amendment for projecting hard-scaped front yard terraces. These were removed and soft landscaping and street trees were incorporated into the front yard and contribution to the public realm.

A great deal of public feedback expressed concerns to issues such as density, noise and fit within the neighbourhood, as well as focusing on categorizing these developments as “student housing”. Concerns were expressed about the potential tenants of the proposed buildings and the notion that they have been designed to attract students or transient tenants. The *Planning Act* does not allow consideration of zoning proposals in relation to a segment of the population as this would be discriminatory. This specific issue was recently the subject of a Local Planning Appeal Tribunal (LPAT) appeal, case PL180625 issued May 7, 2019. The decision noted that the issues;

“largely relate to the number of tenants who will reside in the proposed building and the fact that they are likely to be students. However, the Tribunal does not ‘people zone’ by determining who is able to live in a particular building. I find that the issues raised about the potential noise and disorderly conduct focus on student residents and are not matters for consideration by the Tribunal as part of an appeal that focuses on land use planning and are matters for the Association to address with the City through other avenues”.

The department reiterates that the requested rezoning applications are matters of land use planning, and that the proposed developments are defined as mid-rise apartment buildings, regardless of the potential tenants. Staff further acknowledge that the applicant made amendments to further diversify the type of units within the buildings in response to public feedback.

Another common theme of concern was with access to Robinson Village for emergency vehicles, snow clearance, and on-street parking availability. Staff acknowledge the unique location and access, but also recognize the planned function for the area’s development potential, evident namely by the Sandy Hill Secondary Plan and Lees TOD

plan. The proposed development, including the density, is consistent with the existing zoning and Council approved policies. The area is accessible to emergency vehicles, and challenges such as snow clearing fall outside the land use planning process. However, as snow clearance is an operational issue, the approval of these developments can be used for awareness of the potential need for more frequent clearance and maintenance in the area. Additionally, concerns were raised with respect to the use of on-street parking. Land use planning does not directly correlate parking demands of a development with that of on-street parking. Options that fall outside this planning process exist for the community to explore, such as parking permit zones, changing parking locations, and adding more on-street parking if such is desirable.

Additionally, and directly related to the rezoning applications, the request to reduce required parking was a significant public concern. The rationale for reducing (or eliminating) parking is clearly supported by the Official Plan as explained above, but the proposals area also consistent with the TOD guidelines, and parking is internalized in an underground garage. More importantly, from a TOD perspective, the development is located within walking distance to the Lees O-Train Station.

Provincial Policy Statement

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

RURAL IMPLICATIONS

There are no rural implications associated with this report.

COMMENTS BY THE WARD COUNCILLOR

Councillor Fleury provided the following comments:

“I disagree with the staff’s report, we ask that this committee reinstate all parking requirements so to reflect a more reasonable development envelope.

This nine storey building is an overbuild for this space - the scale and shape does not transition with the existing neighbourhood’s townhomes, and low-rise buildings.

My concerns include a lack of diversity in units - as with all growing communities, there is a need for family-size units, the reduction in parking requirements has a negative impact on the community.

I am usually in favour of limited parking, but in this instance, the applicant is using the reason for lowering parking to increase the buildable space. The argument to remove parking because of this building's proximity to the LRT is not a fulsome one – the walk to Lees Station is not easy - there are grading issues and lighting concerns. In addition to the LRT, the current stresses on the street of a higher than normal demand for on-street parking clearly supports my and the community's argument that the parking needs for this building should be covered on their own property.

The roof-top amenity also has a negative impact to the community. This type of amenity space is not ideal for the community - noise, access, disruption, are a few of the concerns that result in the creation of such a space.

The lack of proximity to amenities (like a grocery store) in the area, the singular road access, the current winter and EMS access issues are also a part of the reason for concern with this application. There is only one access in and out of this community and I feel this report does not acknowledge the challenges which come with that appropriately.

These issues need to be taken into consideration.

It is important new developments carry their own pressures on their site - and do not impact the existing homes in the neighbourhood.”

ADVISORY COMMITTEES COMMENTS

The Accessibility Advisory Committee was circulated during application review and provided comments to ensure that the main entrance was at-grade and accessible and that elevators provided access to the exterior. The principle exterior entrance provides barrier-free access to the building and the elevators will provide access to the roof-top amenity area. The new buildings will also be required to meet the accessibility criteria contained within the Ontario Building Code and will be further evaluated at the time of building permit review.

LEGAL IMPLICATIONS

In the event that the recommendations in this report are adopted and the zoning amendment is appealed to the Local Planning Appeal Tribunal, it is estimated that a three day hearing would be required. It is anticipated that such hearing could be conducted within staff resources.

Site plan approval is not subject to appeal by third parties.

If the rezoning is refused, reasons must be provided. In the event of an appeal of a zoning refusal, it would be necessary to retain an outside planner.

While site plan approval is delegated to Planning Committee, the recommendations have been structured such that site plan approval will not be effective unless the zoning comes into effect. Should a refusal of zoning be appealed, it can be anticipated that the matter of Site Plan Approval will also be appealed to the Tribunal and the retainer of the outside planner would need to include the question of Site Plan Approval.

RISK MANAGEMENT IMPLICATIONS

There are no risk implications.

ASSET MANAGEMENT IMPLICATIONS

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

FINANCIAL IMPLICATIONS

Potential financial implications are within the above Legal Implications. In the event that an external planner is retained, the expense would be absorbed from within Planning, Infrastructure and Economic Development's operating budget.

ACCESSIBILITY IMPACTS

The proposed building, through building permit review, is required to comply with the *Accessibility for Ontarians with Disabilities Act*. While Site Plan applications do not approve interior spaces of buildings, the applicant has adequately demonstrated that the proposed building is accessible, including common entrances, corridors and amenity areas, and some units are required to be barrier-free. Staff have no concerns about accessibility impacts.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- Integrated Transportation
- Thriving Communities

APPLICATION PROCESS TIMELINE STATUS

The applications listed below were not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments and Site Plan Control due to a number of proposal revisions and the complexity of review and coordination between other active applications on the street.

- Zoning and Site Plan – D02-02-19-0101 / D07-12-19-0044

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Details of Recommended Zoning

Document 3 Conditions of Approval: Site Plan D07-12-19-0044

Document 4 List of Approved Plans and Reports: Site Plan D07-12-19-0044

Document 5 Consultation Details

CONCLUSION

The proposed development introduces intensification and redevelopment in Robinson Village in a manner that is consistent with the planned function and evolution of the area as per the Official Plan, Sandy Hill Secondary Plan and Lees TOD Plan. The development is within 700 metres walking distance of the Lees O-train Station and the reduction in parking is encouraged by the Official Plan and TOD policies. The proposal will develop an underutilized site and provide new housing options. The Zoning By-law amendment and Site Plan applications are recommended for approval.

