

FOTENN

10 COPE DRIVE



May 08, 2018

Planning Rationale and
Design Brief

Site Plan Control



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May 08, 2018

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1.0 INTRODUCTION

Fotenn Consultants Inc., acting as agents for Taggart Realty Management, is pleased to submit the enclosed Site Plan Control Application for the lands municipally known as 10 Cope Drive in the Kanata community of the City of Ottawa. The intent of this Planning Rationale is to assess the proposed development against the applicable policy and regulatory framework, and determine if the proposed development is appropriate for the site and compatible with adjacent development and the surrounding community.

1.1 Application History

The subject property was previously the subject of a site-specific Zoning By-law Amendment (File No. D02-02-13-0049), which was approved in October 2013. The subject lands were rezoned from Industrial Business Park, Subzone 4, Exception 1556 (IP4[1556]) to Arterial Mainstreet Zone, Exception 1556 (AM[1556]) to permit a retail shopping centre on the lands.

In October 2013, consent applications (File Nos. D08-01-13/B-00394 & D08-01-13/B-00395) were approved to sever the retail lands from the office lands to the west (occupied by a two (2) storey office building). The lands along Eagleson Road were severed for retail and commercial development.

2.0 SITE CONTEXT AND SURROUNDING AREA

2.1 Subject Property

The subject property is located at the southwest corner of Cope Drive and Eagleson Road. The subject lands are known municipally as 10 Cope Drive. The irregularly shaped lot is currently vacant, has an area of 2.09 hectares, and has frontages of 206.8 metres along Eagleson Road and approximately 116 metres along Cope Drive.

