



3432 Greenbank Road - Kennedy Lands

Planning Rationale Addendum
Draft Plan of Subdivision + Zoning By-law Amendment
August 25, 2023



Prepared for Minto Communities

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1.0 Application Summary

Fotenn Planning and Design is pleased to submit this Planning Rationale Addendum on behalf of Minto Communities (“Minto”) in support of concurrent Draft Plan of Subdivision and Zoning By-law Amendment applications for 3432 Greenbank Road, located in Ottawa’s Barrhaven South community (the “subject site”).

The resubmission modifies the previously submitted Draft Plan of Subdivision (D07-16-21-0032) by increasing parkland dedication and introducing a new detached dwelling product, in addition to the proposed detached, townhouse and back-to-back stacked townhouse units. A new lotting pattern is required to accommodate the proposed modifications. The resubmission includes a revised rezoning request to reflect the new single-detached dwelling product, modifying the active Zoning By-law Amendment application (D02-02-21-011).

1.1 Application History

Initial Draft Plan of Subdivision and Zoning By-law Amendment applications for the subject site were submitted in September 2021, with the proposed development consisting of:

- / 545 townhouse dwellings (385 of which were street (“Executive”) townhouses and 160 of which were back-to-back (“Avenue”) townhouses);
- / 53 detached dwellings on 9-metre-wide, 11-metre-wide and 13-metre-wide lots; and
- / A stormwater management block.

A resubmission of the plans in April 2022 introduced a parkland dedication in addition to a cash in-lieu of parkland contribution. Concurrently, modest modifications to the unit mix were incorporated to increase the proportion of detached dwelling units and a reduction in both Executive and Avenue townhouses.

Through consultation with City staff during the formal technical review process, the concept plan and Draft Plan of Subdivision have been revised in the August 2023 resubmission to include:

- / An increase in parkland dedication from 0.73 hectares to 0.85 hectares;
- / A relocation of the parkland to the eastern portion of the subdivision, offering frontage along Greenbank Road to improve community access, while maintaining exposure to the linear park to the north;
- / The introduction of a window street along the northern edge of the property to enhance exposure and access to the linear park;
- / The inclusion of pedestrian walkways to facilitate connection to the Street 1 from interior streets and the linear park;
- / The introduction of a new detached dwelling product, along with corresponding revision to the lotting pattern;
- / A change in layout to diversify dwelling unit typology and distribution in strategic areas, resulting in a slightly greater development density and a more diverse mix of dwelling types in the subdivision; and,
- / Two Blocks (139 and 141) have been removed from the revised Draft Plan and will remain as remnant parcels. These blocks will be subdivided and developed by others under future applications.

The intent of this Planning Rationale Addendum is to provide a summary of the recent changes and update the requested Zoning By-law Amendment provisions. Information from the previously submitted Planning Rationale that do not require any further clarification or discussion has not been included within this report, but remains applicable for consideration.

1.2 Required Applications

The required planning applications remain generally consistent with the originally submitted application. To facilitate the proposed development, Draft Plan of Subdivision and Zoning By-law Amendment applications are required:

- / The Plan of Subdivision application is required to establish the lot and street layout; and,

- / The Zoning By-law Amendment application is required to rezone the subject site to the following proposed zones:
- Low- and Medium-Density Residential (detached and townhouse units) – “Residential Third Density YY Subzone, with Exceptions (R3YY[XXXX])” (Lots 1-104 and Blocks 105-129); and,
 - A Stormwater Management Block (Block 132) and open space blocks (Blocks 130, 131, 133, 135, 136, and 137) – “Parks and Open Space Zone (O1)”.

The development concept also includes three small blocks intended to be transferred to Mattamy Homes as part of a land exchange with Minto. The exchange blocks (Blocks 139, 140, and 141) account for the existing configuration of the adjacent subdivision to the south, allowing the blocks to create complete development blocks for future residential uses. These blocks are proposed to be rezoned R3YY[1627] to continue the existing zoning from the Mattamy lands to the south and avoid split-zoning on the completed development blocks.

2.0 Proposed Development

The subject site is legally described as Part of Lot 12, Concession 3, Geographic Township of Nepean and municipally known as 3432 Greenbank Road in the City of Ottawa. Situated in one of Ottawa’s fastest-growing communities, the subject site is located directly south of the Jock River and within proximity to the Barrhaven Town Centre. With the planned realignment of Greenbank Road, land for which will be dedicated from the eastern portion of the site, this planned residential neighbourhood will be highly visible and accessible and will be an integral part of the growth of Barrhaven and the City of Ottawa.