DISPOSITION

Zoning By-law Amendment

Legislative 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, Tax Billing, Accounting and Policy Unit, Revenue Service, Corporate Services (Mail Code: 26-76) of City Council's decision.

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

Legal Services.

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

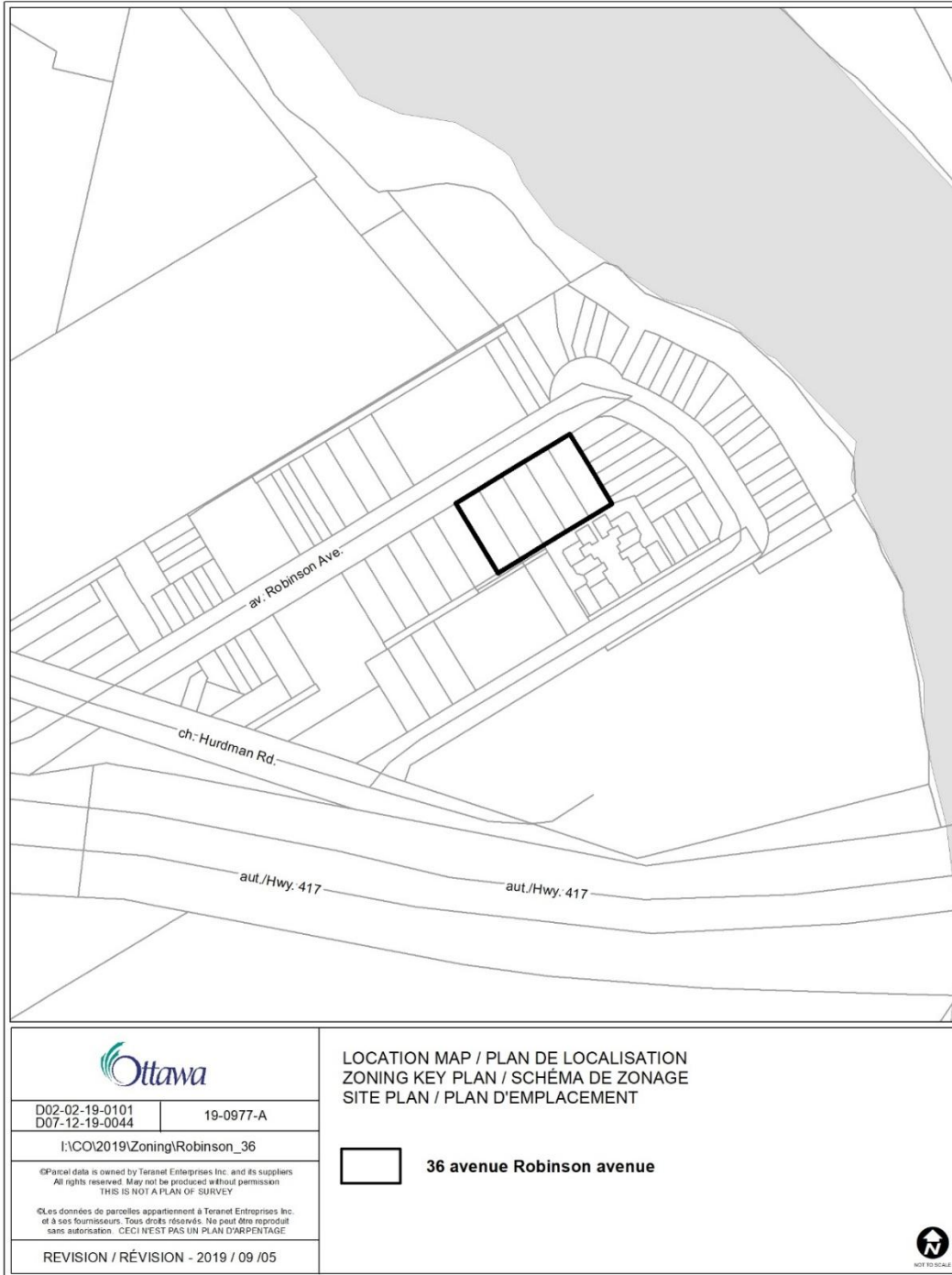
Planning Operations Branch, Planning Services to undertake the statutory notification.

Site Plan Approval

Legislative Services, Office of the City Clerk, to notify the owner, applicant, Ottawa City Scene, Program Manager, Assessment, Financial Services Branch of Planning Committee's decision, and Legal Services to prepare the Site Plan Control agreement.

Document 1 – Location Map

For an interactive Zoning map of Ottawa visit geoOttawa.



Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 36 Robinson Avenue, as shown on Document 1, is as follows:

1. Rezone the lands shown in Document 1 from R5K [2219] H(27) -h to R5K [2219] H(27).
2. Amend Section 239, Urban Exception 2219, as follows:
 - a. In Column III, add Parking Garage as an additionally permitted use.
 - b. In Column V, delete the following provision:
 - i. on any land zoned with a holding symbol the holding symbol may not be removed until: (i) the completion of Phase I Site Plan Approval.
 - c. In Column V, add provisions similar in effect to the following:
 - i. Despite Table 101, Row R12, Column II, the minimum parking rate is 0.3 per dwelling unit.
 - ii. Parking Garage as a use, is only permitted within a residential use building, and the Parking Garage may only be used by residents from a residential use building located on the lots municipally known as 17, 19, 21, 27, 29, 31, 130, 134 and 138 Robinson Avenue.
 - iii. Stacked bicycle parking structures are permitted and may use a shared aisle with a minimum width of 1.5 metres.
 - iv. Despite Section 109(3)(b)(i), the walkway may not exceed 4.5 metres in width.

Document 3 – Conditions of Approval: Site Plan D07-12-19-0044

1. Site Plan Agreement

The owner shall enter into this Site Plan Control Agreement, including all standard and special conditions, financial and otherwise, as required by the City. In the event that the owner fails to sign this Agreement and complete the conditions to be satisfied prior to the signing of this Agreement within one year of Site Plan approval, the approval shall lapse.

2. Permits

The owner shall obtain such permits as may be required from municipal or provincial authorities and shall file copies thereof with the General Manager, Planning, Infrastructure and Economic Development.

3. Extend Internal Walkways

The owner shall extend internal walkways beyond the limits of the subject lands to connect to existing or proposed public sidewalks, at the sole expense of the owner, to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development.