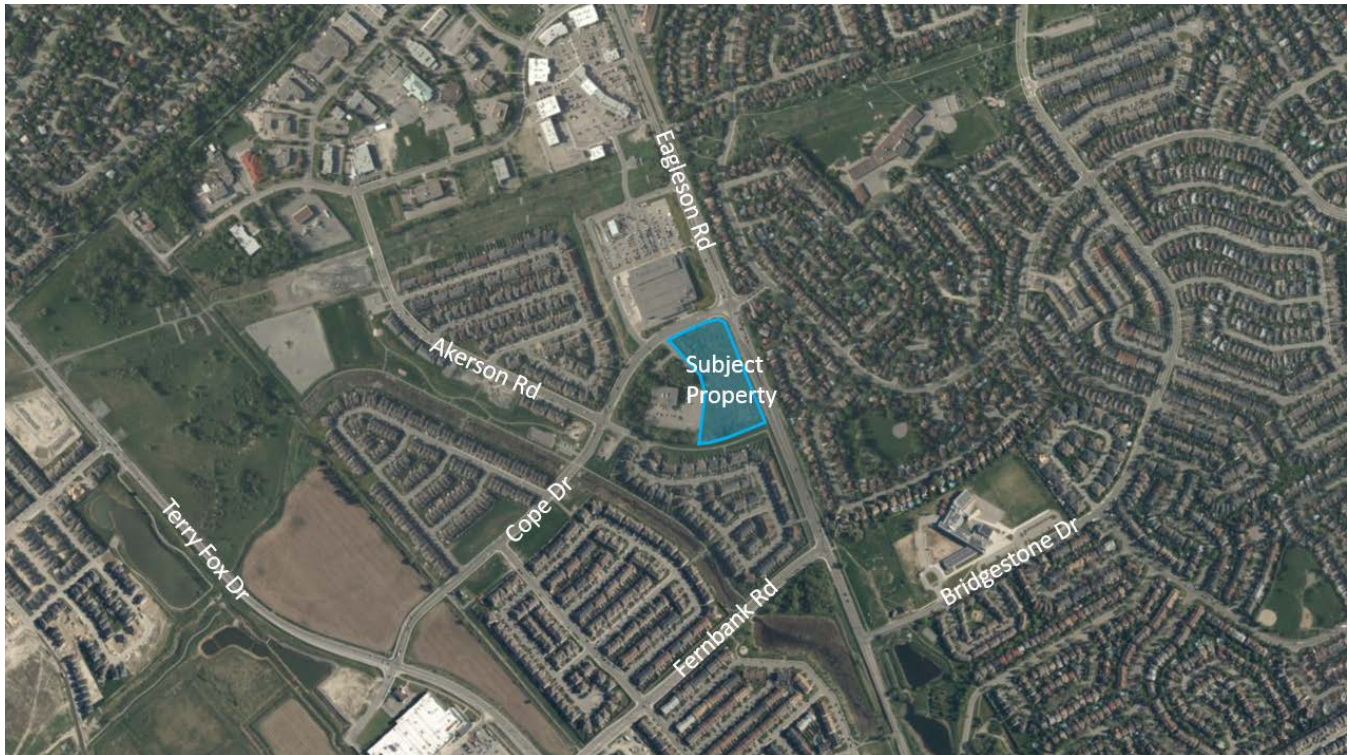


Figure 1: Aerial view of the subject property and the surrounding area

The subject property is currently vacant with low grass and tree cover.

The subject property is adjacent to an existing office building and associated surface parking areas, currently occupied by First Air, known municipally as 20 Cope Drive. The existing driveway access from Cope Drive was contemplated as a shared access between the two (2) properties and will be utilized as such in the proposed development.

To the immediate south of the subject property is a municipal road right-of-way, originally envisioned to connect Akerson Road to Eagleson Road. The road connection was never constructed and a multi-use pathway now provides pedestrian access through the municipal road allowance and along the west edge of Eagleson Road, south of the subject property.

2.2 Surrounding Area

The following provides a brief description of the uses adjacent to the subject property:

North: To the north of the subject property, directly across from Cope Drive and west of Eagleson Road, is the Real Canadian Superstore retail food store and associated surface parking. Further north along Eagleson Road are additional retail uses. To the northwest is a low rise residential subdivision and business park uses.



Figure 2: View to the north from the subject property, looking toward the Real Canadian Superstore

East: East of the subject property is Eagleson Road, an arterial road, across from which is the established low-rise residential community of Bridlewood. This neighbourhood is comprised mainly of single family dwellings.



Figure 3: View to the east from the subject property, looking across Eagleson Road toward Bridlewood

South: Immediately south of the subject property is an unopened road allowance owned by the City of Ottawa. No roadway is currently planned for this road allowance, and instead a multi-use pathway provides access to Carronbridge Circle in the west and along the west side of Eagleson Road to the south. Across the pathway is a low-rise residential subdivision featuring a mix of semi-detached and townhouse dwellings. Further south is Fernbank Road which provides an important east-west connection to Terry Fox Drive and additional new development areas in Kanata South and Stittsville.



Figure 4: View to the south from the subject property

West: Immediately west of the subject property are the lands known municipally as 20 Cope Drive, which include an established office building and parking area. This abutting property shares a vehicular access point from Cope Drive with the subject property. Further west is a residential subdivision featuring a mix of semi-detached dwellings and townhouse dwellings.



Figure 5: View to the west of the subject property, looking towards the office building at 20 Cope Drive

2.3 Transportation Network

2.3.1 Road Network

Schedule E of the City of Ottawa's Official Plan (Figure 6) designates Eagleson Road as an Arterial Road and Cope Drive as a Collector Road.

Arterial Roads are the major roads designated to carry large volumes of traffic over the longest distances. This roadway system provides links to provincial and inter-provincial roads. Eagleson Road is a four (4) lane median divided roadway with dedicated turn lanes at Cope Drive. Both sides of Eagleson Road have sidewalks.

Collector Roads connect communities and distribute traffic between the arterial system and the local road system. These roads tend to be shorter and carry lower volumes of traffic than do arterials. Collector roads are the principle streets in urban and village neighbourhoods and are used by local residents, delivery and commercial vehicles, transit and school buses, cyclists and pedestrians. Cope Drive is a two lane roadway with a right-of-way protection of 26 metres. There is an existing sidewalk along the south side of the roadway, abutting the subject property.

