

COMMUNICATION 135154

Received From: Niki Dwyer, MCIP RPP, Director of Development Services
Addressed To: Committee of the Whole
Date: June 25, 2024
Topic: Blocks 207 and 208 on O'Donovan Drive (DP3-02-24)

BACKGROUND:

Purpose and Effect:

The applicant (Cavanagh Developments Ltd.) has submitted an application for a Class 3 Development Permit for the property known municipally as Blocks 207 and 208, 27M-101 on O'Donovan Drive in the Mississippi Shores Subdivision.

The proposal seeks to recognize four (4) apartment buildings with 21 dwellings units each and exhibiting integrated underground garages. A total of 84 units are proposed on the site at a density of 67 units per net hectare. A request to reduce the required parking on the site has been made as outlined in Table 1 below:

Table 1 – Parking Proposal:

Land Use	Min. Rate	Units	Required	Proposed
Apartment Dwelling (resident)	1.25 per unit	84	105	89
Apartment Dwelling (visitor)	0.25 per unit		21	21

The applicant has indicated that they propose to pay cash-in-lieu for the sixteen (16) parking spaces in accordance with Section 3.29.4 of the Development Permit By-law. The value of the contribution required is \$6,500.00 a space for a total of \$104,000.00.

The site also requires a variation for the provision of landscaped open space within the defined “rear yard” of the site and instead recognizes 53% landscaped open space over the entire site with a planned amenity space concentrated on the northern end of the property.

Figure 1 – Aerial View of Development (rla/architecture)



The application was originally filed and circulated as a Class 2 Development Permit with a total of 72 apartment dwellings as was originally contemplated in the subdivision approval. During the review, the applicant determined that there was a greater need for studio and bachelor units than originally proposed and modified the original proposal by splitting several of the original 2-bedroom units into smaller dwellings. The changes resulted in an increase of 12 residential units but no modifications to the physical size of the building or reduced landscaped open space. As a result of the changes and the new need for reduced parking, the application was re-filed as a Class 3 Development Permit.

Description of the Subject Lands

The subject lands are located on the northwestern corner of the Mississippi Shores Subdivision at the intersection of O’Donovan Drive and Lake Avenue West. O’Donovan Drive was designed as the primary local street providing access to the subdivision which will feature 549 homes at full buildout.

The site is approximately 12,045.58m² with a frontage on Lake Avenue West of 76.5m and 162m of frontage on O’Donovan Drive.

The lands to the west, east and south of the site are occupied by residential land uses included singles and townhome dwellings. The lands to the north of the site are designated “Parks and Open Space” in the Development Permit By-law and represent Riverside Park.

The subject lands are a vacant parcel of land within the Mississippi Shores Subdivision. The parcel was intended to provide “medium-density” housing with an estimated unit count of 72 dwelling units. The subdivision agreement registered for the development specified that Blocks 207 and 208 would be subject to a Class 2 Development Permit provided the proposed unit count did not exceed 72 units.

Figure 2 – Context Map (2019 aerial image):



COMMENT

Evaluation

Provincial Policy Statement (PPS) (2020)

The PPS provides policy direction on matters of provincial interest related to land use planning and development. Per Section 3(5)(a) of the Planning Act, R.S.O. 1990, all planning decisions must be consistent with the PPS.

The PPS encourages municipalities to manage and direct land use activities in healthy, livable and safe communities by promoting efficient development patterns and accommodating an appropriate range and mix of land uses within the settlement area (Policy 1.1.3.2).

Healthy livable communities in Settlement Areas will be proposed through appropriate development standards which facilitate intensification and redevelopment while avoiding or mitigating risks to public health and safety (Policy 1.1.3.4). Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, *based on local conditions* (Policy 1.1.3.5).

Planning authorities shall also provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs by permitting and facilitating all types of residential intensification (Policy 1.4.3b2). These intensification developments should be directed to locations where appropriate infrastructure is available to support the projected needs of the development to promote the most efficient use of services and resources (Policy 1.4.3c).

County of Lanark Sustainable Communities Official Plan

The County Official Plan delineates the Town of Carleton Place as a Settlement Area. Section 2.3, Settlement Area Policies, encourages efficient development patterns in Settlement Areas to optimize the use of land, resources, infrastructure and public service facilities. Further, the plan states that local land use policies shall be further elaborated in local Official Plans (Town of Carleton Place Official Plan).

Local land use policies shall provide for mixed use development including residential, commercial, employment lands, parks and open space and institutional uses are in areas designated as a settlement area in local Official Plans.