4. Barrier Curbs

The owner acknowledges and agrees that the parking areas and entrances shall have barrier curbs and shall be constructed in accordance with the drawings of a design professional, such drawings to be approved by the General Manager, Planning, Infrastructure and Economic Development.

5. Water Supply for Fire Fighting

The owner shall provide adequate water supply for fire fighting for every building. Water supplies may be provided from a public water works system, automatic fire pumps, pressure tanks or gravity tanks.

6. Construction Fencing

The owner acknowledges and agrees to install construction fencing, at its expense, in such a location as may be determined by the General Manager, Planning, Infrastructure and Economic Development.

7. Construct Sidewalks

The owner shall design and construct sidewalk(s) within public rights-of-way or on other City owned lands to provide a pedestrian connection from or to the site as may be determined by the General Manager, Planning, Infrastructure and Economic Development. Such sidewalk(s) shall be constructed to City Standards.

8. Reinstatement of City Property

The owner shall reinstate, at its expense and to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development Department, any property of the City, including, but not limited to, sidewalks, curbs and boulevards, which is damaged as a result of the subject development. The existing depressed curbs and driveways shall also be reinstated to soft landscaping, sidewalk and full curb following the existing curb line as per City Standards, at the owner(s) expense.

9. Completion of Works

The owner acknowledges and agrees that no new building will be occupied on the lands until all requirements with respect to completion of the Works as identified in this Agreement have been carried out and received Approval by the General Manager, Planning, Infrastructure and Economic Development, including the installation of municipal numbering provided in a permanent location visible during both day and night and the installation of any street name sign on relevant streets. Notwithstanding the non-completion of the foregoing Works, occupancy of a lot or structure may otherwise be permitted, if in the sole opinion of the General Manager, Planning, Infrastructure and Economic Development, the aforesaid Works are proceeding satisfactorily toward completion. The owner shall obtain the prior consent of the General Manager, Planning, Infrastructure and Economic Development for such occupancy in writing.

Until all requirements with respect to completion of the Works as identified in this Agreement have been carried out and received Approval by the General Manager, Planning, Infrastructure and Economic Development, the owner shall give notice to the City of a proposed conveyance of title to any building at least thirty (30) days prior to any such conveyance. No conveyance of title to any building shall be effective unless the owner has complied with this provision.

Nothing in this clause shall be construed as prohibiting or preventing the approval of a consent for severance and conveyance for the purposes of obtaining financing.

10. Certificate of Insurance

The owner shall submit a certificate of insurance in a form satisfactory to the City. The certificate of insurance must be issued in favor of the City of Ottawa in an amount not less than two million dollars per occurrence, must contain an endorsement naming the City as an additional insured and an unconditional thirty days notice of any material change or cancellation of the policy.

Special Conditions

11. Cash-in-Lieu of Parkland

The owner shall pay cash-in-lieu of parkland in accordance with the Parkland Dedication By-law of the City of Ottawa, as well as the fee for appraisal services. The monies are to be paid at the time of execution of the Site Plan Agreement.

12. Maintenance and Liability Agreement

The owner acknowledges and agrees it shall be required to enter into a Maintenance and Liability Agreement with the City, for all plant and landscaping material (except municipal trees), decorative paving and street furnishings placed in the City's right-of-way along Robinson Avenue in accordance with City Specifications, and the Maintenance and Liability Agreement shall be registered on title, at the owner's expense, immediately after the registration of this Agreement. The owner shall assume all maintenance and replacement responsibilities in perpetuity.

13. Asphalt Overlay

Due to the number of road-cut permits required to service this development, the owner shall install an asphalt overlay over the total area of the public driving surface of Robinson Avenue, fronting the subject lands, as shown on the approved Site Servicing Plan. The overlay shall be carried out to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development. The owner acknowledges and agrees that all costs are to be borne by the owner.

14. Noise Study

The owner agrees to prepare and implement a noise study in compliance with the City of Ottawa Environmental Noise Control Guidelines to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development Department.

The owner shall implement the noise control attenuation measures recommended in the approved noise study.

15. Certification Letter for Noise Control Measures

- a) The owner acknowledges and agrees that upon completion of the development and prior to occupancy and/or final building inspection, it shall retain a Professional Engineer, licensed in the Province of Ontario with expertise in the subject of acoustics related to land use planning, to visit the lands, inspect the installed noise control measures and satisfy himself that the installed recommended interior noise control measures comply with the measures in the Noise Assessment Study referenced in Document 8 hereto, as approved by the City and/or the approval agencies and authorities (The Ministry of the Environment, Conservation and Parks) or noise thresholds identified in the City's Environmental Noise Control Guidelines. The Professional Engineer shall prepare a letter to the General Manager, Planning, Infrastructure and Economic Development (the "Certification Letter") stating that he certifies acoustical compliance with all requirements of the applicable conditions in this Agreement, to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development.
- b) The Certification Letter shall be unconditional and shall address all requirements as well as all relevant information relating to the development, including project name, lot numbers, building identification, drawing numbers, noise study report number, dates of relevant documents and in particular reference to the documents used for the building permits and site grading applications. The Certification Letter(s) shall bear the certification stamp of a Professional Engineer, licensed in the Province of Ontario, and shall be signed by said Professional Engineer, and shall be based on the following matters:
 - i. Actual site visits, inspection, testing and actual sound level readings at the receptors;
 - ii. Previously approved Detailed Noise Control Studies, Site Plan and relevant approved Certification Letters (C of A) or Noise thresholds of the City's Environmental Noise Control Guidelines; and
 - iii. Non-conditional final approval for release for occupancy.

- c) All the information required in Subsections (a) and (b) above shall be submitted to the General Manager, Planning, Infrastructure and Economic Development, and shall be to his satisfaction.

16. Noise Control – Warning Clauses

The owner(s) shall implement the noise control attenuation measures recommended in the approved noise study.

- a) Each unit is to be equipped with Central Air Conditioning.
- b) Prior to issuance of building permit, a review of building components (windows, walls, doors) is required and must be designed to achieve indoor sound level criteria.
- c) Notices-on-title respecting noise:

““This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the City’s and the Ministry of the Environment’s noise criteria.”

And

““Purchasers/tenants are advised that sound levels due to increasing road traffic may occasionally interfere with some activities of the dwelling occupants as the sound levels exceed the City’s and the Ministry of the Environment’s noise criteria. This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the City’s and the Ministry of the Environment’s noise criteria.”

17. Geotechnical Investigation

- a) The owner acknowledges and agrees that it shall retain the services of a geotechnical engineer, licensed in the Province of Ontario, to ensure that the recommendations of the approved Geotechnical Investigation Report are fully implemented. The owner further acknowledges and agrees that it shall provide the General Manager, Planning, Infrastructure and Economic Development Department with confirmation issued by the geotechnical engineer that the owner has complied with all recommendations and

provisions of the Report, prior to construction of the foundation and at the completion of the Works, which confirmation shall be to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development Department.

