

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme
14 January 2021 / 14 janvier 2021**

**and Council
et au Conseil
27 January 2021 / 27 janvier 2021**

**Submitted on 22 December 2020
Soumis le 22 décembre 2020**

**Submitted by
Soumis par:
Douglas James,
Acting Director / Directeur par intérim
Planning Services / Services de la planification
Planning, Infrastructure and Economic Development Department / Direction
générale de la planification, de l'infrastructure et du développement économique**

**Contact Person / Personne ressource:
Kathy Rygus, Planner II / Urbaniste II, Development Review West / Examen des
demandes d'aménagement ouest
613-580-2424, 28318, Kathy.rygus@ottawa.ca**

Ward: BAY (7) / BAIE (7)

File Number: ACS2021-PIE-PS-0007

SUBJECT: Zoning By-law Amendment – 847 Woodroffe Avenue

OBJET: Modification au Règlement de zonage – 847, avenue Woodroffe

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 847 Woodroffe Avenue to modify performance standards of the R2G Zone, 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 27 January 2021 subject to submissions received between the publication of this report and the time of Council’s decision.

RECOMMANDATIONS DU RAPPORT

1. Que le Comité de l’urbanisme recommande au Conseil d’approuver une modification du Règlement de zonage 2008-250 visant le 847, avenue Woodroffe afin de changer les normes de rendement de la zone R2G, comme le précise le document 2.
2. Que le Comité de l’urbanisme donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux ‘exigences d’explication’ aux termes de la *Loi sur l’aménagement du territoire*, à la réunion du Conseil municipal prévue le 27 janvier 2021 », 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.

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

847 Woodroffe Avenue

Owner

1332710 Ontario Inc.

Applicant

The Stirling Group

Description of site and surroundings

The site is located on the east side of Woodroffe Avenue between Fox Crescent and Lenester Avenue. The property has 18.2 metres of frontage and is 680 square metres in area. The site is occupied by a detached dwelling with a detached double garage at the rear. The surrounding properties on Woodroffe Avenue are a mix of detached, semi-detached and dwellings that have been converted to multiple apartments. The properties to the east are occupied by detached dwellings.

Summary of requested Zoning By-law Amendment proposal

The property is zoned Residential Second Density Subzone G (R2G), which permits detached and semi-detached dwellings, both side-by-side units and long semi-detached, where the attached units are arranged one behind the other. A secondary dwelling unit is permitted in each unit of a semi-detached.

The applicant is proposing to demolish the existing house and garage and redevelop the site with two pairs of two-storey long semi-detached dwellings. Each of the units would have a secondary dwelling unit in the basement, for a total of eight units. A shared driveway between the two buildings would provide access to four parking spaces at the rear of the lot. The proposal requires four parking spaces for the semi-detached units; no parking is required for the secondary dwelling units. Reciprocal access easements would be required. The individually conveyable parcels would be created through the Part Lot Control process rather than through the Committee of Adjustment severance process.

The current R2G zoning permits the use of long semi-detached dwellings. The application seeks relief to certain performance standards of the R2G Zone to accommodate the proposed development. The rezoning would create a new urban exception [xxxx] with provisions as follows:

- Reduction of required lot width from 15 metres to 9 metres for each half of the lot
- Reduction of lot area from 450 square metres to 339 square metres for each half of the lot
- Reduction of front yard setback from 6 metres to 5 metres
- Reduction of total side yard setback from 3 metres to 2.7 metres
- Reduction of the frontage portion of the rear parcel from 3 metres to 1.47 metres

DISCUSSION

Public consultation

Public consultation was carried out in accordance with the City's Public Notification and Consultation Policy for Zoning By-law amendment applications, with notice mailed to property owners within 120 metres and a notification sign posted. Eight public comments were received, with two comments in favour and six of the comments expressing opposition to the proposal due to concerns such as density, traffic, parking, land use and screening. A synopsis of the comments and responses are outlined in Document 3.

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

Official Plan designation

The property is designated General Urban Area on Schedule B of the City's Official Plan. This designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances. Residential intensification through infill will relate to the existing character to enhance desirable patterns and built form while also achieving a balance of housing types and tenures.

