

**Report to  
Rapport au:**

**Planning Committee  
Comité de l'urbanisme  
25 September 2018 / 25 septembre 2018**

**and Council / et au Conseil  
October 10, 2018 / 10 octobre 2018**

**Submitted on August 27, 2018  
Soumis le 27 août 2018**

**Submitted by  
Soumis par:**

**Lee Ann Snedden  
Director / Directrice**

**Planning Services / Services de la planification,  
Planning, Infrastructure and Economic Development Department / Direction  
générale de la planification, de l'infrastructure et du développement économique**

**Contact Person**

**Personne ressource:**

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**Ward: BARRHAVEN (3)**

**File Number: ACS2018-PIE-PS-0105**

**SUBJECT: Official Plan and Zoning By-law Amendment – 3370 Greenbank Road**

**OBJET: Modification au Plan Officiel et au Règlement de Zonage – 3370,  
chemin Greenbank**

## **REPORT RECOMMENDATIONS**

- 1. That Planning Committee recommend Council approve:**
  - a. an amendment to the Official Plan, Volume 2a, South Nepean Town Centre Secondary Plan, South Nepean Area 7, by incorporating site**

specific policies for 3370 Greenbank Road relating to the road network, sidewalks, right-of-way, land-use designation, and density, as detailed in Document 2; and

- b. an amendment to the Zoning By-law 2008-250 for 3370 Greenbank Road, establishing zoning that will permit the development of a subdivision consisting of townhouses, apartment blocks, and Open Space Zones for a future neighbourhood and district park, as detailed in Document 1 and Document 3.
2. That Planning Committee approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the City Clerk and Solicitor's Office and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to Bill 73 'Explanation Requirements' at the City Council Meeting of October 10, 2018" subject to submissions received between the publication of this report and the time of Council's decision.

## **RECOMMANDATIONS DU RAPPORT**

1. Que le Comité de l'urbanisme recommande au Conseil d'approuver ce qui suit :
  - a. une modification au volume 2a du Plan officiel, Plan secondaire du centre d'activité de Nepean-Sud – Secteur 7, en intégrant des politiques propres à l'emplacement situé au 3370, chemin Greenbank et relatives au réseau routier, aux trottoirs, à l'emprise, à la désignation d'utilisation du sol et à la densité, comme l'expose en détail le document 2;
  - b. une modification au Règlement de zonage 2008-250 visant le 3370, chemin Greenbank, en vue d'instaurer un zonage permettant l'aménagement d'un lotissement constitué de maisons en rangée, d'immeubles d'appartements et de zones d'espace ouvert destinées à la création de parcs de quartier et de district, comme l'expose en détail les documents 1 et 3.
2. Que le Comité de l'urbanisme donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation soit incluse en

tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et de l'avocat général et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux 'exigences d'explication' aux termes du projet de loi 73 , à la réunion du Conseil municipal prévue le 10 octobre 2018», à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.

## BACKGROUND

Learn more about [link to Development Application process - Zoning Amendment](#)

Learn more about [link to Development Application process – Official Plan Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

### Site location

3370 Greenbank Road

### Owner

Claridge Homes (South Nepean) Inc.

### Applicant

Novatech Engineering (Ellen Potts)

### Related applications

A Plan of Subdivision application (City file number D07-16-17-0001) for 3370 Greenbank Road is currently being reviewed by the City of Ottawa.

### Description of site and surroundings

The site, commonly known as Burnett Lands, is located in the Community of Barrhaven, on the west side of Greenbank Road, immediately north of the Jock River.

The lands are approximately 15.5 hectares in area. The site is currently vacant and consists mostly of farmland and an area where the farmhouse and outbuildings were previously situated; however, these buildings have since been demolished.

## Summary of requested Official Plan and Zoning By-law amendment proposal

The Official Plan amendment seeks to amend the South Nepean Secondary Plan (Area 7) by amending policies related to the road network, sidewalks, right-of-way, land use designation, and density.