Official Plan (2013)

The Carleton Place Official Plan has been subject to Official Plan Amendment No. 08, approved by the County of Lanark in May 2024. The Amendment has been appealed to the Ontario Land Tribunal and as a result is not currently in force and effect.

The Carleton Place Official Plan (OP) was established to achieve a vision of measured and balanced growth within the community. At the time the OP was written in 2011, the document noted that the community had experienced a steady increase in growth over the past 10 years and established provisions to continue to ensure that future development similarly represented the Town's cultural and natural heritage and "unparalleled quality of life" (Policy 1.3). The Town

envisioned a type of development that was unique to the character and charm of small-town rural life. This statement was further supported through the OP's guiding principles which included the following statements:

1. *We will continue to value and preserve our built heritage and our small town character as we provide for appropriate development to generate residential... opportunities...*
2. *We will ensure that growth and development occurs through sustainable and economically viable land use development patterns which will include a broad range of uses and a balanced mix of appropriate residential densities. (Policy 1.3)*

This fundamental principal of preservation of the Town's identity and culture is again stressed through the "Planning Context" (Policy 1.4) which purposefully identifies a form over function framework for new development which is carried throughout both the Official Plan and the Development Permit By-law.

When introduced in Policy 2 "Community Design Framework", the basis for the policy's application is identified as a framework which places *"vital importance that ongoing changes to the built form be undertaken through high quality developments that are integrated with the surrounding community"* (Policy 2.1). The objectives further provide that "high quality design of the built form" should reflect the Town's heritage, and that this principle be applicable to "the entire municipality" (Policy 2.2).

At implementation, new development and re-development shall enhance the image of the Town by complimenting and contributing to:

- 1) *The character of the area*
- 2) *Local landmarks;*
- 3) *The consistency and continuity of the area with its surroundings;*
- 4) *The edges of the area; and*
- 5) *Linkages within, to and from the area.*

Additional design policies specifically listed include:

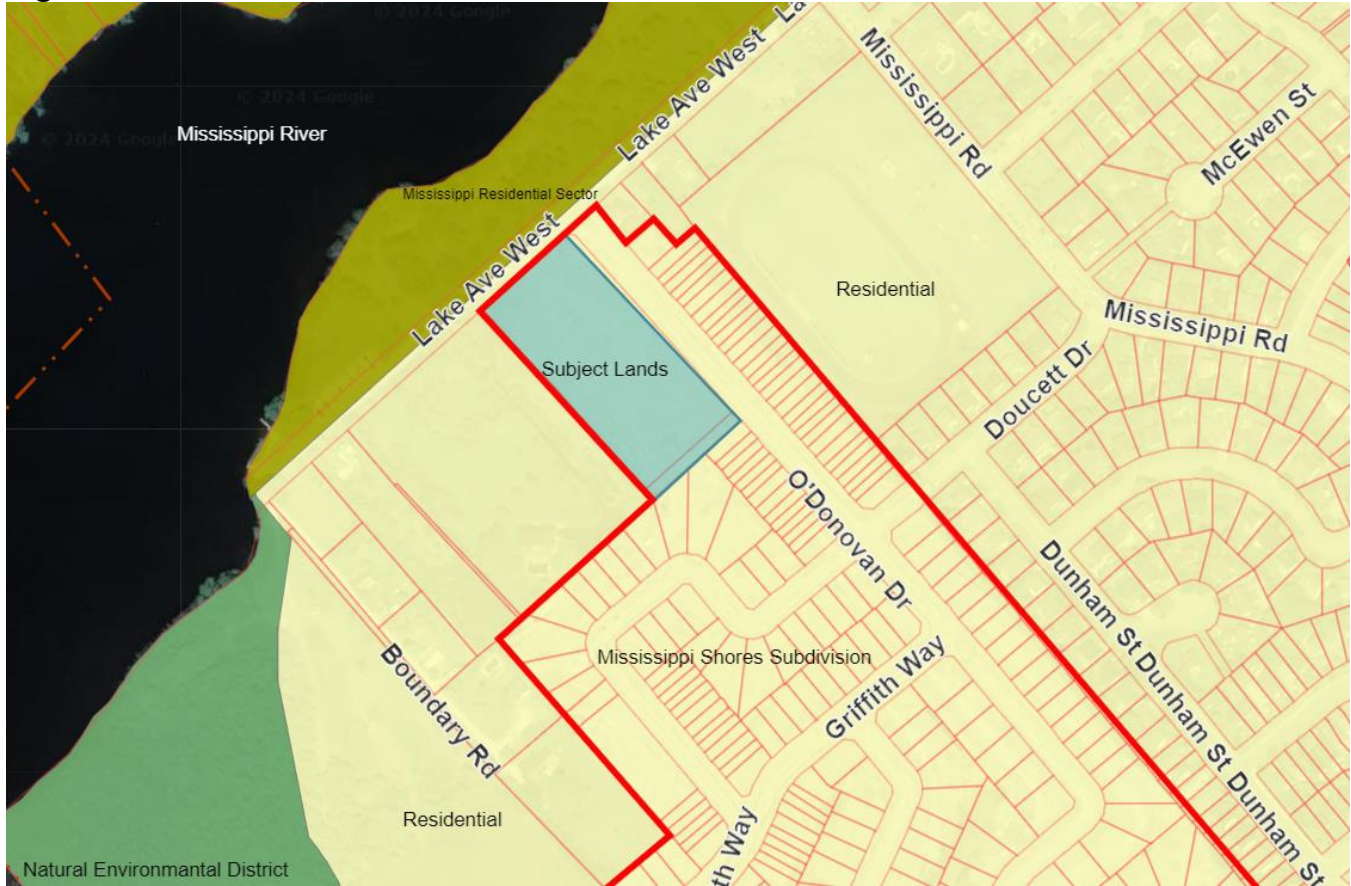
- The establishment of pedestrian scales by creating continuous horizontal faces, repetition of landscaping features, and using familiar sized architectural elements;
- Be complementary to adjacent development in terms of overall massing, orientation and setbacks,
- Maintain and enhance valued historic development patterns