Annex 1 of the City's Official Plan identifies the protected right-of-way for all roadways within the City in order to meet the needs of pedestrians and cyclists. Annex 1 identifies a 44.5 m right-of-way protection for Eagleson Road and a 24 metre right-of-way protection for Cope Drive. All required road widening dedications were addressed through the previous Zoning By-law Amendment and Consent applications.



Figure 6: Excerpt from Schedule E: Urban Road Network of the City of Ottawa Official Plan

2.3.2 Public Transit

The subject property is served by several local bus routes including routes 161, 164, and 256 which all run along Cope Drive directly adjacent to the subject property. The nearest transit station is at Highway 417 and Eagleson Road, located north of the subject property, which provides connections to the Transitway network.

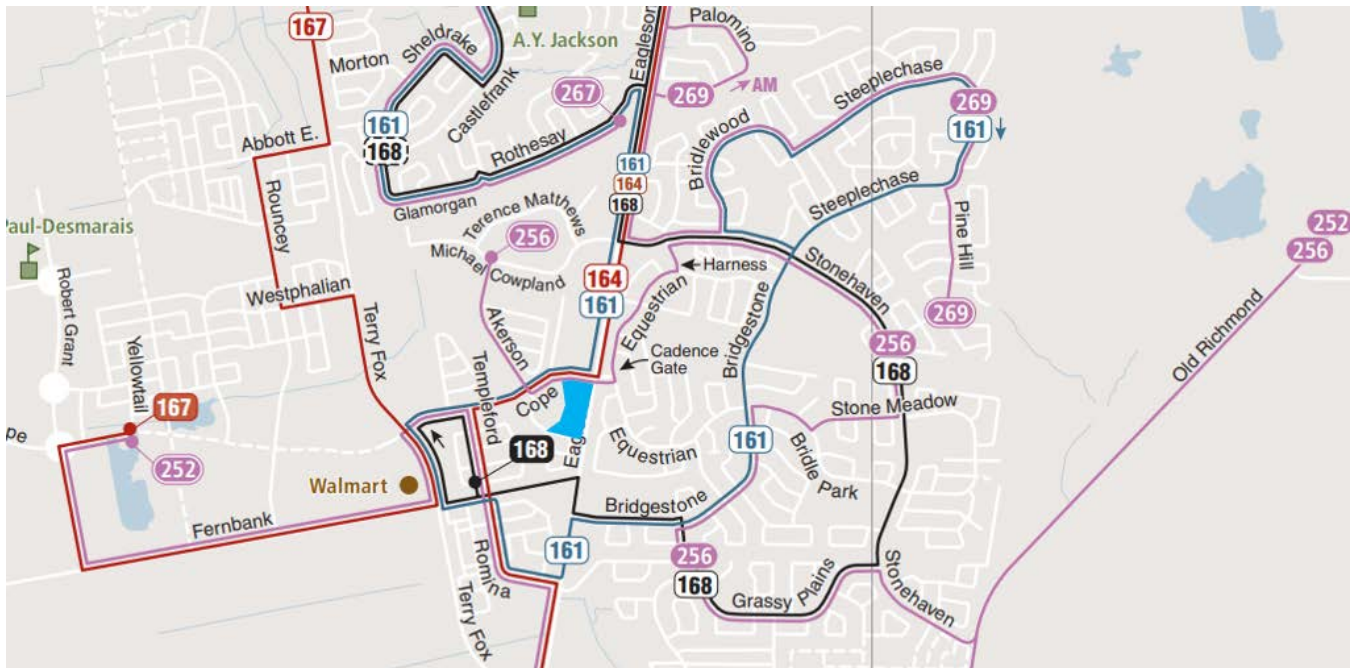


Figure 7: Excerpt from the OC Transpo System Map (subject property in blue)

2.3.3 Cycling Network

Schedule C of the City's Official Plan designates Eagleson Road as an "On-road Cycling Route" as shown in the figure below.



Figure 8: Excerpt from Schedule C – Primary Urban Cycling Network of the City of Ottawa Official Plan

3.0 PROPOSED DEVELOPMENT

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The proposed development of the subject property is as a retail shopping centre to service the surrounding community. The proposed development consists of three buildings arranged around the edges of the lands with a central parking area.