2.1.1 Design Changes from Original Submission

The proposed development includes modest changes from the materials submitted in April 2022, particularly the proposed lot fabric and the introduction of a new detached dwelling model. The proposed subdivision continues to incorporate access from the surrounding street network, including the future Greenbank Road realignment to the south and from existing local streets within Mattamy’s Half Moon Bay West community to the west. The proposed development will include sidewalks along key streets within the proposed street network.

Figures 1 and 2 illustrate the concept plan and Draft Plan of Subdivision, respectively. Table 1 provides a summary of the proposed revisions.



Figure 1: Concept plan of proposed subdivision

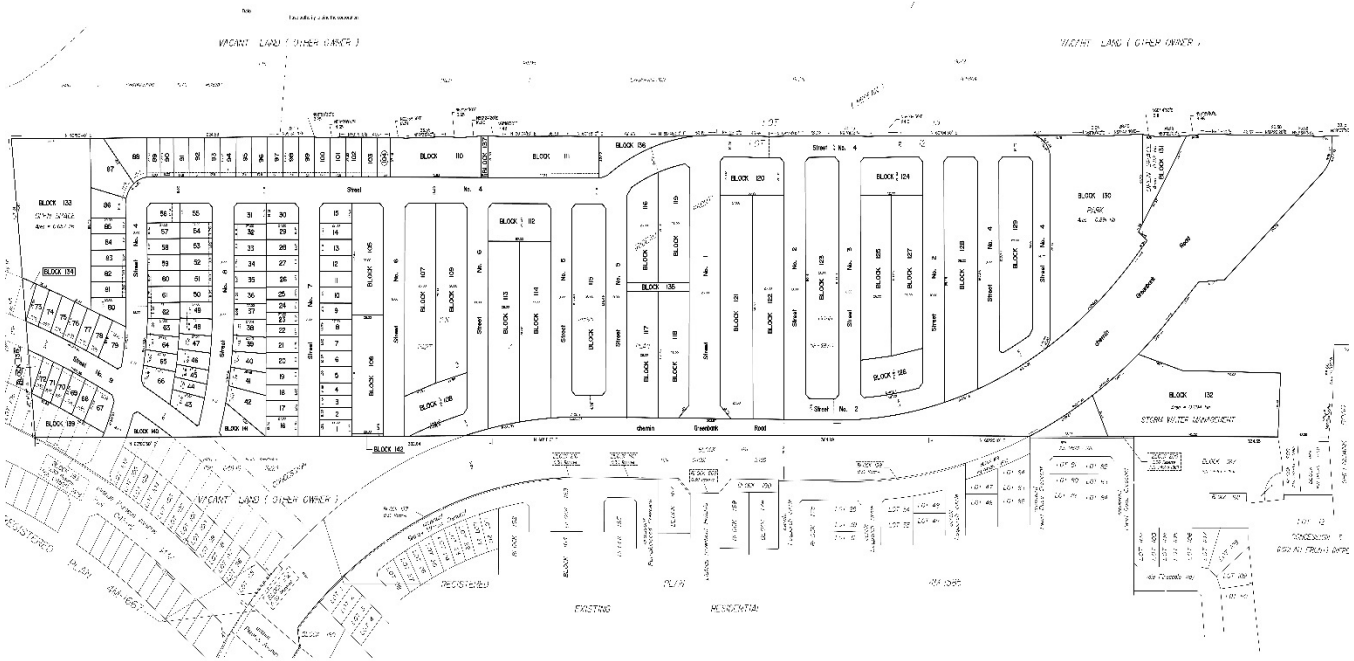


Figure 2: Draft Plan of Subdivision

Table 1: Comparison of April 2022 Submission to August 2023 Submission

		April 2022 Submission	August 2023 Submission (Current)
Lot Area		23 hectares	21.1 hectares
Lot Width		95 metres	95 metres
Unit Type	Single-Detached	103 Single-Detached units	12 Single-Detached units (28') 20 Single-Detached units (36') 72 Single-Detached units (43') = 102 Single-Detached units
	Executive Towns	276 units	262 units
	Avenue Towns	146 units	160 units
	Units from Land Swap	N/A	6 units
Total Number of Units		523 units	532 units
Parkland		0.73 ha	0.85 ha
Floodplain Area		0.66 ha + 0.11 ha	0.66 ha + 0.11 ha
Stormwater Management Area		0.69 ha	0.69 ha
Maximum Building Height		12 m	12.6 m

2.1.2 Parkland Dedication

Parkland dedication is proposed to increase from 0.73 hectares to 0.85 hectares, with the balance of parkland requirements provided through a cash in-lieu of parkland contribution. The park block is proposed to be relocated from the site's northern edge to the eastern portion of the site, abutting the future Greenbank Road realignment. The parkland has been strategically located to facilitate access from Greenbank Road, along with Street No. 1 internal to the subdivision, while maintaining exposure to the linear park along its northern edge.