These principals will be measured against the design through the compatibility analysis below.

Residential Land Use Policies:

The Official Plan identifies the subject lands as "Residential". The intent of the designation is to be the focus of most of the housing development within the Town of Carleton Place through the provision of a broad range of housing types and densities in the diverse residential neighbourhoods (Policy 3.5.1).

Figure 3 – Official Plan Land Use Schedule A



The Residential area is intended to achieve a density range of 26 to 34 units per net hectare calculated on a site-by-site basis (Policy 3.5.4). The overall density exhibited in the Mississippi Shores Subdivision was 31.8 units per net hectare.

The application proposal achieves a net density of 63 units per hectare and meets the classification of a “high-density” development in accordance with Policy 3.5.4.4.

“High-density” development classified in Policy 3.5.4.4 is specified to include “apartments in excess of 35 units per net ha”. The proposed development complies with both the built form and net density of a “high-density” development making it subject to certain siting criteria as identified in Policy 3.5.4.5 as follows:

- *The proposed design of the residential development is compatible in scale with the character of surrounding uses;*

The built form of dwellings in the immediate vicinity constitutes one-storey and two-storey residential buildings of varied composition. Townhomes immediately adjacent to the site exhibit massing of approximately 36m long facades with two-storey profiles. In contrast, the O’Donovan

Drive frontage of the proposal will include three (3) detached apartment dwellings of three-storey profiles, two (2) with façade lengths of 18.6m framing a central building with a façade length of 29.5m. The continuous planes of the façade are broken up with the even intervals of balconies and between 22-32m of separation between the buildings, providing strong symmetry of the massing on the developed portion of the site. As a result, the buildings' presence on the public street are proportionally similar to the massing of the existing townhome blocks.

It is also noteworthy that Lake Avenue West, a collector road, features several large prominent landmarks along the corridor including the Carleton Place High School, St. Mary's Elementary School and Riverview Seniors' Residence. As a result, it is not uncharacteristic to see prominent buildings within the viewshed of the street.

Figure 4 – Building Elevations from O'Donovan Drive (rla/architecture)



Architecturally the buildings use a variety of traditional building materials to complement the existing neighbourhood's prominent use of limestone. Large windows and balconies on all facades break up the heavy massing of masonry and animate the elevations. Masonry components of the buildings include a combination of buff brick, light and dark stones and sidings in natural and heritage colours consistent with the designs of the Patten Homes townhomes on the adjacent sites. The sloped hipped roof lines were also purposefully selected to emulate the traditional built form of the adjacent lower-density dwellings.

