



3288 Greenbank Road - Phase 1

Planning Rationale + Design Brief
Site Plan Control
May 4, 2020



Prepared for Caivan Communities

Prepared by Fotenn Planning + Design
396 Cooper Street, Suite 300
Ottawa, ON K2P 2H7

May 2020

© Fotenn Planning + Design

The information contained in this document produced by Fotenn is solely for the use of the Client identified above for the purpose for which it has been prepared and Fotenn undertakes no duty to or accepts any responsibility to any third party who may rely upon this document.

1.0 Introduction

Fotenn Planning + Design has been engaged by Caivan Communities to prepare this Planning Rationale and Design Brief in support of a Site Plan Control application for Phase 1 of the development on the lands known municipally as 3288 Greenbank Road, in the Barrhaven community of the City of Ottawa.

1.1 Application History

In 2013, Fotenn submitted Official Plan Amendment, Zoning By-law Amendment, Plan of Subdivision and Site Plan applications on behalf of Trinity Development Group and Caivan Communities for their respective lands on the west side of Greenbank Road. The Trinity applications, which applied specifically to 3194 Jockvale Road, were ultimately withdrawn prior to consideration by the Planning Committee while the Caivan Official Plan Amendment (File No. D01-01-13-0023) was ultimately approved on March 5, 2015 as Official Plan Amendment 144 (OPA 144).

In April 2018, Fotenn submitted an Official Plan Amendment (D01-01-18-0006) on behalf of Richcraft and Minto Communities that proposed revisions to all lands within the South Nepean Town Centre Secondary Plan (SNTC Secondary Plan). The amendment seeks to stimulate development within the largely vacant Town Centre to create what was originally envisioned for the area: a compact, mixed-use and transit-supportive community. The Official Plan Amendment was adopted by City Council on December 11, 2019 but was subsequently appealed and is therefore not in full force and effect.

In April 2019, Fotenn submitted Zoning By-law Amendment (D02-02-19-0047) and Plan of Subdivision (D07-16-19-0015) applications on behalf of Caivan Communities for the lands at 3288 Greenbank Road. The proposed Zoning By-law Amendment application sought to rezone the subject lands from 'Development Reserve - DR' to 'Residential Fourth Density Zone – R4', 'Residential Fifth Density Zone – R5', and 'Parks and Open Space Zone – O1' in order to better reflect the Official Plan designation and the intent of the SNTC Secondary Plan, as amended. The proposed Plan of Subdivision proposes blocks for development, establish the road network, and allocate lands for parks and school uses. The proposal includes a total of eight (8) blocks, of which six (6) are intended for residential uses, one (1) for parkland, and (1) for a school site. Additionally, seven (7) public streets are proposed as part of the subdivision. This includes five (5) local streets as well as the north-south extension of Jockvale Road and the planned east-west extension of Chapman Mills Drive, which bisects the Kennedy-Burnett Drain and Stormwater Management Facility. The draft Plan of Subdivision was approved in February 2020 while the Zoning By-law Amendment is still pending approval.

1.2 Public Consultation

Based on the City of Ottawa's "Site Plan Control Subtype Thresholds" summary, the proposed development consists of a "Complex – Manager Approval" subtype. This type of application requires public consultation. Public consultation will be directed through the City of Ottawa including the posting of signs on the subject site and posting of all development application plans and studies on the City of Ottawa's "DevApps" development application search tool. The public is invited to submit their comments directly to staff which will be distributed as part of the technical circulation.

Site Context and Surrounding Area

The current Site Plan Control application applies to Block 4 on the approved draft Plan of Subdivision. Block 4 is located in the southwest corner of the property and has an area of 1.71 hectares. The site has frontage on three future streets, including 107.82 metres of frontage along the future realignment of Jockvale Road to the east, 139.4 metres of frontage along Street 'B' to the south, and 108.19 metres of frontage along Street 'C' to the west. The lands are currently vacant.

Street B is a future street shared with the subdivision lands to the south, currently owned by Claridge. Street B and C will be constructed prior to the occupancy of the proposed development on Block 4.

