The Corporation of the
City of Sault Ste. Marie

C O U N C I L R E P O R T

February 24, 2025

TO:	Mayor Matthew Shoemaker and Members of City Council
AUTHOR:	Jonathan Kircal, Intermediate Planner
DEPARTMENT:	Community Development and Enterprise Services
RE:	A-1-25-Z 22 MacDonald Avenue

PURPOSE

The applicant, Joe Ruscio, has submitted an application to rezone the subject property to permit the development of two, 9-storey residential buildings consisting of 230 units.

PROPOSED CHANGE

Rezone the subject property from 'High Density Residential Zone with Special Exception 391' (R5.S391) to 'High Density Residential Zone with amended Special Exception 391' (R5.S391 Amended), repealing Special Exception 391 in its entirety and replacing it with the following special exceptions:

- Limit the number of residential dwelling units to 230.
- Limit building heights to 9 storeys.
- Permit parking to encroach within 8 metres of a required front yard (Gladstone Avenue).
- Permit parking to encroach within 2 metres of a required exterior side yard (MacDonald Avenue).
- Waive the requirement that at least 50% of the required front and exterior side yards be landscaped.
- Permit a 60 square metre accessory building to be located within 5 metres from the front lot line.

Subject Property:

- Location: Located on the northwest corner of MacDonald and Gladstone avenues.
- Approximate Size: Irregular shaped lot, approximately 154m (505') of frontage along Gladstone Avenue, and 236m (774') of frontage along MacDonald Avenue, for an area total of 1.8 ha (4.5 acres).
- Present Use: Vacant.
- Owner: Bellex Corporation (c/o Joe Ruscio).

BACKGROUND

The subject property was formerly occupied by playing fields associated with the former Collegiate Heights High School. In 2000, the City acquired the property from the Algoma District School Board (ADSB) for use as a snow dump site. In 2013, Council declared the property surplus.

In 2014, the City put the property up for sale, and though a bid was accepted, the prospective buyer failed to meet the required conditions, so it remained under City ownership. Subsequently, the property was re-listed for sale in 2015, and again in 2017 due to a lack of bids, at which time a sole offer from the applicant was received.

In 2018, Council authorized the sale and the property was transferred to Bellex Corporation later that year. At that time, the City retained a drainage easement along the north and west portions of the property.

Application A-8-19-Z (February 2019)

The applicants filed a rezoning application to permit a 12-storey, 90-unit apartment building on the site, inclusive of a site-specific Official Plan amendment to waive the requirement that at least 30% of the dwelling units be affordable (Policy HO.6). Council approved the application.

Council's decision was appealed to the then Local Planning Appeal Tribunal (LPAT), later renamed the Ontario Land Tribunal (OLT). However, in August of 2019, the developers abandoned their development application and consequently, Council repealed the approval by-laws and the appeal case was closed before any LPAT hearing.

Application A-19-Z.OP (January 2020)

The applicants again filed a rezoning and Official Plan amendment application, however, this time, the development plan was replaced with an 8-storey, 65-unit apartment building. The OPA again sought to waive Policy HO.6 to eliminate the requirement that at least 30% of the dwelling units be affordable. Council's decision to approve this proposal was appealed to LPAT. The appeal was dismissed in favor of the applicants. Despite this approval, however, development never proceeded.

ANALYSIS

Conformity with Official Plan, 1996 (OP)

The Official Plan seeks to foster sustainable and inclusive neighborhoods by encouraging diverse housing options and promoting strategic intensification. It aims to balance growth and change with preserving residential amenities, ensuring that all developments enhance the overall character and functionality of the city's residential areas.

The OP designates the site as Residential. The following policies support this proposal:

Housing Policy

As per the recommendation of Planning staff, former policy HO.6, which required that at least 30% of residential units be affordable, was entirely repealed by City Council at its meeting on August 8, 2022. Policy HO.6 was the result of the early 1990's Provincial government's *Comprehensive Set of Policy Statements*. The specific 30% requirement was repealed by the subsequent Provincial government.

To address housing affordability issues in the absence of HO.6, Planning staff established a number of initiatives as outlined in the City's Housing Action Plan, 2023-2028. These include revising its regulatory framework to permit more types of dwelling units as-of-right without needing rezoning approvals and providing financial incentives to residential developments meeting certain performance standards, such as the provision of affordable units.