2.1.3 New Detached Housing Product

The August 2023 resubmission also includes the introduction of a new detached housing product from Minto. The "Astoria" model, a three-storey detached dwelling design, features an 8.5-metre-wide (28-foot-wide) lot. The new design is proposed in addition to the two detached dwelling types included in the initial submission, requiring 11-metre-wide (36-foot-wide) and 13.1-metre-wide (43-metre-wide) lots, respectively. Figure 3 illustrates the front and rear elevations of the Astoria product.

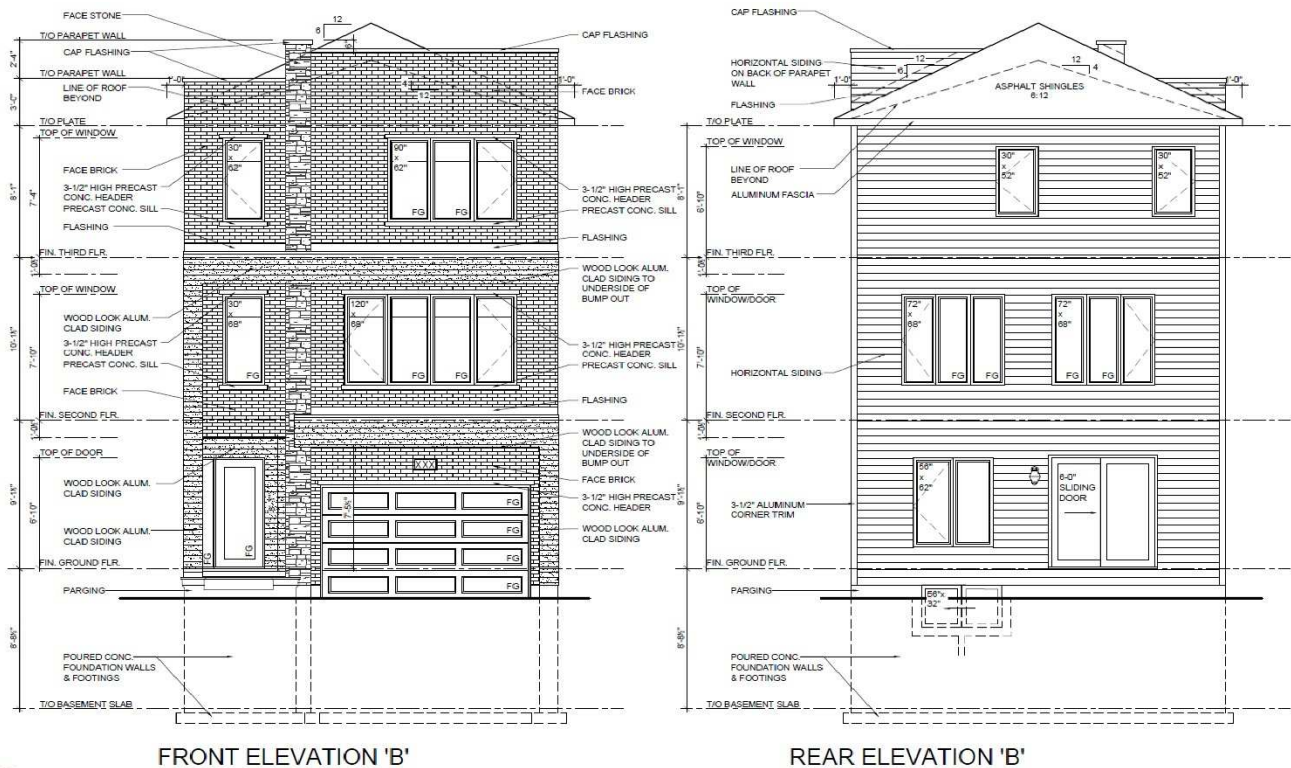


Figure 3: Minto "Astoria" Front Elevation (left), and Rear Elevation (right)

3.0 Policy and Regulatory Framework

3.1 Provincial Planning Statement (2023)

The Province of Ontario has released a draft Provincial Planning Statement, intended to replace both the 2020 Provincial Policy Statement (PPS) and the Growth Plan for the Greater Golden Horseshoe. While the new Planning Statement contains policies for a range of provincial interests in the land use planning process, the new policies are specifically intended to expand range of housing options and residential development opportunities as the Province seeks to address the current housing shortage.