The requested Official Plan Amendment will accomplish the following:

- Elimination of a portion of “Half Moon Bay Drive” on Schedules 1, 2, 3, and 5 acknowledging the conflict with clearance of this road under the approved bridge design;
- Modification to Schedule 4 to reflect the elimination of a portion of “Half Moon Bay Drive” as per above, and the on-road cycling route adjacent to the proposed multi-use pathway within the district park;
- Amending Policy 5.3(1) requiring that all streets have sidewalks on both sides and allowing proposed local streets to develop with sidewalks on one side;
- Amending ‘Schedule 1 – Land Use Plan’, Area E in Document 1, from Mid-Rise Residential to Mid Rise Mixed-use, and to allow a maximum of six storeys;
- Amending Policy 3 of Section 3.3 to permit Area E in Document 1 to develop at a density of 100 units/hectare, rather than the 200 units/hectare required in the Mid-Rise Mixed Use policy areas.

The current zoning on the properties is Development Reserve (DR). The DR zone is a temporary designation for lands that are reserved for future development. This designation allows for a limited range of uses to preserve the future development potential of the site. Permitted uses under this designation include uses such as a forestry operation, a single detached dwelling, a park and agricultural uses.

The requested Zoning By-law amendment proposes to introduce the following zones:

- Residential, Third Density, Subzone Z, a site-specific exception (R3Z [xxxx]) to allow the development of townhouse dwellings with a minimum front yard setback of 4.25 metres;
- Residential, Third Density, Subzone Z, a site-specific exception (R3Z [xxxx]) to allow the development of townhouse dwellings with a minimum front yard setback of 3 metres;

- Residential, Fourth Density, Subzone R, with a Neighbourhood Commercial Suffix, and a site-specific exception (R4R-c [xxxx]) to allow the development of low-rise apartment buildings or stacked townhouse dwellings;
- Residential, Fifth Density, Subzone R, with a Neighbourhood Commercial Suffix, and a site-specific exception (R5R-c [xxxx]) to allow the potential development of a low-rise apartment building;
- Open Space (O1) to establish a small neighbourhood park; and
- Open Space, Subzone Q (O1Q) to establish a district park.

## **DISCUSSION**

### **Policy overview**

According to Schedule B of the Official Plan, the property is designated as Mixed Use Centre and Town Centre.

The South Nepean Urban Area Secondary Plan, South Nepean Town Centre – Area 7 in Volume 2a is applicable and designates the subject lands as Mid Rise Residential, District Park, and a small triangular portion as Neighbourhood Park.

The South Nepean Town Centre Community Design Plan contains guidelines similar in effect to the policies of the Secondary Plan with more direction through a comprehensive list of design guidelines.

### **Planning rationale**

#### **Provincial Policy Statement**

The *Planning Act* requires that all city planning decisions be consistent with the Provincial Policy Statement (PPS), 2014; a document that provides further policies on matters of provincial interest related to land use development.

The recommended Official Plan and Zoning By-law amendments are considered consistent with the matters of provincial interest, as outlined in the *Planning Act*, and is in keeping with the PPS by promoting an intensified land use pattern within a settlement area and providing a range and mix of housing types and densities within the Town Centre. The amendments are also consistent with the policies relating to recreation and parks, providing much-needed pedestrian linkages to the district park, facilitating active transportation, and improving public access to the Jock River shoreline.

Staff have reviewed this proposal and have determined that it is consistent with the Provincial Policy Statement, 2014.

### **Official Plan**

This proposal has been reviewed under the consolidated Official Plan (2003) with regard for the Council-approved amendments contained within Official Plan Amendment 150 (OPA 150). Amendments introduced by OPA 150 do not impact the proposed Official Plan and Zoning By-law amendments, especially given the more specific policy direction of the South Nepean Secondary Plan.

#### **Mixed Use Centres and Town Centres:**

Mixed Use Centres and Town Centres (Section 3.6.2) occupy strategic locations on the Rapid Transit Network and act as central nodes of activity within their surrounding communities. Town Centres have a specific focus on high quality, compact urban forms that are liveable and pedestrian-oriented.

