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Draft Plan of Subdivision and Zoning By-law Amendment Applications

444 CitiGate Drive, 560 Dealership Drive and Block
30 on 4M-1538



Prepared for: Colonnade Bridgeport

Draft Plan of Subdivision and Zoning By-law Amendment Applications
444 CitiGate Drive, 560 Dealership Drive and Block 30 on 4M-1538

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November 29, 2022

Novatech File: 122003
Ref: R-2022-189

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Attention: Sean Moore, Planner III

**Reference: Draft Plan of Subdivision and Zoning By-law Amendment Applications
444 CitiGate Drive and 560 Dealership Drive
Our File No.: 122003**

Novatech has prepared this Planning Rationale on behalf of Colonnade Bridgeport to support Draft Plan of Subdivision and Zoning By-law Amendment applications on two sites municipally known as 444 CitiGate Drive and 560 Dealership Drive, along with a section of unopened road (Block 30 on 4M-1538). Together these are the “Subject Site”.

Colonnade Bridgeport proposes a Draft Plan of Subdivision to complete CitiGate Drive (for clarity, the entirety of the new street will be referred to as CitiGate Drive here) and to create industrial blocks. The development of each block will be subject to future Site Plan Approval applications. It is intended that the future uses will be Warehouse and/or Light Industrial, although specific tenants have not been confirmed. A conservation/parkland block is also proposed in the northwestern part of the Subject Site.

Light Industrial is a permitted use in the current Industrial Business Park zoning on the Subject Site. A Zoning By-law amendment is required to permit Warehouse use and to lift the holding provision.

Should you have any questions or comments, please do not hesitate to contact me.

Sincerely,

NOVATECH



James Ireland, MCIP, RPP
Project Planner

Table of Contents

1.0	INTRODUCTION	3
2.0	DEVELOPMENT PROPOSAL	4
3.0	SITE DESCRIPTION AND SURROUNDING USES	6
4.0	PLANNING ASSESSMENT	8
4.1	Provincial Policy Statement 2020.....	8
4.2	City of Ottawa Official Plan	14
4.3	City of Ottawa Zoning By-law 2008-250	19
4.4	Proposed Zoning By-law Amendment.....	19
5.0	CONCLUSION	20

1.0 INTRODUCTION

Novatech has prepared this Planning Rationale on behalf of Colonnade Bridgeport to support Draft Plan of Subdivision and Zoning By-law Amendment applications on two sites municipally known as 444 CitiGate Drive and 560 Dealership Drive, along with a section of unopened road (Block 30 on 4M-1538). Together these are the “Subject Site”.

Colonnade Bridgeport proposes a Draft Plan of Subdivision to complete CitiGate Drive (for clarity, the entirety of the new street will be referred to as CitiGate Drive here) and to create industrial blocks. The development of each block will be subject to future Site Plan Approval applications. It is intended that the future uses will be Warehouse and/or Light Industrial, although specific tenants have not been confirmed. A conservation/parkland block is also proposed in the northwestern part of the Subject Site.

Light Industrial is a permitted use in the current Industrial Business Park zoning on the Subject Site. A Zoning By-law amendment is required to permit the proposed Warehouse use and to lift the holding provision.

2.0 DEVELOPMENT PROPOSAL

The parcels that make up the Subject Site were not created as part of the plan of subdivision that created the CitiGate Business Park in 2014 (City File No. D07-16-12-0023). It is proposed to create, through the Plan of Subdivision process, the southern continuation of CitiGate Drive. In addition, four development blocks will be created on 444 CitiGate Drive, along with a conservation/parkland block along Highway 416 to preserve a Natural Heritage Feature. Except for the creation of the street, 560 Dealership Drive will remain as one development block. It is intended that the future uses on the development blocks will be Warehouse and/or Light Industrial, although specific tenants have not been confirmed.

CitiGate Drive will extend southwards as a 26m wide right of way (ROW) from the existing constructed section at the intersection with Systemhouse Street, through 444 CitiGate Drive. CitiGate Drive south of the intersection with Dealership Drive will also be created on the Draft Plan and constructed to provide access to 560 Dealership Drive. The eastern half of the ROW is already in place, as Block 30 on Plan 4M-1538 and owned by the City of Ottawa. This block is included in this Draft Plan as it is logical to include the full ROW on the Draft Plan. The western half the street will come from 560 Dealership Drive to complete the public ROW.