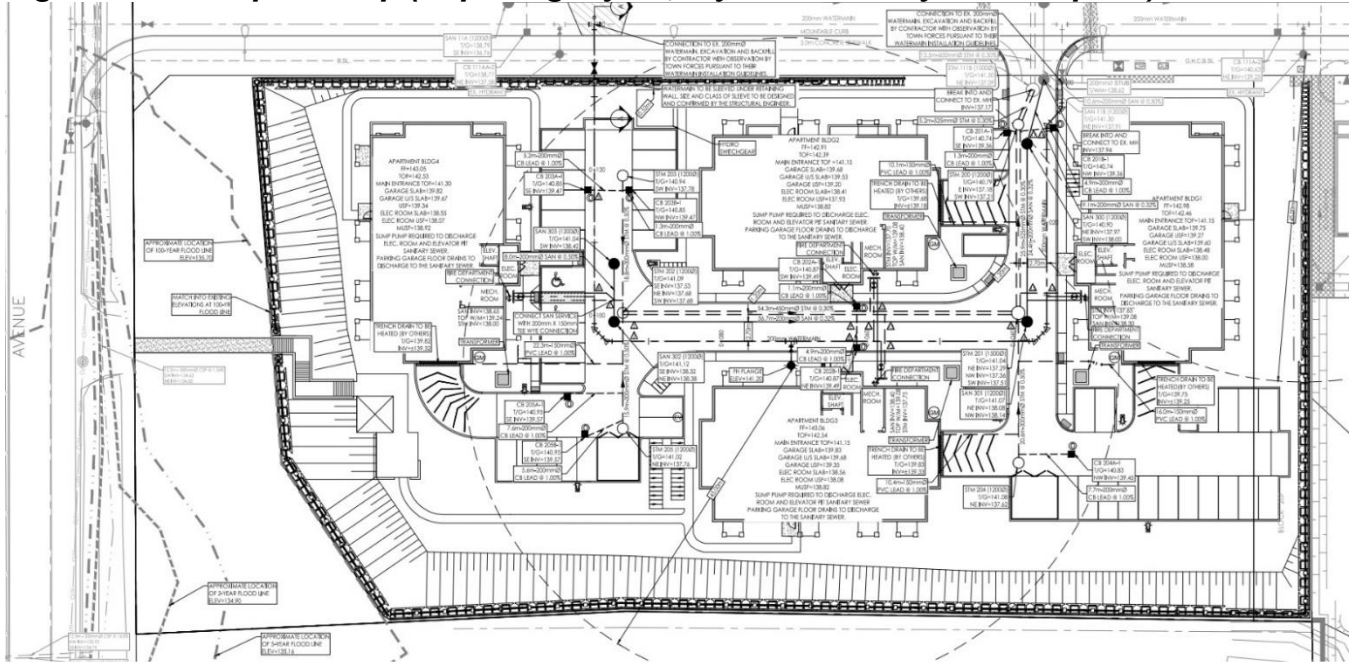
For these reasons, staff conclude that the proposal represents a development compatible in massing and scale with the neighbourhood.

- *The site is physically suited to accommodate the proposed development;*

The development proposal meets all performance standards outlined in the Development Permit By-law with the exception of the requirements for resident parking spaces and the definition of "landscaped open space in the rear yard" which will be discussed later in the analysis. Compliance with setback requirements will similarly be analyzed in the Development Permit By-law section of the report.

Physically the site is partially located within the floodplain of the Mississippi River. Following the detailed design of the grading plan for the site, it was determined that approximately 0.8 hectares of the site could accommodate residential development preserving the entire floodplain as non-developable lands reserved for unstructured greenspace. The Mississippi Valley Conservation Authority has reviewed the proposed development and has indicated that they have no objections to the design of the site relative to the floodplain.

Figure 5 – Floodplain Map (Depicting 2-year, 5-year and 100-year floodplain)



In order to fill and level the property for the development of underground parking, a significant portion of the site is required to be supported by a retaining wall varying in height from approximately 0-3m in height with an additional guard (railing) along the top. In particular, the frontage of the property along O’Donovan Drive will include a retaining wall of up to 3m in height offset 0.3m from the property line. While the wall will be private and thus will remain the maintenance responsibility of the developer, staff have identified concerns pertaining to the prevention of graffiti and the general minimization of the wall’s massing along the road. As a result of the discussions, the landscaping plan will include a crawling vine which will conceal the face of the wall and provide the ambiance of a living wall.

Functionally, the site has been designed to minimize surface parking by integrating underground parking garages in each building which preserves generous setbacks and greenspace along Lake Avenue. The development meets functional requirements for fire lanes, waste collection, pedestrian movements and utilities.

For these reasons, staff conclude that the site is physically suited to accommodate the proposed development.

- *The proposed site can be serviced with adequate water and wastewater services;*

The proponent has demonstrated through the provision of a Servicing Brief that adequate water and wastewater capacity exists to service the development. As the subject site was originally envisioned to support no more than 72 dwelling units, the applicant was asked to provide an

analysis demonstrating that the additional 12 units could be supported by the pre-existing infrastructure.