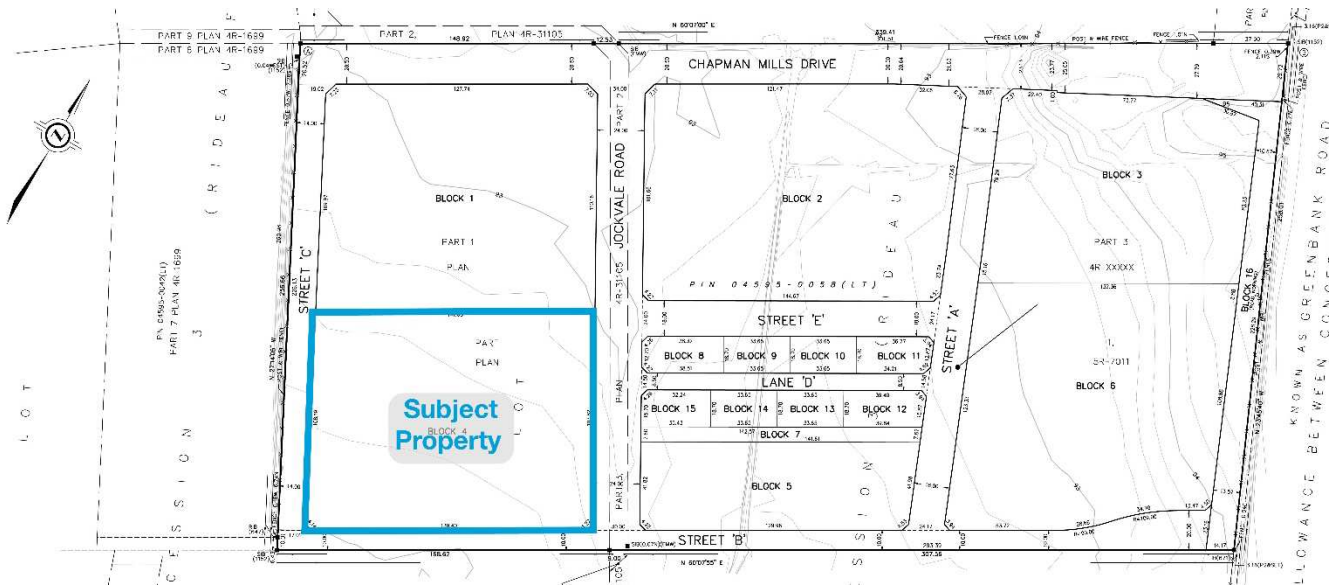


Figure 1: Subject Property location within Draft Plan of Subdivision

2.1 Surrounding Area

The following uses surround the subject lands:

North – Directly abutting the subject lands to the north is future residential lands to be developed as part of the same plan of subdivision. Further north is a driving range and mini golf operation, and a large-format retail centre commonly known as the “Barrhaven Town Centre” with a wide variety of uses including retail stores, a gas bar, a cinema, restaurants, banks and a retail food store;

East – East of the subject property are additional subdivision lands, including a public park on Block 5 and a school site on Block 6. Several blocks of rear-lane townhouses are planned for Lane D. Further east is Greenbank Road and S. Joseph High School.

South – Located south of the subject lands are vacant development lands within the Town Centre, which are planned to be developed as the Burnett Lands residential subdivision, which will extend to the Jock River; and,

West – The Kennedy-Burnett Drain and Stormwater Management Facility abut the western edge of the subject lands and the lands on the other side of the drain are currently being developed with low-rise residential subdivisions.

3.0 Proposed Development

The proposed development is a Planned Unit Development consisting of 116 total units, including 72 stacked townhouses and 44 back-to-back townhouses. The units are arranged in 11 blocks total, generally located along the edge of the property with a single block located in the centre.

The subject property has three street frontages while the northerly property line abuts another block intended for future residential intensification. Along this north property line is a 3-metre-wide multi-use pathway connection between the future realignment of Jockvale Road to the east and Street C to the west. All street frontages will have public sidewalks within the City right-of-way adjacent to the subject property.