Block A is a retail food store and will anchor the west side of the subject property. The block has a total area of approximately 3,620 square metres and fronts south, perpendicular to Eagleson Road. The building has two loading docks located at the west end, away from the Mainstreet and screened from view from surrounding uses. A total of 135 surface parking spaces are provided adjacent to Block A, with pedestrian connections to Eagleson Road and to the south blocks.

Blocks C and D are located on the south end of the subject property. Block C, which has a total area of 588 square metres addresses Eagleson Road while Block D is located at the rear of the site, along the western property limit and has a total area of 5,607 square metres. Both blocks are envisioned as multi-tenant buildings with spaces ranging from 141 to 343 square metres. A total of 103 surface parking spaces are provided between Blocks C and D to serve these uses.

A total of three (3) site accesses are proposed. The first is from Cope Drive and is a shared access with the adjacent office building. This access was established through a previous easement and will provide access to the northerly food store block. Cope Drive is an existing signalized full-movement intersection at Eagleson Road.

The second access is located centrally on the site and aligns with the east-west drive aisle in the centre of the site. This right-in/right-out entrance will provide access to and from southbound Eagleson Road. Finally, a new signalized full-movement access is proposed at the south end of the subject property. This new access will provide an important access for loading movements and for site visitors travelling northbound on Eagleson Road.

A new pedestrian sidewalk is proposed along the west side of Eagleson Road. The sidewalk extends along the full frontage of the subject property and will provide connectivity with the existing sidewalk along Cope Drive, along Eagleson Road to the north, and to the multi-use path along Eagleson Road to the south. Pedestrians can cross to the subject property from the east side of Eagleson Road at the Eagleson/Cope intersection.

Within the development three connections to the sidewalk are proposed. Two are provided adjacent to the two accesses from Eagleson Road with the third located further north and providing access to the front of the retail food store. Given the grade change, this access includes steps. A bus stop is provided between the two northerly site accesses along Eagleson Road.

Additional pedestrian connections are provided from Cope Drive in the north, and from the multi-use pathway to the south that provide pedestrian connections into the surrounding community.

The proposed building elevations utilize a range of materials including brick and glazing to create a varied and interesting façade and character for the development. The site also integrates significant landscaping totalling 25% of the site area. Landscaping is provided in islands and along pedestrian paths within the parking areas and along the property edges.

POLICY & REGULATORY FRAMEWORK

4.1 Provincial Policy Statement (2014)

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act and in effect since March 1st 2005, provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters 'shall be consistent with' such policy statements issued under the Act.

The PPS promotes efficient development and land use patterns that minimize land consumption and servicing costs. An appropriate range and mix of employment uses, including industrial and commercial uses, must be accommodated.

The PPS emphasizes densities and a mix of land uses which efficiently use land and resources; are appropriate for and efficiently use the infrastructure and public service facilities which are planned or available; avoid the need for unjustified and/or uneconomical expansion; and promote a range of uses and opportunities for intensification and redevelopment.

Policy 1.6.7.4 of the PPS encourages a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support current and future use of transit and active transportation. Section 1.7 contains policies for long-term economic prosperity. Specifically, Policy 1.7.1(c) states that long-term economic prosperity should be supported by maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets.

To promote energy conservation, protection of air quality, and mitigation against climate change, Policy 1.8.1 of the PPS requires land use and development patterns that promote compact form and a structure of nodes and corridors. The policy also promotes the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas.

The proposed development meets the policies of the PPS as the shopping centre contributes to the mix of uses along an identified mixed-use corridor in proximity to existing built up areas. The development intensifies lands within the existing built up area, utilizing existing infrastructure.