- b) The owner further acknowledges and agrees that if the City, for any reason, does not permit the long-term discharging of groundwater to the combined sewer system, then the owner shall change the foundation construction method to a water proof foundation to reduce the possible ground water going into the City's sewer system. All cost to be borne by the owner, and any new construction method shall be to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development Department.

18. Record of Site Condition

Prior to the issuance of a building permit, the owner shall submit to the General Manager, Planning, Infrastructure and Economic Development, and the Chief Building Official, a Record of Site Condition ("RSC") completed in accordance with the *Environmental Protection Act*, R.S.O. 1990, c. E.19, O.Reg. 153/04, as amended ("O.Reg. 153/04"), and shall be acknowledged by the Ministry of the Environment, Conservation and Parks. The RSC shall confirm that all or part of the site will be suitable for the proposed use in accordance with O.Reg. 153/04. The City may issue a building permit on a phased basis to allow for site investigation and remediation activities if permitted by O.Reg. 153/04. No further Works will be permitted until the RSC is submitted. Where available information reveals that contamination extends into a City right-of-way and submission of an RSC is not possible, a building permit may be issued on a phased basis:

- a) where the owner has executed an off-site management agreement with the City to remediate the right-of-way and the site or;
- b) where the owner has completed remediation Work on the right-of-way to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development.

19. Inlet Control Devices (ICDs)

The owner acknowledges and agrees to install and maintain in good working order the required roof-top and in-ground stormwater inlet control devices, as recommended in the approved Site Servicing Plan, referenced in Document 8

herein. The owner further acknowledges and agrees it shall assume all maintenance and replacement responsibilities in perpetuity. The owner shall keep all records of inspection and maintenance in perpetuity and shall provide said records to the City upon its request.

20. Professional Engineering Inspection

The owner shall have competent Professional Engineering inspection personnel on-site during the period of construction, to supervise the Works, and the General Manager, Planning, Infrastructure and Economic Development, shall have the right at all times to inspect the installation of the Works. The owner acknowledges and agrees that should it be found in the sole opinion of the General Manager, Planning, Infrastructure and Economic Development, that such personnel are not on-site or are incompetent in the performance of their duties, or that the said Works are not being carried out in accordance with the approved plans or specifications and in accordance with good engineering practice, then the General Manager, Planning, Infrastructure and Economic Development, may order all Work in the project to be stopped, altered, retested or changed to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development.

21. Use of Explosives and Pre-Blast Survey

The owner acknowledges and agrees that all blasting activities will conform to the City's Standard S.P. No. F-1201 entitled *Use of Explosives*, as amended. Prior to any blasting activities, a pre-blast survey shall be prepared as per S.P. No. F-1201, at the owner's expense, for all buildings, utilities, structure, water wells and facilities likely to be affected by the blast, in particular, those within seventy-five (75) metres of the location where explosives are to be used. The standard inspection procedure shall include the provision of an explanatory letter to the owner or occupant and owner with a formal request for permission to carry out an inspection.

22. Pre-Blast Survey

Prior to any blasting activities, the owner acknowledges and agrees it shall arrange for a pre-blast survey to be carried out in accordance with Ontario Provincial Standard Specification entitled "General Specification for the Uses of Explosives", Section 120.07.03, by a Professional Engineer licensed in the Province of Ontario, which states as follows:

- a) A pre-blast survey shall be prepared for all buildings, utilities, structures, water wells, and facilities likely to be affected by the blast and those within 75 metres of the location where explosives are to be used. The standard inspection procedure shall include the provision of an explanatory letter to the owner or occupant and owner with a formal request for permission to carry out an inspection.
- b) The pre-blast survey shall include, as a minimum, the following information:
 - i. Type of structure, including type of construction and if possible, the date when built.
 - ii. Identification and description of existing differential settlements, including visible cracks in walls, floors, and ceilings, including a diagram, if applicable, room-by-room. All other apparent structural and cosmetic damage or defect shall also be noted. Defects shall be described, including dimensions, wherever possible.
 - iii. Digital photographs or digital video or both, as necessary, to record areas of significant concern. Photographs and videos shall be clear and shall accurately represent the condition of the property. Each photograph or video shall be clearly labelled with the location and date taken.
- c) A copy of the pre-blast survey limited to a single residence or property, including copies of any photographs or videos that may form part of the report shall be provided to the owner of that residence or property, upon request.

23. Waste and Recycling Collection

The owner acknowledges and agrees that the City will provide waste collection and cart (and/or container) recycling collection for the residential units. The owner shall provide an adequate storage room or space for waste containers and recycling carts (and/or containers). The owner acknowledges and agrees that it is recommended that the containers and carts be placed on a concrete floor. The owner shall provide an adequate constructed road access to the waste/recycling storage room or area suitable for waste/recycling vehicles as direct access to the containers and carts is required. The owner acknowledges and agrees that any additional services (i.e. winching of containers) may result in extra charges.

24. Stormwater Works Certification

Upon completion of all stormwater management Works, the owner acknowledges and agrees to retain the services of a Professional Engineer, licensed in the Province of Ontario, to ensure that all measures have been implemented in conformity with the approved Plans and Reports. The owner further acknowledges and agrees to provide the General Manager, Planning, Infrastructure and Economic Development Department with certificates of compliance issued by a Professional Engineer, licensed in the Province of Ontario, confirming that all recommendations and provisions have been implemented in accordance with the approved plans and reports.

25. Site Dewatering

- a) The owner acknowledges and agrees that while the site is under construction, any water discharged to the sanitary sewer due to dewatering shall meet the requirements of the City's Sewer Use By-law No. 2003-514, as amended.
- b) The owner further acknowledges and agrees that if the discharging groundwater is not permitted due to the capacity of the City's sewer system, it will truck the groundwater being pumped out during construction, at the owner expense.

26. Site Lighting Certificate

- a) The owner acknowledges and agrees, prior to the issuance of a building permit, to provide the City with a certificate from an acceptable professional engineer, licensed in the Province of Ontario, which certificate shall state that the exterior site lighting has been designed to meet the following criteria:
 - i. it must be designed using only fixtures that meet the criteria for full cut-off (sharp cut-off) classification, as recognized by the Illuminating Engineering Society of North America (IESNA or IES);
 - ii. and it must result in minimal light spillage onto adjacent properties. As a guideline, 0.5 fc is normally the maximum allowable spillage.
- b) The owner acknowledges and agrees that, upon completion of the lighting Works and prior to the City releasing any associated securities, the owner shall provide certification satisfactory to the General Manager, Planning, Infrastructure and Economic Development, from a Professional Engineer, licensed in the Province

of Ontario, that the site lighting has been constructed in accordance with the owner's approved Design Plan.