The Servicing Brief concluded that the existing water service provides adequate flow and pressure to service the development and that sufficient fire flows can be reached. The wastewater services connect to a 200mm gravity sanitary sewer on O'Donovan Drive which has sufficient residual capacity to receive the design flows from the additional 12 units. Stormwater management continues to meet the detailed design of the original subdivision approval and will achieve 80% TSS removal at the stormwater management pond in Roy Brown Park. The brief noted that while Low Impact Development (LID) measures were assessed at the time of the subdivision design, none of the recommended measures were recommended on the subject lands.

For these reasons, staff conclude that the site can be serviced adequately by water and wastewater services.

- *The property shall have appropriate access to an arterial or collector road maintained to a municipal standard with capacity to accommodate traffic generated from the site;*

The subject lands are located on O'Donovan Drive, a municipally maintained local road. Driveway access will be provided exclusively to O'Donovan Drive approximately 125m south of Lake Avenue. Lake Avenue West is a municipal collector road.

The original submission design similarly attributed the directional flow of traffic from the subject lands to O'Donovan Drive and concluded that there was adequate capacity at the intersection of O'Donovan Drive and Lake Avenue West to support the development. As a result, the impact of an additional 12 units, and no increase to parking capacity is anticipated to have negligible impact to the traffic capacity on the adjacent road network.

- *Sufficient off-street parking facilities is provided in accordance with the standards set out in the Development Permit By-law;*

The development is required to provide 1.25 parking spaces per residential dwelling unit for residents plus 0.5 parking spaces per dwelling unit for visitors. The application notes that all 21 required visitor parking spaces will be accommodated on the site and that 89 parking spaces will be dedicated to resident parking.

The developer has provided a Parking analysis to support the request for reduced parking. The study notes that the revised building floorplans include a greater number of bachelor and one-bedroom units which are generally attributed to single resident occupancies.

The study also notes that as the property is intended to be a rental holding operated by Cavanagh Realty, the company will be separating the cost of rental units from parking spaces. Each unit will be entitled to rent the first parking space at a standard rate, while a second space may be acquired at a premium. **This provision is recommended to be included as a**

condition of the Development Permit Agreement registered on title to ensure that residents will be made aware in perpetuity of the reduced parking available on site.

Through this management strategy, the Parking analysis concludes that reduced parking will not spill over onto adjacent roadways.

Regardless of the rationale for reduced parking, the applicant has indicated that they will satisfy the requirement through the provision of cash-in-lieu of parking at a value of \$104,000.00. These funds will be allocated to the Parking Reserve and used by the municipality to create additional or refurbish existing public parking infrastructure.

- *The development can take place in accordance with the policies of Section 2.0.*

As noted above, there are several specific policies pertaining to the Community Design Framework which merit review in this application.

Specifically in the Community Design policies of the Official Plan, there are additional provisions which encourage developments to incorporate energy efficiencies and conservation practices. In order to assess the proposal’s sustainability attributes, staff requested the developer complete the Sustainable Development’s Checklist developed by the Town’s Environmental Advisory Committee (CPEAC). The proposal qualified for a Gold Standard incorporating 19 of the 31 criteria in the checklist. Notable features in the design of the development include the following features which will be incorporated as conditions into a future Development Agreement:

Table 3 – Sustainable Developments Checklist

<i>Environmental Category</i>	<i>Incorporated Items</i>
<i>Energy Conservation</i>	- Heat Pump - Structural Orientation for Solar Gain - LED Lighting
<i>Water Conservation and Quality</i>	- Low Flow Water Fixtures - Low Impact Stormwater Design - 6: High Quality Topsoil Depth Uncompacted - Native Drought Tolerant Plants
<i>Air Quality</i>	- Tree plantings exceeding the minimum requirements - Heat Recovery Ventilator System (HVR) - Provision of Green Space Exceeding Town Minimums - Low Volatile Organic Compound (VOC) Finishes
<i>Waste Management</i>	- Forest Stewardship Council (FSC) Certified wood-based products - Construction Waste Plan - Recycling and Composting Facilities
<i>Natural Environment</i>	- Tree Watering Program

	<ul style="list-style-type: none"> - Electric Vehicle Plug-Ins - Indoor Bicycle Parking - Recycle Soil - Eliminate Spot and Vanity Lighting
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With respect to Electric Vehicle (EV) parking in particular, the developer will be installing two (2) EV charging stations in the surface parking lot with a rough-in for an additional two (2) charges as demand rises. Similarly, each garage will have two (2) roughed-in charging spaces for a total of eight (8) in-garage spaces which can be installed on demand.

