



**The Corporation of the City of Cornwall
Planning Advisory and Hearing Committee**

File Number: Z-02-23

Applicant: Brookdale Developments Inc.

Department: Planning, Development and Recreation

Division: Planning

Report Number: 2023-172-Planning, Development and Recreation

Prepared By: Lindsay Parisien, Supervisor, Planning Services

Meeting Date: December 18, 2023

Subject: Proposed application to remove the Hold category and rezone the vacant parcel of land, legally described as Part Lot 13, Concession 1, known municipally as 10 Brookdale Avenue, Cornwall, Ontario.

Purpose

To review a proposed Planning development application and discuss a site-specific Zoning By-law amendment and removal of a Hold category for the lands municipally as 10 Brookdale Avenue, Cornwall, Ontario submitted by Jp2g Consultants Inc. on behalf of Brookdale Developments Inc.

Recommendation

Based on the proceeding discussion, it is recommended:

- (a) That the Planning report to amend the City's Zoning By-law Amendment be received as the By-law to remove the Hold category and rezone the vacant parcel of land at 10 Brookdale Avenue from Mixed-Use Commercial with a Hold (MUC(H)) to Mixed-Use Commercial with site specific exceptions (MUC EXC) will be considered at a later date.

Background & Proposed Development

Jp2g Consultants Inc. has been retained by Brookdale Developments Inc., to request the removal of a Hold (H) category and rezone the vacant parcel of land located at 10 Brookdale Avenue, Cornwall. The subject site's current zoning is Mixed-Use Commercial with a Hold (MUC (H)) which has been placed on the site to ensure the appropriate studies are completed in advance of submitting a development proposal. This additional zoning is applied as the previous industrial land uses require site remediation as a result of known potential contaminants identified on this site.

The proposed mixed-use development includes the following: two (2) high-rise residential towers situated over a shared podium, as well as a three-storey parking structure. Building "A" is proposed as a 21 storey (316 units), multi-residential development whereas Building "B" is proposed as an 18 storey (190 units), multi-residential development. In total, this development would accommodate 506 residential dwelling units which can be further broken down as 50 studio units, 252 one-bedroom units, 152 two-bedroom units, and 51 three-bedroom units.

In addition, the proposed development includes 1,120 square meters of commercial space at grade and a three-storey parking structure will offer a total of 428 parking spaces of which 380 parking spaces would be allocated for residents and the remaining 48 spaces would be shared between residential visitors and the commercial uses. Finally, the proposed development includes 1,706 square meters of indoor amenity space spread across the first and second floors and private outdoor amenity space in the form of terraces are being proposed.

Existing Site Conditions

Location: The subject site is situated at the northwest corner of Water Street West and Brookdale Avenue. Its municipal address is 10 Brookdale Avenue and is legally described as Part Lot 13, Concession 1, Cornwall, Ontario.

Size: 1.1-hectare (2.8 acre) parcel of land

Existing Land Use: Former salt storage building; vacant industrial lands

Surrounding Land Uses

North: Former industrial lands and City-owned recreational lands (Benson Centre Arena Complex).



East: Existing low rise residential land uses.

South: Cornwall canal lands currently owned by Transport Canada, Waterfront Trail and the United States border.

West: Former industrial land uses (Domtar Site) and commercial uses further west along Second Street

Official Plan Land Use Designation: Comprehensive Redevelopment Area (CRA).

The CRA land use designation is applied to unique large sites in the City that contain inappropriate land uses, but offer redevelopment potential which can be achieved by permitting a range of high intensity uses. The intent is to encourage appropriate redevelopment through flexible designation and zoning regulations. The proponent has not applied to amend the City's Official Plan; therefore, the land use designation will remain as CRA.

Zone Classification: Mixed-Use Commercial (MUC) with a Hold (H) category.

The proposed Zoning By-law amendment application being considered is to remove the Hold category and permit site-specific exceptions to the Mixed-Use Commercial (MUC) zone standards. Therefore, the intended zone classification for the subject site will remain as a MUC with site-specific exceptions (MUC – 3). The proponent has provided a comprehensive zoning analysis and identified a series of zone deficiencies.