Section 2.5, Housing, of the Official Plan notes the vital role that affordable housing plays in the City's housing supply. The OP's 'market based approach' defines affordable rent as at or below the average market rent in the regional area. The average market rent is based on the Provincial 'Affordable Residential Units' bulletin, and is outlined in the table below. Note that these figures are based on averaging all market rents, including current rates and existing rates that have remained unchanged for a period of time due to a lack of tenant turnover. Therefore, these averaged rates are lower than current market rates. Further, these rates are adjusted at regular intervals to reflect the market.

Further, the OP establishes a long-term goal of securing 30% of all dwelling units as being affordable in the community.

Average Market Rents per Provincial Bulleting *Date range: June 1, 2024 - May 31, 2025*	
Bachelor	$695
1 Bedroom	$959
2 Bedrooms	$1,149
3 Bedrooms	$1,037

The applicant has indicated that 30% of all rental units will be rented at or below $900, which is below the average market rents for one to three-bedroom units. No bachelor units are being proposed for this development. This equates to 70 out of the 230 dwelling units being affordable. Further, these units will need to comply with affordability requirements for a 20-year period. Therefore, this proposal is supported by the OP's Housing policies.

The provision of affordable units will be secured through Canada Mortgage and Housing Corporation. As a condition of this project having successfully received federal financial incentives, the developer is required to fulfill federal affordable housing requirements.

Residential Land Use
R.1: A mixture of housing types and diversity of ownership and tenure forms shall be encouraged in new developments.

Strategic Development Areas (SDA)
At its May 13, 2024 meeting, Council approved Official Plan Amendment #252 to introduce a new approach to city building and development referred to as Strategic Development Areas (SDA).

SDAs are designated areas within the built up, urban part of the city that are planned to accommodate a significant portion of the city's growth through intensification (e.g. increasing the density of development on vacant or underutilized lots), redeveloping sites, or expanding existing buildings to accommodate additional dwelling units on the same lot.

SDAs are strategically located, often around arterial roads or large-scale activity hubs, to promote mixed-use, pedestrian-friendly neighborhoods with access to services, amenities, and housing within walkable distances. These areas aim to optimize land use and support public transit and active transportation.

The subject property is located within the boundaries of the Great Northern Road 'Strategic Development Area' (SDA). Therefore, Official Plan policies support greater residential density due to the site's planned role in accommodating a significant portion of the city's growth through intensification. The property benefits from access to a well-connected street network, proximity to arterial roads, and a 6-minute walk to the Great Northern Road transit route bus stop, all of which are key to supporting higher density.

At present, no transit route extends to the subject property as neither Gladstone nor MacDonald are serviced, however, transit staff have been involved in the development of this proposal and will consider extending a transit route to better service this area. This will be further reviewed through the City's transit optimization study currently taking place.

Energy
E.2: Infill development to maximize the use of existing services shall be encouraged in all new development.

This application is an example of infill development.

The application is therefore consistent with the Official Plan.

Conformity with Provincial Planning Statement 2024 (PPS)
On August 20, 2024, the Province released the new Provincial Planning Statement, 2024, formerly known as the Provincial Policy Statement, to take effect on October 20, 2024. The PPS, 2024 has carried over existing policies and has introduced entirely new policies and definitions. The PPS, 2024 has a refreshed focus on intensification to implement its updated vision of 'building more homes for all Ontarians' to achieve its goal of getting at least 1.5 million homes built by 2031.

Its Housing policies (Section 2.2) provides direction to planning authorities to ensure an adequate and diverse range of housing options and densities to meet the needs of current and future residents. Its primary intent is to address housing affordability and inclusion by accommodating a broader spectrum of housing throughout the community. It emphasizes facilitating residential intensification, including repurposing underutilized commercial and institutional sites for housing, and promoting sustainable development that maximizes land and resource efficiency.

This proposal seeks to develop a strategically located vacant parcel of urban land into high-density development, where 30% of all units will be affordable as per CMHC's definition. Population forecasting conducted by Dillon consulting in 2019, and internally updated by City staff in 2024 suggest a population increase and a need to boost housing supply to accommodate such growth.

