

130 Huntmar Drive

Planning Rationale + Design Brief + Integrated Environmental Review Statement
 Official Plan Amendment + Zoning By-law Amendment + Plan of Subdivision
 February 20, 2020



Prepared for Lioness Developments Inc.

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

February 2020

© Fotenn

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

1.0	Introduction	1
1.1	Planning Applications	1
1.2	List of Plans and Studies	1
1.3	Background	2
2.0	Site Context and Surrounding Area	3
2.1	Subject Lands	3
2.2	Surrounding Area	3
2.3	Road Network	4
2.4	Transit Network	5
2.5	Cycling and Pedestrian Infrastructure	6
2.6	Municipal Servicing	7
3.0	Proposed Development	8
3.1	Project Information	8
4.0	Integrated Environmental Review	10
4.1	Introduction	10
4.2	Policy Context	10
4.3	Summary of Technical Studies	12
4.4	Engineering Studies	12
4.5	Planning Studies	14
4.6	Environmental Studies	14
4.7	Potential Concerns, Mitigation Measures and Implementation	15
4.8	Design with Nature Principles and Design	17
4.9	Energy Efficiency and Sustainable Design	18
4.10	Conclusion	18
5.0	Policy and Regulatory Framework	19
5.1	Provincial Policy Statement (PPS)	19
5.2	City of Ottawa Official Plan (as amended)	20
5.3	Kanata West Concept Plan	23
5.4	Urban Design Guidelines for Greenfield Neighbourhoods	25
5.5	Building Better and Smarter Suburbs	25
5.6	Comprehensive Zoning By-law 2008-250	26
5.7	Plan of Subdivision Criteria	27
6.0	Conclusion	28
7.0	IERS Concurrence of Study Team	29

1.0 Introduction

Fotenn Planning + Design has been retained by Lioness Developments Inc. (“Lioness”) to prepare a Planning Rationale, Design Brief and Integrated Environmental Report in support of applications for Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision for the lands known municipally as 130 Huntmar Drive (“subject lands”) in the City of Ottawa.

Lioness is proposing the development of a mixed-use (commercial, institutional and residential) subdivision on the subject lands. The Draft Plan of Subdivision is comprised of 38 blocks and nine (9) public streets, which are envisioned to accommodate a mix of single-detached, townhouse and low-rise apartment dwellings, as well as a local park, school, and commercial plaza.

1.1 Planning Applications

In order to establish the desired development, the following applications are required:

- / **Official Plan Amendment:** To permit the development of single-detached dwellings within the Mixed-Use Centre land use designation.
- / **Zoning By-law Amendment:** To re-zone the subject lands from “Development Reserve – DR” to residential (R3 and R4), commercial (GM), institutional (I) and open space (O1) zones to permit the development of the proposed subdivision.
- / **Plan of Subdivision:** To create the roadway blocks, park, development blocks for residential uses, commercial block and the new school block.

1.2 List of Plans and Studies

The purpose of this Planning Rationale is to evaluate the proposed development with respect to the applicable policy and regulatory framework and determine if the development is appropriate for the site and compatible with the existing and planned function of the broader area. In support of the Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment applications, the following material has been submitted to the City of Ottawa:

- / Phase 1 Environmental Impact Statement, prepared by Golder & Associates
- / Geotechnical Investigation, prepared by Golder & Associates
- / Environmental Impact Statement + Tree Conservation Report, prepared by Dillon Consulting
- / Noise Impact Study, prepared by Atriel Engineering
- / Stage 1 & 2 Archaeological Assessment, prepared by Adams Heritage
- / Full Civil Engineering Package, prepared by Atriel Engineering, including:
 - o Assessment of Adequacy of Public Services
 - o Grading Plan
 - o Erosion and Sediment Control Plan
 - o Storm Drainage Area Plan
 - o Sanitary Drainage Area Plan
 - o Water Servicing Plan
- / Transportation Impact Assessment, prepared by Dillon Consulting
- / Roadway Modification Functional Design, prepared by AOV
- / Draft Plan of Subdivision, prepared by Annis O’Sullivan Vollebakk Ltd.
- / Concept Plan, prepared by Fotenn Planning + Design
- / Survey Plan, prepared by Annis O’Sullivan Vollebakk Ltd.

- / Sample Building Elevation Drawings, prepared by Lioness
- / Planning Rationale + Design Brief + Integrated Environmental Review, prepared by Fotenn Planning + Design

1.3 Background

Fotenn and the project team have attended two (2) pre-application consultation meetings with City Staff (March 2015 and July 2019) to discuss the proposed development.

One of the primary issues identified in the time between the first and second meetings was the re-alignment of the transitway, which is planned to run along the eastern property line of the subject lands. The original alignment bisected the subject site at an angle running north-west to south-east, which significantly limited the development potential of the subject lands. Through subsequent consultations, the alignment was redirected to run along the eastern property line to Maple Grove Station, at the south-east corner of the site along Maple Grove Road.

Site Context and Surrounding Area



Figure 1: Aerial image of the subject lands. The subject lands are located at the northeast corner of Huntmar Drive and Maple Grove Road.

2.1 Subject Lands

The subject lands are located at the northeast corner of Huntmar Drive and Maple Grove Road in the Kanata West area of the City of Ottawa. The subject lands have a regular, rectangular shape with the exception of a square-shaped property (180 Huntmar Drive – Kanata Academy Private School) which is not included in the proposed development. The subject lands are legally identified as Part of Lot 1, Concession 1 in the Geographic Township of March and Part 1 on Plan 4R-27576.

The subject lands have a total lot area of approximately 26.5 hectares, with 521 metres of frontage on Huntmar Road and 450 metres of frontage on Maple Grove Road. The site topography is relatively flat, with a gentle slope down to the east towards the Carp River. The site is currently undeveloped and consists of agricultural lands.

2.2 Surrounding Area

The surrounding community can be characterized as a community in transition, being largely former agricultural lands being developed into the Kanata West urban community. The following provides a brief overview of the uses located adjacent to the subject site:

North: To the immediate north of the subject lands is a lot containing a single detached dwelling and large accessory buildings. The site is zoned “Development Reserve – DR”, same as the subject lands, and is a candidate for

future development within the Kanata West Mixed-Use Centre. Further north along Palladium Drive is the Canadian Tire centre and several surface parking lots.

East: Immediately east of the subject lands is a future rapid transit corridor and Maple Grove Station, which is to be located adjacent to the subject lands at Maple Grove Road. To the east of the proposed station is a Public Works and Services Facility (Maple Grove Depot) and Pond 4 (stormwater), and further east along Maple Grove Road is the Bell Sensplex.

South: To the south of the proposed development is an existing low-rise residential community, developed circa 2007. This community contains a mix of single-detached, semi-detached and townhouse dwellings as well as local parks. Further south, at the intersection of Huntmar Drive and Hazeldean Road are several commercial plazas that include a grocery store, restaurants, pharmacy and retail stores, among other uses.

West: Across Huntmar Drive to the west are lands known as 173 Huntmar Drive, which have an existing Plan of Subdivision application (#D07-16-14-0016). The lands are to be developed with a mixed-use subdivision containing residential and commercial uses. These lands are also located within the Kanata West Concept Plan area.