27. Elevations

The owner acknowledges and agrees to construct the proposed building in accordance with the approved Elevation Plans. The owner further acknowledges and agrees that any subsequent proposed changes to the approved Elevations Plans shall be filed with the General Manager, Planning, Infrastructure and Economic Development and agreed to by both the owner and the City prior to the implementation of such changes. No amendment to this Agreement shall be required.

28. Tree Permit

The owner acknowledges and agrees that any trees to be removed from the site shall be in compliance with the Urban Tree Conservation By-law, 2009-200, as amended. Any required removal shall be in accordance with an approved Tree Permit and the approved Landscape Plan; a copy of the approved Tree Permit and Landscape Plan shall be present on the construction site at all times. The owner further acknowledges and agrees that issuance of a Tree Permit for removal of the trees identified on the approved landscape plan will not occur until such time when a building permit has been issued for the proposed development.

29. On-Site Parking

- a) The owner acknowledges and agrees that units within the proposed building may not be provided with on-site parking. In the event any future tenant or purchaser wishes to have parking, the owner acknowledges that alternative and lawful arrangements may need to be made to address parking needs at an alternate location and such arrangements are solely the responsibility of the person seeking parking. The owner further acknowledges and agrees the availability and regulations governing on-street parking vary; that access to on-street parking, including through residential on-street parking permits issued by the City, cannot be guaranteed now or in the future; and that a tenant or purchaser intending to rely on on-street parking for their vehicle or vehicles does so at their own risk.
- b) The owner acknowledges and agrees that a notice-on-title respecting on-site parking, as contained in Clause 30 below, shall be registered on title to the

Lands, at the owner's expense, and a warning clause shall be included in all agreements of purchase and sale and lease agreements.

30. Notices on Title – On-Site Parking

The owner, or any subsequent owner of the whole or any part of the subject lands, acknowledges and agrees that all agreements of purchase and sale or lease agreements shall contain the following clauses, which shall be covenants running with the subject lands:

“Purchaser/Lessee for himself, his heirs, executors, administrators, successors and assigns acknowledges being advised that the unit being sold/rented may not be provided with any on-site parking. Should the Purchaser/Lessee have a vehicle for which they wish to have parking, alternative and lawful arrangements may need to be made to address their parking needs at an alternate location and that such arrangements are solely the responsibility of the person seeking parking. The Purchaser/Lessee acknowledges that the availability and regulations governing on-street parking vary; that access to on-site street parking, including through residential on-street parking permits issued by the City of Ottawa, cannot be guaranteed now or in the future; and that the Purchaser/Lessee intending to rely on on-street parking for their vehicle or vehicles does so at their own risk.”

“The Purchaser/Lessee covenants with the Vendor/Lessor that the above clause, verbatim, shall be included in all subsequent agreements of purchase and sale and lease agreements for the lands described herein, which covenant shall run with the said lands.”

31. Traffic Impact Assessment

The owner(s) has undertaken a Transportation Impact Assessment for this site, prepared by CGH Transportation, Project No. 2018-68, 36 Robinson Avenue, dated March 2019, to determine the infrastructure and programs needed to mitigate the impact of the proposed development on the local transportation network and establish the site design features needed to support system-wide transportation objectives. The owner shall ensure, that the recommendations of the Transportation Study is fully implemented, to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development Department.

32. Traffic Management Plan

Should the owner wish to use a portion of the City's road allowance for construction staging, prior to obtaining a building permit, the property owner must obtain an approved Traffic Management Plan from the Manager, Traffic Management, Transportation Services Department. The City has the right for any reason to deny use of the Road Allowance and to amend the approved Traffic Management Plan as required.

33. Soil Management

The owner acknowledges and agrees to retain an environmental consultant to identify areas on the subject lands where excess soils, fill and/or construction debris will be removed, or back fill with the soil. If through further testing any of these materials are found to be contaminated, the owner acknowledges and agrees to dispose, treat or recycle these materials at a waste disposal site or landfill licensed for that purpose by the Ministry of the Environment, Conservation and Parks.

34. Groundwater Management

The owner acknowledges and agrees to retain an environmental consultant to test groundwater to be removed from the site during and after redevelopment. If through further testing the groundwater samples are found to be contaminated, all contaminated groundwater must be removed, managed or treated in accordance with appropriate Ontario regulations and/or discharged in accordance with the City's Sewer Use By-law, being By-law No. 2003-514, as amended. A sewer use agreement for the discharging of groundwater into City's combined sewer system will be required.

The owner further acknowledges and agrees that if the City, for any reason, does not permit the long-term discharging of groundwater to the combined sewer system, then the owner shall change the foundation construction method to a water proof foundation to reduce the possible ground water going into the City's sewer system. All cost to be borne by the owner, and any new construction method shall be to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development Department.

35. Stormwater Management Memorandum

Prior to registration of this Agreement, the owner acknowledges and agrees to

provide the General Manager, Planning, Infrastructure and Economic Development, with a memorandum prepared by a Professional Engineer, licensed in the Province of Ontario, confirming that the designed roof-top scuppers and associated spill point elevations will be set equivalent to the top of the control weir of the approved roof drain elevation(s). The owner further acknowledges and agrees that said memorandum shall be to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development, and all associated costs shall be at the owner's expense.

36. Protection of City Sewers

- b) Prior to the issuance of a building permit, the owner shall, at its expense:
- i. provide the General Manager, Planning, Infrastructure and Economic Development with the engineering report from a Professional Engineer, licensed in the Province of Ontario, which report shall outline the impact of the proposed building's footing and foundation walls, on the City sewer system, that crosses the Robinson Avenue frontages (the "City Sewer System") and the impact of the existing City Sewer System on the building's footing and foundation walls;
 - ii. obtain a legal survey acceptable to the General Manager, Planning, Infrastructure and Economic Development and the City's Surveyor, showing the existing City Sewer System within Robinson Avenue and the location of the proposed building and its footings in relation to the City Sewer System;
 - iii. obtain a video inspection of the City Sewer System within Robinson Avenue prior to any construction to determine the condition of the existing City Sewer System prior to construction on the lands and to provide said video inspection to the General Manager, Planning, Infrastructure and Economic Development.
- c) Upon completion of construction on the lands, the owner shall, at its expense and to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development:
- i. obtain a video inspection of the existing City Sewer System within Robinson Avenue to determine if the City Sewer System sustained any damages as a result of construction on the lands; and

- ii. assume all liability for any damages caused to the City Sewer System within Robinson Avenue and compensate the City for the full amount of any required repairs to the City Sewer System.