The amendments are consistent with Section 3.6.2.8 by ensuring that an appropriate transition in built form exists between the Mixed Use Centre and any surrounding General Urban Area. With the exception of the two blocks that would allow six storeys, the site would provide a gradient bridging the heights of up to 17 storeys proposed within the core of the Town Centre and two storey heights in the lower density neighbourhood of Half Moon Bay to the south of the Town Centre. The two blocks with a potential for six storey apartment buildings are proposed along both sides of the future Greenbank realignment and bridge. Taller buildings would serve as wayfinding and a form of entrance feature defining the Town Centre from the Half Moon Bay Community to the south (Section 2.5.1, Design Objective 1). Additionally, the increase in density along Greenbank Road is consistent with transit policies within the Official Plan by locating proposed higher-density residential developments close to transit stations and ensuring convenient and direct access to these facilities for pedestrians (Section 4.3.3).

Policy 3.6.2 (8) requires that attention be given to creating quality pedestrian, cycling and transit networks. The removal of sidewalks from one side of the proposed local streets within the subdivision will not have a significant impact on the quality and accessibility of these networks. Two sidewalks are proposed on the major thoroughfares to enhance connections to adjacent developments and the future bus rapid transit station to the northeast. Despite the removal of one sidewalk from the local street, there would be more than adequate connection to the future parkland. In terms of cycling, the removal of the on-street cycling lane along Half Moon Bay Drive will not affect the

overall integrity of the network as the district park will contain a multi-use pathway, which provides similar connections.

#### Urban Design and Compatibility:

Section 3.6.2.6 states that all development within a Town Centre will be evaluated in the context of the Design Objectives and Principles in Section 2.5.1 and the compatibility criteria set out in Section 4.11. The proposed amendments have considered the impacts on the adjacent existing and future developments and respects the design and compatibility criteria set out in Sections 2.5.1 and 4.11.

#### **Secondary Plan**

The South Nepean Town Centre – Area 7 Secondary Plan was adopted by Council in 2006 as a statutory document to guide development in the South Nepean Town Centre. Six goals are identified: compact urban form, high quality urban design, mixture of land uses, diverse greenspace network, efficient transportation network and anticipation of growth.

The Land Use Plan (Schedule 1) within the Secondary Plan designates the majority of 3370 Greenbank Road as Mid Rise Residential. As detailed in Section 3 of this plan, this land use is intended for the Town Centre's ground-oriented, multiple-unit dwellings. Furthermore, it is intended to provide a transition from the low-density Half Moon Bay Community to the south and the higher density uses at the core of the Town Centre. The Mid Rise Residential permits the following uses: apartment; street, block and stacked townhouses; public and institutional use; schools, place of worship; and community facilities. The permitted building heights are a minimum of two storeys and a maximum of four storeys. A net density target of 100 units per hectare is required for this area (Section 3.5).

The Mid Rise Mixed-Use designation is shown on the Land Use Plan flanking the core of the Town Centre. Building heights within this policy area are required to be a minimum of four storeys and a maximum of six storeys. Land uses are limited to apartments, live-work units, retail, office and service commercial uses, public and institutional uses, schools, places of worship and community facilities. A net density target of 200 units per hectare is required for this area (Section 3.3).

The Secondary Plan designates the southern portion of this property as a District Park. This designation will establish a large part of the Half Moon Bay Park, a natural park

that is focused on passive recreation areas, but with some opportunities for active recreation uses.

The proposed R3Z[xxxx] and R4Z-c[xxxx] zones, detailed in Document 3, are consistent with the above-noted objectives as they allow for medium density uses, including townhouse dwellings and low-rise apartment buildings at the heights described above.

For the proposed R5R-c[xxxx] zone, the increased heights for two blocks from a maximum of four metres to a maximum of six metres is not a significant deviation from this plan. Furthermore, given the grade changes between these two blocks and the future Greenbank Bridge, the buildings would read as a four-storey building from the street level approaching the bridge. Appropriate transitions between the apartments and the proposed townhomes within the site would be examined at the Site Plan Control stage.