2.3 Road Network

The subject lands are located at the northeast corner of the intersection of Huntmar Drive and Maple Grove Road. Both of these roads are identified as Arterial roads on Schedule E – Urban Road Network in the City of Ottawa Official Plan. Further, a proposed arterial (Robert Grant, alignment defined) bisects the site from southwest to northeast from Huntmar Drive, turning south at the eastern property line before crossing Maple Grove Road and continuing south. Arterial roads are generally intended to carry large volumes of traffic over the longest distances, and as such, block lengths and intersections are spaced and designed to accommodate all transportation modes. They function as major public and infrastructure corridors in the urban communities and villages they traverse.



Figure 2: Schedule E - Urban Road Network, City of Ottawa Official Plan.

2.4 Transit Network

The subject lands are located adjacent to a planned rapid transit corridor for Bus-Rapid Transit (BRT) with grade separated-crossings. The current rapid transit network plan shows the BRT moving north towards the Canadian Tire Centre, then east along Highway 417 to connect to Bayshore Station, which is the western terminus of the Stage 2 Confederation Line LRT.

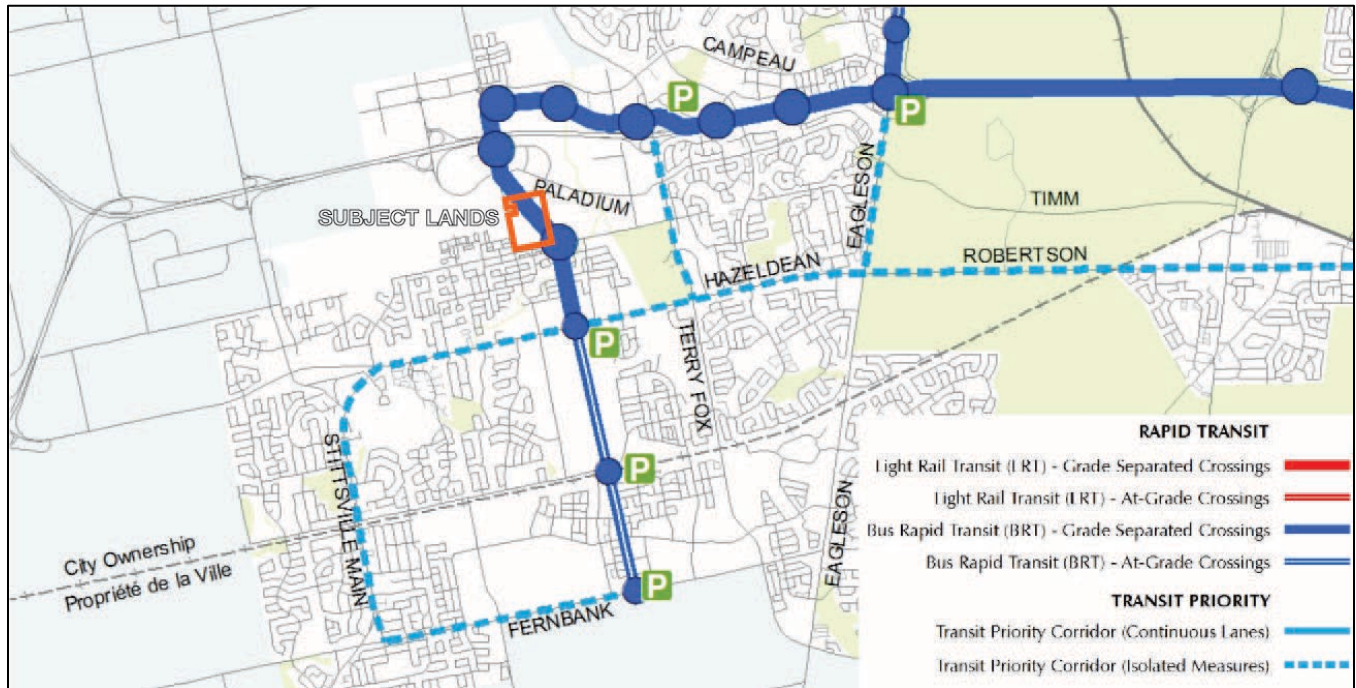


Figure 3: Schedule D - Rapid Transit and Transit Priority Network, City of Ottawa Official Plan.

Schedule D – Rapid Transit and Transit Priority Network shows the proposed BRT corridor traversing the subject site, but the alignment has since been redefined to pass along the eastern property line of the proposed subdivision, leading to Maple Grove station at the intersection of Maple Grove Road. It is anticipated that the BRT corridor will follow the new north-south arterial road (Robert Grant) southwards towards Fernbank Road.

2.5 Cycling and Pedestrian Infrastructure

A multi-use pathway (MUP) is planned alongside the BRT corridor to the east, providing alternative transportation options to the future residents of the planned subdivision and the larger community. Further, Huntmar Drive is identified as a spine route, providing access to the larger cycling network in the Kanata West area including the cross-town bikeway along Terry Fox Drive via Hazeldean Road.