Discussion & Analysis

Planning Development Applications

A series of Planning applications have been applied for by the owner's retained professionals as the proposed development requires several Planning approvals. A brief explanation of the required Planning applications and approvals required are summarized below:

Site-Specific Exceptions to the Mixed-Use Commercial Zone Standards & Removal of Hold Category

A Zoning By-law Amendment application to permit site-specific exceptions to the applicable zone standards is required to reflect the requested variances and zone deficiencies which are as follows: reduced minimum property line setbacks,

total landscaped area, and parking lot aisle width. Additional variances include increased building heights for each tower as well as a reduction in the total number of technical parking stalls provided on site. However, it should be noted that the identified zone deficiencies are based on the proposed development as submitted and may be subjected to further changes as a result of the public meeting and comments received to date.

The requested variances shall be re-evaluated once the proposed development, building orientation and site layout is closer to its final design. The zoning analysis should be submitted for review by City staff before the proposed rezoning application and By-law is reconsidered by the PAC.

Furthermore, an accompanying Zoning By-law amendment application to remove the Hold category has also been applied for by the proponent. A Hold has been applied to the site to ensure the proposed redevelopment can be supported by staff and that the site's known environmental contamination is appropriately addressed through proper remediation.

Holding zone categories can not be removed by the Planning Advisory Committee or approval authority unless the members are satisfied that the proposed development is no longer premature or inappropriate. A detailed review and analysis of the City's Official Plan policies regarding Holding Zones will be assessed later in this report.

Site Plan Control Review

Site Plan Control is a planning tool that is applied when triggered by a proposed development application of a certain size, scale, and scope. The City's Site Plan Control review committee comprises of select staff from various departments who are responsible for evaluating certain design elements of a subject property. The proposed development is currently undergoing Site Plan Control review. The first submission was reviewed by staff and a detailed commentary letter was provided to the proponent in June of 2023. Based on the comments provided, the proponent has not resubmitted as further changes to the site plan's proposed layout and building orientation may be impacted, resulting in a significant change to the nature of the proposed mixed-use, high-rise development.

Future Planning Application: Draft Plan of Condominium

If the subject site is rezoned and the proposed development is granted site plan control approval, the property owner will be required to apply for a Plan of Condominium. A Plan of Condominium is a form of ownership where each unit is

typically individually owned, but each owner contributes to the development and maintenance of shared facilities, services, and on-site amenities. The owner’s intent on establishing a condominium development versus apartments has been expressed in several meetings and has also been articulated in the Planning Rationale prepared by Jp2g Consultants Inc. (refer to Attachment #1). At this time, an application for Draft Plan of Condominium has not been submitted.

Reviewing Provincial Legislation & Policy Statements

Bill 108: More Homes, More Choices Act (2019), Bill 109: More Homes for Everyone Act, (2022), Bill 23, More Homes, Built Faster Act (2022) all made changes to the Ontario Planning Act as the province’s effort to expedite review and approval processes to achieve more housing stock throughout Ontario. This set of provincial legislation are supportive of this type of development proposal.

Based on the current Provincial Policy Statement (2020) and proposed Provincial Planning Statement (2023), which is not in effect; include guiding policies that further support this mixed use, multi-residential development as it aligns well with the province’s mandate of creating more housing in varying formats. However, with every development proposal its important to consider the merits of the application within the local context such as the City’s Official Plan and Comprehensive Zoning By-law.

Cornwall’s Official Plan (2018) and Comprehensive Zoning By-law (2022) Mixed-Use Commercial Zone Classification

Table 1 summarizes the City of Cornwall’s Official Plan Goals & Policies that address the proposed development at 10 Brookdale Avenue. These goals and policies were selected for review and consideration of the overall appropriateness of the development.

<p>Table 1: Summary of Official Plan Goals and Policies</p> <p>Chapter 4 Land Use Designations & Policies</p> <p>4.12 Comprehensive Redevelopment Area (CRA)</p> <p>4.12.2.3 Provide for flexibility in the development of sites by encouraging a range of land uses that are integrated and compatible.</p> <p>4.12.3.2 Promote comprehensive development schemes as a form of a "seeding project" in an attempt to initiate more extensive redevelopment in adjoining areas.</p>
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4.12.3.3 Consider the use of special Comprehensive Redevelopment zones for the subject areas as well as the use of Holding (H) symbols or staged zoning and permit a wide range of uses in the Comprehensive Redevelopment zone.