Other applicable policies and guidelines

Section 2.2.2 – Managing Intensification Within the Urban Area

This section directs where growth will occur and supports opportunities for intensification by recognizing that residential areas will continue to mature and evolve. Growth will be directed to areas where infrastructure and services already exist, and infill and redevelopment will be compatible with the existing context or planned function of the area. Consideration of the surrounding area's character is a factor in determining compatibility within a community. All intensification will occur in accordance with the provisions of Section 2.5.1 and 4.11, dealing with matters of urban design and compatibility.

Section 2.5.1 - Designing Ottawa

Tools and design objectives for new development are provided in this section to guide compatibility and quality design. These design objectives include enhancing the sense of community; defining quality public and private spaces through development and ensuring that new development respects the character of existing areas.

Section 4.11 - Urban Design and Compatibility

New development is evaluated using the policies of this section, which addresses urban design and compatibility. These aspects of urban design and compatibility include building profile and height, potential impacts, building transitions, and intensification within established neighbourhoods. The purpose of reviewing these design aspects is to ensure that new development is sensitive and compatible to the existing context while providing appropriate transitions between new and existing development.

Planning Rationale

Official Plan Policies

This application has been reviewed under the consolidated Official Plan (2003) and amendments in effect from Official Plan Amendment 150 (OPA 150). The site is designated as General Urban Area, which permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances. Residential intensification through infill should respond to the existing character to enhance desirable built form, while achieving a balance of housing types and tenures.

The Official Plan directs where growth will occur and supports opportunities for intensification by recognizing that residential areas will continue to mature and evolve. Growth will be directed to areas where infrastructure and services already exist, and infill and redevelopment will be compatible with the existing context or planned function of the area.

The property is located on an Arterial road, close to the Baseline Transit Station and the future Baseline Road Bus Rapid Transit line. Due to its high traffic volumes, Woodroffe Avenue is well suited for intensification and the existing detached dwellings are not consistent with the speed, high traffic volumes and multi-lane nature of the road. The site has full access to urban services such as sewers and watermains. It proposes modest intensification that expands the range of residential unit types available to serve a variety of demographic profiles.

Section 2.5.1 of the Official Plan provides policy direction for urban design and compatibility and Section 4.11 provides direction focused on compatibility through criteria such as setbacks, heights, transitions, orientation of entrances, and outdoor amenity areas.

Section 4.11 of the Official Plan addresses compatibility of new buildings with their surroundings and provides direction in evaluating rezoning proposals

The proposed development has been designed to be compatible through a careful design that mimics the appearance of detached two-storey dwellings from both the front and the rear of the buildings. New developments are to respect the privacy of outdoor amenity areas on adjacent lots. The proposed design meets the maximum height provision and does not propose any second-floor balconies, addressing abutting residents' concerns regarding potential loss of privacy. A 1.8-metre wood screen fence will be installed along the westerly lot line abutting the detached dwellings to the rear, to minimize any noise and light spillage from the small parking area in the rear yard onto neighbouring properties. The proposed development meets the rear yard setback, so it ensures adequate spacing from existing adjacent properties and respects outdoor amenity areas on these lots.

Apart from compatibility of the building design, other aspects to be considered in evaluating a request for rezoning relate to access, traffic and infrastructure.

Access

The development proposes a single access from Woodroffe Avenue to serve both buildings. The shared laneway leads to a small parking lot at the rear of the buildings. A single access is the preferred option, as multiple private accesses are discouraged on Arterial roads. A single entrance also has the benefit of providing ample space for landscaping in the front yards of the two proposed houses.

Transportation

The site's proximity to the Queensway, transit routes and nearby multi-use paths will allow for easy access to all modes of transportation including car, transit, walking or cycling. Woodroffe is designated as an Arterial road, meant to carry the highest volume of traffic. Traffic generated by the proposed development has been evaluated by a Transportation Impact Assessment, which concluded that the existing road network is adequate to safely handle the anticipated traffic.

Infrastructure

An Assessment of Adequacy of Public Services was conducted in support of the rezoning application. The assessment concluded that the existing watermain system is capable of supplying water to meet demand while meeting minimum required pressures, that fire flow demands can be supplied through existing hydrants, that the existing sanitary sewer infrastructure has enough capacity to serve the proposed development. Detailed servicing plans will be reviewed and approved through the Part Lot Control process.