Figure 4: Schedule C - Primary Urban Cycling Network

2.6 Municipal Servicing

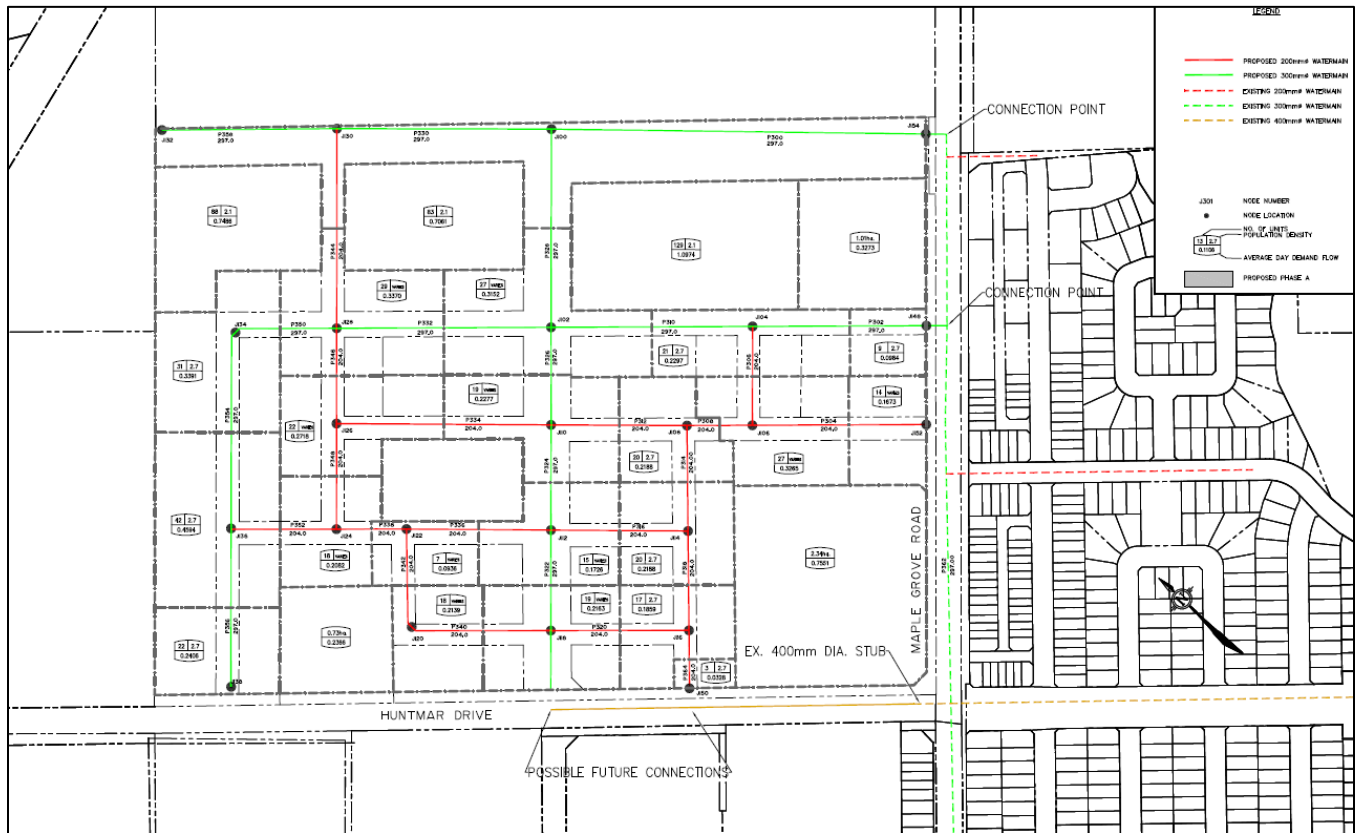


Figure 5: Drawing C2 - Watermain Layout, Atriel Engineering (February 2020)

As per the submitted Assessment of Adequacy of Public Services prepared by Atriel Engineering in February 2020, the subject lands can be serviced by extending the existing sanitary sewers and watermain adjacent to the proposed development along Maple Grove Road. With regards to stormwater, the storm sewer will be designed in conformance with the City of Ottawa standards and outlet to the Pond 4 SWM facility, located just to the east of the proposed development.

PB

3.0 Proposed Development

3.1 Project Information

As demonstrated on the Draft Plan of Subdivision, prepared by AOV Ltd. and the Concept Plan, prepared by Fotenn, a mix of uses are proposed on the subject lands. The subdivision is organized along major roadways (two arterial roads) and contains a network of internal roads, one of which is the proposed north-south arterial road (Robert Grant) from Palladium Drive to Hazeldean Road. The new arterial includes a municipal roundabout at the eastern edge of the site, where the arterial turns southwards.

Residential Uses

A full range of residential uses are proposed on the subject lands, including:

- / 87 single-detached dwellings;
- / 244 townhouse dwellings; and,
- / Approximately 300 units in low-rise multi-unit buildings (back-to-back stacked townhouses and apartment dwellings).

The Concept Plan shows a potential site layout including unit types and counts per block. The three larger blocks to the north east, identified as Blocks 1, 4 & 5 on the Draft Plan of Subdivision, are proposed to contain multi-unit dwellings, likely in the form of low-rise apartments. The exact building typology is to be determined, and will be subject to Site Plan approval. The higher density blocks are located closest to the future BRT corridor and station along the eastern property line of the subject lands. The single-detached dwellings are generally located interior to the subdivision on local roads, buffered by the townhouse dwellings adjacent to the multi-unit blocks, and have lot depths ranging from 30 to 32 metres. The townhouse blocks have lot depths ranging from 30 metres to 47.4 metres. A full range of lot widths and sizes is included to promote a variety of unit types.

Overall, the net residential density of the proposed development is approximately 46 units per net hectare.

Commercial Block

The plan of subdivision proposes a 1.015 hectare (2.51 acre) commercial block on the subject lands, identified as Block 6 on the Plan of Subdivision, and located at the corner of Maple Grove Road and the new north-south arterial road. The block is intended to serve the needs of local residents and the broader residential areas to the south of Maple Grove Road. The commercial block is anticipated to accommodate a range of small-scale retail, restaurants and service commercial tenants with surface parking.

Park

A local park is proposed along the north side of the proposed north-south arterial road, having a total area of 0.71 hectares (1.73 acres) and identified as Block 23 on the Draft Plan of Subdivision. As per previous agreements in the Kanata West Concept Plan area, up to 50% of the required parkland is located within the subdivision lands while the remaining 50% (or more) is intended as a cash-in-lieu payment to finance the purchase of the 28 acre district park located on the west side of Huntmar Drive north of Maple Grove Road. Additional private open space may be provided as part of the multi-unit blocks.

School

A school site is proposed at the southwest corner of the subject lands, at the intersection of Maple Grove Road and Huntmar Drive. The block has a total area of 2.409 hectares (5.95 acres) and is identified as Block 34 on the Draft Plan of Subdivision.