4.2 City of Ottawa Official Plan

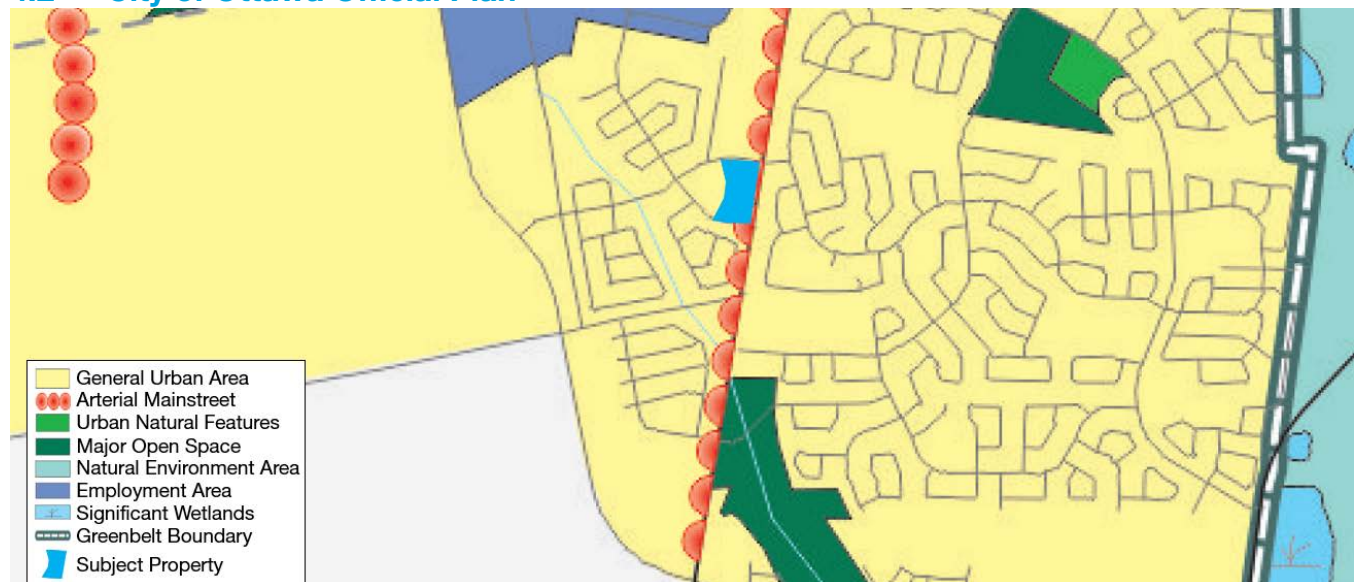


Figure 9: Excerpt from Schedule B – Urban Policy Plan of the City of Ottawa Official Plan

The subject property is designated Arterial Mainstreet in Schedule B – Urban Policy Plan of the City of Ottawa Official Plan. Over time, it is the City's intent that Mainstreets will achieve more compact, mixed-use, pedestrian-oriented development patterns. The common feature of all Mainstreets is their function as a mixed-use corridor with the ability to provide a wide range of goods and services for neighbouring communities and beyond.

Permitted uses in the Arterial Mainstreet designation include retail and service commercial uses, offices, residential and institutional uses. Uses may be mixed in individual buildings or occur side by side in separate buildings.

The proposed development conforms to the Official Plan policies for Arterial Mainstreets by proposing a range of retail uses to support the existing adjacent residential communities and contributing to an improved pedestrian environment along Eagleson Road.

4.2.1 Urban Design and Compatibility

Section 2.5.1 of the Official Plan contains objectives and principles for urban design and compatibility. The proposed development meets these objectives and associated principles as follows:

- / **To enhance the sense of community by creating and maintaining places with their own distinct identity**
The proposed retail development continues the existing commercial character of Eagleson Road and develops the property as has been envisioned since the previous Zoning By-law Amendment.
- / **To define quality public and private spaces through development.**
The proposed development defines and connects public and private spaces by defining the Eagleson Street edge with building frontage, improving the pedestrian realm along Eagleson Road, and prioritizing pedestrian access to the site through multiple connection points to the adjacent streets and pathways.
- / **To create places that are safe, accessible and are easy to get to and move through.**
The proposed development provides safe pathway connections for pedestrians on the site with logical connections to the surrounding community. Crosswalks and pedestrian pathways through the parking areas will ensure that the development is safe, accessible, and easy to move through.
- / **To ensure that new development respects the character of existing areas**
The proposal will develop a vacant property along the Arterial Mainstreet with retail uses that will serve and complement the adjacent retail, residential, and office uses.
- / **To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.**
The layout of the drive aisles and access points allows the subject property to evolve and adapt to changes over time.
- / **To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.**
The proposed development will provide retail and service commercial uses within walking distance of several existing residential areas, allowing residents to walk or cycle to access services, as opposed to driving.