The location and size of Block 5, a conservation/parkland block was discussed with City staff pre-application and will protect the Natural Environment Feature identified on Schedule C11-A of the Official Plan and assessed in the Environmental Impact Statement (EIS) submitted with this application.

The table below details the blocks and streets that make up the Draft Plan:

Block No.	Current Municipal Address	Proposed Land Use	Area
1	444 CitiGate	Light Industrial or Warehouse	3.93 ha
2	444 CitiGate	Light Industrial or Warehouse	5.03 ha
3	444 CitiGate	Light Industrial or Warehouse	3.18 ha
4	444 CitiGate	Light Industrial or Warehouse	4.22 ha
5	444 CitiGate	Conservation / Parkland	2.95 ha
6	560 Dealership	Light Industrial or Warehouse	6.05 ha
Street One	444 CitiGate	CitiGate Drive	
Street Two	560 Dealership / Block 30 on 4M-1538	CitiGate Drive	
Block 30 on 4M-1538	None	CitiGate Drive	0.27 ha

3.0 SITE DESCRIPTION AND SURROUNDING USES

The Subject Site comprises three parcels:

444 CitiGate Drive is a 20.29 ha vacant parcel with frontage to CitiGate Drive and Systemhouse Street to the north. It backs onto Highway 416 to the west (no access here). It slopes down to the east from Highway 416 and then flattens out in its eastern half.

The legal description of 444 CitiGate Drive is: PT LT 18 CON 4 RF, PT 1 5R13501 NEPEAN

560 Dealership Drive is a 6.32 ha parcel to the south of 444 CitiGate Drive separated by an intervening parcel not part of these applications. It has frontage to an unopened section of CitiGate Drive to the east which is half the width of the future ROW and is owned by the City. The remaining half of the ROW will come from the 560 Dealership Drive parcel. It backs on to Highway 416 to the west (no access here). It slopes down to the east from Highway 416.

The legal description of 560 Dealership Drive is: PT LT 17 CON 4 RF, PT 15 5R13502 NEPEAN

Block 30 on 4M-1538 is the eastern half of the section of CitiGate Drive proposed to be extended. It is 0.27 ha in area and is owned by the City of Ottawa.

This parcel is being referred to by its legal description (BLOCK 30, PLAN 4M1538 CITY OF OTTAWA)

Surrounding uses are:

To the **northwest** of the Subject Site is a large light industrial building and beyond Fallowfield Road is a subdivision designated Mixed Industrial in the Official Plan (OP).

To the **northeast** is the O'Keefe Drain and beyond that a shopping centre.

To the **east** is the O'Keefe Drain, a stormwater management pond and an auto dealership (at 550 Dealership Drive). Further east are vacant parcels of land also in the business park and beyond Strandherd Road, a residential area.

To the **south** is a large parcel occupied by radio towers (4378 McKenna Casey Drive) and beyond that McKenna Casey Drive itself.

To the **west** is Highway 416 which also forms the Urban Boundary. The lands beyond Highway 416 are in the Rural Transect in the OP and are designated Agricultural Resource Area and Rural Industrial and Logistics.