Policy 4 of Section 2.1 (Planning for People and Homes) requires planning authorities to support the achievement of complete communities by, among others, accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, and parks and open spaces. Section 2.2 (Housing) expands on this direction, requiring planning authorities to provide for a range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by, among others:

- / Permitting and facilitating all housing options required to meet the social, health, economic and well-being requirements of current and future residents;
- / Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation;
- / Requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors.

Section 2.3 continues the previous PPS policy that settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in “strategic growth areas,” which include lands along transit corridors. Within settlement areas generally, land use patterns should be based on densities and a mix of land uses which:

- / Efficiently use land and resources;
- / Optimize existing and planned infrastructure and public service facilities;
- / Support active transportation; and
- / Are transit-supportive.

Policies in section 3.2 state that transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs. Policy 1 of Section 3.3 states that planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation corridors.

Policy 2 of Section 3.6 states that municipal water and sanitary servicing are the preferred form of servicing for settlement areas, continuing the policy direction from the current PPS. Policy 8 states that stormwater management shall be integrated with planning for sewage and water services and ensure that systems are optimized.

Section 3.9 contains policies for public spaces, recreation, parks, trails and open space. Healthy, active, and inclusive communities should be promoted by, among others:

- / Planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;
- / Planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources; and
- / Providing opportunities for public access to shorelines.

Section 5.2 states that development shall be directed away from hazardous lands (floodplains).

The proposed updates to the Plan of Subdivision and Zoning By-law Amendment applications are consistent with the policies of the draft Provincial Planning Statement.

3.2 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa was approved by the Ministry of Municipal Affairs and Housing (MMAH) on November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046, when it is expected that the City’s population will surpass 1.4 million people. The Official Plan directs the manner that the City will accommodate this growth over time and set out the policies to guide the development and growth of the City.