Grading and Drainage

The proposed grading and stormwater management plans for the development have been reviewed and it has been confirmed that the stormwater design conforms to all relevant City standards. Residents of the lots abutting the rear yard of the property have expressed concerns that the proposed redevelopment will increase stormwater runoff and cause excess drainage towards their properties. Currently more than 65 per cent of the site is draining towards an existing rear yard swale on the property line which, according to the residents, does not function as intended. The proposed development will result in an increase in impermeable areas with the new buildings footprint and parking areas, so a new stormwater solution is required.

In order to avoid excess drainage towards the neighbors' lots, it is proposed to collect the stormwater runoff on site through catch basins and discharge most of it into the storm sewer system on Woodroffe Avenue. This will accommodate the increased hard surface and significantly reduce the overland flow towards the rear yard swale. The proportion of site runoff flowing towards the rear yard swale will be reduced from the current 65 per cent to approximately 25 per cent. It is also proposed to refine the existing rear yard swale to minimize ponding.

Development review staff is satisfied with the proposed approach and can confirm that it will attenuate the current drainage issues with the site and nearby lots. Detailed review of the stormwater management design is being completed through the Part Lot Control application for the lot creation.

Compatibility

The proposed development is compatible with surrounding development. The long semi-detached dwellings are permitted by the current zoning and the reductions sought for lot width, lot area flag frontage of rear lot and interior side yard are minor in nature. While it is acknowledged that the abutting neighbours have concerns with the type of development proposed, the use is already permitted and is not the subject of this application. Because the proposed site layout satisfies the rear yard setback of the R2G Subzone, this application has no additional adverse impact on properties to the rear. In addition, the proposed parking lot in the rear yard contains only four parking spaces, and will have no separate lighting, so the potential nuisance associated with noise or light is minimized. Entrances to the basement units are located along the exterior side of the buildings, away from any amenity areas, garbage will be stored internally within each building. A 1.8-metre wood screen fence will be installed along the rear lot line to provide screening.

Proposed Zoning Details

As detailed in Document 2, the proposed Zoning By-law amendment will create a site-specific Urban Exception [xxxx] implementing modest modifications to certain performance standards of the R2G subzone for long semi-detached dwellings:

- a) Reduction of required lot width from 15 metres to 9 metres for each half of the lot
- b) Reduction of lot area from 450 square metres to 339 square metres for each half of the lot
- c) Reduction of front yard setback from 6 metres to 5 metres
- d) Reduction of total side yard setback from 3 metres to 2.7 metres
- e) Reduction of the frontage portion of the rear parcel from 3 metres to 1.47 metres

The requested amendments are minor and technical in nature. Because the long semi-detached is a relatively new type of infill, the Zoning By-law currently contains no specific provisions for the unit type, and the performance standards for detached dwellings are applicable. This creates a situation where it is difficult for most infill developments to satisfy the provisions related to minimum lot width and lot area, and the modifications needed for developments such as this are typically dealt with as Minor Variance applications to the Committee of Adjustment. In this case, the applicant chose to apply for a minor Zoning By-law amendment instead. A recent report “Zoning Changes to Regulate Residential Development in the Urban Area within the Greenbelt” was approved by City Council in October 2020. It proposed numerous revisions to the Zoning By-law and included provisions to address this by creating a new unit type, “long semi-detached”, and specifying performance standards for it. The proposed provisions will reduce the required lot width, lot area and front yard setback. The performance standards requested by this application are closely aligned with these new provisions.

Staff have no concerns with the reductions requested as it aligns with the intent of the new “Zoning Changes to Regulate Residential Development in the Urban Area within the Greenbelt”. The reduction of the side yard still provides adequate space for an access walkway and servicing, and the reduction of the flag portion of the rear lot still allows sufficient space between the two buildings for a safe two-way laneway. The minor reduction of the front yard setback will still allow ample landscaped space in front of the buildings. The permitted building height and rear yard setback are unaffected by this application and will meet the current provisions.

The proposal for the long semi-detached dwellings allows for modest intensification on a scale compatible with the detached dwellings to the east and introduces a more compact form of residential use along a heavily travelled arterial road that is well-suited to regeneration as this corridor evolves. The proposal positively contributes to the neighbourhood by expanding the range of available housing types and adding new residential units on an underutilized site in an area well served by neighbourhood services and amenities.