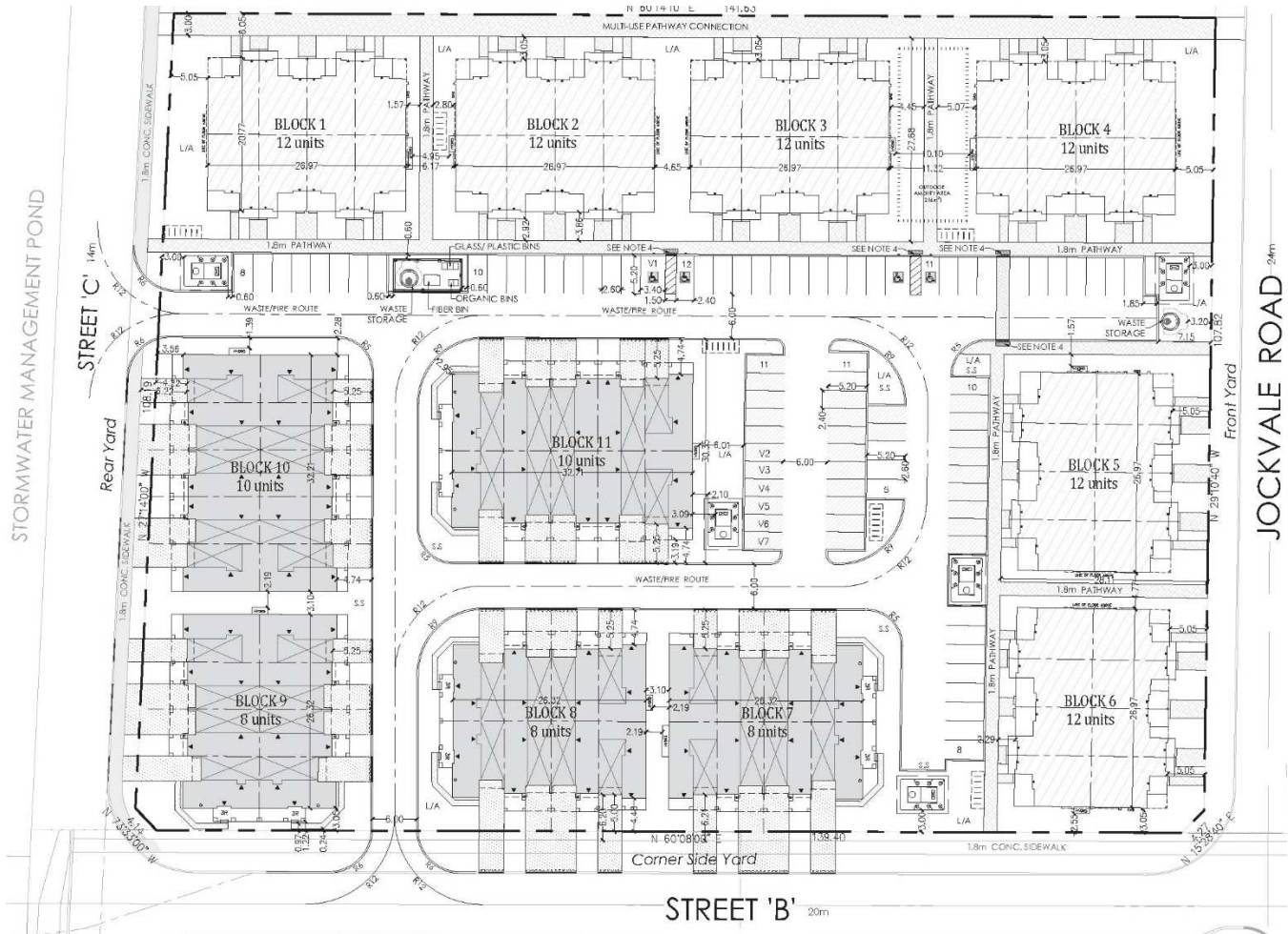


Figure 2: Proposed Site Plan

3.1 Stacked Townhouse Blocks

The stacked townhouse blocks front the north and east property lines. Each block is designed to contain a total of twelve (12) stacked, back-to-back dwelling units. Four (4) units are 1-storey, 2-bedroom units which occupy the ground floor of the building and have access to an unfinished basement. These units extend the entire length of the building, with a concrete porch/deck at one end and a wood deck at the opposite end.



Figure 4: Back-to-Back Townhouse Front Elevation

3.3 Site Layout

Two (2) vehicular site accesses are proposed for the site – one from Street C to the west, and one from Street B to the south. Both accesses are 6 metres wide and intended for two-way traffic. Internal to the site, the drive aisles form a grid abutting the interior of the street-fronting blocks providing access for fire services, garbage and loading, and to parking.

A total of 86 parking spaces are proposed on the site including 79 spaces for residents and 7 spaces for visitors. The parking is generally located along the interior drive aisles, with a parking lot of 22 spaces located internal to the site. The plan includes 32 reduced width parking spaces (2.4 metres wide) as permitted by the Zoning By-law.

The back-to-back townhouse units all have individual driveways and garages. The garages provide a parking space for each unit, while the building setback of at least 5.25 metres provides an additional space in each driveway in most cases.