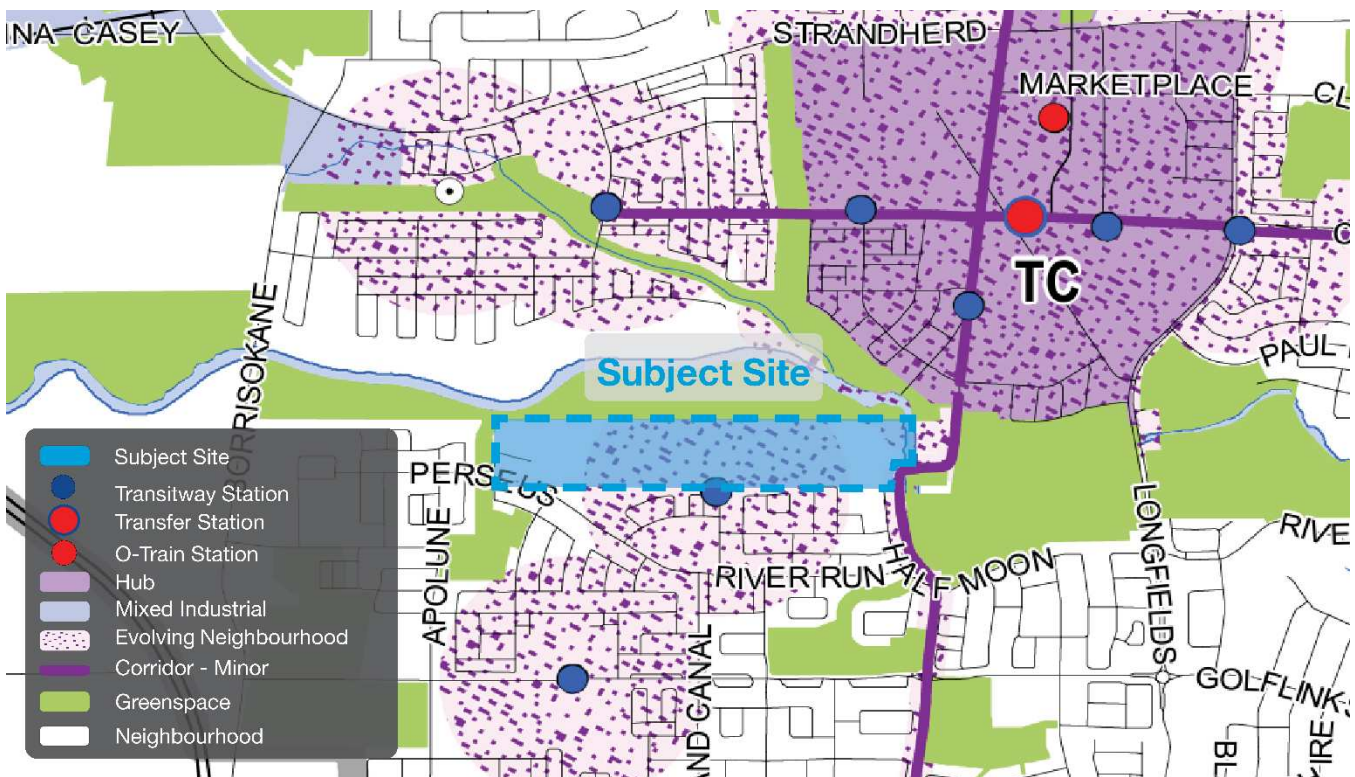


Figure 4: Schedule B6 - Suburban (Southwest) Transect, City of Ottawa Official Plan

As directed in Section 3.3 of the Official Plan, residential growth within the greenfield portions of the urban area will be planned as complete 15-minute neighbourhoods through the creation of a framework for a compact design, mix of uses and densities, a fully-connected street grid and viable options for sustainable transportation modes. New neighbourhoods should be designed around the notion of easy pedestrian access to a rapid transit station, or frequent street bus route leading to a

station on the high-frequency transit network where such facilities exist or are planned, so that its first residents can have easy transit access to areas of the city that already are 15-minute neighbourhoods, while their new neighbourhood develops the critical mass needed to become one itself, and so that residents have easy transit access to services, amenities and major cultural venues.

3.2.1 City-Wide Policies

Section 4.1 contains policies to facilitate mobility in the city. Policy 5 states that new subdivision development shall connect to existing pedestrian, cycling, transit and street networks. Section 4.1.2 supports the promotion of healthy 15-minute neighbourhoods, in which development provides safe and convenient pedestrian routes and facilities in Corridors, particularly in proximity to transit. Sidewalks shall be provided to create continuous and direct connections to destinations such as public transit stops, schools, public parks, pathways, and other public areas.

Section 4.2 contains policies for housing. Section 4.2.1 states that the City supports the production of a missing middle housing range of mid-density, low-rise, multi-unit housing to support the evolution of healthy, walkable 15-minute neighbourhoods.

3.2.2 Suburban (Southwest) Transect

The Suburban Transect surrounds the City's Greenbelt and is comprised of the conventional suburban neighbourhoods such as Barrhaven, Kanata, and Orleans. The transect policies aim to recognize the suburban pattern of development while guiding new development to include a range of residential, commercial and service uses across its expanse. The policies highlight the need to accommodate a large portion of the City's growth through intensification, redevelopment, and expansion of service offerings, supporting the city-wide evolution towards 15-minute neighbourhoods.

- / Policy 2(a) of Section 5.4.1 states that the Suburban Transect is generally characterized by low- to mid-density development and shall be low-rise within Neighbourhoods.
- / Policy 3(a)(ii) of Section 5.4.1 notes the Suburban Transect supports a range of dwelling unit sizes, with predominantly ground-oriented housing forms in Neighbourhoods located away from rapid transit stations and Corridors, with low-rise multi-unit dwellings permitted near street transit routes.
- / Policy 2 of Section 5.4.2 identifies all streets within Hubs and within an Evolving Overlay as access streets within the Suburban Transect.

3.2.3 Neighbourhood Designation

The subject site is designated Neighbourhood with an Evolving Neighbourhood Overlay on Schedule B6 – Suburban (Southwest Transect) of the Official Plan (Figure 4). Neighbourhoods are planned for ongoing gradual, integrated, sustainable and context-sensitive development. Where the Evolving Overlay applies, development should result in the gradual well-planned transformation of the neighbourhood.

- / Policy 2 of Section 6.3.1 states that permitted building heights in Neighbourhoods shall be low-rise.
- / Per Policy 4(a) of Section 6.3.3, the Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including a full range of low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b of the Official Plan.
- / Table 3b establishes a target of 40 to 60 dwelling units per net hectare.

The proposed development meets the policies of the Neighbourhood designation. The subdivision includes a range of low-rise dwelling types, including detached and townhouse units at an appropriate density in proximity to transit services.

3.2.4 Evolving Overlay

In addition to the Neighbourhood designation, the Official Plan also applies an Evolving Overlay to the subject site. The Evolving Overlay is applied to areas in close proximity to Hubs and Corridors to signal a gradual evolution over time that will

see a change in character to support intensification, including guidance for a change in character from suburban to urban, allowing new built forms and more diverse functions of land. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:

- / Guidance for a gradual change in character based on proximity to Hubs and Corridors;
- / Allowance for new building forms and typologies, such as missing middle housing;
- / Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and
- / Direction to govern the evaluation of development.