Therefore, this proposal is consistent with the PPS.

Conformity with Growth Plan for Northern Ontario 2011 (GPNO)
The Growth Plan for Northern Ontario envisions residential development that supports the creation of strong, vibrant, and sustainable communities while addressing the unique characteristics and challenges of the region. Its vision for residential development aligns with broader goals of economic growth, environmental stewardship, and quality of life.

The plan encourages compact residential growth to make efficient use of land, infrastructure, and resources in an effort to minimize sprawl and to support cost-effective service delivery. The Plan also encourages the provision of a range of housing types and affordability levels to meet the needs of existing and future populations. The redevelopment and intensification of underutilized lands to support population growth and economic activity is also envisioned.

This application is consistent with the GPNO, 2011.

COMMENTS

Project description

Two, T-shaped residential rental buildings are being proposed on the corner lot located at Gladstone and MacDonald avenues. The overall development has been advertised as a ‘comfortable age-at-home community’, which refers to residential developments that are designed to support aging in place, allowing older adults to live independently and comfortably for as long as possible. Social infrastructure in the form of amenity space and accessibility design features form part of the proposal.

Each residential building is 9 storeys in height (27 metres/89 feet) and contains a combined unit count of 230 dwelling units. A 4-storey amenity building for residents will connect the two buildings.

The anticipated total breakdown of bedroom types is outlined in table below:

Bedroom Type	Approximate Number of Units
1-bedroom	74 (inclusive of 16 barrier-free)
2-bedrooms	148 (inclusive of 30 barrier-free)
3-bedrooms	2 (all barrier-free)

The site will include 288 parking spaces, of which 18 will be barrier-free. 192 spaces will be located within the two underground parking levels, and the remaining 92 spaces will be located outside. This satisfies the zoning by-law’s parking provisions. Bicycle parking will also be provided.

In addition to every dwelling unit having its own balcony, communal outdoor amenity spaces, including a picnic and playground area, basketball court, and other recreational areas, will be located towards the west of the property. Landscaping features, such as trees will be incorporated throughout the site. There will also be rooftop amenity spaces.

Driveways and pedestrian pathways will be located on both Gladstone and MacDonald avenues. Main entrances into the buildings will be located on the south side of the buildings facing MacDonald. Parabus services, parcel deliveries, passenger pick-ups and drop-offs, and visitors would use the main entrances. A vehicle roundabout towards the west of the parking area will enable larger vehicles, including a parabus to easily maneuver out of the parking area.

Much of the property, particularly to its north and west, is undevelopable due to steep slopes and the ravine. These areas will be left in their natural state to the greatest degree possible.

Technical Studies
A number of technical studies and supporting documents were required to be submitted alongside the rezoning application. These documents, which are discussed below, are also attached to the report package.

Shadow Studies
The purpose of shadow studies is to assess the potential impact of new developments on the amount of sunlight or shadow that is casted on surrounding areas. A priority is to preserve sunlight as much as possible for public parks and outdoor amenity areas such as backyards and interior spaces of homes.

The shadow study was based on established standards for local seasonal variations in sun exposure. Tests were conducted for March 21, June 21, September 21 and December 21 at the recommended 1-hour intervals between 9:18am and 6:18pm.

Shadows are largely contained within the subject property or extend to the parking lot across Gladstone Avenue. Shadows are cast longest in the winter season, however, based on the visual models, this only exists for a minimal duration of the day. There are no significant shadow impacts on the public realm or on sensitive uses such as homes or backyards. A visual model of these findings is included in the attached report.

Sanitary Sewer Capacity (Tulloch Engineering)
The sanitary sewer memo evaluated the existing sanitary sewer system to determine if it could accommodate the increased demand from the new development. It concluded that the sewer system has sufficient capacity to accommodate the development and that no impacts are anticipated from the development of this proposal.

Preliminary Stormwater Management Report (Tulloch Engineering)
Stormwater management policies require that peak flow from the property does not increase as a result of development.

A significant portion of the site will remain in its natural, vegetated state. Runoff from these areas will naturally infiltrate into the ground or flow into the ravine system along the north side of the property.