As noted above, a multi-use pathway is proposed along the north edge of the subject property, connecting Jockvale Road and the future Street 'E' within the plan of subdivision to Street C and the Kennedy Burnett Stormwater Management pond to the west. In addition to the multi-use pathway, internal pedestrian pathways have been provided to provide convenient connections into and through the site – specifically adjacent to the stacked townhouses.

A total of approximately 4,780 square metres of landscaped area is provided throughout the proposed development, with approximately 612 square metres of dedicated amenity area for the stacked townhouse dwellings. This includes 216 square metres of communal amenity area, internal to the site.

Garbage collection for the stacked townhouse dwellings has been located interior to the site at strategic locations and is screened from view. In-ground waste containers minimize the visual impact of these areas.

A total of 60 bike parking spaces are provided throughout the site adjacent to the stacked townhouse dwellings. For the back-to-back townhouses, bike storage is assumed for the interior garages.

The site is proposed to be generously landscaped with street trees located along public street frontages where space permits, and along the interior driveways. Along Jockvale Road, which is a designed collector road, a regular pattern of street trees will border the pedestrian sidewalk. Where larger trees are not possible, smaller shrubs and plants provide softscape within the development.

4.0 Policy and Regulatory Framework

4.1 City of Ottawa Official Plan

The subject property is designated “Mixed-Use Centre” and is subject to the “Town Centre” overlay on Schedule B of the City of Ottawa Official Plan. The Mixed-Use Centre designation applies to areas that have been identified as strategic locations on the rapid-transit network and that are accessible by transit, walking, cycling, and automobile and are adjacent to one or more arterial roads. Mixed-Use Centres offer substantial opportunities for intensification or redevelopment and are characterized by transit supportive uses such as offices, schools, hotels, hospitals, parks, large institutional buildings, community facilities and services, retail and entertainment uses, services (such as restaurants), high- and medium-density residential uses and mixed-use development containing any combination of these uses.

Town Centres are identified as long-standing core areas of the suburban areas outside the Greenbelt. Connected to the core via transit, the Town Centre will continue to grow with the suburban areas around them, however, they are intended to stand out physically and functionally from their surroundings and act as the hub of employment, leisure, and commercial activity for the communities around them. The Town Centre will become a transit supportive destination through intensification and development of vacant land.

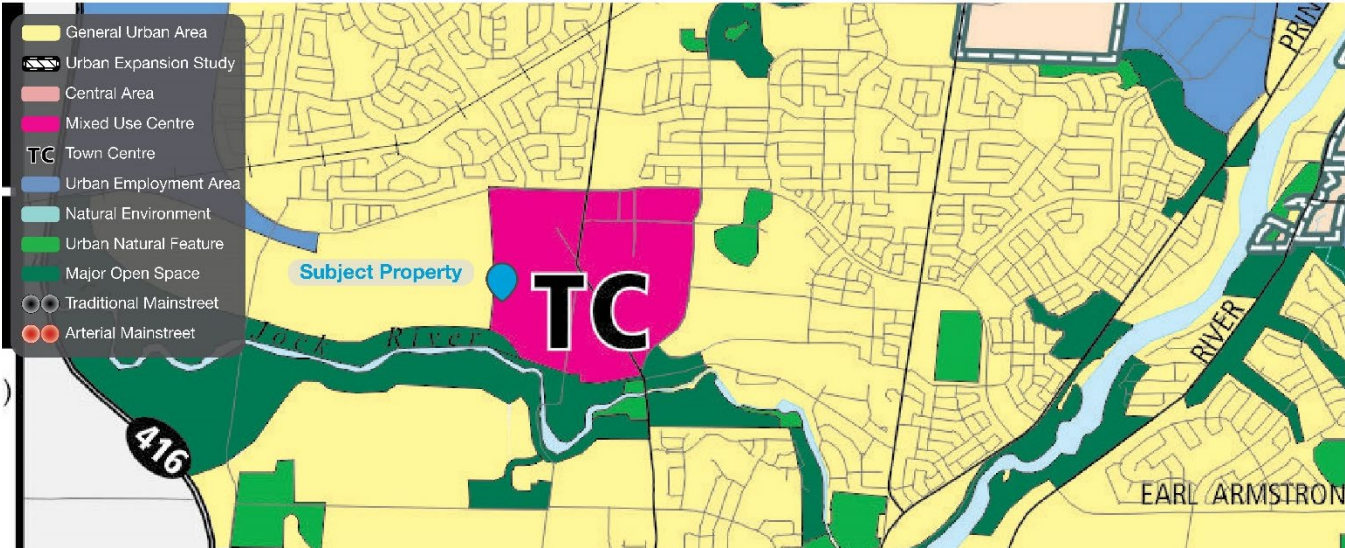


Figure 5: City of Ottawa Official Plan - Schedule B (Excerpt)