The proposed development includes a range of housing types in proximity to a transit corridor, including denser townhouse and back-to-back townhouse dwelling types within the Overlay radius.

3.2.5 Parkland Dedication

The proposed development includes 0.85 hectares of Parkland dedication. Per Policy 1(a) of Section 4.4.1 of the Official Plan, as a condition of development, the City shall acquire land for parks or cash in-lieu as directed by the Planning Act and the City's Parkland Dedication By-law or any successor By-law. Policy 2 notes that all development, regardless of use, shall meet all of the following criteria to the satisfaction of the City:

- a) Consider land acquisition for parks as directed by the Parkland Dedication By-law to meet community needs for both residential and non-residential development, with an emphasis on active recreation amenities and potential cultural development with new parks acquired to address gaps or community needs; and
- b) Prioritize land for parks on-site over cash-in-lieu of parkland. Cash-in-lieu of parkland shall only be accepted when land or location is not suitable. The land to be conveyed shall, wherever feasible:
 - i. Be a minimum of 400 square metres, or as described in the upcoming Land First Policy and updated Park Development Manual, as directed by the Parks and Recreation Facilities Master Plan;
 - ii. Be free of encumbrances above and below ground when land for parks is obtained by parkland dedication; or in the case of land purchases for the creation of new parks in established areas, unless the encumbrances have been approved by the City where reasonable;
 - iii. Be of a usable shape, topography and size that reflects its intended use;
 - iv. Meet applicable provincial soil regulations; and
 - v. Meet the minimum standards for drainage, grading and general condition.

The revised plan of subdivision now includes a parkland dedication of 0.85 hectares (800 square metres) in the northeastern portion of the site, abutting the future Greenbank Road realignment. The parkland meets the intent of the OP policies for Parkland dedication, as it provides a usable shape that has been strategically located to provide connectivity to both Greenbank Road and to "Street No. 1" within the residential subdivision.

3.2.6 Natural Hazards

Section 10.1 contains policies for natural hazards, including flooding and erosion hazards. Policy 1 of Section 10.1.1 states that development and site alteration shall not be permitted in the 1-in-100-year floodplain. Policy 2 adds that development and site alteration shall not be permitted within areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, erosion hazards and/or dynamic beach hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of development and the natural hazard.

The proposed subdivision features blocks reserved to accommodate floodplain hazards, minimizing hazards to development.

3.3 Urban Design Guidelines for Greenfield Neighbourhoods

The Urban Design Guidelines for Greenfield Neighbourhoods were approved by Council in September 2007. The purpose of these design guidelines is to assist developers in understanding the City's expectations during the development review process. They are focused on providing guidance for neighbourhood design during the subdivision review and zoning processes. The Urban Design Guidelines for Greenfield Neighbourhoods are meant to be used as a tool to implement the design objectives and principles of the Official Plan.

The guidelines define a Greenfield Neighbourhood as a large area of land within the urban area that has not been developed previously or that has the potential to be extensively redeveloped. The subject site is a Greenfield Neighbourhood as defined by the guidelines.

The proposal meets several of the guidelines, including:

3.3.1 Structuring Layout

- / The proposed development incorporates the subject site's topography in the design of road and block patterns to maximize vistas and visual interest and reduce extensive earth movement requirements (Guideline 6).
- / The proposed development's sidewalks and pathways will help create a walkable neighbourhood (Guideline 10).
- / The proposed development's new streets will connect to existing streets (future New Greenbank Road to the south and east). The proposed development will also incorporate pathways connecting to existing pathways or streets (Guideline 11).
- / The proposed development generally lays out local street patterns so that development blocks are easily walkable and between 150 and 250 metres in length (Guideline 13).
- / The proposed development incorporates the most suitable zoning setback and road right-of-way width for the land use context and the road function. The proposed rights-of-way will provide sufficient space for the various elements in the front yard, the boulevard and the road including: trees, utilities, parking and travel lanes, and sidewalks in select locations (Guideline 21).

3.3.2 Street Design

- / The proposed development will design roads at the entrances to neighbourhoods to create a sense of arrival (Guideline 25).
- / The proposed development will plant trees along all streets in a consistent pattern and coordinate with the location of street amenities and utilities. Additionally, the proposed development will base the selection and location of trees on soil conditions, bearing capacity, and urban forestry principles (Guideline 27).