The applicant proposes to keep the density of 100 units per hectare for this area, rather than carrying over the 200 units per hectare target associated with the Mid Rise Mixed-Use Designation. The development is meeting its density obligations while providing a better distribution of the density. Moving the higher density uses towards the arterial road will support future rapid transit services for this area. Specifically, the planned Bus Rapid Transit platform is proposed for the northeast corner of the site.

The proposed O1Q and O1 zones are consistent with the District Park and Neighbourhood Park land-use designations, respectively.

### **Community Design Plan**

The Secondary Plan directs all development to have regard to the urban design guidelines in Section 5.2 of the Community Design Plan. The preliminary draft Plan of Subdivision is consistent with these guidelines. Details of architectural design will be further reviewed through the future Site Plan Control process for Area E, shown in Document 1.

### **RURAL IMPLICATIONS**

The recommendations found within this report are not expected to have any rural implications.

### **CONSULTATION**

Notification and public consultation was undertaken in accordance with the Public Notification and Consultation Policy approved by Council for Development Applications.



Four individuals commented on the proposal as a result of the notification process. Issues and objections expressed generally related to the development of greenspace and the densities found in the Secondary Plan. Please refer to Document 4 for details of consultation, including comments received and staff's response.

### **COMMENTS BY THE WARD COUNCILLOR**

Councillor Harder provided the following comments:

"I want to thank the community who commented on this application and staff who worked with the applicant to make changes that are a better "fit"."

### **LEGAL IMPLICATIONS**

There are no legal impediments to implementing the recommendations contained within this report.

### **RISK MANAGEMENT IMPLICATIONS**

There are no risk management implications associated with this report.

### **ASSET MANAGEMENT IMPLICATIONS**

There are no asset management implications associated with the recommendations of this report.

### **FINANCIAL IMPLICATIONS**

There are no direct financial implications.

### **ACCESSIBILITY IMPACTS**

The Official Plan amendment and Zoning By-law amendment proposal relates to new buildings that would have been and will be constructed in accordance with the Ontario Building Code; there are no accessibility impacts.

### **TERM OF COUNCIL PRIORITIES**

This project addresses the following Term of Council Priorities:

- EP2 – Support growth of local economy
- TM2 – Provide and promote infrastructure to support safe mobility choices
- HC1 – Advance equity and inclusion for the city's diverse population

## **APPLICATION PROCESS TIMELINE STATUS**

The application was not processed by the "On Time Decision Date" established for the processing of Official Plan amendments and Zoning By-law amendments due to issues needing to be resolved.

## **SUPPORTING DOCUMENTATION**

Document 1 Location Map

Document 2 Proposed Official Plan Amendment

Document 3 Proposed Zoning By-law Amendment

Document 4 Consultation Details

## **DISPOSITION**

Legislative Services, Office of the City Clerk and Solicitor to notify the owner; applicant; Ottawa Scene Canada Signs, 1565 Chatelain Avenue, Ottawa, ON K1Z 8B5; Krista O'Brien, Tax Billing, Accounting and Policy Unit, Revenue Service, Corporate Services (Mail Code: 26-76) of City Council's decision.