37. Below Grade Parking Area and Depressed Driveways

- a) The owner acknowledges and agrees that during major storm events, depressed driveways and below grade parking areas may be subject to flooding due to drainage from the road allowance. The owner further acknowledges and agrees that the City shall not take responsibility for flooding claims. The owner further acknowledges that it is recommended that backwater valves be installed on catch basins located in depressed driveways.
- b) The owner acknowledges and agrees that a notice-on-title respecting below grade parking areas and depressed driveways, as contained in Condition 38 hereinafter, shall be registered on title to the subject lands, at the owner's expense, and a warning clause shall be included in all agreements of purchase and sale and lease agreements.

38. Notices on Title – All Units (Below Grade Parking and Depressed Driveways)

The owner, or any subsequent owner of the whole or any part of the subject lands, acknowledges and agrees that all agreements of purchase and sale or lease agreements shall contain the following clauses, which shall be covenants running with the subject lands:

“The Purchaser/Lessee for himself, his heirs, executors, administrators, successors and assigns acknowledges being advised that during major storm events, depressed driveways and below grade parking areas may be subject to flooding due to drainage from the road allowance. The Purchaser/Lessee further acknowledges being advised that the City of Ottawa shall not be liable for flooding claims. Backwater valves are recommended for installation on catch basins located in depressed driveways.”

“The Purchaser/Lessee covenants with the Vendor/Lessor that the above clauses, verbatim, shall be included in all subsequent agreements of purchase and sale, and lease agreements for the lands described herein, which covenant shall run with the said lands.”

Document 4 – List of Approved Plans and Reports: Site Plan D07-12-19-0044

This Site Plan Control application submitted by FoTenn Consults, on behalf of Robinson Village IV Ltd. Partnership, is APPROVED as shown on the following plan(s):

1. **Site Plan**, drawing no. SP-1, prepared by Hobin Architecture, dated January 10, 2019, project no. 1834, Revision 13, dated 19/12/16.
2. **South Elevation**, prepared by Hobin Architecture, dated December 6, 2019.
3. **West Elevation**, prepared by Hobin Architecture, dated December 6, 2019.
4. **North Elevation**, prepared by Hobin Architecture, dated December 6, 2019.
5. **East Elevations**, prepared by Hobin Architecture, dated December 6, 2019.
6. **Tree Conservation Report and Landscape Plan**, project no. 19MIS1936, dated March 2019, prepared by James B. Lennox and Associates Inc., Revision 4, dated 12/20/2019.
7. **Erosion Control Plan**, drawing no. EC-1, project no.18-1078, dated March 2019, prepared by DSEL, Revision 4, dated 20.01.10.
8. **Grading Plan**, drawing no. GP-1, project no.18-1078, dated March 2019, prepared by DSEL, Revision 4, dated 20.01.10.
9. **Stormwater Management Plan**, drawing no. SWM-1, project no.18-1078, dated March 2019, prepared by DSEL, Revision 4, dated 20.01.10.
10. **Site Servicing Plan**, drawing no. SSP-1, project no.18-1078, dated March 2019, prepared by DSEL, Revision 4, dated 20.01.10.

And as detailed in the following report(s):

1. **Functional Servicing and Stormwater Management Report**, project no. 18-1078, prepared by DSEL, dated January 2020 – Rev. 4.
2. **Geotechnical Investigation Report**, project no. 11186719, prepared by GHD, Report No. 4, dated December 17, 2019.
3. **Traffic Noise Assessment**, report: GWE19-016, prepared by GradientWind, dated March 7, 2019.

4. **Stationary Noise Assessment**, report: GWE19-016, prepared by GradientWind, dated July 19, 2019.
5. **Pedestrian Level Wind Study**, report: GWE19-016-CFDPLW, prepared by GradientWind, dated March 7, 2019.
6. **Transportation Impact Assessment**, 36 Robinson Avenue, CGH Transportation, Project No. 2018-68, dated March 2019.
7. **Phase I Environmental Site Assessment**, 36 Robinson Avenue, prepared by GHD, dated January 29, 2019.
8. **Phase II Environmental Site Assessment**, 36 Robinson Avenue, project no. 11186719, prepared by GHD, Report No. 3, March 6, 2019.
9. **Hydrogeological Assessment**, 36 Robinson Avenue, Project No. 11186719, Report No. 2, dated December 2019.

Document 5 – Consultation Details

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for the respective development applications.

During the application review process two community information sessions were held by the applicant through coordination with Councillor Fleury. The first meeting was held on March 26, 2019 at the Sandy Hill Community Centre and approximately 60 people attended. A second community information session was held on October 24, 2019 at the Youville Centre and approximately 40 people attended. These meetings also included the proposed developments at 19, 29 and 134 Robinson Avenue, which are not included within this report but will be included on the same Planning Committee agenda, in a separate report.

Approximately 100 individuals/groups commented on the proposed development during the review process. The vast majority of the public submissions were opposed to the developments and expressed concerns such as parking, students, density, emergency access, and the overall building mass.

PUBLIC COMMENTS AND RESPONSES

The following summarizes, in no particular order, a list of comment topics and items raised by members of the public in response to the application:

The following comments were submitted in specific reference to the proposed development at 36 Robinson Avenue. See comments further below for general public concerns regarding the proposals on Robinson Avenue.

General Public (36 Robinson Avenue)

- The building mass and height with a lack of setbacks and stepbacks does not fit with the existing community. This building will tower over existing houses is not compatible.
- Concerns regarding the proximity of the building (east façade) and the rear yard and windows of the existing townhomes for relationship and privacy to adjacent properties.
- The driveway should be relocated to the middle of the building away from existing houses.

- Garage venting should not be permitted on the sides of the building next to existing homes.
- Concerns about area flooding and the stormwater management.
- Roof-top amenity is not appropriate and out-of-scale with the neighbourhood and will result in issues of noise and privacy loss. Should be a green roof.
- Lack of unit diversity.
- Move garage room to middle of building away from neighbours.

The front terraces are inappropriate and should be removed. Landscape the front yard like the rest of the properties on the street.