Does the proposal compliment and contribute to the character of the area, local landmarks, consistency and continuity of the area, edges of the area and linkages within and to and from the area?

In a lot of ways this policy is of greater consideration in the review of a comprehensive neighbourhood design. The site, at the entrance to the new subdivision and elevated up hill front the Town’s expansive parkland, is a prime location for a landmark establishing a clear edge of the new development. The proposed development continues to fulfill this objective by leveraging the visibility of the site and introducing a built form which architecturally emulates the aesthetic of the rest of the subdivision on a grander scale.

Does the proposal establish a pedestrian scale to compliment the neighbourhood?

Staff initially voiced concerns with the proximity of the retaining wall along O’Donovan Drive however, the revised plans propose to use landscaping to conceal and minimize the harshness of the walls volume. Also, the developer has amended the drawings to include additional street tree plantings along the frontages of O’Donovan Drive and Lake Avenue to establish an even rhythm within the streetscape. These elements assist in creating a pedestrian friendly environment for residents of both the site and the wider community.

Does the proposed development complement the massing, orientation and setbacks of the adjacent development?

As noted in other sections of this analysis, the massing, orientation and setbacks of the development are consistent with the established neighbourhood of Mississippi Shores specifically as well as the streetscape of Lake Avenue.

Does the proposal maintain and enhance the historic development pattern of the Town?

The proposed development has made efforts to ensure that buildings “front” on both street frontages which represents the primary individual development pattern on a lot by lot basis.

Housing Needs Assessment

At the request of staff, the applicant has provided a Housing Needs Assessment to justify the changes made to the proposal in the context of the rental needs of the Town of Carleton Place. Both the Memorandum provided by Colliers International Realty Advisors and a Housing Needs

Assessment completed by Cavanagh Development’s Planning staff are appended to this report for reference.

Some of the key findings in the Colliers Report included the following observations:

- *Of all age groups, the only one to see positive relative growth between 2017 and 2022 in excess of 1% was the 35-44 group, representing the younger and middle-aged demographic*
- *The only other group expected to see a relative increase in home occupancy is the 65-74 group. This can be explained by older individuals and retirees downsizing from neighbouring rural areas and moving into Carleton Place in search of accessible housing options.*
- *According to the 2021 census, 64% of all households in Carleton Place were made up of only one or two individuals. This means that there is a significant disparity between new housing types in Carleton Place and the actual kind of housing that local residents require.*
- *A survey of available rental units in Carleton Place has found that the average rent for a one-bedroom apartment in town is \$1,675, while the average rent of two-bedroom apartments is \$2,195. It is worth noting that not a single bachelor/studio apartment is available for lease at the moment in Carleton Place. Past rent studies of the Carleton Place market conducted by Colliers’ professionals have also failed to uncover any bachelor/studio units.*

In relation to the development proposal in question, Cavanagh illustrates that the modifications from the original proposal to the current model reflect a reduction in the number of two-bedroom units per building in favour of the introduction of studio-bachelor units and two-bedroom + den units which provide a greater variety of housing options for tenants.

Table 2 – Unit Mix

Mix of Units per building	72 Unit DP2 Proposal	84 Unit DP3 Proposal
2 Bdrm + Den	-	3
2 Bdrm	16	6 (2 barrier-free)
1 Bdrm	8	9 (2 barrier-free)
Studio/Bach	-	3 (1 barrier-free)
Total Units per building	18	21 (5 barrier-free)

The applicant has also committed to renting the bachelor/studio appointments at a rate to be deemed by the Canada Mortgage and Housing Corporation¹ to be affordable. **Staff recommend the execution of a Development Agreement which specifies that the approval for the increase in the number of units on the site is conditional upon the proposed rental of the units at a CMHC affordable rate for a period not exceeding 20 years (20 years less a day).**

The Cavanagh Housing Needs Assessment Report also included a summary of findings and recommendations from the County of Lanark’s Municipal Tools to Support Affordable Housing

¹ The last reported CMHC affordable housing value for “Bachelor Units in Apartments” in the “Ottawa CMC” was published in October 2023 at a purported rate of \$1,538.

report published in 2023. The report notes a need for more diverse housing options within Carleton Place, which it notes is the highest growing municipality in the County. Options in particular included more high-rise apartments to meet the needs of the most common demographic in town – couples without children. One of the key observations in the Lanark County report is “the proportion of renters facing affordability issues in Carleton Place indicates a need for rental housing options in a range of affordability levels.”