The proposed development conforms to the Mixed-Use Centre and Town Centre land use designation in the Official Plan by contributing to the creation of a mixed-use, walkable, and transit-supportive core for the community of Barrhaven. The proposed development represents an important step in the build-out of the Town Centre.

Development applications in the City of Ottawa will be evaluated according to the criteria of Section 2.5.1 – Designing Ottawa and Section 4.11 – Urban Design and Compatibility. The design has been discussed as it relates to these sections below.

4.1.1 Urban Design and Compatibility

Section 2.5.1 provides guidance on how to appropriately incorporate compatible development into new building projects. Compatible development is defined in the Official Plan as development that is not necessarily the same as or similar to existing buildings, but that enhances and coexists with existing development without undue adverse impacts. It ‘fits well’

within its physical context and ‘works well’ among those functions that surround it. The Official Plan emphasizes that the above objectives are achievable without designing a development to be the same as existing developments.

Section 2.5.1 contains design objectives intended to guide development. The applicable guidelines are discussed below:

To enhance the sense of community by creating and maintaining places with their own distinct identity	The proposed development will contribute to the creation of the Barrhaven Downtown as envisioned by the proposed amendments to the Secondary Plan. The proposed plan creates a walkable and attractive community that will enhance the surrounding area.
To define quality public and private spaces through development	The proposed development frames the public street edges with new buildings and contributes positively to the public realm along all street edges. The private space interior to the site is compact and appropriate given the intention for the Town Centre to become a walkable, transit-supportive community.
To create places that are safe, accessible and are easy to get to, and move through	The proposed development provides pedestrian connectivity through to and through the site and pedestrian paths are well defined throughout the development to ensure safety.
To ensure that new development respects the character of existing areas	The proposed development respects the planned function of the Town Centre lands, supporting the creation of a walkable, transit-supportive, mixed-use and vibrant core for Barrhaven.

The Official Plan states that compatibility is achieved through a design that appropriately addresses impacts generated by infill or intensification. Section 4.11 of the Official Plan provides criteria that can be used to objectively evaluate the compatibility of a proposed development. The policies are grouped into topics and the relevant policies are discussed below. This Planning Rationale, particularly the following sections, address the requirement for a Design Brief.

Policies 5 through 9 speak to building design and compatibility. Specifically, policy 6 states that the principal facade and main entrance should be oriented towards the street, and that windows should be incorporated into the facades facing the street. Building entrances should be accentuated through architecture.

Finally, policy 8 states that, to maintain a high quality, obstacle free pedestrian environment, all loading and service areas should be internalized or integrated into the building wherever possible.

The proposed development has been designed with the above criteria in mind. The buildings have been arranged around the edges of the site, with main entrances providing direct access from the public sidewalk to the proposed residential units. The entries have been articulated using setbacks and projections and changes in materiality.

All parking and service areas have been internalized within the site, out of view from the public street and minimizing impacts on the pedestrian realm.

Policies 10 through 13 speak to the massing and height of buildings with regards to the compatibility with the surrounding context. Specifically, the planned and existing heights and setbacks should be considered to ensure a compatible design.

The proposed development respects the planned function of the adjacent lands per the South Nepean Town Centre Secondary Plan with a low-rise, higher density residential product that will help to achieve density targets and create the walkable, mixed-use community that is planned for the Town Centre. The Secondary Plan is discussed further in Section 4.2 of this report.

Policies 19 and 20 deal specifically with outdoor amenity areas. Policy 19 deals with impacts to adjacent outdoor amenity areas, while policy 20 focuses on the creation of well-design, usable amenity areas for residential projects. The policy requires that these amenity areas be appropriate for the size, location, and type of development.

Given the context, the proposed development will not impact on any adjacent outdoor amenity areas. The proposed development includes thoughtfully designed outdoor amenity areas for each of the units, including a communal space at the north end of the site. These amenity areas are complemented by the future public park, located just east of the subject property and the multi-use pathway connections along the Kennedy-Burnett Drain to the west, and the Jock River to the south.