Staff are satisfied that the requested Zoning By-law amendment is consistent with the Official Plan and represents good planning. The proposal allows for modest intensification on the edge of a stable community that is compatible with the surrounding context.

Provincial Policy Statement

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

RURAL IMPLICATIONS

There are no rural implications associated with this report.

COMMENTS BY THE WARD COUNCILLOR

Councillor Kavanagh is aware of this report and recommendation.

LEGAL IMPLICATIONS

There are no legal impediments to implementing the recommendations of this report.

RISK MANAGEMENT IMPLICATIONS

There are no Risk Management implications associated with the recommendations in this report.

ASSET MANAGEMENT IMPLICATIONS

There are no direct Asset Management implications associated with the recommendations in this report. Existing City stormwater infrastructure can accommodate the drainage of the proposed development.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

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

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- Economic Growth and Diversification
- Thriving Communities

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application D02-02-20-0040) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendment applications due to time required for resolution of engineering issues.

SUPPORTING DOCUMENTATION

Document 1 Zoning Key Plan

Document 2 Details of Recommended Zoning

Document 3 Consultation Details

Document 4 Concept Site Plan

Document 5 Perspective

CONCLUSION

The Planning, Infrastructure and Economic Development Department supports the proposed Zoning By-law amendment. The proposed development is an appropriate example of modest intensification on an arterial road at the edge of a stable community within the General Urban Area. The development fits well in its context and the requested amendment conforms with the Official Plan and is consistent with the Provincial Policy Statement.

DISPOSITION

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

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

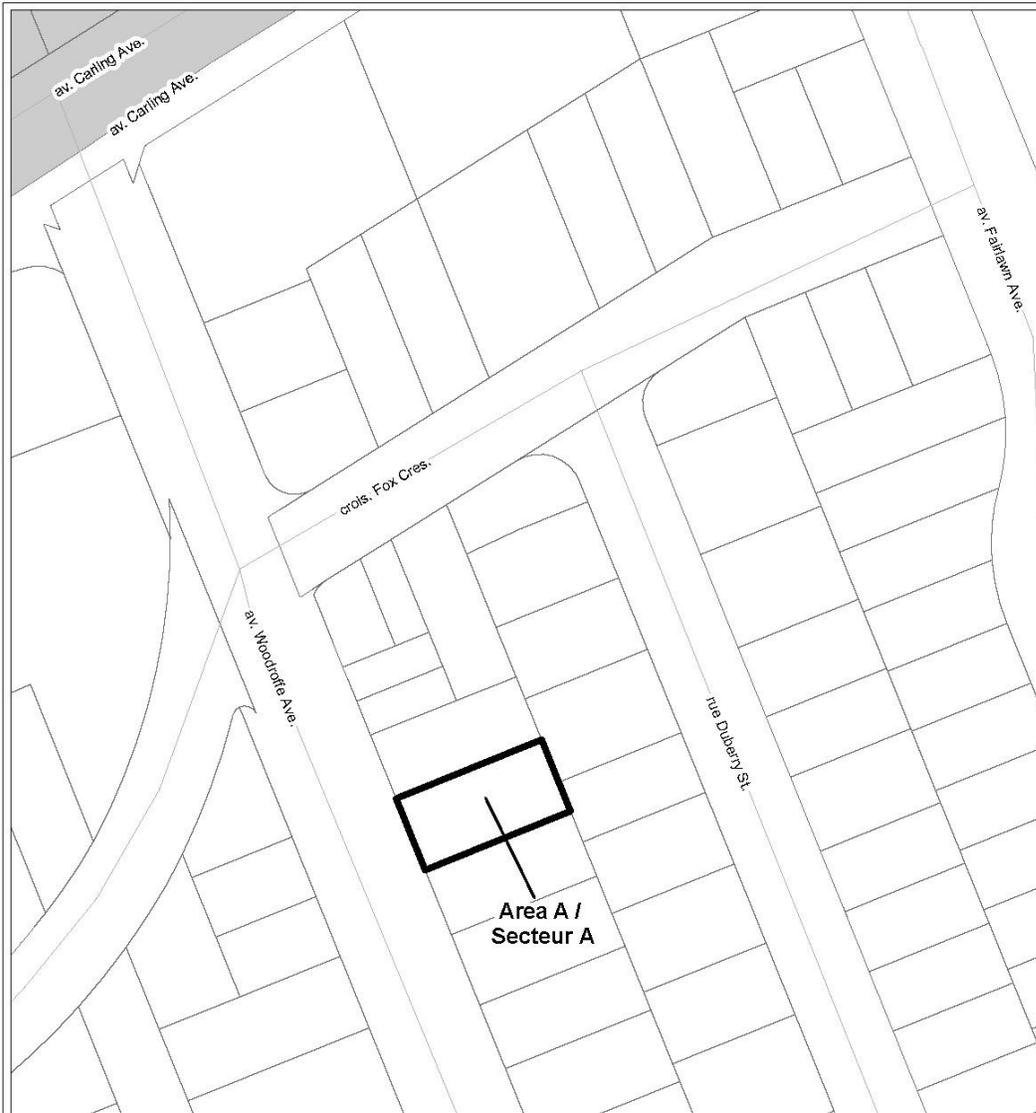
Legal Services, Innovative Client Services Department to forward the implementing by-law to City Council.