Chapter 5 Housing

5.2 Housing Goals

5.2.4. Ensure that all residential development is suitably located and designed.

5.2.5. Ensure that future medium and high density housing projects are developed at a high standard of site development and design, and reflect the projected increase in demand for medium and high density, and accessible housing.

5.3 Housing Policies

4. Consider housing projects in proximity to the St. Lawrence waterfront and use the approved Cornwall Waterfront Plan for identifying possible locations and development criteria.

5. Site development guidelines for medium and high density housing projects shall be used in the site plan review process, to be available to prospective developers contemplating multiple housing projects.

Chapter 7 Waterfront Planning

7.3 Waterfront Policies

9. Encourage the redevelopment of industrial lands and key select sites along the waterfront for residential, commercial, or other uses that are compatible with the public enjoyment of the waterfront.

Chapter 9 Urban Design

9.2. Urban Design Goals

3. Establish Built Form and Architecture that is compatible with existing conditions.

Establishing appropriate built form and architecture can be achieved in many ways. Building heights, for example, should have a smooth transition to adjacent existing built form, in turn protecting the existing stable neighbourhood. Development, redevelopment, and intensification through the provision of a mix of densities, and encouraging higher density close to major street intersections, can be achieved through moderately scaled building varying in height. This built form scale responds well to the existing built fabric as well as local market demands. It also promotes liveability through pedestrian scaled development.

4. Strengthen Cornwall's Identity and Sense of Place

Architecture, public art and landscape architectural features can help foster gateway features and reinforce a heightened sense of place upon the edges and throughout the City.

6. Develop Regional Gateways and Entries

Gateways present a remarkable opportunity to announce and heighten the sense of place and arrival into the City of Cornwall. These areas need to be identified strategically in order for travelers to acknowledge their arrival, navigate, and experience a sense of place. Entry points from the highway and major entry roads should be prioritized to receive treatment.

9.3 Urban Design Policies

2. Infill Areas

iii) Where mid or high rise buildings are proposed, the tallest buildings should be located furthest away from any adjacent pre-existing low density neighbourhoods to mitigate shadow impacts;

iv) *Underground parking should be considered; surface parking is to be kept at a minimum;*

3. Built Form and Landscape Treatment

v) *Compatibility in height and massing of adjacent dwelling units is required. Abrupt variations in height should be avoided.*

viii) *Where high-rise residential built form is proposed, a 2-storey podium-built form is encouraged which can accommodate townhome residential uses or commercial uses, where mixed-use sites are envisioned. Built form massing above 2 floors should be stepped back from the primary façade by a minimum of 3 metres. Considerations should be made to accommodate residential, or amenity use terraces, in which case a deeper step back is recommended.*

Chapter 12 Transportation

12.2 Transportation Goals

12.2.4 Continue to develop a more continuous street system, particularly for east - west movement.

12.3 Transportation Policies: Public Transit

9. The City will encourage greater use of public transit by instituting, encouraging, or requiring:

c) *higher density or intensity uses (apartments, commercial, senior citizen projects, institutional) which are located along or adjacent to transit routes.*

Chapter 14 Implementation

14.7 Holding Zones

5. Applications to remove Holding (H) symbols shall be evaluated by the City on a case-by-case basis. Such applications shall be accompanied by an amendment to the Zoning By-law prepared under the applicable Sections of the Planning Act.

In evaluating the application, the Planning Advisory Committee shall be satisfied that the development is no longer premature or inappropriate and shall also have due regard for:

b) *the policies of the Official Plan;*

d) *the adequacy of access points for the proposed development;*

e) *the potential transportation impact of the development in relation to the transportation system;*

i) *the design features of the proposed development such as landscaping, buffering, open space, screening, parking, massing and design of buildings and on-site amenities.*

The City's Official Plan contains policies that are supportive and concerning with the proposed development. For example, Official Plan Policy 4.12.3.2 states: *"Promote comprehensive development schemes as a form of a "seeding project" in an attempt to initiate more extensive redevelopment in adjoining areas."* In many ways this development could be viewed as the seeding project which stimulates future redevelopment of the adjacent property. Furthermore, *Waterfront Planning Policy 9. "Encourages the redevelopment of industrial lands and key select sites along the waterfront for residential, commercial, or other uses that are compatible with the public enjoyment of the waterfront."* From this

perspective, it can be argued that the proposed development can be supported by the City's Official Plan.