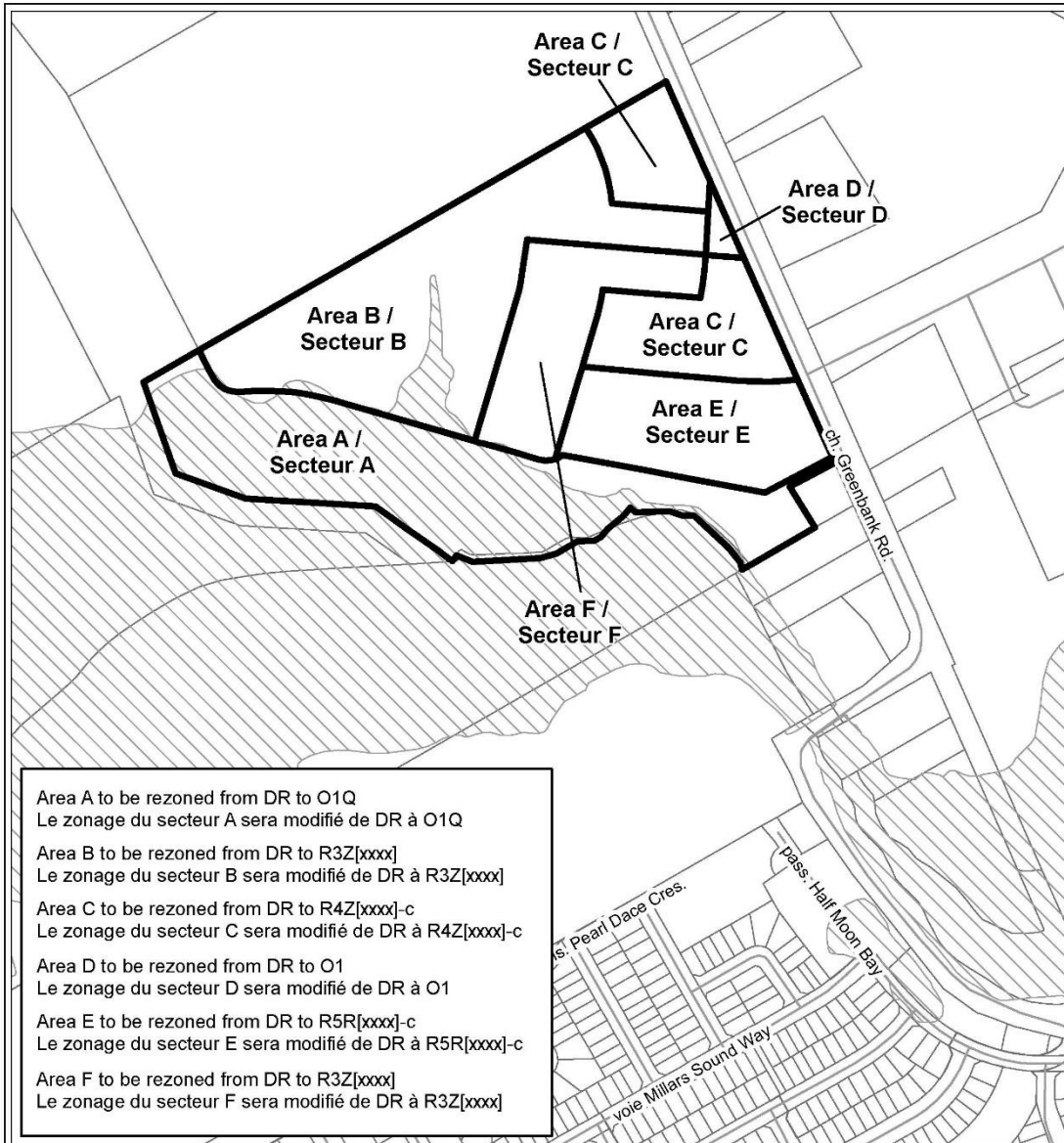
Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services, Office of the City Clerk and Solicitor to forward the implementing by-law to City Council.

Planning Operations Branch, Planning Services to undertake the statutory notification.

**Document 1 – Location Map**

For an interactive Zoning map of Ottawa visit [geoOttawa](http://geoOttawa)



Area A to be rezoned from DR to O1Q  
 Le zonage du secteur A sera modifié de DR à O1Q

Area B to be rezoned from DR to R3Z[xxxx]  
 Le zonage du secteur B sera modifié de DR à R3Z[xxxx]

Area C to be rezoned from DR to R4Z[xxxx]-c  
 Le zonage du secteur C sera modifié de DR à R4Z[xxxx]-c

Area D to be rezoned from DR to O1  
 Le zonage du secteur D sera modifié de DR à O1

Area E to be rezoned from DR to R5R[xxxx]-c  
 Le zonage du secteur E sera modifié de DR à R5R[xxxx]-c

Area F to be rezoned from DR to R3Z[xxxx]  
 Le zonage du secteur F sera modifié de DR à R3Z[xxxx]