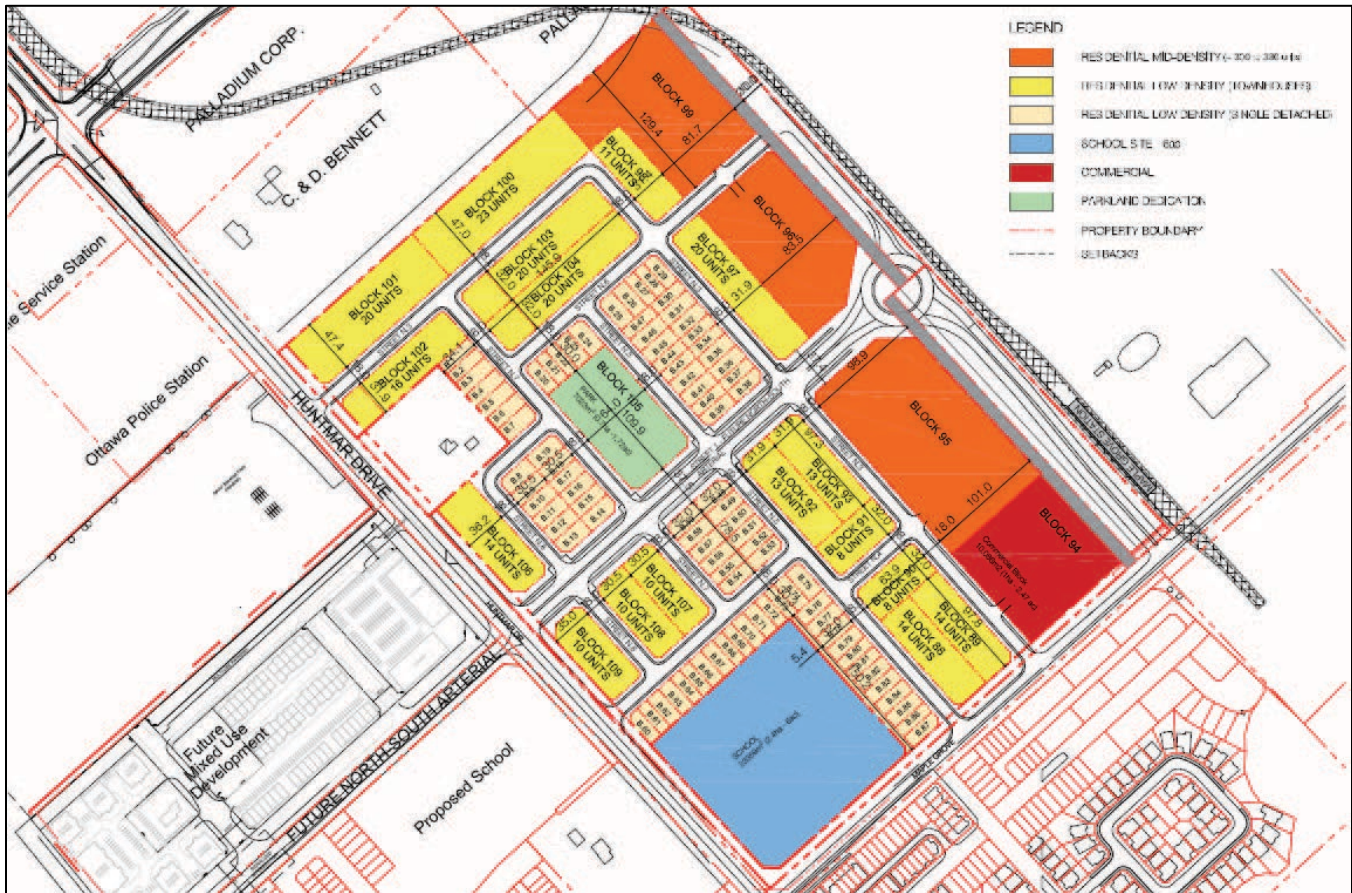


Figure 6: Concept Plan showing the land use and unit type per block within the proposed Plan of Subdivision.

Block / Street	Net Area (ha)	Proposed Use	Number of Units
Block 1-87	2.87	Single-detached dwellings	87
Block 88-93, 97-98, 100-109	6.17	Townhouse dwellings	244
Block 95, 96, 99	4.03	Apartment dwellings	Approximately 300
Block 94	1.0	Commercial	-
Block 105	0.7	Park	-
N/A	2.4	School	-

4.0 Integrated Environmental Review

4.1 Introduction

The policies for an Integrated Environmental Review Statement (IERS) are outlined in Section 4.7.1- *Integrated Environmental Review to Assess Development Applications* of the City of Ottawa Official Plan. These policies include:

Policy 4.7.1 (1)

“Subdivision, and site plan and rezoning applications requiring an Environmental Impact Statement, Tree Conservation Report or landform feature assessment, will be accompanied by an integrated environmental review statement demonstrating how all the studies in support of the application influence the design of the development with respect to effects on the environment and compliance with the appropriate policies of section 4. The appropriate policies and studies will be identified through pre-consultation at the beginning of the design and review process.”

Policy 4.7.1 (2)

- / A brief overview of the results of individual technical studies and other relevant environmental background material;
- / A graphic illustration, such as an air photo, summarizing the spatial features and functions (e.g. natural vegetation, watercourses, significant slopes or landform features, recharge/infiltration areas) as identified in the individual studies;
- / A summary of the potential environmental concerns raised, the scope of environmental interactions between studies, and the total package of mitigation measures, including any required development conditions and monitoring, as recommended in individual studies;
- / A statement with respect to how the recommendations of the support studies and the design with nature approach have influenced the design of the development;
- / An indication that the statement has been reviewed and concurred with by the individual sub consultants involved in the design team and technical studies; and,
- / A description of how the principles of Design Objective 7 (Section 2.5.1) to maximize the energy-efficiency of development and to promote sustainable design that reduces consumption, energy use and carbon footprint of the built environment have been considered. A sustainable design checklist will be prepared to assist in this description.”

4.2 Policy Context

According to Schedule L3 – Natural Heritage System Overlay (West), the property is not occupied by any identified Natural Heritage System features. According to Schedule K – Environmental Constraints, the subject lands are not impacted by any known environmental constraints.

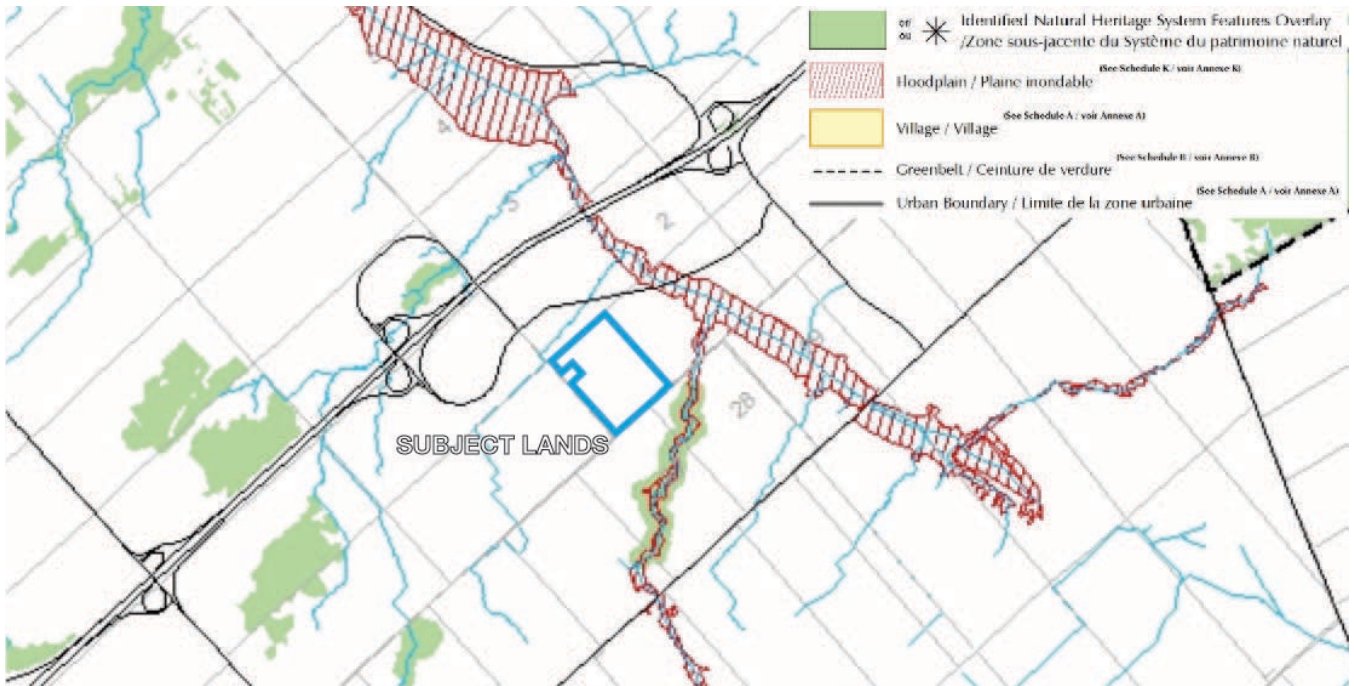


Figure 7: Schedule L3 - Natural Heritage System Overlay (West)