Response:

As noted in the 'Brief History' section of the staff report, the current zoning on this property is the result of an Ontario Municipal Board (now known as the Local Planning Appeal Tribunal) settlement where the City re-designated the site from residential high-profile to residential medium-profile. The resulting zoning of the settlement permitted a building height up to 27 metres and requires a 1.0 metre setback after the sixth-storey. Staff acknowledge the proposed development utilizes the entire permitted zoning envelope granted by the OMB. Given this history, and to help achieve a compatible development, staff concentrated on the use of quality building materials and focused particularly on the eastern façade to improve the relationship with the abutting townhouses. This was largely done by replacing the large windows in the middle of the façade with transom windows and reorienting the units to minimize privacy concerns.

While neither the Zoning or Site Plan Control can regulate the location of the garage venting, to improve the quality of the air the venting system requires air filtration systems within the building before exhausting externally. Additionally, moving the driveway to the middle of the building was not an option for the applicant as it would negatively impact building efficiency and cost. As well, the department supports the driveway in the proposed location as it is the safest location since it minimizes pedestrian conflicts and improves sightlines.

Engineering submissions, such as the Geotechnical Study, Phase II ESA, and Hydrogeological Assessment were updated during application review to address ground

water and area flooding concerns. As per the list of approved plans and report and associated conditions, staff support the professional recommendations.

The roof-top terrace is a permitted amenity area in the Zoning By-law and outdoor amenity area options are encouraged by the Official Plan. Through the Site Plan Control process the roof-top amenity area has also been designed to have smaller seating areas to discourage large gatherings.

While the *Planning Act* does not allow approval of interior building spaces, the number and type of units proposed complies with the Zoning By-law. The garbage room was reviewed by Waste Services to ensure proper design allowing for City collection.

The front terraces were removed as a result of the second community information session and replaced with landscaping in the front yard, including street trees.

Registered Community Group comments

Action Sandy Hill (ASH) participated in the application review process and submitted comments in November 2019 following the second community information session. ASH is opposed to the proposed development and comments submitted are summarized as follows:

We are dismayed at the lack of compromise the developer appears willing to undertake when faced with the clear opposition from neighbours in Robinson Village.

The under-provision of parking and the less-than-generous unit sizes suggest that the proponent will target University of Ottawa students (who would be expected to walk, not use transit, to either the main or Lees campuses), rather than professional couples, families and seniors. As staff is aware, Sandy Hill's "missing middle" is not the student demographic, which is already well-served by our neighbourhood (albeit not adequately served in the City-wide context). By not catering to diverse demographics, and not providing adequate parking, the project risks producing a demographic monoculture in Robinson Village - not the diversity sought by ASH, existing residents, the Sandy Hill Secondary Plan (SHSP), and the City according to #4 of its 5 Big Moves, which calls for "inclusive, all-age communities".

All the building designs include significantly less tenant parking provision than the applicable bylaw requires. While ASH supports increased use of transit and active transportation, the lack of amenities close to Robinson Village – in particular grocery stores and other services such as health clinics – means that a vehicle is a necessity for

many professional couples, young families and seniors who might want to live in the neighbourhood. The lack of tenant parking is not fully compensated for by provision of vehicle sharing spaces or any additional bicycle parking.

The submission noted the lack of on-street parking capacity, further constraints during winter, concern for access (garbage trucks, school bus, emergency vehicles), and no ability for spill over parking as the street is isolated.

ASH is disappointed that despite work being done by the proponents and the City to progress the four proposals which, if approved, would add well over 300 new units to the Robinson Village neighbourhood, there has been no further activity to engage the current residents or ASH in developing the Robinson Village Community Building Plan referenced in the applications. This Plan cannot be considered part of the application.

Notwithstanding the outsize scale of #36 Robinson, ASH also requests that the City apply its inclusionary zoning policy to this development. Even with the reduced number of units as requested by ASH and neighbours to allow the building to fit the scale of its environs, the City needs to facilitate that a percentage of the units be made affordable for low-income residents, as a contribution to the rental housing crisis for this portion of Ottawa's population.

The design for a nine-storey building at #36 immediately next to 2/3-storey homes makes no attempt at a transition between the low- and high-rise buildings. The building mass is further emphasised by the minimal stepback of the higher floors. The 2015 decision to allow eight storeys on the site was in the context of a condominium building design that had only eight storeys in total (not nine), with a significant stepback for storeys seven-eight as well as a footprint that did not go right to the limit in the way the proposed design does (for example jogging the building footprint to exactly following the property line on the south side).

The height and design of the building and its close proximity to existing homes will rob them of substantial amounts of sunshine as shown in the sun shadow study in the application. ASH contends that the application for #36 fails to meet policy aims 5 (of the Sandy Hill Secondary Plan) because its inappropriate scale and massing does not distinguish among types of new housing on the basis of scale, and to locate the different types in areas appropriate to them.

The location of the parking garage entrance at the west edge of the building next to a residence, rather than in the middle of the façade, will create unnecessary noise for the

neighbouring residence from vehicle and door noise. Residents of immediately neighbouring homes to the east are also concerned at the loss of privacy arising from having living area windows in #36 overlooking them.

ASH requests that the design of #36 be revised to reduce the overwhelming and out of place visual effect of its height and adverse shadowing effects on neighbouring homes, to bring it down to a scale more suitable for its environment. ASH requests that the parking garage entrance be relocated to the middle of the façade rather than the end.

ASH maintains its request have a unit mix that addresses the wider needs for rental accommodation in Sandy Hill, with significant proportion of two and three-bedroom units. Provide tenant storage lockers and in-suite or on-site laundry.

The roof-top amenity will lead to problems of noise and loss of privacy.

Response:

As noted in the staff report and recent LPAT decision, the continued suggestion to refuse an application based on the notion of student housing or transient users is inappropriate and land use planning does not zone for people.

The lands surrounding Lees O-Train Station are predominantly zoned for transit-oriented development, which permits a broad range of uses that would include uses such as a grocery store. It is anticipated that as these lands are developed, additional amenities (non-residential uses) will be provided. Growth and intensification in Robinson Village is supported by the Official Plan, Secondary Plan and Lees TOD Plan, and these developments are consistent with the planned function and respect the existing context.

The Official Plan supports the reduction or elimination of parking, and the proposed development is consistent with policy framework for reduced parking and the encouragement of an active transit development.

Bicycle parking was revised through application review to increase the amount of spaces provided, and as shown on the approved Site Plan, at least one bicycle space per unit is intended and location inside the building.

The Robinson Village Community Building Plan does not form part of this approval. See response to "other" comments above.

The building mass is permitted by current zoning, and as recognized in the staff response above and further explained in the 'brief history' section of this report. The City

of Ottawa has not passed a by-law concerning inclusionary zoning, and as such it does not apply to these applications.

General Public Comments

The following comments were submitted generally in reference to 36 Robinson Avenue as well as the other Robinson Avenue developments as per City report ACS2020-PIE-PS-0001.