The developer concludes that their current proposal satisfies the demonstrated market housing need of Carleton Place as stated in their concluding remarks in the report:

“Cavanagh Developments is proposing to build and operate, through Cavanagh Realty, purpose-built rental apartments housing within the Mississippi Shores community. There will be a number of housing unit types offered, from two-bedroom plus den, two-bedroom, one-bedroom and bachelor/studio apartments. The smaller units’ rents will be geared towards a below market rent as dictated by CMHC and offer an affordable option that is currently not available in the market in Carleton Place.”

– Housing Market Needs Assessment, Cavanagh Developments

Green Infrastructure Policies

The subject lands are not identified as “Natural Heritage” within Schedule B of the Official Plan, and the review of Environmental Constraints on the land were considered through the approval of the original plan of Subdivision. No indicators of species at risk or wetland habitats have been noted within the site.

The lands are however, identified within the Town’s Source Water Protection Zone in an identified Intake Protection Zone 8 (IPZ-8). The development proposal was screened through the Mississippi Rideau Source Water Protection Plan for activities which would be prohibited or subject to Risk Management, but no such activities were identified. MRSPP has been notified of the proposal and no comments were received in response.

Town of Carleton Place Development Permit By-law

This property is designated “Residential” in the Development Permit By-law. The purpose of the designation is to provide an array of residential uses ranging from single detached dwellings to three-storey apartment dwellings.

Table 4 – Development Standards – Apartment Dwellings (Section 6.3.9)

Provision	Required	Proposed
Lot Area (min)	Nil	12,045.58m ²
Lot Coverage (max)	60%	20%
Lot Frontage (min)	35m	76.5m (Lake Avenue West)
Front Yard Build Within Area (Lake Avenue)	4.5m (min) 7.5m (max)	32.5m* *Required Floodplain Setback

Exterior Side Yard Build Within Area (O'Donovan Drive)	4.5m (min) 7.5m (max)	6.4m
Interior Side Yard (min) (Western Property Line)	3m	12.9m
Rear Yard (min) (Southern Property Line)	7.5m	12m
Usable Landscaped Open Space in the Rear Yard (min)	20%	53% landscaped space overall
Height (max)	14.0m	14.0m
Parking Spaces (min)	1.25/unit or 105 resident +0.25/unit or 21 visitor	89 resident 21 visitor
Area used for at grade parking	40% max	27%
Pedestrian walkway widths	1.2m min	1.2m
Landscape Buffer between parking lot and property line	3.0m (min)	3m-7.5m

Figure 6 – Development Permit By-law Land Use Schedule:



The development requires two (2) variations from the performance standards:

- 1) Reduction in Resident Parking from 105 to 89:**

As was discussed in the Official Plan compatibility analysis, the developer has indicated that they will be providing cash-in-lieu of parking at a value of \$104,000.00 for the reduction of 16 parking spaces.

Section 3.29.4 of the Development Permit By-law provides that the minimum parking requirements for residential or non-residential uses may be reduced or waived provided the owner enters into a Development Permit Agreement and provides payment in accordance with the Fee's and Charges By-law. In addition to the agreement, the applicant must also provide a Parking Study by a Traffic Engineer to determine the suitability of the request.