However, the City's Urban Design Goal 9.2.3 is to "Establish Built Form and Architecture that is compatible with existing conditions. *Establishing appropriate built form and architecture can be achieved in many ways. For example, Building heights, should have a smooth transition to adjacent existing built form to protect the existing stable neighbourhood.*" Section 9.3.3 3. Built Form and Landscape Treatment raises further concerns as "compatibility in height and massing of adjacent dwelling units is required. Abrupt variations in height should be avoided." Therefore, this opposing perspective presents concerns with the proposed development, especially as the adjacent property to the west is another unique large site with a flexible land use designation (CRA) that remains under separate ownership. Based on the submitted site plan and proposed development, staff are unclear if property owners are in communication with regards to their development plans for the site.

The City's Planning Division is tasked with considering all subject matters in order to make an informed recommendation. After reviewing the City's Official Plan, it remains undetermined whether the proposed 18 and 21 storey, multi-residential development with commercial space at grade is desirable or appropriate for the City of Cornwall. Therefore, more time to evaluate the impacts of the development should be afforded.

City of Cornwall's Comprehensive Zoning By-law (2022)

Mixed Use Commercial (MUC) Zone

The MUC zone generally permits a mix of commercial uses and residential uses as well as the combination of certain non-residential uses with residential uses on the same lot or in the same building. Therefore, subsection 14.1.3 Combined Non-Residential and Residential Land Use Zone Standards have been applied to the proposed development.

The proposed multi-residential development is a permitted use in the zone and may be combined with the following non-residential uses within the same building: *funeral home, office, personal service establishment, place of assembly or recreation, recreational and athletic facility, restaurant, and retail store.*

At this time, the anticipated commercial uses have not been determined and may be subjected to further planning approvals if a proposed commercial use is not permitted as of right in the MUC zone.

Evaluation of the Proposed Development

As a recap, the proposed mixed-use development includes two (2) high-rise residential towers constructed over a shared podium. In total, 506 residential dwelling units are being proposed. The unit breakdown are as follows:

- 50 studio units;
- 252 one-bedroom units;
- 152 two-bedroom units; and,
- 51 three-bedroom units.

In addition, the proposed development includes a total of 1,120 square meters of commercial space at grade and a three-storey parking structure will offer 428 parking spaces, of which, 380 parking spaces will be allocated for residents and the remaining 48 spaces would be shared between residential visitors and the commercial uses. Lastly, a combined 1,706 square meters of indoor amenity space is provided as well as private outdoor amenity space such as terraces complete the development being proposed at 10 Brookdale Avenue. Given the complexity of the proposed development a series of variances have been requested and would be reflected as site-specific exceptions to the MUC zone standards.

At this time, staff decided to postpone passing a By-law to amend the zone standards as the proposed development may be subjected to change. The property's location presents a series of challenges that require careful review and consideration such as unknown impacts on the existing residential lands or redevelopment of the adjacent property. Therefore, its difficult to determine its overall appropriateness without conducting proper public consultation and soliciting feedback. The following sections provide additional context that should be considered.

Record of Site Condition (RSC) Filed – January 17th, 2023

A record of site condition (RSC) summarizes the environmental condition of a property, based on the completion of environmental site assessments. If a property owner wishes to change the use of a property to a new use that is more sensitive than the previous use (e.g., residential land uses on a former industrial

site) an RSC must be filed in the Environmental Site Registry before the property can be considered for redevelopment.

Given the history of the subject site and adjacent lands as being a former industrial land use a record of site condition was required since the developer intends on introducing a more sensitive use. In this case, an RSC was filed on January 17th, 2023, with the Environmental Site Registry and identified the intended use of this site to be for residential land uses purposes. As a result of the successful filing of the RSC, this has reassured City staff that the subject site may be redeveloped for both commercial and residential land use purposes. The required environment site assessment studies, remediation work and soil testing were completed as per the MECP's guidelines.