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

Document 1 – Zoning Key Plan

For an interactive Zoning map of Ottawa visit geoOttawa.

The map shows the property to be rezoned, which is located on the east side of Woodroffe Avenue, between Fox Crescent and Lenester Avenue.



| | | | |
|---|-----------|--|--|
|  | | LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE | |
| D02-02-20-0040 | 20-1095-L | 847 av. Woodroffe Avenue | |
| I:\CO\2020\Zoning\Woodroffe_847_V2 | |  Area A to be rezoned from R2G to R2G[XXXX] Le zonage du secteur A sera modifié de R2G à R2G[XXXX] | |
| <small>© Parcel data is owned by Teramet Enterprises Inc. and its suppliers. All rights reserved. May not be produced without permission. THIS IS NOT A PLAN OF SURVEY.</small> | |  Mature Neighbourhoods Overlay (section 139) Zone sous-jacente de quartiers établis (article 139) | |
| REVISION / RÉVISION - 2020 / 12 / 07 | |  | |

Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 847 Woodroffe Avenue:

1. Rezone the property shown as Area A in Document 1 from R2G to R2G[xxxx]
2. Amend Section 239, Urban Exceptions, by adding a new exception [xxxx], with provisions similar in effect to the following:
 - a. In Column II add the text: “R2G[xxxx]”
 - b. In Column V, add provisions similar in effect to the following:

“A long semi-detached dwelling is subject to the following provisions:

- i. Minimum lot width is 9 metres;
- ii. Minimum lot area is 339 square metres;
- iii. Minimum front yard setback 5 metres;
- iv. Minimum total side yard setback is 2.7 metres; and
- v. Minimum frontage for the rear parcel 1.47 metres.”

Document 3 – Consultation Details

Notification and Consultation Process

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by City Council for Zoning By-law amendments. Eight public comments were received, with two in favour and the remainder opposing the requested Zoning By-law amendment.

The following summarizes, in no particular order, a list of concerns raised by various members of the public in response to the application:

Density/Type of development

- The property fronts on an arterial road, so it is inevitable that redevelopment will occur. However, they are requesting up to 40 per cent reductions in five zoning provisions, resulting in higher density than intended.
- Reducing the lot width from 15 to nine meters is not a minor zoning modification and should be addressed as such. The developer is just looking to cram dwellings onto the site.
- The Woodroffe avenue streetscape should be reviewed comprehensively. The city should rezone the whole street and compensate those affected.
- Replacing one unit with eight units is too much extra density for this neighbourhood.
- This has the potential to turn into another rooming house.

Response:

The use of 'long semi-detached dwellings' is permitted by the current zoning. The proposed development is appropriate intensification on the edge of a stable, low-rise neighbourhood. The development proposes a height of 8 metres, which is in keeping with the current height permitted on this site and adjacent properties and the rear yard will exceed the minimum required. The minor reductions to lot width and area, as well as front and side yard setbacks have minimal impact on surrounding properties.

Grading and drainage

- We are concerned about grading of the property. The units will be surrounded by hard surfaces (pavement, interlocking stones) with parking and snow storage at the back. Water and snow will drain into neighbouring yards, causing flooded basements and yards.