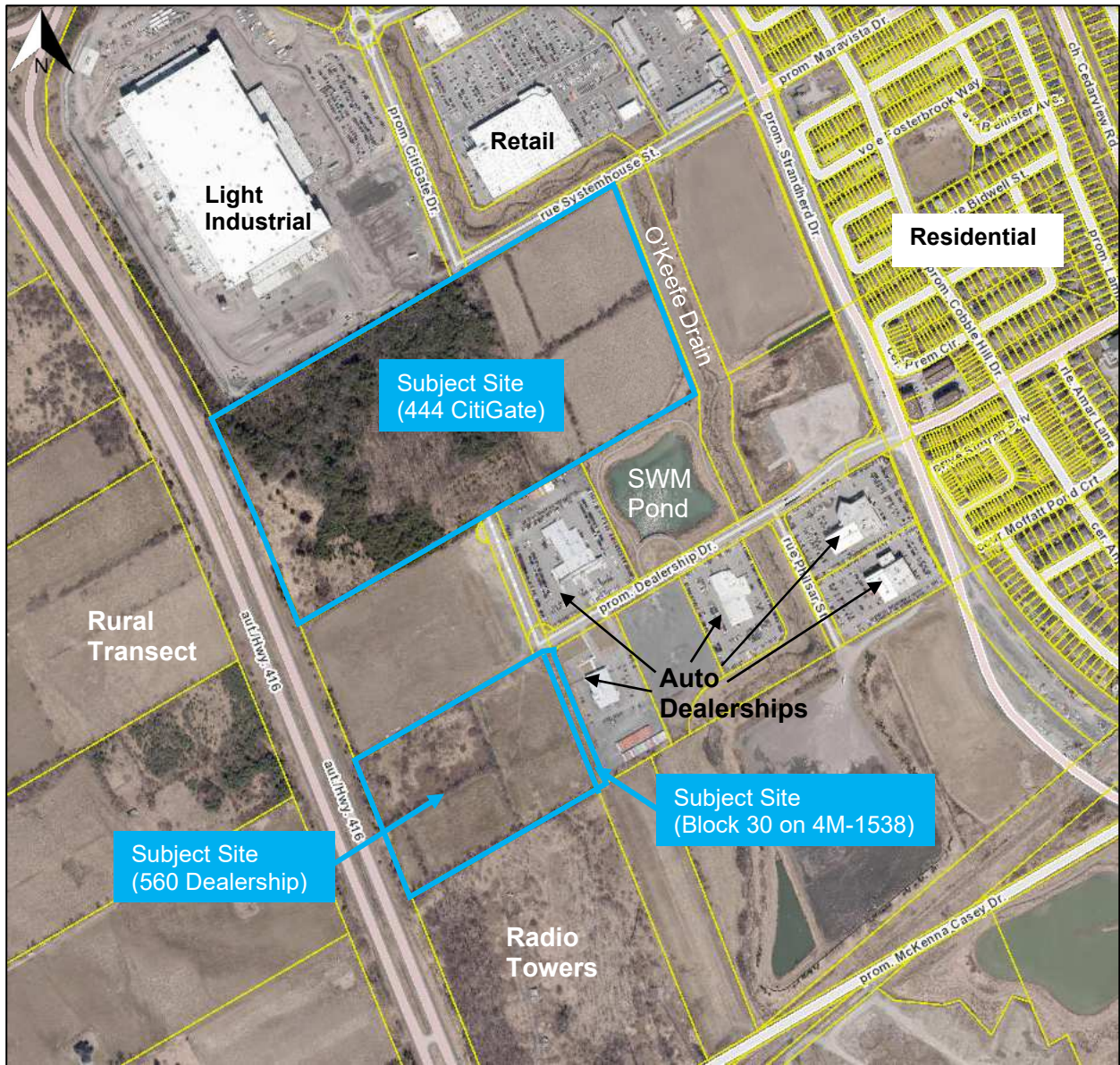


Figure 2: Subject Site and Surrounding Area

4.0 PLANNING ASSESSMENT

4.1 Provincial Policy Statement 2020

Section 3 of the *Planning Act* requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act. This includes the Provincial Policy Statement (PPS). The PPS is organized into three main policy sections: (1) Building Strong Healthy Communities, (2) Wise Use and Management of Resources, and (3) Protecting Public Health and Safety. The following sub-sections explain how the proposed development is consistent with the applicable PPS policies.

Building Strong Healthy Communities

Section 1.1 of the PPS is focused on managing and directing land use to achieve efficient and resilient development and land use patterns. The relevant policies are addressed below:

Policy 1.1.1 Healthy, liveable and safe communities are sustained by:

- a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long-term*
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*

- h) promoting development and land use patterns that conserve biodiversity; and*
- i) preparing for the regional and local impacts of a changing climate.*

The proposed development contributes to a healthy, liveable and safe community because it:

- is located in existing business park adjacent to a 400 series highway which is efficient development that minimizes servicing costs;
- does not create environmental or public health and safety concerns or prevent the efficient expansion of settlement areas.

Policy 1.1.3.1 *Settlement areas shall be the focus of growth and development.*

The Subject Site is in the Settlement Area.