Shadow Study Analysis, dated November 1, 2023, prepared by AFA Architects

A Shadow Study is used *to evaluate the movement of the sun across a site and understand how shadows cast by nearby buildings, trees, or other objects will impact solar access and natural lighting.* The proposed development includes two high-rise towers situated over a shared podium. This design causes both towers to be considerably higher than the maximum permitted building height of 30 meters. The increased building height will noticeably alter the subject site's built form as it's been vacant for several years. City staff requested that a shadow study be completed for the development. The results of this study created measurable data that can be analyzed on how the height of each tower impacts the surrounding areas which are further examined below.

The shadow study (refer to attachment #3), prepared by AFA Architects illustrates and compares the proposed 18 storey and 21 storey development (orange shadowing) with a building height that complies with the MUC zone's maximum permitted height of 30 metres (grey shadowing). Further details and explanation are as follows:

- At the Spring/Fall Equinox, the shadow impacts on the residential properties adjacent to the subject site are mostly limited to the late afternoon. The shadowing impacts are limited to a portion of homes near Brookdale Avenue for a 2–3-hour period of the day.
- At the Summer Solstice, the shadowing impacts on the residential properties adjacent to the subject site are only during the late afternoon. The

shadowing impacts are limited to a portion of homes near Brookdale Avenue for a 2-hour period of the day.

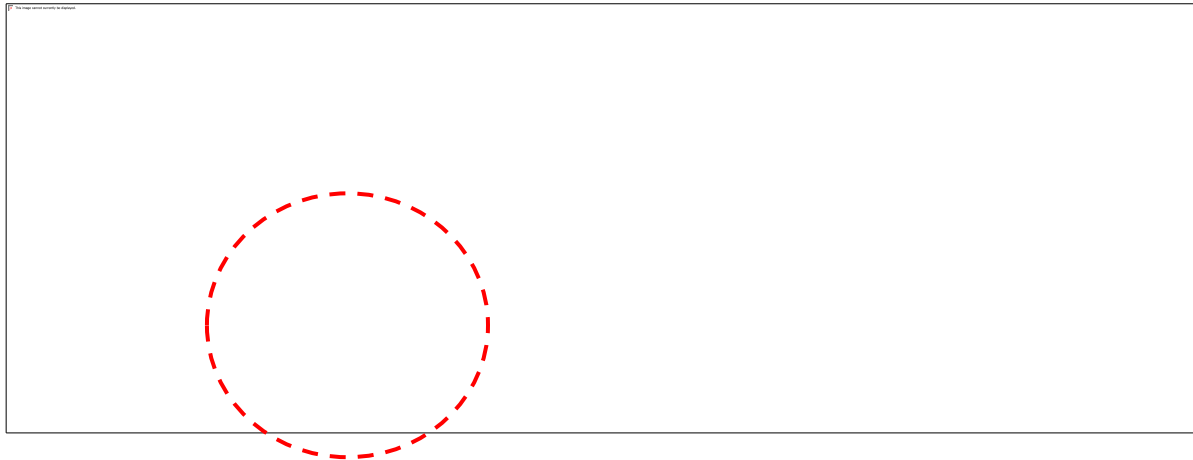
- At the Winter Solstice, the shadowing impacts on the residential properties adjacent to the subject site occur mainly in the afternoon. The shadowing impacts are limited to a portion of homes west of Seymour Avenue. The speed at which the shadow transitions during this period limits the time in which the impacted properties are in shadow to 1-2 hours.

Based on the information provided, there are no shadow impacts on any public park spaces during the periods illustrated in the shadow study and that regardless of the proposed building height, some shadow impact is unavoidable and to be expected. Therefore, the shadow impacts from the proposed development were anticipated and are considered acceptable and adequately limited.

City of Cornwall Bus Transit System & Network

The City of Cornwall has an established bus transit system and network of service routes that allow residents to commute throughout the City. Currently, the Riverdale Route services the east side of Brookdale Avenue adjacent to the property and bus stops are located at the intersection of Brookdale Avenue at Maple Street as well as Water Street at Cumberland Street which could be accessed by the future residents. Due to the current locations of these bus stops a new bus stop may be added at Brookdale Avenue and Pine Street to better serve passengers.