3.3.3 Residential Building and Site Design

- / The proposed development will locate residential buildings close to the property line with their primary face addressing the street, while making room for trees and utilities. Moreover, the proposal incorporates the rotation of townhouse units to face New Greenbank Road maximizing visual interest along the streetscape (Guideline 34).
- / The proposed development will mix various types of housing (detached dwellings, and townhouse dwellings) on some streets while considering the relationship (height, size, bulk) between each other, and to existing houses (Guideline 35).
- / The proposed residential buildings' design will ensure that garages do not dominate the width of the front façade (Guideline 44).

Given the above, the proposed development meets several of the City's Urban Design Guidelines for Greenfield Neighbourhoods.

3.4 City of Ottawa Zoning By-law

The subject site is located within the “Development Reserve (DR)” zone of the City of Ottawa Comprehensive Zoning By-law. The purpose of the DR zone is to recognize lands intended for future urban development in designations such as the Suburban Transect. Permitted uses are limited to:

- | | |
|--|---|
| / agricultural use; | / marine facility; |
| / emergency service; | / one detached dwelling accessory to a permitted use; |
| / environmental preserve and education area; | / park; |
| / forestry operation; | / secondary dwelling unit; and |
| / group home; | / urban agriculture. |
| / home-based business; | |

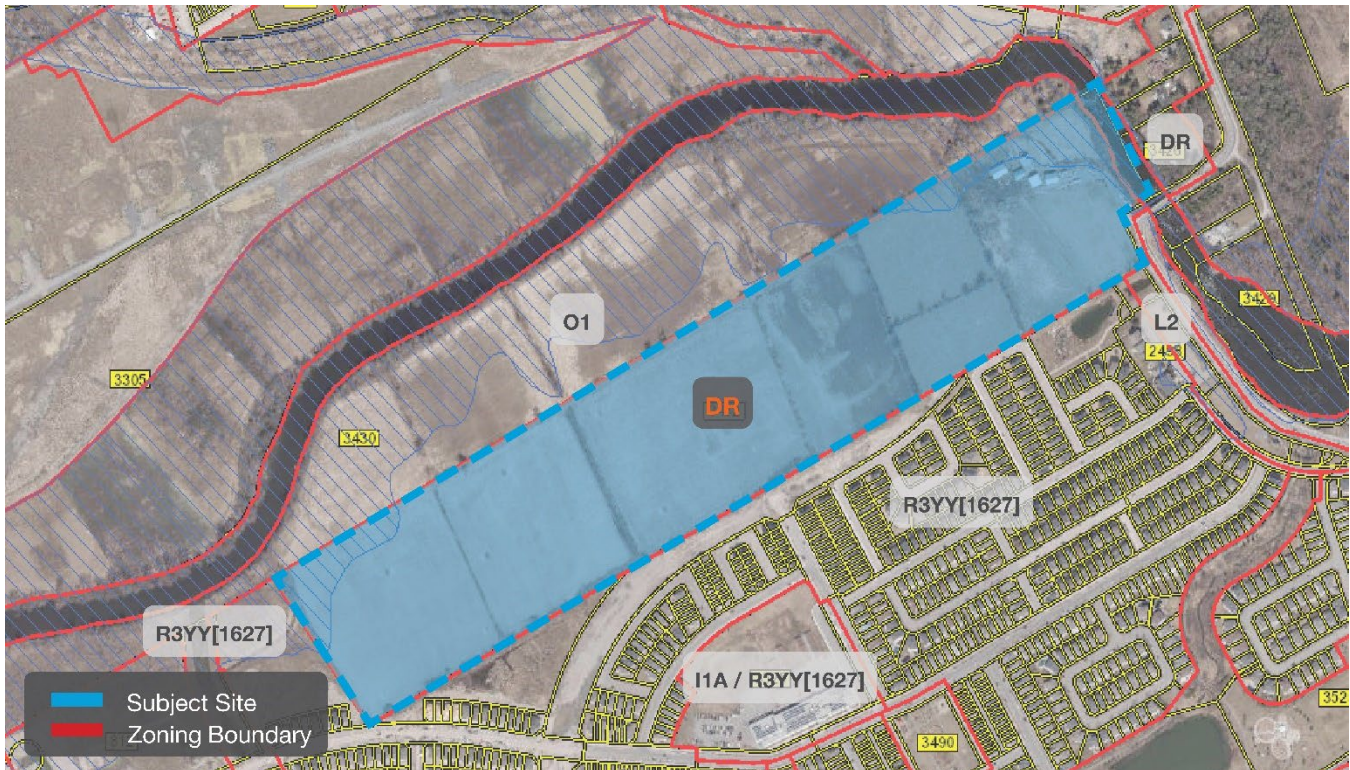


Figure 5: Extract from City of Ottawa Zoning Map

3.5 Requested Zoning By-law Amendments

3.5.1 Residential Third Density, Subzone YY with a Site-Specific Exception

The majority of the subject site (Lots 1-104, Blocks 105-129) is proposed to accommodate the proposed detached and townhouse dwellings. These Lots and Blocks are requested to be rezoned to Residential Third Density, Subzone YY, with a Site-Specific Exception (R3YY[XXXX]). The Exception is anticipated to be similar to that of the site-specific zoning applicable to Minto’s “Quinn’s Pointe” community located in Barrhaven South.