- Most of the storm water is now held in the low-lying area at the rear of the property and absorbed by the ground over time. The new development will increase the flow of storm water into adjacent rear yards because there will no longer be any absorption on the property, as this existing low-lying area will be filled in with buildings, hard surface landscaping and a parking lot.
- The backyard area that is now used for stormwater retention and storage will be lost. The new development will add to the drainage issues that adjacent property owners have, resulting in the potential flooding of our homes. This low-lying water retention area at the rear of the property is especially important during the winter/spring months when ground is frozen and winter rains and snow melt are not able to be absorbed into the ground.
- The Engineering Memorandum refers to "reduces flow to neighboring properties abutting rear yard of the property by approximately 63 per cent." These calculations assume that all the systems (eavestrough, catch basins and drains) are working at 100 per cent design efficiency. Real life shows that leaves, ice, snow and poor maintenance will reduce this substantially.
- It is the Developers/City's obligation to protect adjacent property owners from exacerbating an already tenuous drainage pattern by not increasing the flow in the drainage channel and diminishing the storage volume within the channel.
- Overland flooding in this neighbourhood is a serious issue as shown by the inability of property owners to obtain overland flooding insurance in recent years.
- The swale noted in the stormwater report does not exist. Without a survey of the entire swale, they cannot claim it is part of a drainage system. The low area comprising surrounding yards is more of a bowl rather than a swale and serves as a collection point until the ground can slowly absorb the precipitation

Response

A Stormwater Management Report, servicing plan and grading plan were submitted in support of this application. The proposed grading and stormwater management plans for the development have been reviewed and it has been confirmed that the stormwater design conforms to all relevant City standards applicable to infill development.

Residents of the lots abutting the rear yard of the property have expressed concerns that the proposed redevelopment will increase stormwater runoff and cause excess drainage towards their properties. Currently more than 65 per cent of the site is draining towards an existing rear yard swale on the property line which, according to the residents, does not function as intended. The proposed development will result in an

increase in impermeable areas with the new buildings footprint and parking areas, so a new stormwater solution is required.

In order to avoid excess drainage towards the neighbors' lots, it is proposed to collect the stormwater runoff on site through catch basins and discharge most of it into the storm sewer system on Woodroffe Avenue. This will accommodate the increased hard surface and significantly reduce the overland flow towards the rear yard swale. The proportion of site runoff flowing towards the rear yard swale will be reduced from the current 65 per cent to approximately 25 per cent. It is also proposed to refine the existing rear yard swale to minimize ponding.

Review staff is satisfied with the proposed approach and can confirm that it will attenuate the current drainage issues with the site and nearby lots.

Traffic/ On-street Parking

- There isn't enough parking provided and overflow parking would need to be accommodated on the surrounding side streets.
- There should be a parking space for each unit as well as room for visitors, ride-share and food delivery vehicles.
- It is very difficult to back onto Woodroffe Avenue with its with heavy traffic. These units will be closer to the sidewalk than the existing house, obscuring neighbours' view when we back out of our driveways.
- The added traffic coming in and out of these units is going to pose a challenge.
- There is not enough parking for these units and it will cause overflow parking on lawns and around the streets. Adequate parking should be required
- Extra vehicular traffic from the new tenants and their visitors will create additional unwanted noise, traffic and pollution.

Response

The proposed development provides parking in accordance with by-law requirements: one parking space is required for each of the four main units, with no parking required for the secondary dwelling units. Residents and visitors using on-street parking will have to comply with the Traffic and Parking By-law and Encroachments on City Highways By-law. The sidewalks on Woodroffe Avenue and the site's proximity to transit and multi-use pathways will encourage alternative modes of transportation. Due to the small scale of the development, a Transportation Impact Study was not required as per the City's Transportation Impact Assessment Guidelines. The vehicular traffic anticipated

from the proposed development is expected to have a negligible impact and can be accommodated by the existing road network. Pedestrians, cyclist and transit users will have opportunities for connectivity and access.

Trees / Greenspace

- The proposal will likely result in the loss of trees, since the proposed dwellings eat up almost the entire lot with little support for greenery or trees.

Response

A Tree Conservation Plan was submitted in support of the application. Trees within the development envelope will be removed but trees at the front of the site will be retained. Several new trees will be planted on the property.