		LOCATION MAP / PLAN DE LOCALISATION OFFICIAL PLAN AMENDMENT / MODIFICATION DU PLAN OFFICIEL ZONING KEY PLAN / SCHÉMA DE ZONAGE	
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<small>©Parcel data is owned by Teranet Enterprises Inc. and its suppliers                  All rights reserved. May not be produced without permission                  THIS IS NOT A PLAN OF SURVEY</small>		<div style="display: flex; align-items: center;"> <div style="border: 1px dashed gray; width: 20px; height: 10px; margin-right: 5px;"></div> <div>                     Existing Flood Plain (Section 58) /                      Plaine inondable (Article 58)                 </div> </div>	
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REVISION / RÉVISION - 2018 / 09 / 12			

**Document 2 – Proposed Official Plan Amendment**

**Official Plan Amendment XX to the**

**Official Plan for the**

**City of Ottawa**

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**THE STATEMENT OF COMPONENTS**

**PART A – THE PREAMBLE** introduces the actual amendment but does not constitute part of Amendment No. XXX to the Official Plan for the City of Ottawa.

**PART B – THE AMENDMENT** constitutes Amendment No. XXX to the Official Plan for the City of Ottawa.

## **PART A – THE PREAMBLE**

### **1. Purpose**

The purpose of the proposed Official Plan amendment is to modify the transportation specifications for the site, the land use designation, and the density that is typical of the proposed new use. The Amendment will help facilitate the development of a residential subdivision consisting of townhomes and apartments.

### **2. Location**

The subject properties is located in the Community of Barrhaven, on the west side of Greenbank Road, immediately north of the Jock River.

### **3. Basis**

Approval of the requested amendments is recommended as the site is located within the South Nepean Town Centre and the proposed development meets the strategic direction for compact and transit-supportive development as contained within the Provincial Policy Statement and Official Plan. The proposed land uses and built form are consistent with the Official Plan policies for Mixed Use Centres and Town Centres as well as urban design and compatibility. The requested amendment to the Secondary Plan Policy will contribute to the overall goals and objectives of the Secondary Plan. The Concept Plan demonstrates a commitment to respond to various guidelines as contained within the Community Design Plan.

## **PART B – THE AMENDMENT**

### 1. Introduction

All of this part of this document entitled Part B – The Amendment consisting of the following text constitutes Amendment No. XX to the Official Plan for the City of Ottawa.

### 2. Details of the amendment

The Secondary Plan for the South Nepean Town Centre (Area 7) is hereby amended by modifying all relevant schedules and removing the portion of “Half Moon Bay Drive” which crosses under Greenbank Road. This plan is further amended by modifying Schedule 4 to reflect the elimination, a portion of “Half Moon Bay Drive” and the on-road cycling route adjacent to the proposed multi-use pathway within the district park. Finally, Schedule 1 is modified to allow Mid Rise Mixed-Use use on two blocks abutting the future Greenbank Bridge.

Policy 5.3 (1) is amended to allow a single sidewalk within the local streets of the subject sites.

Policy 3.3 (3) is amended to allow blocks abutting the Greenbank Bridge to develop at a net density of 100 units per hectare.

And adding the following new sentence to Policy 1 of Section 5.3 Transportation – Pedestrians and Cyclist Network:

“For lands municipally addressed as 3370 Greenbank Road a single sidewalk is permitted on local streets”.

And adding the following new sentence to Policy 3 of Section 3.3 Policy Area – Mid Rise Mixed-Use:

“For Mid Rise Mixed-Use lands abutting the Greenbank Bridge minimum net density is 100 units per hectare”.

### 3. Implementation and Interpretation

Implementation and interpretation of this Amendment shall be in accordance with the policies of the Official Plan for the City of Ottawa.