Policy 1.1.3.2 *Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed; and*
- g) are freight-supportive; and*

The proposed development efficiently use land and resources as it is in an existing business park. For this reason it efficiently uses available and planned infrastructure. It is a freight supportive use located adjacent to a 400 series highway.

Section 1.3 Employment of the PPS is focused on planning authorities promoting economic development and competitiveness by:

- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range*

- of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
- c) facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;*
 - d) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and*
 - e) ensuring the necessary infrastructure is provided to support current and projected needs.*

Relevant policies are addressed below:

1.3.2.3 Within employment areas planned for industrial or manufacturing uses, planning authorities shall prohibit residential uses and prohibit or limit other sensitive land uses that are not ancillary to the primary employment uses in order to maintain land use compatibility.

Employment areas planned for industrial or manufacturing uses should include an appropriate transition to adjacent non-employment areas.

1.3.2.6 Planning authorities shall protect employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations.

The proposal is for industrial uses – light industrial and/or warehouse. There is sufficient separation from residential areas (approximately 270m) to ensure an appropriate transition.

Section 1.6 of the PPS provides policies on infrastructure and public service facilities.

Policy 1.6.3 Before consideration is given to developing new infrastructure and public service facilities:

- (a) the use of existing infrastructure and public service facilities should be optimized*

A Servicing Report prepared by Novatech and included in this submission details how the proposed development will utilize municipal sewage, water and stormwater services. Refer to the report for details.

Section 1.7 of the PPS provides policies on long-term economic prosperity. Relevant policies are:

1.7.1 Long-term economic prosperity should be supported by:

a) promoting opportunities for economic development and community investment-readiness;

c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;

The proposal allows for the development of industrial uses on currently vacant land. The land is in an existing business park and designated Industrial and Logistics in the Official Plan.

Section 1.8 of the PPS provides policies on energy conservation, air quality and climate change. Relevant policies are:

Policy 1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

d) focus freight-intensive land uses to areas well served by major highways, airports, rail facilities and marine facilities;

g) maximize vegetation within settlement areas, where feasible.

The proposal is located adjacent to and with easy access to Highway 416. The inclusion of a conservation/parkland block ensures the retention of an area of a Natural Heritage Feature within the settlement area.

Wise Use and Management of Resources

Section 2.1 of the PPS provides policies on Natural Heritage.

Policy 2.1.1 Natural features and areas shall be protected for the long term.

The inclusion of a conservation/parkland block ensures the long-term protection of the area on the Subject Site identified in the Natural Feature Overlay on Schedule C11-A of the Official Plan.

Section 2.2 of the PPS provides policies on Water.

Policy 2.2.2 Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored.

No sensitive surface or ground water features exist on or adjacent to the Subject Site.

Section 2.3 of the PPS provides policies on Agriculture.

Policy 2.3.1 Prime agricultural areas shall be protected for long-term use for agriculture.

The Subject Site is not located on or adjacent to prime agricultural land.

Section 2.4 of the PPS provides policies on Minerals and Petroleum.

Policy 2.4.1 Minerals and petroleum resources shall be protected for long-term use.

No mineral or petroleum resources exist on or adjacent to the Subject Site.

Section 2.5 of the PPS provides policies on Mineral Aggregate Resources.

Policy 2.5.1 Mineral aggregate resources shall be protected for long-term use and, where provincial information is available, deposits of mineral aggregate resources shall be identified.

No mineral aggregate resources exist on or adjacent to the Subject Site.

Section 2.6 of the PPS provides policies on Cultural Heritage and Archaeology.

Policy 2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.

Policy 2.6.2 Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.

An Archaeological Resource Assessment was not required by City staff for this application.

Policy 2.6.3 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

The City did not require an Archaeological Resource Assessment.

Protecting Public Health and Safety

Section 3.1 of the PPS provides policies on Natural Hazards.

Policy 3.1.1 Development shall generally be directed, in accordance with guidance developed by the Province (as amended from time to time), to areas outside of:

- a) hazardous lands adjacent to the shorelines of the Great Lakes - St. Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards;*
- b) hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and*
- c) hazardous sites.*

The proposed development is not occurring within natural hazard lands or sites.

Section 3.2 of the PPS provides policies on Human-Made Hazards.