Snow Storage

- There is not enough room on the property to accommodate storage of significant snowfall.
- The site plan shows an inadequate area for snow storage. Snow will be pushed over the rear property line and into the swale, which is my backyard.

Response

Snow will be removed from the site.

Waste Storage

- Given that this will be rental units, it seems that the rear grass areas will be used for garbage storage or a dumpster. We object to this for the obvious reasons of smell, noise and rats.
- Where will all the garbage and recycling be stored? Are tenants expected to hold onto their garbage and recycling in their homes or will be squeezed into the side yard, next to adjoining homes?

Response

The proposal will incorporate four completely enclosed garbage/recycling storage cabinets for each main and basement pair of units. They would be close to the door, not near the rear lot line. There will be no dumpster or commercial size garbage enclosure.

Garbage and recycling will be contained within the storage cabinet and brought to the street on collection day.

Rear Parking Lot

- The parking lot in the backyard will cause increased noise and light spillover for the surrounding neighbours.
- Vehicles running in the parking lot will release toxic exhaust fumes into the backyards and rear windows of surrounding homes.

Response

Because only four spaces will be provided, the impact on surrounding properties due to noise or lights will be minimal. Snowplow contractors must adhere to relevant City by-laws, including the Noise By-law.

Student Housing

- I am concerned about the demographics of the tenants, since this is clearly geared to students at nearby Algonquin College.
- If these buildings are geared to students, there will be too much undesirable activity, noise and potential for crime.

Response

The *Planning Act* does not allow consideration of zoning proposals in relation to a segment of the population as this would be discriminatory. Since the proposed use of semi-detached units with secondary dwelling units is already permitted by the current R2G zoning, the application is only to modify performance standards. The units would be attractive to a variety of occupants, including families and seniors.

Construction Nuisance

There will be nuisance associated with construction, such as site workers parking on local streets, blocked driveways, noise, and debris.

Response:

All construction activity will be subject to the necessary approvals from the City and further regulated by the Traffic and Parking By-law, Encroachments on City Highways By-law and Noise By-law.

Property Values

This development will cause the value of our houses to decrease.

Response

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

Community Organization Comments

The Glabar Park Community Alliance provided the following comments:

I am writing today as the President of the Glabar Park Community Alliance (on behalf of the board) to support concerns raised by residents with respect to the development proposal for 847 Woodroffe Avenue. We are pleased that the developers agreed to meet with neighbourhood residents affected by this proposal in a spirit of dialogue. We have encouraged those residents to ensure their voices are heard as the process moves forward. We also want to ensure that as a community you understand that we also have concerns.

We recognize that existing zoning allows for a development with this many units but feel it's extreme compared to other recent infill developments on Woodroffe. We recognize that arterial routes can intensify. However, this is different in character to the rest of the emerging development on the street. We say this with an eye not only on this project but to potential future developments. Filling Woodroffe Avenue with similar development projects would negatively impact on our community. Traffic will only get worse and considering the "zigzag" at Carling is a fiasco already, this will only get worse. We also support the residents, and especially Mr. [name deleted]'s request for a certified drainage plan from a Professional Engineer guaranteeing that the integrity of the drainage shall have no impact on the adjacent properties.

I'd like to thank Councillor Kavanaugh for attending the site visit and taking an interest in the neighbourhood's concerns. But we wanted to ensure that you knew our position.

Response

The reasons for staff support and responses to the above-noted concerns are outlined in the body of the report and in responses to the similar comments above.

Petition

A petition signed by 40 residents of approximately 25 properties on Duberry Street, Woodroffe Avenue and Fox Crescent was submitted in opposition to the proposed development. The reasons given for the opposition were the following:

- The over-reaching relief from the Zoning By-law that is being sought;