### Document 3 – Proposed Zoning By-law Amendment

Proposed changes to the Comprehensive Zoning By-law

1. Area A shown on Document 1 to be rezoned from DR to O1Q
2. Area B shown on Document 1 to be rezoned from DR to R3Z[xxxx]
3. Area C shown on Document 1 to be rezoned from DR to R4Z[xxxx] - c
4. Area D shown on Document 1 to be rezoned from DR to O1
5. Area E shown on Document 1 to be rezoned from DR to R5R[xxxx] – c
6. Area F shown on Document 1 to be rezoned from DR to R3Z[xxxx]
7. For Area B, add a new exception, R3Z[xxxx] to Section 239, Urban Exceptions, introducing provisions similar in effect to the following:
  - a. In Column IV, Land Uses Prohibited, text:
    - i. Detached dwelling, duplex dwelling, linked-detached dwelling, semi-detached dwelling, three unit dwelling.
  - b. In Column V, Provisions, text:
    - i. Minimum building height: 2 storeys and 7m
    - ii. Maximum building height: 4 storeys and 14m
    - iii. Minimum front yard setback: 4.25m
    - iv. Maximum front yard setback: 5m
8. For Area F, add a new exception, R3Z[xxxx] to Section 239, Urban Exceptions, introducing provisions similar in effect to the following:
  - a. In Column IV, Land Uses Prohibited, text:
    - i. Detached dwelling, duplex dwelling, linked-detached dwelling, semi-detached dwelling, three unit dwelling.
  - b. In Column V, Provisions, text:
    - i. Minimum building height: 2 storeys and 7m



- ii. Maximum building height: 4 storeys and 14m
  - iii. Maximum front yard setback: 5m
9. Add a new exception, R4Z-c[xxxx] to Section 239, Urban Exceptions, introducing provisions similar in effect to the following:
- a. In Column IV, Land Uses Prohibited, text:
    - i. Detached dwelling, duplex dwelling, linked-detached dwelling, semi-detached dwelling, three unit dwelling.
  - b. In Column V, Provisions, text:
    - i. Minimum building height: 2 storeys and 7m
    - ii. Maximum building height: 4 storeys and 14m
    - iii. Maximum front yard setback: 5m
10. Add a new exception, R5R[xxxx] - c to Section 239, Urban Exceptions, introducing provisions similar in effect to the following:
- a. In Column IV, Land Uses Prohibited, text:
    - i. Linked-detached dwelling, duplex dwelling, semi-detached dwelling, three unit dwelling.
  - b. In Column V, Provisions, text:
    - i. Minimum building height: 4 storeys and 14m
    - ii. Maximum building height: 6 storeys and 20m
    - iii. Maximum front yard setback: 5m

## **Document 4 – Consultation Details**

### Notification and Consultation Process

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Official Plan and Zoning By-law amendments.

### Public Comments and Responses:

#### Comment:

Disagree with a mix of uses being proposed for this area. There is already too much traffic on Greenbank Road.

#### Response:

The Secondary Plan envisions a Town Centre that is noticeably different from the surrounding areas. The uses and densities proposed are consistent with this plan. Future improvements to Greenbank Road and the transit system will alleviate traffic pressures.

#### Comment:

Concerned with high density and the rise in crime as a result.

#### Response:

There is no correlation between density and a rise in crime. Furthermore, the developer proposes to develop the area with the same level of density.

#### Comment:

A high-rise building will compromise the views and take away from the ambiance of Half Moon Bay.

#### Response:

Through public consultation, the applicant has decided to reduce the height of the proposed apartment blocks from ten to six storeys. This height is much more appropriate given that there is sufficient separation between these lands developed Half Moon Bay Community to the south.

Comment:

Barrhaven is a family-oriented neighbourhood, this development would attract the wrong demographic.

Response:

All people should have access to a safe, family-oriented neighbourhood.

Comment:

This neighbourhood should stay as single homes, 2 and 3 storey townhomes.

Response:

Most of the lands in question are planned to develop as townhomes, and have a maximum of four storeys. The two blocks proposed to have six storeys will be adjacent to the future Greenback Bridge and will appear smaller from the street level due to the difference in grade.

Comment:

Proposed condo buildings do not fit the character of the Barrhaven community.

Response:

The Barrhaven Town Centre is planned to be distinctly different from the surrounding neighborhood. Apartment buildings are being developed in many parts of Barrhaven.