The developed portion of the site will include storm sewer pipes, catch basins, oil-and-grit separators (OGS), and underground stormwater chambers to collect runoff. This runoff will then be discharged to designated locations such as the

ravine system on the north side of the property, and a city-owned and maintained stormwater detention and retention pond located east of Gladstone Avenue. The developer will construct a storm sewer pipe connecting the property to the stormwater management pond. Staff have no concerns with connecting to the municipal stormwater pond, but will further discuss maintenance and construction requirements during the site plan approval process.

Therefore, no stormwater run-off or management impacts are anticipated with the approval of this proposal.

Traffic Impact Statement
CIMA+ conducted a traffic impact statement in support of this application.

The study estimates that this project will result in approximately 1,204 additional vehicular trips per weekday based on return trips, where 50% of traffic will be west on MacDonald Avenue, 30% east on Macdonald Avenue, and 20% north on Gladstone Avenue. Morning and afternoon peak hour trips would be 71 and 83, respectively.

Overall, total traffic volumes on MacDonald Avenue (existing plus post-development) are estimated to be 307 vehicles per peak PM hours with daily volumes of 3,682 vehicles. The equivalent numbers for Gladstone Avenue would be 103 and 1,205 vehicles. These estimates are well within the capacity of both Gladstone and Macdonald avenues. Two-lane roads can accommodate peak-hour traffic volumes of up to 800 vehicles per hour and daily traffic volumes of up to 8,000 vehicles a day.

The study notes that these traffic figures are much lower than when Collegiate Heights (closed in 1995) and King George V Public School (closed in 1992) were open, where traffic volumes were 5,228 and 1,086 vehicles per day on MacDonald and Gladstone avenues, respectively.

	Existing Traffic (veh/day)	Post-Development Total Traffic (veh/day)	Road Capacity (veh/day)
MacDonald Avenue	3,000	3,600	8,000
Gladstone Avenue	1,000	1,205	8,000

Integration with Surrounding Area
The proposal represents a significantly sized development that is comparable to some of the city's largest apartment complexes. Typically, planning staff directs such proposals to locate outside of single-detached residential neighbourhoods for neighbourhood compatibility reasons. However, there are a number of site

specific circumstances that minimize neighbourhood impact, and therefore justify consideration of this proposal.

The subject property is visually, physically, and functionally buffered from the surrounding area, therefore neighbourhood impacts that are typically associated with large scale developments, such as shadow impacts, privacy overlook, and visually overwhelmed public realms and surrounding properties are minimized. As a result, despite the project's size, it does not significantly compromise the overall character of the neighbourhood.

The property can be described as being located beyond the edge of the surrounding neighbourhoods due to the street network, surrounding land uses and natural features. These features are discussed below in more detail:

Street Network and Pattern

MacDonald Avenue is designated and functions as a collector road, which collects local traffic from smaller neighbourhood roads and funnels it onto arterial roads. Because of the role in connecting internal neighbourhood streets to larger, more connected roads and the broader area, collector roads often serve as neighbourhood boundaries. This 'break' in neighbourhood continuity, particularly from the south, is especially more pronounced given the minimal number of homes that abut MacDonald Avenue, and that most of them do not have their formal entrance off this street, as they are more oriented towards their interior local roads such as Fauquier, Ferris and South Gladstone avenues.

In addition, several neighbourhood streets in the area, such as Salisbury, Lansdowne, Ferris, Borron and South Gladstone avenues, form a tight-knit network within the neighbourhood. These streets terminate near the subject property, further emphasizing the subject property's position outside of any established neighbourhood.

Land Use

To the property's immediate east and south-west are institutional uses occupied by the school board (1 Blake Avenue), a place of worship (106 MacDonald Avenue), and a senior's centre (95 Fauquier Avenue). Like many other types of institutional uses, the ones that are adjacent to the subject property establish a visual and functional transition, if not a buffer, from the surrounding tightly knit residential lots.

These large institutional lots create a transition because they provide a 'break' in character from the more connected street network layout of the surrounding residential areas. Their uses are also distinct from the surrounding residential uses of the area, which further emphasizes their separation from the residential neighborhood. Further, these lots feature expansive landscaping and large

surface parking areas that visually reinforce a dividing line from the smaller-scale, tightly knit character of the surrounding residential fabric.