The Riverdale route provides half hour service to these stops and goes out of service at 7:28PM on weekdays and 5:48pm on Saturday. Passengers that take the Riverdale bus, will arrive at the Walmart stop within 10 minutes of boarding as well as at the Pitt Street & Ninth Street bus service which connects with all buses downtown within 20 minutes. When the Riverdale route is no longer in service, passengers can walk to Second Street and Yates Avenue to take the Brookdale Route until 11:18PM. The map below indicates the location of the two closest bus stops servicing the proposed site.



In the future, Cornwall Transit will be implementing an On-Demand transit service at nighttime during off-peak hours. This will allow the area to be serviced during all operational hours currently offered by Cornwall Transit. The implementation of On-Demand transit will likely align with the development of the property and may be available to residents when the building is occupied.

Additionally, Cornwall Transit will be proposing to complete an updated Transit Masterplan if approved as part of the 2024 Budget. The updated Masterplan will include a full review of the existing route structure based on current demands for transit service and will recommend implementation strategies to improve service for riders.

The proposed development would be considered as part of the Transit Masterplan and the associated review/realignment of the existing route structure. The timeline of the Masterplan and the implementation of changes to the route structure could align with the proposed timeline for construction of the development. As such, if the development proceeds, future modifications to the route structure will have considered the demand for transit related to this development.

Federal Lands Divestiture

City staff and representatives from Transport Canada, The Seaway International Bridge Corporation (SIBC) and the Federal Bridge Corporation (FBC) have engaged in numerous conversations regarding the Federal lands divestiture process. These discussions will continue in 2024 as the federally owned lands, south of the subject site, must be divested in favour of the City in order to extend Water Street further west of the site. The extension of Water Street West is a



crucial component to the design and layout of the site as the proponent has indicated on their submitted site plan that the primary ingress and egress for this site is from Water Street West (future extension). Without this primary access, the entire configuration of the site would need to be revised.

Future Extension of Water Street West

Further to the Federal lands' divestiture process, a portion of the subject site must be conveyed and transferred to the City of Cornwall to accommodate the full design and development of Water Street West. The required area was identified as part of the Site Plan Control review process. A detailed description of the design requirements and specifications associated with the development of the future road extension was provided to the proponent in June of 2023. Revised drawings, roadway design and comments will continue to be reviewed for site plan control but may also be subjected to change depending on the timing of the Federal lands divestiture process and outcome of the public meeting.

Comments from City of Cornwall Departments

Detailed comments from the City of Cornwall's internal departments were provided on the first site plan application submission package. The proponent has intentionally decided not to re-submit site plan drawings until after the public meeting as they recognize how comments and feedback from members of PAC and the public could significantly change the development proposal in terms of density, scale, design, and overall site layout. Comments provided by City departments that typically do not participate in the site plan control review process are included in the following section.

Planning, Development & Recreation Department

Building Services: Building Services has no immediate comments pertaining to the items in Z-02-23 (to permit site-specific exceptions to the Mixed-Use Commercial zone standards and to remove the Hold category). A building permit will be required for this development and a full review will be performed during the permit approval process.



Economic Development: Comments provided as part of the Site Plan Control review letter.

Recreation & Facilities: Parkland Dedication will be commented on as part of the Site Plan Control review process.

Infrastructure & Municipal Works Department:

Infrastructure Planning: detailed comments provided as part of the Site Plan Control review letter.

Municipal Works: No comments at this time.

Transportation: detailed comments provided as part of the Site Plan Control review letter.

Cornwall Transit Division: detailed comments were provided and incorporated in the Planning report.

Cornwall SDG Human Services Department

Housing Services:

The following comments are related to a planned condo-development on this site and are provided from a high-level generalities' perspective as other, i.e. real estate, professionals will likely have a better sense of the private end of the housing continuum.

- Anything that adds additional housing stock to the City is a good thing as Ontario estimates that we need close to 1 million homes to be developed in the next decade.
- However, this will have little to no impact on the availability of affordable housing in our community but does provide housing stock on the private end of the housing continuum and as previously discussed this is helpful for the housing health of a community.
- This a large multi-res development and there is no indication on how appealing or affordable it will be for local residents.