Policy 5 of Section 2.5.1 recognizes lands along Arterial Mainstreets as “Design Priority Areas”. Within these areas, all projects are reviewed for their contribution to an enhanced pedestrian environment and their response to the distinct character and unique opportunities of the area.

The proposed development will be subject to a formal review with the Urban Design Review Panel (UDRP) following submission of the application.

4.2.2 Urban Design and Compatibility (Section 4.11)

Policy 2 of Section 4.11 contains criteria for evaluating the compatibility of development applications. The proposed retail shopping centre meets the applicable criteria, including:

Compatibility Criteria	Proposed Development
Traffic	<p>The Transportation Impact Assessment (TIA) Strategy Report prepared by Parsons for the proposed development concludes that in considering the forecasted traffic volumes for horizon years 2019 and 2024, the study area intersections are projected to operate with acceptable levels of service during the weekday afternoon and Saturday peak hours.</p> <p>The report provides further recommendations regarding site access, and active transportation which have been implemented into the proposed development.</p>
Vehicular Access	The proposed development is served by three (3) vehicular access points – two (2) from Eagleson Road and one (1) from Cope Drive. The accesses have been reviewed by Parsons with recommendations implemented into the design.
Parking Requirements	The proposed development provides a total of 238 parking spaces. The minimum required by the Zoning By-law is 202 spaces.
Outdoor Amenity Areas	The proposed development will not negatively impact adjacent outdoor amenity areas. Rear yards south of the subject property are located over 20 metres from the proposed development and are screened by existing privacy fences.
Loading Areas, Service Areas and Outdoor Storage	Loading areas are generally located along the west edge of the subject property, out of sight from the Arterial Mainstreet. The loading area for Block A has been screened with a 3.6 metre high wall. Outdoor garbage enclosures have been located a minimum of 3 metres from the adjacent property line and are screened with an opaque fence a minimum of two (2) metres in height.
Lighting	Site lighting has been designed to meet minimum City Standards and will not have negative impacts on surrounding uses. Please see the enclosed lighting plan and site lighting certificate prepared by McKee Engineering.
Noise and Air Quality	A Stationary Noise Feasibility Assessment has been prepared by Gradient Wind Engineering Inc. to assess potential impacts as a result of stationary noise generated by the proposed development, which includes rooftop air handling equipment, idling reefer trucks, and an emergency generator. The Study makes design recommendations and concludes that if these recommendations are implemented, noise levels at nearby receptors will be within acceptable levels.
Sunlight	No sunlight impacts are anticipated as a result of the proposed development.
Microclimate	No microclimate impacts are anticipated as a result of the proposed development.
Supporting Neighbourhood Services	The proposed development contributes to the range of available neighbourhood services for the surrounding residential area.

4.3 Official Plan Amendment No. 150

In 2013, the City of Ottawa reviewed its Official Plan which resulted in several changes to policy references and land use designations. Ottawa City Council adopted Official Plan Amendment (OPA) 150 to implement the changes in December 2013 and it was subsequently approved by the Ministry of Municipal Affairs (MMAH) in April 2014. Several appeals of OPA 150 are currently before the Ontario Municipal Board (OMB) with portions having been approved.

OPA 150 does not propose any changes that have any impact on the proposed development. The subject property retains its Arterial Mainstreet designation and continues to satisfy the criteria for urban design and compatibility of Sections 2.5.1 and 4.11, as described above.