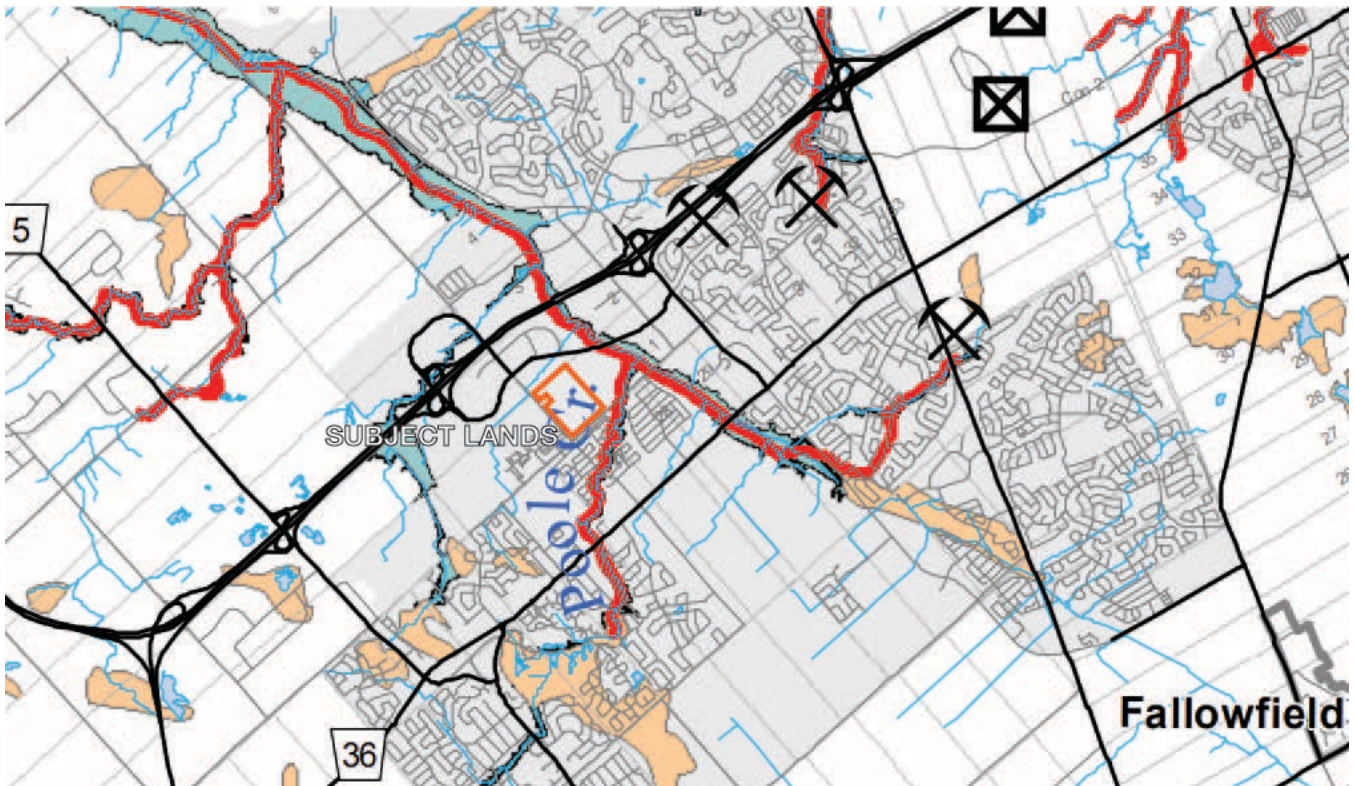


Figure 8: Schedule K - Environmental Constraints

4.3 Summary of Technical Studies

This section provides an overview of the technical studies that were completed in support of the applications for the development of the subject lands. These studies fall into three groups: engineering studies, planning studies, and environmental studies.

A summary describing the existing environmental conditions and identified potential environmental effects related to the proposed development is presented for each study, as required in Section 4.7 of the Official Plan. Each summary uses the exact language and wording in the technical study, where possible.

4.4 Engineering Studies

4.4.1 Assessment of Adequacy of Public Services

The Assessment of Adequacy of Public Services was completed by Atriel Engineering in February 2020. The report's findings include:

Water

The site is proposed to connect onto the Maple Grove Road watermain at two (2) different locations. There are three (3) possible connections in the future to Huntmar Drive, however, there are currently no watermains. The possible connections could serve as a link between the subject development and the future development west of Huntmar Drive. The analysis does not include any connections to Huntmar Drive as watermain installation remains unclear, but any future improvements will only improve the overall system. The preliminary analysis shows that all requirements under maximum day demand are satisfied.

Sanitary

The site is located in close proximity to the Kanata West Pumping Station (KWPS), which is located on Maple Grove Road. The Kanata West Master Servicing Study (KWMSS), dated June 2006, includes the 130 Huntmar Drive site to be serviced by the KWPS. The future 675mm diameter trunk sewer in the KWPS was intended to service the land west of Huntmar Drive (future development at 195 Huntmar Drive). The proposed sanitary system within 130 Huntmar has been designed to accommodate runoff from 195 Huntmar Drive, the Mion land and other surrounding lands. It was determined that a 600mm diameter trunk sewer along Street No. 1 and a 675mm diameter trunk sewer along Street No. 3 would be adequate to service the land.

Storm Sewer and Stormwater Management

The 130 Huntmar Drive storm water servicing was designed in relation to the KWMSS and the Pond 4 study to be directed to Pond 4, located north of the site. With the development of 130 Huntmar Drive and 195 Huntmar Drive, Pond 4 need to be expanded to control both the quantity and quality. Once the pond is expanded and the new inlet is constructed in the new forebay, the portion of the site to be directed to the new trunk and the areas to the west, including 195 Huntmar Drive, can be developed. The main storm drainage design constraints can be summarized as follows:

a) Minor System

- 1) Inflow rates into the minor system vary and are detailed in JFSA's memorandum report.
- 2) Inflow rate into the existing south trunk minor system (Maple Grove Road) should be limited to 907 l/s as per the KWMSS.
- 3) All inlets will be equipped with inlet control devices. The term "inlet" means "a single catch basin" or "a group of interconnected catchbasins" connected by a single lead into the minor system.
- 4) The hydraulic grade line shall be computed and the maximum permitted hydraulic grade line elevation is to be 0.30m below the underside of footing.

b) Major System

- 1) Grading design is to be based on split lot drainage.
- 2) On site detention storage may be provided in the following areas:
 - i. Road low points (Sawtooth design)
 - ii. Parking Areas on private sites

c) Street and Rear Yard Emergency Overflow

- 1) On street routing to emergency storage area must be provided and illustrated on the grade control plan. This routing must incorporate a maximum 0.35m flow depth on street under either static or dynamic conditions. An overall positive slope of 0.10% will be required across consecutive high points for routing purposes.
- 2) A maximum ponding depth of 0.30m will be allowed in the rear yards.
- 3) A ponding area plan that includes an identification number, the area, the depth, the volume and an elevation will be required.

d) Water Quality

- 1) An Enhanced Level of Protection (80 % removal of Total Suspended Solids) needs to be achieved in the stormwater management wet pond. The Best Management Practices should also be implemented within the subdivision design and during construction.

Conclusion

This report has demonstrated that the proposed 130 Huntmar Drive site can be serviced by extending the existing sanitary sewers and watermain adjacent to the proposed development. The storm sewer system will be designed in conformance with the City of Ottawa standards and outlet to the Pond 4 SWM Facility. The Pond 4 SWM Facility can be expanded to service the site and satisfy the required water quality and water quantity criteria. Based on the information provided in this report, the 130 Huntmar Drive site can be serviced to meet the City of Ottawa requirements.