Tree Cover

A significant tree cover exists on the northern 22 meters (72') and western 65 meters (213') of the subject property, and further extends onto the abutting properties to the north and west sides. This dense tree cover acts as a natural barrier separating the subject property from the surrounding area, in both visual and physical methods.

With trees averaging 15 meters in height (50 feet), the tree line creates a distinct visual feature that also visually obscures the proposed buildings. The lack of physical connections, e.g., roads and paths, and visibility through the tree cover, results in a physical barrier that further supports the concept of the subject property being positioned outside of any neighbourhood. This tree cover will be maintained to the greatest extent possible, however, it is expected that some removal will be required to accommodate development. The site plan identifies the location where this is to occur.

On-site Landscaping

A landscaping strip consisting of trees and shrubbery will extend along the MacDonald and Gladstone avenues frontages. During the Site Plan Control stage, staff will secure high quality landscaping to visually soften the presence of the parking lot,and to add visual interest to the streetscape.

Other forms of landscaping will also be located throughout the interior of the lot.

Community Benefits

Housing, and specifically housing affordability, have emerged as key issues at the national and provincial levels. Both the province and federal government have set goals of building a significant number of homes by 2031. Locally, the city has established a Housing Action Plan 2023-2028, where 3,115 new housing units were identified as necessary in order for the community to meet its projected housing demand, as well as accommodate future population growth.

With rising home construction costs, resale prices, and rental rates, maintaining a healthy supply of affordable housing has become a priority at all levels of government. This development contributes to that goal by introducing additional rental units, with 30% of such allocated to fulfill affordable housing requirements.

Required Amendments

As part of the previous application, the subject property was rezoned from Parks and Recreational Zone (PR) to High Density Residential Zone (R5) with Special Exception 391. The R5 base zone itself allows for the most intense residential developments and no height limitations. However, the previous zoning was

coupled with Special Exception 391 to limit the number of buildings to one and its height to no more than 8 stories, as well as to limit the number of dwelling units on the site to no more than 65.

Site specific amendments to the zoning by-law are required in order to facilitate this development. This application proposes an entirely new development plan, and therefore, this Special Exception 391 needs to be entirely repealed and replaced with the following:

Limiting building height and number of dwellings
As per the developer's proposal, the number of dwelling units will be capped at 230, and limit building height to 9 storeys. This is to provide predictability for neighbours and the technical reports submitted in support of the application are based on these dwelling unit figures.

Vehicular parking and landscaping within a required front and exterior side yard
The required front and exterior side yard setback is 13.25 metres (43 feet), equivalent to half of the building height. For safety and aesthetic considerations, the zoning by-law limits the proportion of these yards that can be used for vehicular parking. It is noted that typically 7.5 metres is required, but due to the building's height, a different measure is implemented by default, which in this instance is excessive as it does not provide additional enhancement to the site. For similar reasons, planning staff are also supportive of the accessory building being located within 8 metres, as opposed to at least 13.25 metres.

This proposal seeks to amend this zoning provision to allow for the conversion of a significant portion of the front and exterior side yards into parking spaces. A continuous landscaped buffer along both frontages, approximately 8 metres wide along Gladstone Avenue and 2.5 metres along MacDonald Avenue, will still be retained and complemented by the municipal boulevard along MacDonald Avenue.

High-quality landscaping, including trees, shrubs, and ornamental features, will be secured through the site plan control process to soften the visual impact of parking and buildings. Given these design considerations, planning staff do not object to allowing parking spaces within the required front and exterior side yards.

Driveways will be limited to just one along MacDonald Avenue, and two along Gladstone Avenue.

Permit a 60 square metre accessory building to be located within 5 metres from the front lot line.

CONSULTATION

Public Notice of Council Meeting

Public notices were mailed to all property owners within the area bounded by Borron Avenue and Bruce and Pim Streets, greatly exceeding the legislated requirement of 120 metres from the edge of the subject property. This expanded notification area was followed in response to feedback received in earlier public notice efforts for this site. Residents living beyond the standard 120-metre radius expressed a strong desire to be included in any Planning Act application affecting the broader area. For the same reason, the applicant was required to follow this procedure for their own public information session.