- This may add stock but that may not alleviate pressure on our local system.
- Adding stock that is not traditional single detached homes can be helpful and it's good to have a mix of housing in a community.

Comments from External Agencies

Ministry of Transportation (MTO): Since its located outside of our area of control, therefore the Ministry of Transportation has no comments.

Mohawk Council of Akwesasne: no comments submitted.

Raisin Region Conservation Authority (RRCA): The subject property appears to be outside of the RRCA's regulated area. Comments were previously given on the site plan control application circulated to us in the spring that is referenced in the re-zoning application form. At this time the RRCA has no further comments other than what was advised through the site plan control process (refer to attachment #4).

Enbridge Gas: Enbridge Gas does not object to the proposed application(s) however, we reserve the right to amend or remove development conditions.

St. Lawrence Seaway Management Corporation (SLSMC): The SLSMC have no comments or objections with regards to the specific City's request for a zoning change from Mixed-Use Commercial (MUC(H)) to Mixed-Use Commercial (MUC EXC) to be able to build the residential project.

However, any future access needed to the Seaway's property should be requested 3 months in advance and that the contractor must coordinate on-site traces with the Seaway to verify property limits before the beginning of construction.

Trans-Northern Pipeline Inc. (TNPI): We can confirm that TNPI has no infrastructure in the mentioned area.

Comments from the Public

The Planning Division has received several comments and written submissions regarding the proposed development. In general, some of the primary concerns raised include the uncertainty of the impacts to the existing residents towards the east, impacts to the City's waterfront and its potential for development, the

overall appropriateness (e.g. building height, massing, density, requested variances etc.), the importance of sense of place in context and understanding the community and its history as a former industrial land use. Some submissions request the developer consider revising their proposal and make reference to a previous concept plan prepared by Fotenn in 2019. Written submissions received to date have been included (refer to attachment #5) as attachments to this report for review and consideration.

Conclusion

Planning Division staff have reviewed the details of the Zoning By-law Amendment application to remove the Hold and rezone the vacant parcel from a Mixed-Use Commercial (MUC (H)) to a Mixed-Use Commercial zone with site specific exceptions (MUC EXC) to the applicable zone standards. As previously mentioned, an amending By-law is not being recommended at this time.

The intent and purpose of the public meeting was to advance this file and provide a formal setting in which members of the PAC and public could be informed about the proposed development and be given the opportunity to provide comments and feedback of its appropriateness for the community. Following this public meeting, the next step will be for the proponent to consider the concerns raised and incorporate desired changes by revising the submitted site plan or possibly propose a different development for the site. If revised drawings are submitted, they would be circulated to the Site Plan Control review committee for detailed review before this application is rescheduled for a future Planning Advisory and Hearing Committee meeting.

Additional time allows all matters of the public interests to be considered by the proponents and will also be appreciated by those involved in the Federal lands divestiture process. 10 Brookdale Avenue presents great opportunity but need to be thoughtfully designed and considerate of the parties involved.

Report Attachments:

Attachment #1: Planning Rationale, dated March 13th, 2023, prepared by Jp2g Consultants Inc.

Attachment #2: Proposed Site Plan Drawings, dated XX, prepared by AFA architects



Attachment #3: Shadow Study Drawings & Analysis, dated November 1, 2023, prepared by AFA architects and analyzed by Jp2g Consultants Inc.

Attachment #4: External Agency Commentary Letters

Attachment #5: Written Submission & Public Commentary Letters



Report Approval Details

Document Title:	10 Brookdale Ave. - ZBL Amendment and remove Hold category - 2023-172-PDR.docx
Attachments:	<ul style="list-style-type: none">- Attachment 1- 10 Brookdale Avenue PJR - March 13, 2023.pdf- Attachment 3 - Shadow Study.pdf- Attachment 4 - RRCA Comments.pdf- Attachment 5 - Written Submission - Public Commentary Letters.pdf
Final Approval Date:	Dec 15, 2023

This report and all of its attachments were approved and signed as outlined below:

Lindsay Parisien - Dec 15, 2023 - 10:24 AM

Mark A. Boileau - Dec 15, 2023 - 10:30 AM

James Fawthrop - Dec 15, 2023 - 11:38 AM