4.4.2 Noise Control Feasibility Study

A Phase 1 Noise Control Feasibility study was completed by Atrel Engineering in February 2020. The report concludes that the projected noise level for the daytime building face area, nighttime building face area and the outdoor living area are expected to be above the City of Ottawa guidelines limits at various locations. Mitigation measures such as the orientation of dwellings and acoustic barriers will be provided in order to reduce the noise levels. Generic warning clauses and sound attenuating building materials will be applied to buildings located in proximity of the major arterial roads and where noise levels exceed the prescribed limits. The environmental noise control study shall be updated at the detailed design stage in which the mitigation measures will be re-evaluated and designed accordingly.

4.4.3 Geotechnical Investigation

A Geotechnical Investigation was completed by Golder & Associates in January 2016. The report concludes that the soils at the site are sensitive to disturbance from ponded water, construction traffic and frost. All footing and subgrade areas should be inspected by experienced geotechnical personnel prior to filling or concreting to ensure that soil having adequate bearing capacity has been reached and that the bearing surfaces have been properly prepared. The placement and compaction of any engineering fill as well as sewer bedding and backfill should be inspected to ensure that the materials used conform to the specifications from both a grading and compaction point of view.

The report notes that, at the time of writing (2016), only preliminary details for the proposed subdivision were available. As of February 2020, an addendum to the original report has been requested from Golder, but is not yet available as of the writing of this IERS.

4.4.4 Transportation Impact Assessment

Dillon Consulting prepared a TIA in February 2020, which fulfills Steps 1 through 3 of the City of Ottawa's TIA Guidelines. At the time of writing of this report, Dillon is currently responding to comments from Step 3. A full Step 4 report is expected to be finalized by the end of February 2020.

4.5 Planning Studies

4.5.1 Planning Rationale

Fotenn prepared a Planning Rationale in February 2020 in support of the Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision applications. The rationale provides an analysis of the applicable policy and regulatory framework. The Rationale also provides a description of the proposed development.

The Official Plan Amendment application seeks to permit the development of single-detached dwellings within the Mixed-Use Centre land use designation, whereas the current policies of the Mixed-Use Centre designation do not permit these types of dwellings and favour multi-unit forms in order to provide higher density residential uses in proximity to transit.

The Zoning By-law Amendment application seeks to re-zone the subject lands from “Development Reserve – DR” to residential, commercial, institutional and open space zones to allow the development of the proposed subdivision.

The Plan of Subdivision application seeks to permit the development of a new subdivision containing 38 blocks and 9 public streets. Proposed uses include single-detached dwellings, townhouses, and low-rise apartments, as well as a local park, school and commercial plaza.

Overall, the proposed development conforms to the general intent of the Mixed-Use Centre designation and advances the City’s strategic initiatives.

4.6 Environmental Studies

4.6.1 Phase I Environmental Site Assessment

A Phase I Environmental Site Assessment was completed by Golder & Associates in February 2015. Based on the information obtained and reviewed as part of the Phase I ESA, no APECs were identified in association with the Site. Accordingly, a Phase II ESA was not required to support the submission of a Record of Site Condition for the Site. There is evidence that the neighbouring properties in the Study Area were, or are, used for industrial use, but is not anticipated that these activities will have an impact on the soil or groundwater at the Site.

It is understood that Golder has been retained to provide an addendum to the 2015 report, but due to seasonal constraints at the time of writing of this report (February 2020), this addendum is forthcoming.

4.6.2 Environmental Impact Statement and Tree Conservation Report

A combined EIS and TCR were completed by Dillon Consulting in February 2016, and an addendum was issued in February 2020. Given that there are no natural features or wildlife present within the study area, few substantive impacts are likely to occur as a result of the proposed development of this property. Impacts include the removal of mature trees (including 3 distinctive trees) and loss of habitat for birds and other nature wildlife utilizing distinctive trees as habitat. Mitigation measures presented in the report include following the Protocol for Wildlife Protection during Construction (City of Ottawa, 2015) for mitigation during construction, and providing Owner Awareness Packages for new residents after occupation.

The 2020 addendum concluded that the conclusions and mitigation measures outlined in the 2016 report remain valid, and impacts to the natural environment are not anticipated as a result of the proposed development, provided mitigation measures recommended in the EIS are implemented. One noted change in the report is that two (2) of the three (3) distinctive trees identified in the 2016 report are now classified as hazard trees due to trunk failure, rot and tertiary die-back.



Figure 9: Tree Inventory, EIS and TCR dated February 2020.

4.7 Potential Concerns, Mitigation Measures and Implementation

4.7.1 Potential Concerns

Impacts to Surface Water and Fish Habitat

The EIS notes that there are no surface water features and no ditches or other channelized water features on the subject lands. Therefore, no negative impacts can be expected to surface water features and/or fish habitat.

Impacts to Site Trees

The 2020 EIS notes that two (2) of the three (3) distinctive trees identified in the 2016 report are now classified as hazard trees, due to their poor condition. The remaining distinctive tree is located on the northeast property line, abutting the future rapid transit corridor. Though not stated in the EIS, it is unlikely that this tree will be retained as the development of the subject lands and the rapid transit corridor will necessitate its removal.

Impacts to Species at Risk

The 2020 EIS confirms that a review of the current Species at Risk (SAR) database shows no updates to species listings that may affect the proposed development.

	Assessment of Adequacy of Public Services	Geotechnical Study	Stationary Noise Assessment	Planning Rationale	Tree Conservation Report	Environmental Impact Statement	Phase I Environmental Site Assessment	Transportation Impact Assessment
Noise & Vibration		X	X	X			X	
Groundwater		X		X		X	X	
Surface Water				X		X	X	
Terrestrial Ecology				X	X	X	X	
Geotechnical	X	X		X	X	X	X	
Services	X			X			X	X

Figure 10: Table showing the interaction of the technical studies completed for the proposed development.

4.7.2 Mitigation Measures and Implementation of Commitments

The mitigation measures proposed in the EIS are listed below:

Mitigation During Construction

- / Minimize impacts to breeding birds by clearing naturalized vegetation outside of the breeding bird season (April 1 – August 31). Should any clearing be required during the breeding bird season, nest searches conducted by a qualified person must be completed 48 hours prior to clearing activities. If nests are found, work within 10 m of the tree should cease until the nest has fledged. If no nests are present, clearing may occur. This is in accordance with the federal *Migratory Birds Convention Act*;
- / Pre-stress the area on a regular basis leading up to construction to encourage wildlife to leave the area before construction starts. Other recommendations for pre-stressing are outlined in the *Protocol for Wildlife Protection during Construction* (City of Ottawa , 2015)
- / Orange snow fencing should be installed around the perimeter of the work area to clearly demarcate the development area and prevent wildlife from entering the construction zone. Fencing should be monitored regularly to ensure they are functioning properly and if issues are identified should be dealt with promptly;
- / Wildlife located within the construction area will be re-located to an area outside of the development into an area of appropriate habitat, as necessary;
- / Construction crews working on site should be educated on local wildlife and take appropriate measures for avoiding wildlife; and

- / Should an animal be injured or found injured during construction they should be transported to an appropriate wildlife rehabilitation center for care with a small donation of money to help pay for the care (a local facility is the Rideau Valley Wildlife Sanctuary).