The purpose of the R3 zone is to:

- / Allow a mix of residential building forms ranging from detached to townhouse dwellings;

- / Allow a number of other residential uses to provide additional housing choices within the third density residential areas;
- / Allow ancillary uses to the principal residential use to allow residents to work at home;
- / Regulate development in a manner that is compatible with existing land use patterns so that the mixed dwelling, residential character of a neighbourhood is maintained or enhanced; and
- / Permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.

Table 2 below outlines the proposed R3YY[XXXX] provisions, with the provisions that vary from the standard R3YY provisions (to be addressed through the Exception) identified in **bolded text**. For the detached models, the provisions for the 28-foot model are the most restrictive, and are proposed to apply to all detached dwellings in the site-specific Exception zone.

Table 2: Proposed Zoning

R3YY[XXXX] Proposed Zoning Provisions									
Unit Type	Min. lot width (m)	Min. lot area (m²)	Max. building height (m)	Min. Front Yard Setback (m)	Min. Corner Yard Setback (m)	Min. Rear Yard Setback (m)	Min. Interior Side Yard Setback (m)	Projections	Additional Provisions
Single-Detached (28ft)	8.5 m	195 m²	12 m	3 m	2.5 m	6 m	1.8 m total, 0.6 m for one side yard	N/A	<p>The minimum setback between the vehicular entrance to a private garage or carport and an existing or planned sidewalk is 5.7 m</p> <p>The area of the driveway does not exceed 55 per cent of the yard in which it is located.</p>
Single-Detached (36ft & 43ft)	9 m	220 m²	12 m	3 m	2.5 m	6 m	1.8 m total, 0.6 m for one side yard	N/A	N/A
Townhouse (Executive)	5.7m	120 m²	12 m	3 m	2.5 m	6 m	1.2 m	Despite Table 65, the following is permitted:	N/A

								o Air conditioner condenser allowed as permitted projection in corner side yard.	
Back-to-back townhouse (Avenue)	6 m	70 m ²	12 m	3 m	2.5 m	0 m	1.2 m	Despite Table 65, the following is permitted: o Air conditioner condenser allowed as permitted projection in corner side yard.	N/A

3.5.2 Stormwater Management Facility and Open Space

The portion of the lands which will accommodate the stormwater management facility (Block 132) and the proposed open spaces at the northeastern and northwestern corners of the subdivision (Blocks 130, 131, 133, 135, 136, and 137) are requested to be rezoned to “Parks and Open Space (O1)”.

The purpose of the O1 zone is to:

- / Permit parks, open space and related and compatible uses; and
- / Ensure that the range of permitted uses and applicable regulations is in keeping with the low scale, low intensity open space nature of these lands.

3.5.3 Land Swap – Blocks 71, 72, 74 and 134, 138-141

Lastly, Block 71, 72 and 74 (the detached dwelling and associated farmland operations at the northeastern corner of the lands) and Blocks 134, 138-141 which are subject to a land exchange with Mattamy Homes and eventually be developed as part of the Half Moon Bay West community on the Draft Plan of Subdivision are proposed to be rezoned R3YY[1627] to continue the existing zoning from the Mattamy lands to the south and avoid split-zoning on the completed development blocks.

4.0 Conclusion

It is our professional opinion that the updates to the proposed Draft Plan of Subdivision and Zoning By-law Amendment represent good planning and are in the public interest for the following reasons:

- / The proposed subdivision conforms to the City of Ottawa Official Plan (2022). The proposed detached dwellings and townhouse dwellings are permitted in the Neighbourhood designation, providing a range of dwelling types in proximity to planned rapid transit. Further, the proposed parkland has increased in size and has been relocated to provide a strategic, accessible park which meets the Official Plan requirements for parkland dedication.
- / The proposed Zoning By-law Amendment would apply a Residential Third Density, Subzone YY with Exceptions (R3YY[XXXX]) zoning to the majority of the subject site, ensuring efficient development patterns at a suitable scale and density, consistent with the surrounding zoning and neighbourhood context.
- / The proposed development and applications continue to be supported by a range of technical studies.

Sincerely,



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Planner



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Associate