Policy 3.2.1 Development on, abutting or adjacent to lands affected by mine hazards; oil, gas and salt hazards; or former mineral mining operations, mineral aggregate operations or petroleum resource operations may be permitted only if rehabilitation or other measures to address and mitigate known or suspected hazards are under way or have been completed.

Policy 3.2.2 Sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects.

A Phase 1 Environmental Site Assessment by Paterson Group dated November 23, 2022 forms part of this application. It concludes that a Phase II Environmental Site Assessment is not required. Refer to the report for further details.

4.2 City of Ottawa Official Plan

A new Official Plan was adopted by Council on November 24, 2021 (By-law 2021-386) and approved by the Minister of Municipal Affairs and Housing on November 4, 2022.

Designations in the Official Plan

Schedule B6-Suburban Transect designates the Subject Site Industrial and Logistics (blue):

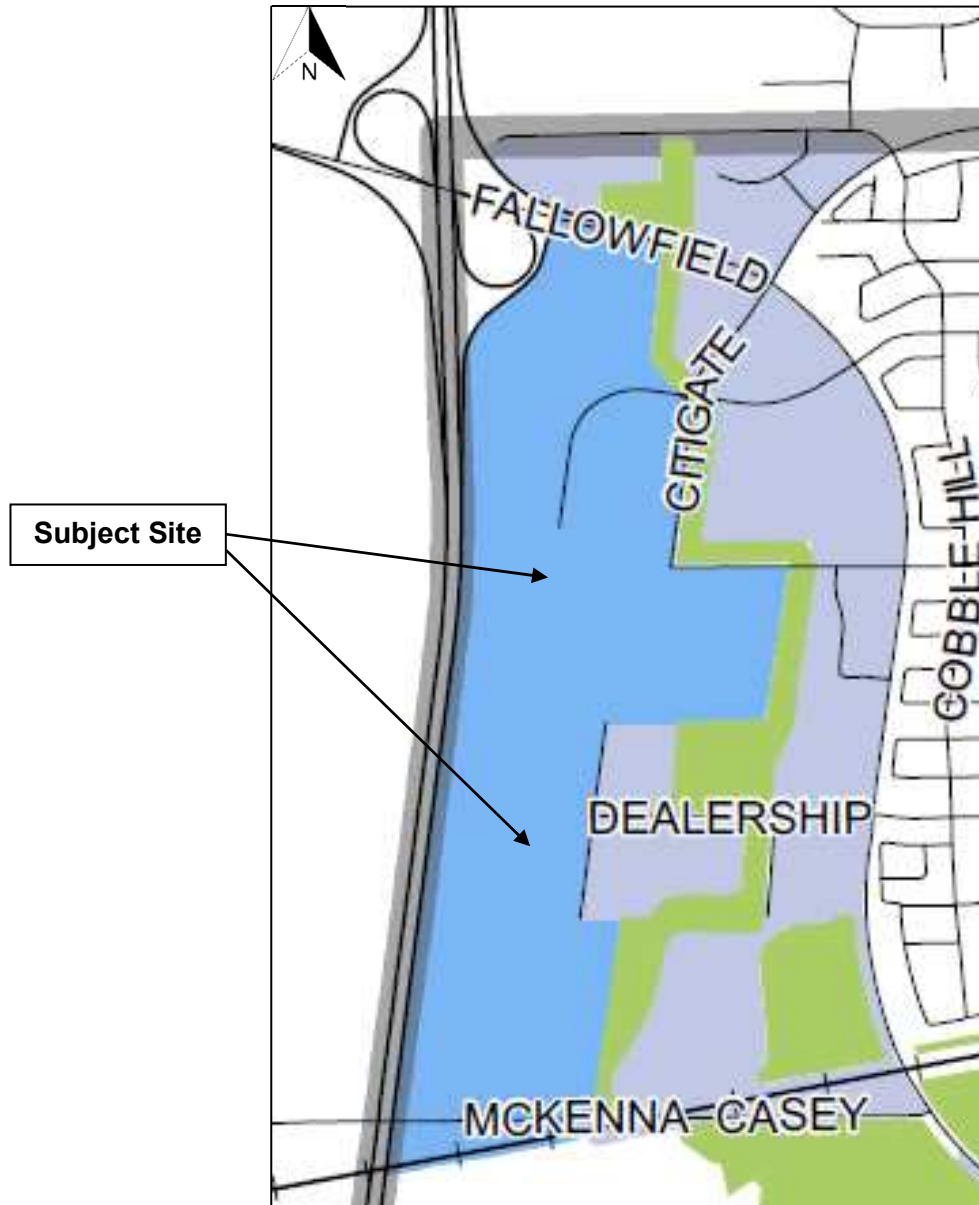


Figure 3: Schedule B6

Schedule C2 – Transit Network shows a Protected Transportation Corridor (green) 800m south of the Subject Site and a Conceptual Future Transit Corridor (orange) to the south of that. This would connect to the Bus Rapid Transit Transitway (blue) on Chapman Mills Road:

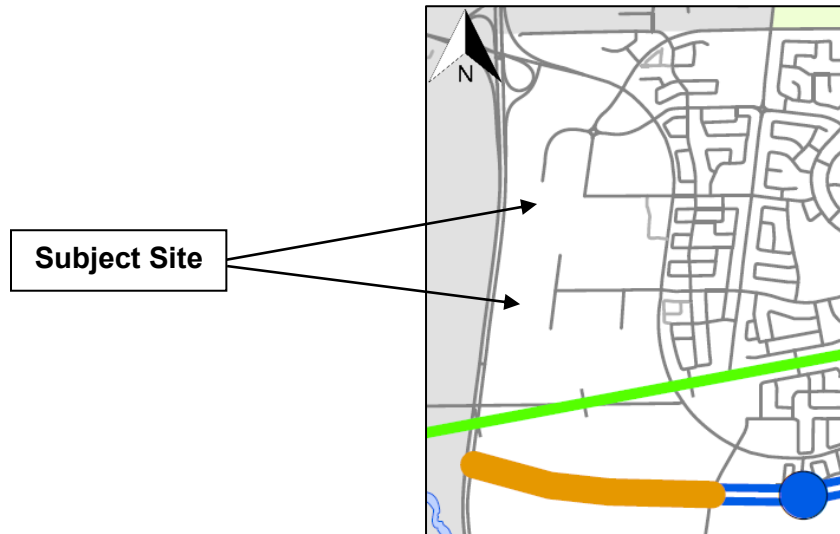


Figure 4: Schedule C2

Schedule C3 - Active Transportation Network shows Major Pathways (red) wrapping around the northeast corner of the Subject Site in the open space alongside the O’Keefe Drain, on Strandherd Drive to the east and in the Protected Transportation Corridor to the south:

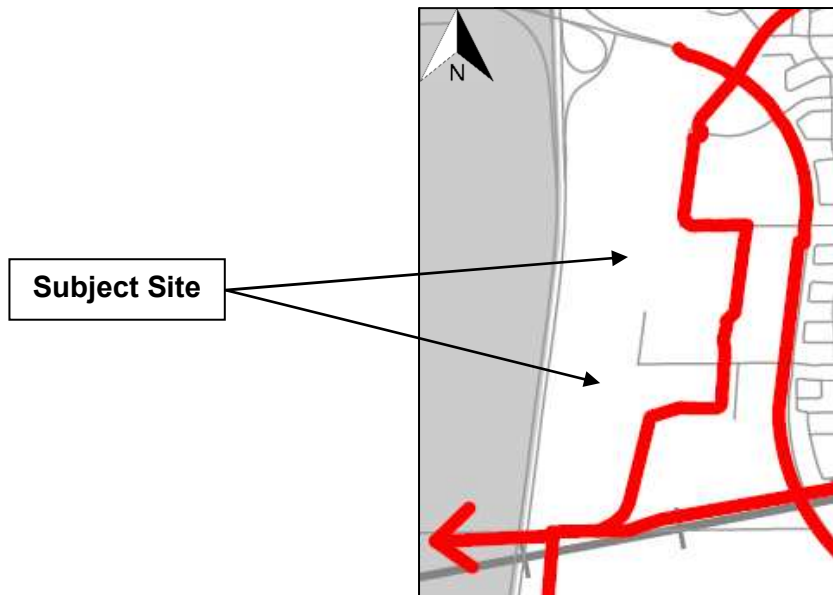


Figure 5: Schedule C3

Schedule C4 – Urban Road Network designates CitiGate Drive as Major Collector (yellow), Systemhouse Street and Dealership Drive as Collectors (green), Strandherd Road as an arterial (red) and Highway 416 (brown):