Parking

- Numerous concerns about the lack of on-street parking capacity and increased demand for all the additional vehicles resulting from these developments.
- Robinson Avenue is an isolated street with no other options nearby (like the next street over, which exist in most other neighbourhoods) for vehicles coming to the street. There is no spillover parking available.
- By-law tickets vehicles frequently due to lack of availability and vehicles parking for longer than posted times.
- During winter the amount of parking available worsens.
- Renters will show up owning cars and try to park on the street, worsening the problem.
- The neighbourhood is separated from the Light Rail Transit (LRT) by the Queensway and lack efficient and maintained access to the LRT. Proximity is not a reason to reduce parking.
- Residents will want to have vehicles to run errands outside of the neighbourhood.
- Few bicycle parking spaces provided, which should be indoor, and only three spaces for visitors will not work.

Response:

The reduction in parking is consistent with the Official Plan, Sandy Hill Secondary Plan and Lees TOD plan as detailed in the staff report. In addition to the policies acknowledging the properties being within 800 metres walking distance of a rapid transit station, the walking route from each of these sites keeps pedestrians on City sidewalks

and pathways and uses a signalized pedestrian crossing and signalized intersections at road crossings.

With respect to the availability of on-street parking there is no direct correlation between the off-street parking demanded by a development and parking on the street.

Additionally, the Site Plan conditions include warning clauses to notify potential tenants about parking not being provided with the unit.

Student and Transient users

- Developments are geared towards students, and students arrive owning a car, and student housing will result in issues such as garbage, noise, no pride of ownership, and these types of buildings do not fit with the neighbourhood feel.
- No balconies or roof-top amenity areas should be permitted for student housing. Major noise issues and parties.
- Proposal is mostly studio apartments desirable for students. Change the unit mix and sizes. Rentals also bring a lot disruption and less care for the neighbourhood.
- These developments need site supervisors accountable and available for complaints.
- A condo development with larger units would be more suitable for the neighbourhood.
- The development needs to encourage families and professionals.
- Rental development will change the character of the neighbourhood and neighbours will not know each other.

Response:

Under the authority of the *Ontario Planning Act*, the question of the intended users or type of tenure (rental versus condo) is not regulated through the associated planning applications. As noted in the staff report, this concern has been reviewed before the Local Planning Appeal Tribunal and concerns such as student or transient users and their assumed behavior is not a matter of land use planning. The department views the proposal as a mid-rise apartment buildings as defined by the Zoning By-law. The building is designed with a standard waste collection room, and the roof-top amenity

area is setback from the roofs edge and is a permitted amenity area as per the Zoning By-law . The Official Plan also encourages the availability and variety of amenity space, including outdoor.

Traffic and Access

- Only one access in and out of Robinson Village and the area already experiences delays.
- Tenants will not use the LRT, especially when the University is just a short walk away.
- The area is already very congested. Adding so many people will worsen the situation and a traffic light is needed at Lees Avenue.
- The street will not be able to handle moving days and vehicles.
- Snow removal is a chronic issue on the street, and developments have no room for snow storage.
- Too much neighbourhood density hinders the ability for emergency vehicles to respond.
- During the winter, the street essentially functions as a one-way street.

Response:

The proposed developments included a submission of a Transportation Impact Assessment, which was later updated through a subsequent report to include the development at 36 Robinson Avenue. Transportation staff reviewed these submissions and have no concerns regarding traffic and access in Robinson Village. The traffic volumes resulting from these developments remain within the acceptable levels within the existing road network and the projected vehicle trips function within the existing road network. It must also be acknowledged that intensity of development proposed is already allowed by the current zoning. A traffic light at Lees Avenue and Robinson Avenue is not warranted through these developments, but as more of the transit-oriented development zoned properties develop this will be further evaluated.

Several comments, assuming student housing, noted that the tenants will not use the O-Train Station as the University campus is just as easy to access by walking. Staff

have no concerns with this notion as walking is an active mode of transportation that also supports the parking reduction.

The winter conditions of the street and access for emergency vehicles is not impacted by these developments. Snow storage for the developments is accommodated on site in the rear yard and developing these sites removes several driveways and curb-cuts providing more landscaping and room within the right-of-way beyond the sidewalk for snow storage. Additional snow clearing is an operational issue. Emergency vehicles will maintain access to the street and development sites, and each site must comply with fire access regulations through the Ontario Building Code.

Density and unit type

- Too many studio units. Need more variety in unit types, such as one-bedroom and two-bedroom and three-bedroom units.
- The proposed density is significantly higher than any other development in Robinson Village.
- Huge population increase will ruin the quiet enjoyment of our properties.
- Small units with little storage are a poor design.

Response:

As further detailed in the staff, the proposed apartment buildings, in term of the number of units and building height complies with the Zoning By-law. Site Plan Control does not approve the interior of buildings for layout and storage. The Official Plan, Sandy Hill Secondary Plan and Lees TOD Plan encourages the redevelopment of Robinson Village (west) as an area that supports mid-rise apartment buildings, and the density of this development is consistent with the policy framework.

Other

- Concerns over loss of property value.
- There is a rat and mouse infestation in area, which has been acknowledged by Public Health, and the existing houses show evidence of their presence. Vermin need to be dealt with prior to construction.

- Animals such as groundhogs, rabbits, skunks, squirrels and racoons will lose their habitat.
- The submission included the “Robinson Village Community Building Plan”. Visions for the area require more public consultation to determine what will be the outcome of this study.
- The Street has sewer drainage and ice-build up issues. Developments will have more run-off and compound the drainage issues. There is the issue of Street flooding.
- They should provide a green building.
- Construction process and management.

Response:

There is no evidence to suggest that development applications and new construction adversely impact property values.

The applicant is aware of the vermin issue and has been advised to monitor the outcome of the [Rat Inquiry Motion](#) passed by Council on November 27, 2019, such as baiting and/or removal prior to building demolition. Other wildlife will adapt to the development of these sites and the surrounding area as plenty of habitat nearby, including proximity to the Rideau River.

The Robinson Village Community Building Plan was submitted in support of the applicant's Planning Rationale to pull together all the relevant policy directions and vision from the Official Plan, Secondary Plan and TOD Plan. The document was meant to show the proposed developments in the context of the areas planned function and the applicant's interpretation (as large land holder on Robinson) of how the area may develop over time. This submission does not form part of the approval but was helpful during application review.

Drainage and storm water management were evaluated through application review, and staff are satisfied with the final engineering reports and plans. Developing a green or LEED standard building is not a requirement, and all construction activity shall be done in accordance with any City of Ottawa approvals and regulations.