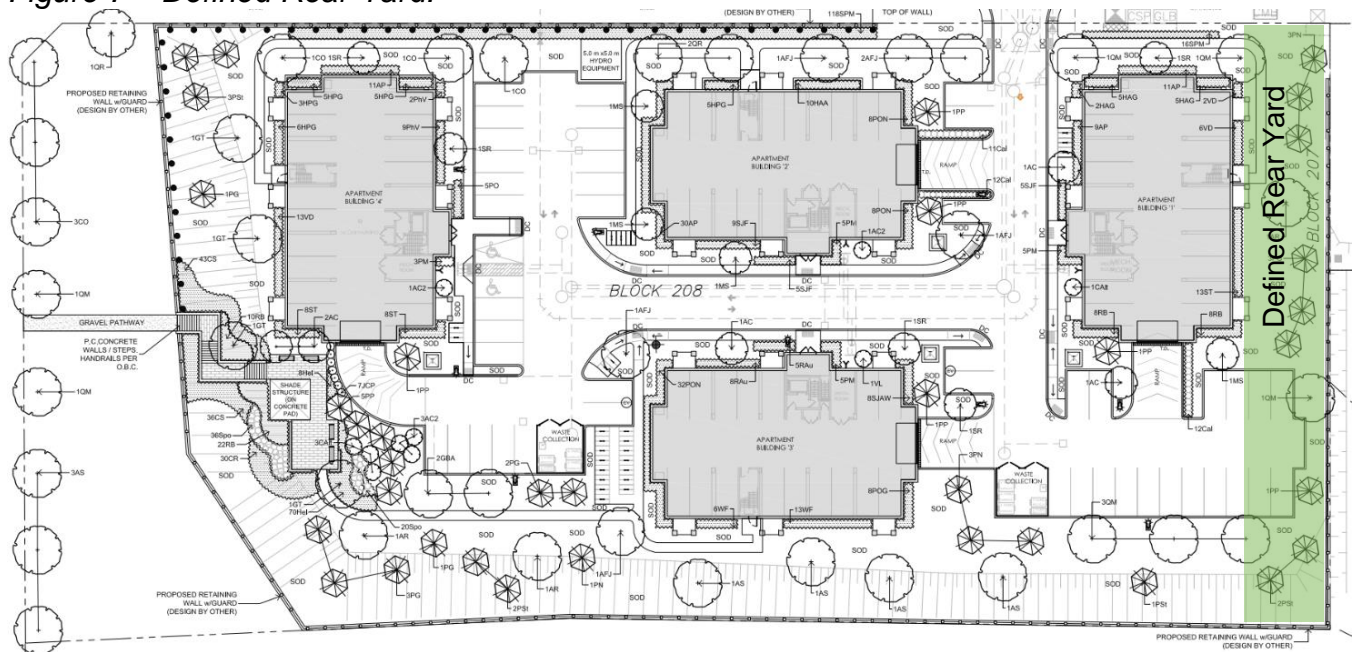
It is recommended that the applicant's proposed management strategy be incorporated as a condition of the Development Permit Agreement so that residents are made aware that the development is approved with a reduced number of spaces that are to be managed by the property owner.

2) Landscape Open Space not in the Rear Yard:

This provision has been reviewed for similar "multi-apartment building campus" developments, where the typical definitions of yards on large multi-building blocks are harder to define. The standard stipulates that usable landscape open space is required in the "rear yard" which is defined as "a yard extending across the full width of the lot between the rear lot line and a line drawn parallel or concentric thereto and through the point of the main wall of the main building closest to the rear lot line."

By definition, this means that the open space would need to be concentrated on the southern section of the property between Building 1 and the property line.

Figure 7 – Defined Rear Yard:



Instead, the proposal includes the dedication of 53% of the overall site as landscaped open space including the construction of a tiered look-out of the Mississippi River adjacent to Building 4. The lookout will include benches and a shade structure as well as a staircase and walkway from the feature connecting to Lake Avenue West and the Riverside Park beyond. The landscaping proposal takes advantage of the new topography created by the development and establishes a recreational asset unique to this site.

For these reasons, staff are supportive of the varied definition of landscaped open space as it results in a cohesive and landscape-conscious design.

PUBLIC CONSULTATION

The application has been subject to two (2) rounds of circulation in accordance with the requirements of the Planning Act and Development Permit By-law. Notice was posted on site, circulated by mail to property owners within 120m of the subject lands and provided electronically to prescribed agencies.

Staff received 15 written statements from various parties which were addressed by the applicant in re-submission. Highlights of some comments received, but not incorporated, include the following:

- Concerns regarding the ongoing development of sites within close proximity of the Water Treatment Plant, particularly related to salt-runoff from parking lots;
- A recommendation for the use of permeable asphalt;
- A recommendation for twice the number of charging stations.

Agency comments were received from Hydro One, Bell Canada, Enbridge and MVCA indicating no objections to the application.

SUMMARY:

Having reviewed and assessed the proposed application, staff are satisfied that the proposal complies with the provisions of the Provincial Policy Statement 2020, conforms to the policies of the Official Plan and satisfies the applicable sections of Development Permit By-law 15-2015.

Options:

1. That the Committee refuse the application;
2. That the Committee approve the application and issue a development permit with no conditions;
3. That the Committee approve the application and levy conditions to be satisfied before the issuance of a development permit; or
4. **That the Committee approve the application and issue a development permit agreement with conditions attached (Recommended)**

STAFF RECOMMENDATION

THAT Committee of the Whole approves the Development Permit application DP3-02-2024 respecting the property known as Blocks 207 and 208 on Plan 27M-101 located on O'Donovan Drive subject to conditions attached to the Development Permit Agreement.