To comply with the legislated Planning Act requirements, the newspaper notice was originally required by February 5 but was delayed to February 6. To ensure compliance with public notice requirements, physical signs were posted on February 5, in addition to the delayed newspaper notice.

Public notice procedures:

- Notice delivered to property owners in the enlarged area: January 31.
- Notice posted on City website: February 3.
- Notice posted on site as a sign: February 5.
- Notice posted in newspaper: February 6.

At the time of writing this report, no community members reached out to Planning staff.

Applicant-Hosted Neighbourhood Meeting

The applicant hosted a neighbourhood information session on Thursday, January 16th, 2025, across from the subject property at Our Lady of Good Counsel Church (114 MacDonald Avenue). Invitation letters were mailed to all property owners within the enlarged notification area, as discussed above. Approximately 30 individuals attended, in addition to a ward councillor and planning staff.

Visuals of the proposed development were available for public viewing. The applicant also conducted a presentation followed by a question and answer period.

There was a mix of support and concern for this project. Many attendees were excited to see new amenity-rich housing opportunities. Concerns that were raised are summarized below:

- Vibration nuisance and property damage as a result of piling:
  The bedrock that needs to be drilled into for the structural support of the building is located relatively deep, and therefore, columns, or ‘piles’ are needed to be driven further down to make contact with the bedrock. This

practice of drilling is associated with vibration of the surrounding area and potential property damage.

The applicant noted that he does not anticipate a significant degree of vibration nuisance or property damage, but as a precaution, a qualified assessor will conduct a pre-construction survey to address any damage claims. The applicant further noted that vibration inducing activities will be limited in duration to minimize nuisance issues for the area.

- Traffic and congestion:
  As mentioned earlier in this report, a qualified traffic engineering consultant was retained by the applicant to evaluate potential traffic impacts and mitigating measures. No significant impacts are anticipated from the approval of this project.

  One individual noted that the change in grade just east of the intersection of MacDonald Avenue and Trelawne Avenue creates a blind spot for motorists, which poses safety concerns for pedestrians. This concern is unrelated to the proposal, however, it was forwarded to the City's engineering and traffic services for review. Many attendees expressed discontent that the automated speed camera initiative was cancelled as they believe that excessive vehicular speeds contribute to safety concerns in the area.

- Property values will be negatively impacted:
  As per Provincial legislation and professional practice, City planning's primary focus is on land use, infrastructure, and community needs for the long-term benefit of the community. Property values are outside the scope of these considerations and therefore, Planning staff must remain neutral to these concerns. Further, it cannot be confirmed whether property values would be impacted as these are influenced by a variety of factors.

- Inappropriate location for a dense development:
  A number of individuals raised concerns that the proposal is too dense for this location. While density itself is not inherently problematic, the impacts associated with it, such as increased traffic, shadowing, privacy concerns, servicing, and building scale, are associated impacts that need to be assessed.

  While these issues have been discussed elsewhere in this report, in summary, when considering the Strategic Development Area land use policy, the site-specific features that partially isolate the subject property from its surroundings, and the technical reports addressing traffic, servicing, and shadowing impacts, this proposal does not present significant concerns.

It is important to note that the scale of the proposal differs from that of the surrounding community, but site-specific circumstances help to reduce its visual impact. Additionally, the resulting community benefits from this development, such as housing and affordable housing, must be weighed against the localized concerns it may generate.

Privacy impact refers to the unobstructed view that residents of the proposed new building will have into private areas of surrounding homes. As already discussed, the significant tree buffer visually obscures much of the surrounding homes, particularly those to the north. Significantly sized trees also exist just south of MacDonald Avenue that serves to obscure overlook onto the homes to the south, minimizing privacy impacts towards the south of the proposed buildings as well.

Application Circulation
As part of the application review, this proposal was circulated to City divisions and external agencies for detailed technical review and comment.

The Sault Ste. Marie Conservation Authority (CA) noted that the subject property is located within an area under their jurisdiction and therefore, further site plan review and permits will be required before the issuance of a building permit. As part of the permitting process, the CA will require updated drawings and engineering studies, including a geotechnical report and stormwater management study to be submitted. The applicant is aware of this requirement and will address it during the site plan control stage.