4.4 Urban Design Guidelines for Development along Arterial Mainstreets

Approved by Council in May 2006, the Urban Design Guidelines for Development along Arterial Mainstreets provides urban design guidance at the planning application stage in order to assess, promote and achieve appropriate development along Arterial Mainstreets. The proposed development achieves several of the guidelines, including:

- / Locating new buildings along the public street edge (guideline 1);
- / Providing an unobstructed 2.0 metre wide pedestrian sidewalk along Eagleson Road (guideline 2);
- / Using buildings and landscaping to create a continuous streetscape (guideline 4);
- / Setting new buildings back no more than 3.0 metres from the front property line (guideline 6);
- / Basing new development on an internal circulation pattern that allows for logical movement through the site (guideline 10);
- / Designing the built form in relation to the adjacent properties to create a coherent streetscape (guideline 12);
- / Ensuring buildings occupy most of the frontage (guideline 13);
- / Landscaping the area in front of a building wall and using projections, awning, colours and textures to reduce the visual impact of any unglazed walls (guideline 15);
- / Connecting pedestrian walkways between properties to facilitate pedestrian circulation between sites (guideline 19);
- / Providing direct, safe, continuous and clearly defined pedestrian access from public sidewalks to building entrances (guideline 20);
- / Providing unobstructed pedestrian walkways that are a minimum of 2 metres wide along any façade with a customer entrance (guideline 21);
- / Providing 2 metre wide sidewalks across private access driveways (guideline 23);
- / Sharing vehicular access to parking area with the adjacent property to reduce the extent of interruption along the sidewalk and the streetscape (guideline 25);
- / Locating surface parking areas at the side or rear of buildings (guideline 27);
- / Orienting parking spaces to minimize the number of traffic aisles that pedestrians must cross (guideline 29);
- / Providing a consistent width of landscape and pedestrian areas across the front of the site (guideline 30);
- / Using continuous landscaping to reinforce pedestrian walkways within parking areas (guideline 31);
- / Selecting plants and vegetation that are tolerant to urban conditions and native to the region (guideline 32);
- / Coordinating tree planting with below grade utilities (guideline 34);
- / Providing a minimum 3 metre wide landscape area along the edge of the property where parking areas are adjacent to the public street and using trees and shrubs to screen cars from view while allowing eye level visibility into the site (guideline 36);

- / Designing buildings to accommodate signs that respect building scale and architectural features (guideline 43);
- / Screening utility equipment, loading areas, and garbage collection areas from view of the Arterial Mainstreet and the adjacent properties (guideline 50);
- / Designing lighting so that there is no glare or light spilling onto surrounding uses (guideline 51); and,
- / Providing lighting that is appropriate to the street character and mainstreet ground floor use with a focus on pedestrian areas (guideline 52).

The proposed development meets the intent and purpose of several of the Urban Design Guidelines for Development along Arterial Mainstreets.

4.5 Urban Design Guidelines for Large-Format Retail

Approved by Council in May 2006, the Urban Design Guidelines for Large-Format Retail provides urban design guidance at the planning application stage in order to assess, promote and achieve appropriate development of large format retail stores. The proposed development achieve several of the guidelines, including:

- / Setting new buildings back between 3 and 6 metres from the front property line (guideline 1);
- / Landscaping the area in front of a building wall and using projections, awning, colours and textures to reduce the visual impact of any unglazed walls (guideline 6);
- / Basing development on an internal circulation pattern that allows logical movement throughout the site that will accommodate, and not preclude, intensification over time. Designing the internal circulation pattern with direct connections to the surrounding streets (guideline 10);
- / Providing direct, safe, continuous and clearly defined pedestrian access from public sidewalks, parking areas and transit stops to building entrances (guideline 12);
- / Providing unobstructed pedestrian walkways that are a minimum 2.0 metres wide along any façade with a customer entrance, along any façade adjacent to parking areas, and between the primary access and the public sidewalk (guideline 14);
- / Linking access drives and parking lots of adjacent properties in order to allow for the circulation of vehicles between sites (guideline 18);
- / Designing the site circulation to minimize the conflict between pedestrians and vehicles (guideline 20);
- / Providing a consistent width of landscaped and pedestrian area across the site frontage (guideline 23);
- / Selecting plants and vegetation that are tolerant to urban conditions and native to the region (guideline 25);
- / Dividing large parking areas into smaller and well-defined sections using soft and hard landscaping in order to minimize the amount of paved areas (guideline 27);
- / Landscaping areas between the building and the sidewalk with foundation planting, trees, street furniture, and walkways to public sidewalks (guideline 31);
- / Designing buildings to include defined spaces to accommodate signs that respect building scale, architectural features, signage uniformity and established streetscape design objectives (guideline 37); and,
- / Providing lighting that is appropriate to the ground floor use and focuses on pedestrian areas (guideline 48).