Mitigation after Construction

- / Provide Owner Awareness Package to all new residents living adjacent to the Mosquito Creek valley lands. This information could include;
 - Impacts of cat predation on bird populations and the importance of keeping household cats indoors;
 - Legal restrictions of uncontrolled pets;
 - The risks of feeding wildlife; and
 - Mitigation options for reducing the potential bird strikes with windows (i.e., falcon silhouette stickers for windows).

4.8 Design with Nature Principles and Design

As outlined in Section 4.7.1(2) of the Official Plan, the IERS is required to include a statement with respect to how the design with nature approach has influenced the design of the development and how it supports the following environmental objectives:

- / Increasing forest cover across the city;
- / Maintaining and improving water quality;
- / Maintaining base flows and reducing peak flows in surface water;
- / Protecting and improving the habitat of fish and wildlife in stream corridors;
- / Protecting springs, recharge areas, headwater wetlands and other Hydrogeological areas;
- / Managing resources by using low-maintenance, natural solutions.

Section 8- Glossary of the City of Ottawa Official Plan defines design with nature as:

“An approach that utilizes natural methods during site design to work with the terrestrial, aquatic, and biological characteristics of the site and the relationship between them. These measures may serve to reduce the reliance on technological solutions, which may be expensive, energy- or management-intensive, and less environmentally sensitive. This may include:

- / Retention of natural vegetation on slopes to reduce erosion;
- / Conservation of as many existing trees as feasible;
- / Use of appropriate natural infiltration techniques on site to reduce the need for stormwater management ponds;
- / Orientation of streets to maximise opportunities for passive solar heating and reflection of natural contours;
- / Protection of natural stream corridors and incorporation of natural features into open spaces.”

The subject lands do not contain any significant slopes with natural vegetation, as they are insignificant agricultural lands. As per the EIS, only one (1) distinctive tree remains and due to its location adjacent to the proposed rapid transit corridor, it is unlikely that the tree will be preserved. The proposed development includes a park and other greenspaces to aid to reduce the impact of stormwater management measures, but as the development proposes new streets and other hard surfaces, stormwater management is required. The detailed design drawings will look for opportunities to maximize passive solar heating, when possible.

4.9 Energy Efficiency and Sustainable Design

Section 2.5.1 of the Official Plan sets out design objectives and principles for new development within the City of Ottawa. The design objectives are qualitative statements of how the City wants to influence the built environment as the city matures and evolves. They are broadly stated and are applied throughout all land use designations. The Design Principles are more specific, further describing how the City hopes to achieve each of the objectives.

As per Section 4.7.1 of the Official Plan, an IERS is required to consider Objective 7 in Section 2.5.1 and the associated principles. Objective 7 and its associated principles are:

“To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.”

The principals associated with Objective 7 (above) were deleted from the Official Plan through the settlement of Official Plan Amendment (OPA) 150. The deleted text noted that design should:

- / Orient development to maximize opportunities for passive solar gain, natural ventilation, and use energy efficient development forms and building measures.
- / Consider use of renewable energy and alternative energy systems.
- / Maximize opportunities for sustainable transportation modes (walking, cycling, transit facilities and connections).
- / Reduce hard surfaces and maximize landscaping and site permeability on site.
- / Consider use of innovative green spaces such as green roofs, and measures that will reduce the urban heat island effect.
- / Maximize re-use and recycling of resources and materials.
- / Utilize green building technologies and rating systems such as Leadership in Energy and Environmental Design (LEED).
- / Utilize advanced water conservation and efficiency measures.

The proposed subdivision has implemented efficient and sustainable design principles as follows:

- / The proposed development is located adjacent to a future rapid transit corridor, ensuring residents will have access to public transit and reducing the need for individual vehicular trips.
- / A local park and other greenspace opportunities (school yard, residential yards, amenity spaces, etc.) reduce the number of hard surface across the site.
- / Contemporary energy saving opportunities will be explored in the construction materials selected for development of the site.

4.10 Conclusion

4.10.1 Concurrence of Study Team

Towards the end of the Official Plan Amendment and Zoning By-law Amendment application process for the subject lands, this Draft IERS will be reviewed and concurred with by the individual sub-consultants involved in the preparation of technical studies and by the owner of the lands. (Appendix A).

4.10.2 Conclusion

It is our professional opinion that this IERS follows the policies set out in the Official Plan.

5.0 Policy and Regulatory Framework

5.1 Provincial Policy Statement (PPS)

The Provincial Policy Statement (2014) provides direction on matters of provincial interest related to land use planning and development. The Planning Act required that decisions affecting planning matters “shall be consistent with” such policy statements issued under the Act.

Building Strong Healthy Communities

The relevant policies in Section 1.1 – Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns of the PPS include:

- / Healthy, liveable and safe communities are sustained by (Policy 1.1.1):
 - Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term. (Policy 1.1.1.a)
 - Accommodating an appropriate range and mix of residential (including second units, 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. (Policy 1.1.1.b)
- / Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted. (Policy 1.1.3.1)
- / New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities. (Policy 1.1.3.6)

Housing

The relevant policies in Section 1.4 – Housing of the PPS include:

- / Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by (Policy 1.4.3):
 - Establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households... (Policy 1.4.3.a);
 - Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs. (Policy 1.4.3.c)
 - Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed. (Policy 1.4.3.d)

The proposed Plan of Subdivision and amendments to the Official Plan and Zoning By-law are consistent with the PPS. The proposed subdivision supports one of the fundamental objectives of the Provincial Policy Statement, which is to promote cost-effective development patterns that stimulate economic growth. The PPS heavily emphasizes densities and a mix of land uses which efficiently use land and resources and 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.

The development of the subject lands is planned, as services including Pond 4 have been developed to serve the development of the broader community. Further, the subject lands are designated Mixed Use Centre in the Official Plan and are located adjacent to a future rapid transit station, focusing growth around transit. The proposed development will further contribute to the mix of residential densities and other uses in the surrounding area, as well as commercial, institutional and parkland uses. This ensures an appropriate mix of residential units, community services, employment opportunities and open space.

5.2 City of Ottawa Official Plan (as amended)

5.2.1 Land Use Designation and Density

The subject lands are located within the Mixed Use Centre land use designation on Schedule B – Urban Policy Area of the City of Ottawa Official Plan. Mixed Use Centres occupy strategic locations on the rapid transit network and act as central nodes of activity within their surrounding communities and the city as a whole. These areas have the potential to achieve high densities and compact and mixed-use development oriented to rapid transit.