The Accessibility Advisory Committee (AAC) provided several recommendations regarding site design, maintenance, and interior design to enhance accessibility, safety, and comfort for individuals with mobility challenges. Many of these recommendations can be incorporated during the site plan control stage; however, those related to interior design fall outside the scope of municipal planning approvals. To address this, the AAC and Planning staff will reach out to the applicant for an informal discussion to share best practices for accessible interior design.

The Engineering Department provided the following comments:

- It is our understanding that this project will be developed under site plan control. Any servicing or grading issues will be addressed through the Site Plan Agreement process.
- The property is subject to a municipal easement related to stormwater drainage. The proposed development appears to encroach on this easement. Development within this easement can be further discussed during the site plan approval process.

- There is no objection to the use of a municipal stormwater detention facility located northeast of the development. Further maintenance and construction requirements will be discussed during the site plan approval process.
- Installation of stormwater infrastructure within the municipal right of way may require a development agreement.
- The Traffic Impact Statement was noted to have an error within the introduction of the proposed development. CIMA references the construction of one 8 storey, 230 unit apartment building while the proposed application proposes two 9 storey buildings, with 230 units total. In terms of the traffic analysis and results, the information is deemed to be satisfactory.

No concerns were reported from the Building Division.

FINANCIAL IMPLICATIONS
Approval of this application will not result in any incremental changes to municipal finances.

STRATEGIC PLAN / POLICY IMPACT
Key objectives of the Strategic Plan's Community Development, and Quality of Life focus areas is to deliver affordable housing while ensuring the community remains affordable and accessible for residents.

Infill development and intensification is associated with reduced greenhouse gas emissions as it enables people to live closer to various amenities as well as supports alternative modes of transportation such as walking, cycling and taking public transit.

SUMMARY
Two T-shaped residential rental buildings are being proposed on the corner lot located at Gladstone and MacDonald avenues. Each building is 9 storeys in height (27 meters/89 feet) and contains a combined total of 230 dwelling units.

This is a large-scale development situated in a single-detached residential neighbourhood. Site-specific factors such as the street network, surrounding land uses, tree cover, and on-site landscaping minimize neighbourhood compatibility concerns. Additionally, the site is within a Strategic Development Area, designated to capture a significant portion of the city's growth due to its proximity to mixed uses and major transportation infrastructure. Community benefits, including housing and affordable housing, will also be secured as part of this proposal.

For the purposes of the applicant-hosted neighbourhood information session and city public notice, the notice area was significantly enlarged well beyond the legislated 120-metre radius to specifically address concerns that were raised in the previous rezoning application back in 2018. A mix of positive comments and

concerns were raised during the applicant-hosted neighbourhood information session.

The implementing by-law was prepared concurrently with the planning report to ensure that the legislated appeal period begins at the February 24, 2025, Council meeting, rather than at the following meeting in March when the by-law would typically be prepared. This approach shortens the approval process by one month.

Given that this project relies on federal funding and considering the current uncertainties at the federal level, the applicant has requested that the implementing by-laws be available should council wish to approve this application.

RECOMMENDATION

It is therefore recommended that Council take the following action:

Rezone the subject property from 'High Density Residential Zone with Special Exception 391' (R5.S391) to 'High Density Residential Zone with amended Special Exception 391' (R5.S391 Amended), repealing Special Exception 391 in its entirety and replacing it with the following special exceptions:

- Limit the number of residential dwelling units to 230.
- Limit building heights to 9 storeys.
- Permit parking to encroach within 8 metres of a required front yard (Gladstone Avenue).
- Permit parking to encroach within 2 metres of a required exterior side yard (MacDonald Avenue).
- Waive the requirement that at least 50% of the required front and exterior side yards be landscaped.
- Permit a 60 square metre accessory building to be located within 5 metres from the front lot line.

Further, that Council deem the properties subject to Site Plan Control.

The relevant By-law 2025-34 and 2025-35 are listed under item 12 of the Agenda and will be read with all by-laws under that item.

Respectfully submitted,

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