Mixed-Use Centres are designated as target areas for intensification in the Official Plan and are therefore also considered Design Priority Areas as described by policies 22 through 24. Policy 22 requires that the portion of the buildings that are adjacent to the public realm ensure the highest building design standards by:

- / Incorporating specific design features, such as locating the front building facades parallel to the street;
- / Providing transparent windows at-grade;
- / Using projections, awnings, canopies, etc. to soften the interface between buildings and the public realm; and,
- / Utilizing facade treatments to accentuate transition between floors and interior spaces.

Policy 23 focuses on enhanced public realm improvements, including:

- / Shade trees, and other landscaping;
- / Wider sidewalks and enhanced pedestrian surfaces; and,
- / Coordinated furnishings and lighting.

The proposed development reflects the designation of a design priority area by locating buildings along the street edge with direct access to residential units from the sidewalk, and well-articulated and interesting building facades on all street edges to create interest. Windows at-grade will be transparent which will lead to natural surveillance of public areas.

Along the street edges, the proposed development enhances the streetscape with buildings set close the street and street trees and other landscaping used to provide shade and create interest. Along the Jockvale Road frontage, which has increased importance given its designation as a Collector Street, a consistent row of street trees is proposed adjacent to the pedestrian sidewalk.

The proposed development fulfills the design objectives outlined in Section 2.5.1 and the satisfies the compatibility criteria of Section 4.11.

4.2 South Nepean Town Centre Secondary Plan

As noted in Section 1.0, the South Nepean Town Centre Secondary Plan was recently amended to become the Barrhaven Downtown Secondary Plan with revisions to several policies and land use designations while maintaining the goals and objectives of the original plan. This amendment was appealed following its approval by Council and is therefore no in full force and effect. The original Secondary Plan, entitled the “South Nepean Town Centre Secondary Plan” and as amended has therefore been reviewed as it relates to the subject property and is discussed below.

4.2.1 Land Use Designation

As amended through OPA 144 in 2015, the subject lands are currently designated “Mid-Rise Residential” on Schedule 1 of the South Nepean Town Centre Secondary Plan. This designation is intended to accommodate primarily ground-oriented multiple unit dwellings and to provide a transition to the low-rise, low-density residential neighborhoods surrounding the Town Centre. More specifically, the subject property is known as Block D1 and D2 per Schedule 7 of the Secondary Plan.

Section 3.5 states that within the Mid-Rise Residential land use designation, apartments, street, block and stacked townhouses are permitted. The minimum permitted building height is two (2) storeys and the maximum permitted building height is four (4) storeys (for Block D2) and six (6) storeys (for block D1) while the net density target for residential uses in the designation is 100 units per hectare.

Section 3.1 of the Secondary Plan contains general land use policies that apply to all land use designations. Applicable to the subject property is policy 4 which states that the density targets identified for each of the land use designations are ultimate build out targets and are to be considered on an area basis, not by each development block. Where the targets are not met at the outset, it must be demonstrated how they could be achieved in the future.

The proposed development includes street and stacked townhouses, consistent with the permitted uses of the Mid-Rise Residential land use designation of the Secondary Plan. The proposed three (3) storey building height also conforms to the policies of the designation. The proposed development will achieve a density of approximately 73 units per hectare. As noted in Section 3.1 of the Secondary Plan, the density targets are to be considered on an area basis, and not on for each individual development block. Future Mid-Rise Residential blocks within the subdivision have greater height permissions (up to six (6) storeys and will be able to achieve the target density for the area.

4.2.2 Urban Design

The South Nepean Town Centre Secondary Plan contains both urban design policies, which must be adhered to, and urban design guidelines which must be considered. The proposed development conforms to the applicable urban design objectives as follows:

- / The buildings maximize the coverage of the lots.
- / All buildings are at least two (2) fully functioning storeys in height.
- / All buildings are functionally and visually oriented towards the street and sited parallel to the street.
- / The principal building entrances should face the public street.
- / All buildings are proposed with a substantial portion of their front facade visible from a public street within 5 metres of the property line.
- / Building frontage has been maximized along all public streets.
- / Spaces between the building walls and the street provide appropriate transition from the private to public realm.
- / All buildings have dynamic facades.
- / All parking has been located interior to the site and does not detract from the public streetscape.

The proposed development conforms to the urban design policies of the SNTC Secondary Plan.