Figure 6: Schedule C4

Schedule C11-A - Natural Heritage System (West) designates part of the Subject Site as Natural Heritage Features Overlay (green):

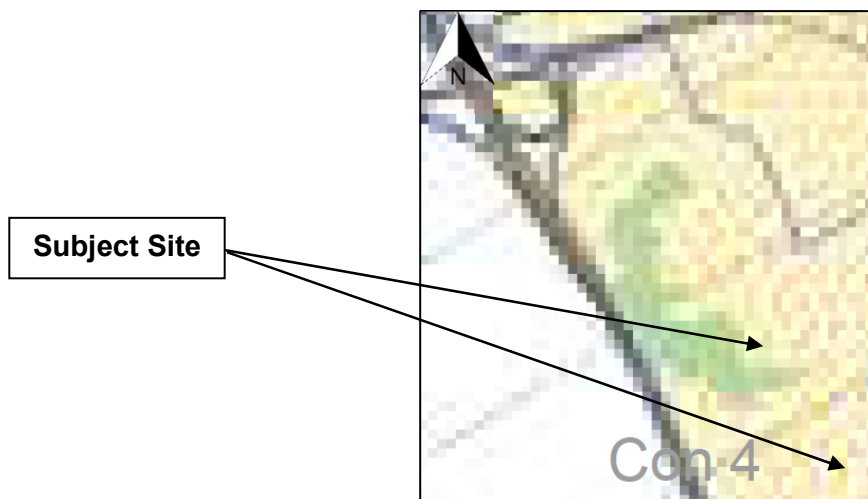


Figure 7: Schedule C11-A

The following relevant Schedules are not shown here:

- C7-A - Design Priority Areas does not designate the Subject Site
- Schedule C12 - Urban Greenspace designates the O'Keefe Drain to the north and west of the Subject Site as Open Space
- Schedule C13 - Scenic Routes designates Highway 416 as a Scenic Route
- Schedule C15 - Environmental Constraints does not designate the Subject Site as having any environmental constraints

Assessment against Section 6.4 Industrial and Logistics

Key introductory statements for the designation include:

*Industrial and Logistics areas are **preserved to cluster** economic activities relating to manufacturing, **logistics**, storage and other related uses.*

*The Industrial and Logistics designation is characterized by traditional industrial land uses such as warehousing, distribution, construction, light and heavy industrial, trades, outdoor storage and other uses requiring a range of parcel sizes. **These uses may impact other surrounding uses** due to emissions, such as odours, dust, smoke, heavy equipment movement, light or noise and should be segregated from sensitive land uses.*

*Compatibly with surrounding uses and protection from other uses with higher economic values are major factors for clustering these uses into a Industrial and Logistics designation. These factors reduce the viable locations for these uses and limits where these uses can locate in comparison to other land uses which are more easily integrated and can out-compete them based on land values. For these reasons, **lands designated Industrial and Logistics should be protected from conversion to nonindustrial land uses.***

It is clear that the intent is to preserve these lands specifically for the uses listed and for other uses to be excluded. The proposal is for the uses listed.

Section 6.4.1 *Preserve land in strategic locations for goods movement and logistics uses* has been achieved by applying the designation. Policy 2) makes it clear that development in this designation should be for goods movement and logistics uses, such as the Warehouse and Light Industrial Uses proposed here (emphasis added):

2) *The following uses are permitted in the Industrial and Logistics designation as shown on Schedules B1 through to B8:*

- a) Traditional heavy and light industrial uses such as manufacturing, warehousing, distribution, storage, utilities and construction;*
- b) Uses that store most products outdoors and require large land areas devoted to external storage, sale or service of goods;*
- c) Auto service and body shops, heavy equipment and vehicle sales and service;*

- d) *Trades and contractors such as carpenters, plumbers, electricians and heating, ventilation and air conditioning;*
- e) *Major Office in accordance with Subsection 3.5, Policy 12); and*
- f) *Offices that are accessory to a primary use.*

The applicable policies at Section 6.4.2 *Ensure adverse impacts on sensitive uses are minimized* are addressed below:

- 1) *Residential, institutional and all other sensitive land uses are not permitted.*
- 2) *Where permitted uses are in proximity to and potentially have adverse impacts on sensitive uses either within the same designation or an adjacent designation, amendments and minor variances to the Zoning By-law shall consider building setbacks to maximize the separation distance from sensitive use(s). Site plan control shall consider the siting of structures and/or outdoor operations to minimize potential adverse impacts to sensitive use(s).*

In relation to 1), no residential, institutional and all other sensitive land uses are proposed. In relation to 2) the proposed warehouse and light industrial uses will not have adverse impacts on sensitive uses. There are no sensitive uses within the Industrial and Logistics designation. The closest sensitive use is the residential area across Strandherd Drive, approximately 270m from the Subject Site. It is not considered necessary to vary any setbacks through this Zoning By-law Amendment.

Section 6.4.3 *Limit ancillary uses to avoid conflict with industrial uses and minimize absorption of land for non-industrial uses* is not applicable to these applications as ancillary uses are not proposed.

In relation to the conservation/parkland block, Section 11.6 *Provide direction around processes needed to implement the Plan* is applicable, Specifically, Policy 5) d) allows the landowner to request that the City acquire the conservation/parkland block:

5) *The City may acquire, hold, or secure land for the purpose of implementing any policy of this Plan, including:*

d) *Acquiring land that is in private ownership at the request of the landowners for all lands except for those that are identified as flood plain, steep or unstable slopes, contaminated land, significant wetland or habitat of endangered or threatened species under the following conditions:*

- i) *The land is designated Natural Environment Area or Urban Natural Feature by this Plan; or*
- ii) *An environmental impact study demonstrates that no development that is otherwise permitted can occur on the property without negative impact on the natural heritage system or natural heritage features.*

Option ii) is open to the City. The Environmental Impact Study (EIS) for 444 CitiGate Drive by GHD dated November 20, 2022 and filed with the application concludes that to avoid having

negative impact on the natural heritage feature no development can occur on the portion of the property within the proposed compensation block (also known as the conservation/parkland block). Accordingly, the applicant requests that the City acquire this block on the Draft Plan.

4.3 City of Ottawa Zoning By-law 2008-250

The whole Subject Site is currently zoned Industrial Business Park with an exception and a hold (IP [1219]-h). The exception limits the permitted uses (that are themselves prohibited until the hold is lifted), varies the minimum lot area and lot width and details the requirements for lifting the hold:

- *minimum lot area of 10,000 m² and minimum lot width of 100 m*
- *the 'h' symbol will not be removed until the following documents have been submitted to and approved by the City:*
 1. *A transportation impact study*
 2. *A servicing study and associated funding agreement*
 3. *A master concept plan and a draft plan of subdivision.*

It is intended that the future uses will be Warehouse and/or Light Industrial. Light Industrial is permitted in the zoning; a Zoning By-law Amendment will be required to permit Warehouse. The proposed lots meet the minimum lot area and lot width in the exception and can be developed to comply with the remaining zoning provisions in the parent IP zone.

In relation to the holding provision in the zoning, this application includes a transportation impact study (the scoping step resulted in a full TIA not being required), a servicing study and a Draft Plan of subdivision. It is considered that the Draft Plan also fulfills the role of a Master Concept Plan as it shows the road and block layout for completion of this part of the CitiGate Business Park. The proposed uses are consistent with the OP designation.

4.4 Proposed Zoning By-law Amendment

Subject to discussion with City staff, Novatech recommends that a new site specific exception be added to Zoning By-law 2008-250 that carries over the provisions of the current exception 1219 but adds Warehouse as a permitted use. At the same time, the hold can be removed.

It is suggested that the conservation/parkland block be rezoned to Open Space (OS).

5.0 CONCLUSION

It is our assessment that the proposed development is consistent with the Provincial Policy Statement and conforms to the City of Ottawa's Official Plan. The proposed amendment to Zoning By-Law 2008-250 to include Warehouse can be approved as it more closely aligns the zoning with the Industrial and Logistics designation in the Official Plan.

This planning rationale supports the proposed development. The proposed development functions well within the surrounding context. The proposed development is an appropriate and desirable addition to the neighbourhood and represents good planning.

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