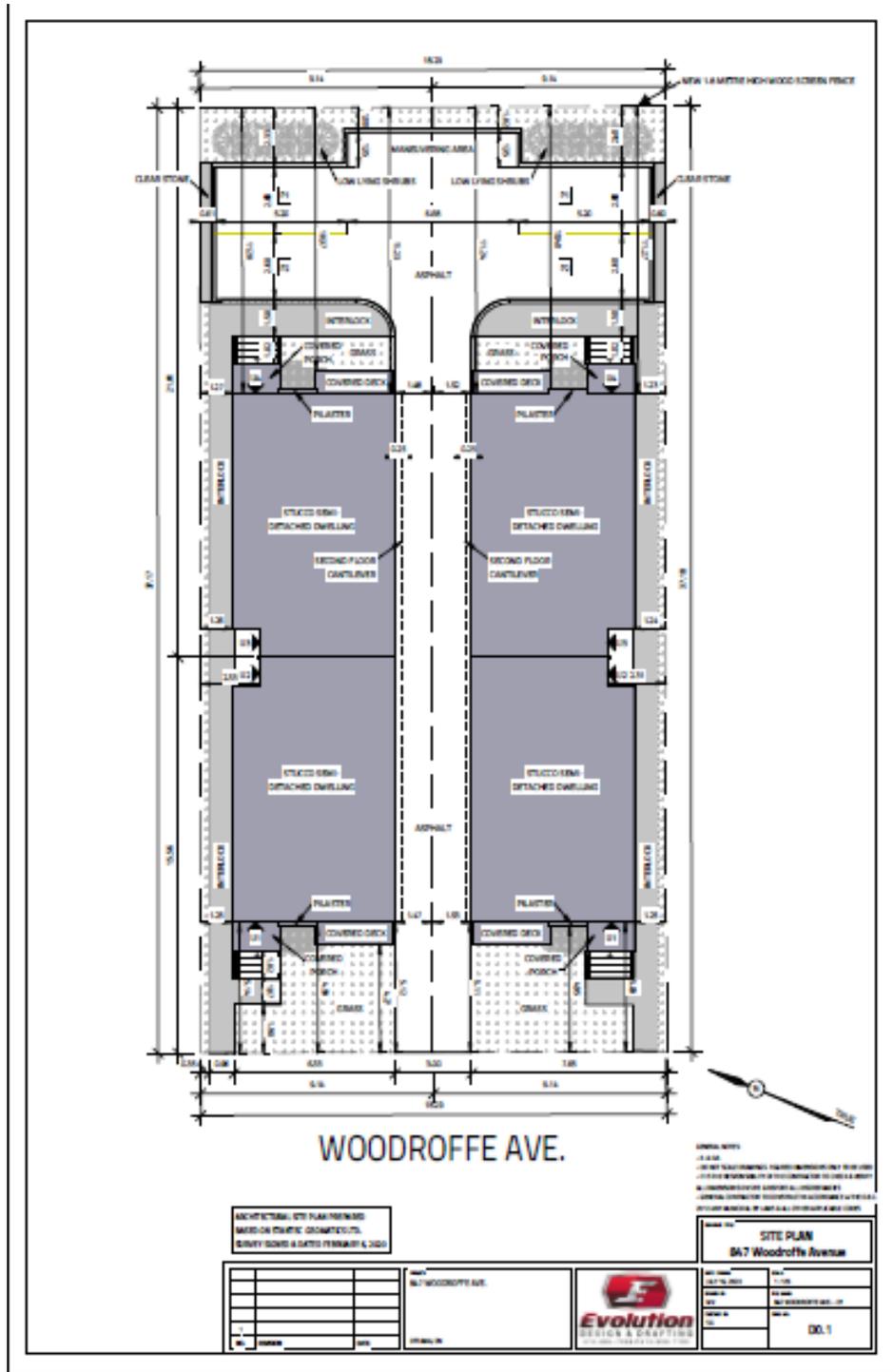
- The extreme intensification of the property, going from one dwelling to eight dwelling units;
- Parking in rear yard that will create issues with noise and light disturbance;
- Lack of parking that will create on-street parking problems;
- Additional vehicular traffic that will be entering and exiting onto Woodroffe Avenue;
- Snow plowing, storage and removal;
- Lack of facilities for garbage storage and pickup;
- The removal of all mature existing trees in the rear of the property;
- Lack of soft landscaping;
- Lack of grading plan protecting adjacent property owners from additional flow added to the drainage channel at the back of Duberry Street properties; and
- Privacy, noise, and property value issues if the units are rented to students from nearby Algonquin college.

Response

The reasons for staff support and responses to the above-noted concerns are outlined in the body of the report and in responses to the similar comments above.

Document 4 – Concept Site Plan

The plan illustrates the proposed layout of the site.



Document 5 – Perspective

The perspective illustrates the view of the new units from Woodroffe Avenue