The Urban Design Guidelines for the Town Centre are contained within Section 5.2 of the South Nepean Town Centre Community Design Plan. The proposed development responds to the following relevant guidelines:

- / Principal entries have been oriented towards the street (Guideline 1).
- / Buildings have been located on corners close to both public streets and architectural detailing has been included on all visible frontages (Guideline 3).
- / The facades have been varied in terms of architectural details, materials, etc. (Guideline 14).
- / The buildings have been set back 5 metres from the property line to create an intimate street environment (Guideline 15).
- / Space between buildings and the sidewalk have been landscaped (Guideline 23).
- / Trees have been spaced and planted to create a consistent canopy (Guideline 24).
- / Utility equipment have been kept internal to the site so as to not detract from the public streetscape (Guideline 27).
- / Parking has been located internal to the site, away from the streetscape (Guideline 28).
- / Garages on the streetscape have been designed so as to not dominate the streetscape (Guideline 30).
- / A 3 metre wide multi-use path divides the subject property from the development block to the north to facilitate pedestrian and cyclist movement through the community (Guideline 34).

- / Outdoor amenity space has been provided through a variety of balconies, and communal spaces (Guideline 38).

The proposed development achieves the urban design objectives of the SNTC Secondary Plan.

4.2.3 Transportation and Transit

Section 5 contains policies regarding transportation and transit within the Town Centre. Two (2) rapid transit lines are planned for the Town Centre, one east-west across Chapman Mills and one north-south along Greenbank and through the retail district to the north. All development blocks in the Town Centre are located within 600 metres of a future transit station (per the Secondary Plan) and as a result, all development is to follow the principles of transit-oriented development.

The proposed development follows the principles of transit-oriented development by proposing residential uses that will have direct connections to future transit service. Connectivity throughout the community will ensure access to the existing transit stations in the interim.

As noted above, Jockvale Road will be realigned to the east side of the subject property and designed as a Collector Street. The design for this collector is currently being coordinated throughout several ongoing development applications in the Town Centre, and the City's Building Better Smarter Suburbs initiatives.

Per section 5.3 regarding pedestrians and cyclists, development are required to provide safe, convenient and attractive facilities for pedestrian and cyclists with connection to transit and linkages between buildings, adjacent sites, and surrounding areas.

The proposed development includes bike parking facilities and creates connectivity to the public streetscapes that will be developed through the Plan of Subdivision. Internal pedestrian paths provide connectivity into and through the subject property for all residents, connecting to the future public park to the east and future transit stations to the north and east.

4.3 Transit-Oriented Development Guidelines

The City of Ottawa has developed guidelines for transit supportive development planned within 600 metres of a rapid transit stop or station. The proposed subdivision falls under the examples of transit-supportive land uses encouraged in the guidelines and achieves the goals of the guidelines such that the development will create an engaging and active streetscape, promote transit ridership, and protect pedestrians and cyclists. Many of the recommendations have been incorporated into other policies, such as those of the South Nepean Town Centre Secondary Plan; however, those other applicable guidelines are listed below:

- / Townhouses are identified as transit supportive land uses (Guideline 1).
- / Proposed buildings are located along front of the street and in a continuous manner (Guideline 7).
- / Active transportation will be accommodated throughout the development (Guideline 31).
- / Parking is designed to be behind buildings and away from the street (Guideline 35).
- / Townhouses with attached garages are designed to be flush with the façade of the building so as not to dominate the streetscape. (Guideline 46).

4.4 City of Ottawa Comprehensive Zoning By-law

The subject property is currently zoned "Development Reserve – DR" in the City of Ottawa's Comprehensive Zoning By-law (2008-250). The Development Reserve zone is intended to identify lands for future development and limit the range of permitted uses to not restrict future development options. Site specific zoning provisions were proposed through the previous Zoning By-law Amendment application which is still pending.

For the purposes of this review, it has been assumed that the subject property will be rezoned to "Mixed-Use Centre Zone (MC)" with a special exception to address specific performance standards. The purpose of the MC zone is to ensure

that Mixed-Use Centres in the Official Plan accommodate a combination of transit-supportive uses, including medium and high density residential uses. Development in the MC zone is intended to be in a compact and pedestrian-oriented form in mixed-use buildings or side-by-side in separate buildings. Planned Unit Developments, stacked dwellings, and townhouse dwellings are all permitted uses in the MC zone.