The proposed development meets the intent and purpose of several of the Urban Design Guidelines for Large-Format Retail.

4.6 City of Ottawa Comprehensive Zoning By-law (2008-250)

The subject property is zoned Arterial Mainstreet, Exception 1556 (AM[1556]) in the City of Ottawa Comprehensive Zoning By-law (2008-250), as shown in Figure 10 below.



Figure 10: Zoning map of the subject property (outlined in blue) and the surrounding area

The Arterial Mainstreet zone permits a range of non-residential uses including retail stores, retail food stores, restaurants, small batch breweries, banks, personal service business, medical facilities, and more.

Urban Exception 1556 contains additional site-specific provisions, including:

- / Maximum Front Yard Setback: 5 metres; and,
- / Maximum Corner Side Yard Setback: 5 metres.

The following table summarizes the proposed development's compliance with the existing AM[1556] zoning. Areas of noncompliance are noted with an 'x'.

Zoning Mechanism	Required	Provided	Compliance
Minimum Lot Area	No Minimum	2.09ha	✓
Minimum Lot Width	No Minimum	206.8m	✓
Front Yard Setback	Minimum: No Minimum Maximum: 5m	Minimum: 3m Maximum: 3m	✓
Corner Side Yard Setback	Minimum: No Minimum Maximum: 5m	Minimum: 3m Maximum: 7.3m	x

Zoning Mechanism	Required	Provided	Compliance
Minimum Interior Side Yard Setback	No Minimum	11m	✓
Minimum Rear Yard Setback	No Minimum	10m	✓
Maximum Building Height	30m	12m	✓
Minimum Landscape Area within a Parking Lot	15%	Greater than 15%	✓
Minimum Width of Landscape Buffer	100+ parking spaces, not abutting a street: 3m	0m	✗
Outdoor Loading and Refuse Collection Areas	Setback from Property Line: 3m Height of Opaque Screening: 2m	Setback from Property Line: 3m Height of Opaque Screening: 2m	✓
Minimum Required Vehicle Parking	202 spaces (3.6 per 100 square metres of gross leasable floor area)	238 spaces	✓
Minimum Aisle/Driveway Width	6.7m	6.7m	✓
Minimum Required Bicycle Parking	11 spaces (1 per 500 square metres of gross leasable floor area)	35 spaces	✓
Loading Space Rates	2 spaces	2 spaces	✓

The proposed development meets the majority of the applicable zoning provisions for this site with two (2) exceptions. A Minor Variance application will be submitted after receiving technical circulation comments to address these performance standards.

5.0 CONCLUSION

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

- / The development proposal is consistent with the policies of the Provincial Policy Statement. More specifically, the proposed development is an intensification of currently vacant lands located in an area where services and infrastructure are readily available, and will help provide intensification of jobs for the Eagleson Road Mainstreet and the Kanata South Business Park;
- / The proposed development conforms to the Official Plan policies for the Arterial Mainstreet designation, helping to achieve more intensive development along the Eagleson Road corridor;
- / 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 proposal conforms to the new policy direction set out in the Official Plan Amendment No. 150 with regards to land use, building design and compatibility;
- / The proposed development meets the intent and purpose of several the City of Ottawa's Urban Design Guidelines for Development along Arterial Mainstreet and Large Format Retail; and
- / The proposed development meets the intent of the Zoning By-law and the majority of the provisions applicable to the site. A future Minor Variance application will address a few provisions in the City's Zoning By-law (2008-250).

Sincerely,



Nico Church, M. Pl.
Planner



Paul Black, MCIP RPP
Planner