The proposed development is compared to the MC zone provisions in the table below. Items subject to the ongoing Zoning By-law Amendment are **highlighted and bolded**:

Zoning Mechanism	Required	Provided								
Minimum Lot Area	No minimum	15,913.2m ²								
Minimum Lot Width	No minimum	107.8m								
Minimum Front Yard Setback	No minimum	5.05m								
Minimum Corner Side Yard Setback	No minimum	3.05m								
Minimum Interior Side Yard Setback	No minimum	6.05m								
Minimum Rear Yard Setback	No minimum	3.56m								
Minimum Building Height	No minimum	10.0m								
Maximum Building Height	Within 20m of south property line: 11m Between 20m and 30m of south property line: 20m	In all cases: Townhouse: 10m Stacked: 12m								
Vehicle Parking	<table border="1"> <tr> <td>Townhouse</td> <td>1 space/unit = 44 spaces</td> </tr> <tr> <td>Stacked</td> <td>1.2 spaces/unit = 86 spaces</td> </tr> <tr> <td>Visitor (Stacked only)</td> <td>0.2 spaces/unit = 14 spaces</td> </tr> <tr> <td>Total</td> <td>144 spaces</td> </tr> </table>	Townhouse	1 space/unit = 44 spaces	Stacked	1.2 spaces/unit = 86 spaces	Visitor (Stacked only)	0.2 spaces/unit = 14 spaces	Total	144 spaces	Townhouse: 88 spaces Stacked: 79 spaces Visitor: 7 spaces Total: 174 spaces
Townhouse	1 space/unit = 44 spaces									
Stacked	1.2 spaces/unit = 86 spaces									
Visitor (Stacked only)	0.2 spaces/unit = 14 spaces									
Total	144 spaces									
Reduced Width Parking	Up to 40% of the required parking may be reduced to a minimum width of 2.4m where the spaces are in a parking lot containing 20 or more spaces = 34 spaces	30 spaces are reduced width (2.4m)								
Bike Parking	0.5 spaces/unit (Stacked only) = 36 spaces	36 spaces								
Amenity Area	6m ² /unit (Stacked only) = 432m ² 216m ² communal	432m ² 216m ² communal								
Landscaped Area Surrounding a Parking Lot	Abutting a Street: 3m Not abutting a Street: 3m	Abutting a street: 7.15m Not abutting a street: N/A								

Zoning Mechanism	Required	Provided
Minimum Width of a Private Way (in a PUD)	6.0m	6.0m
Minimum Setback for Any Wall of a Residential Use Building to a Private Way (in a PUD)	1.8m	2.28m
Minimum Setback for any Garage or Carport Entrance from a Private Way (in a PUD)	5.2m	5.25m
Minimum Separation between Buildings in a PUD	1.2m	3.1m
Maximum Number of Attached Dwelling Units	Single row: 8 Attached: 16	Single row: 5 Attached: 10
Permitted Projections into Required Yards	Fire escapes, open stairs, stoop: >0.6m to lot line Covered or uncovered balconies, porches, decks: >1m to lot line; max 2.0m	Fire escapes, open stairs, stoop: 0.97m Covered or uncovered balconies, porches, decks: 1.22m
Waste Collection Areas	Minimum setback to a public street: 9.0m Opaque screen minimum height: 2.0m	Minimum setback to a public street: 3.2m Screen height: 2.0m

The items noted are intended to be addressed through the ongoing Zoning By-law Amendment application (File No. D02-02-19-0047) currently under review.

5.0 Conclusion

It is our professional opinion that the proposed Site Plan application represents good planning and is in the public interest, for the following reasons:

- / The proposed development conforms to the Official Plan policies for the Mixed use Centre designation, helping to achieve the designation's objective to intensify the area with transit-supportive uses and contribute to the mix of uses within the Barrhaven (South Nepean) Town Centre;
- / The proposal complies with the City's urban design and compatibility criteria established in Sections 2.5.1 and 4.11 of the Official Plan;
- / The proposed use and density are contemplated in the South Nepean Town Centre CDP and Secondary Plan. The proposal is consistent with the policies and guidelines set out in the documents;
- / The proposed development maintains the intent of the City of Ottawa's Transit Oriented Development Guidelines by providing adequate bicycle parking and convenient access to future transit station locations; and,
- / The proposed development meets all of the applicable provisions of the City's Zoning By-law (2008-250), subject to the ongoing Zoning By-law Amendment for the lands (File No. D02-02-19-0047).

Sincerely,

A handwritten signature in black ink, appearing to read 'Paul Black', written in a cursive style.

Paul Black, Senior Planner