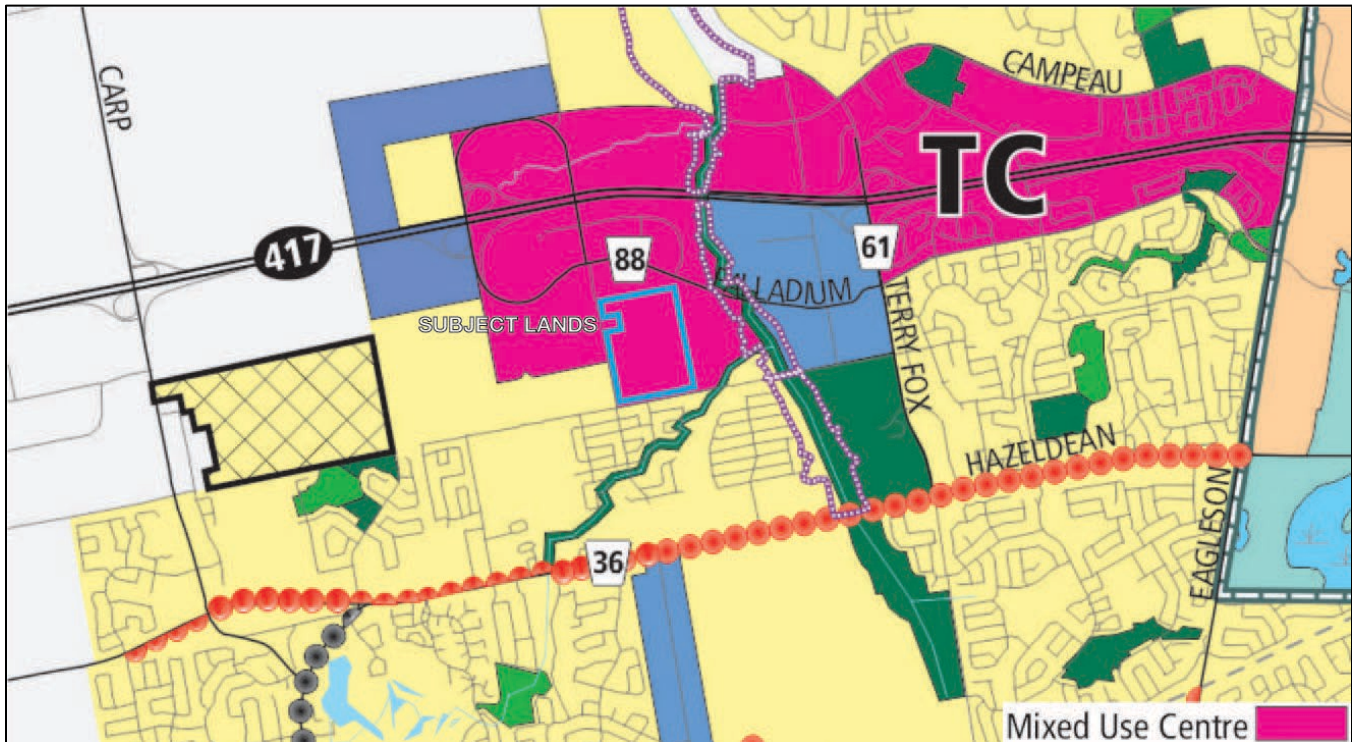


Figure 11: Schedule B - Urban Policy Area

Section 2.2.2 (Managing Intensification within the Urban Area) of the Official Plan identifies Mixed Use Centres as one of the target areas for intensification. Transit-supportive uses are encouraged within the designation, such as offices, schools, hotels, hospitals, retail uses, services, high- and medium-density residential uses and mixed-use development containing the above, among others. With respect to employment targets, each Mixed Use Centre is intended to accommodate at least 5,000 jobs. The Official Plan is committed to promoting compact development in Mixed Use Centres and as such, considers them priority locations for increased height and density.

While Figure 2.3 of Section 2.2.2 set out minimum density targets for Mixed Use Centres across the city, policy 8 of Section 2.2.2 states that the City has established minimum residential intensification targets to reside outside the Plan (in the Residential Land Strategy), for lands designated on Schedule B as Mixed Use but not addressed in Figure 2.3. As the Kanata West area is designated Mixed Use Centre but is not listed in Figure 2.3, this policy applies. The Residential Land Strategy (2009-2031) notes a target density for post-2031 of 120 people and jobs per gross hectare for the Kanata West Mixed Use Centre. It is also noted in the Residential Land Strategy that Kanata West is not considered a candidate for intensification but has the above noted targets.

With regards to employment targets, Policy 1 of Section 3.6.2 states that Mixed Use Centres have employment targets of at least 5,000 jobs. While the proposed subdivision consist primarily of residential uses, the commercial block and school are anticipated to generate employment that helps the greater community achieve the noted target. The commercial block is anticipated to accommodate a range of services, retail stores, restaurants and other employment-generating uses, while schools and other institutional uses are acknowledged as employment generators but with location-specific requirements due to land use compatibility factors.

The proposed subdivision includes single-detached dwellings, a low-density residential use, which is not permitted in Mixed Use Centres in the Official Plan. However, as per the Concept Plan prepared by Fotenn, the proposed subdivision has a total residential density of approximately 46 units per net hectare, which is generally in keeping with the intensification goals of the City of Ottawa for development in Mixed Use Centres.

5.2.2 Compatibility

Sections 2.5.1 and 4.11 of the Official Plan address Urban Design and Compatibility. Section 2.5.1 defines “compatible development” as development that, although it is not necessarily the same as or similar to existing buildings in the vicinity, can enhance an established community through good design and innovation and coexists with existing development without causing undue adverse impacts on surrounding properties.

Section 2.5.1 of the Official Plan contains design objectives that are intended to be applied to new development. The design objectives of Section 2.5.1 are met by the proposed plan of subdivision in the following ways:

Enhancing the sense of community by creating and maintaining places with their own distinct identity

The proposed development responds to the suburban context of the neighbourhood and focuses on creating a new community with its own distinct identity. The new development proposes a residential community adjacent to a future rapid transit station at the intersection of two (2) arterial roads. The proposed mix of units, from single-detached to low-rise apartment units, contribute to the character of the community and allow for people from various socio-economic backgrounds to live within the community, while maintaining a transit and growth-supportive density. The subdivision will contribute to the sense of community and will provide opportunities for services, recreation, employment and education within the community.

Defining quality public and private spaces through development

The development clearly defines and connects public and private spaces through a network of streets, a mix of dwelling units, a commercial block, parkland, and a school. The school block has frontage on two (2) arterial roads and is easily accessed. The proposed park will provide additional outdoor space for new residents. The ground-oriented, street-fronting units contribute to a more pleasant pedestrian realm.

Creating places that are safe, accessible and are easy to get to, and move through.

Careful attention has been paid to providing a well-connected and accessible street network that is easy to move through for multiple modes of transportation. The park and school blocks have substantial street frontage and the new north-south arterial has been designed to provide vehicular access to and from, and within, the proposed subdivision and the larger community.

Ensuring that new development respects the character of existing areas.

This new development is located within the Kanata West area. It will be located within a growing community in the and will connect to existing and planned residential subdivisions to the south and west. The proposed subdivision complements and respects the character of the surrounding areas, balancing the context with the goals and objectives of the City for urban areas within the City. The proposed built form maintains a low-rise character that is respectful of the future and current adjacent developments, while promoting more dense forms of development to support the future rapid transit station.

Considers adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.

The range of development forms, including detached and townhouse units will allow residents to continue to live within the community as they move through their lifecycle. The proposed subdivision also recognizes the potential of adjacent properties to evolve over time by maintaining the potential for street connections, such as the future north-south arterial road.

The proposed development respects natural processes and features in development design.

The proposed development integrates well within the natural landscape, which is not affected by any identified natural features, such as watercourses or woodlands. The surrounding area is being developed with residential subdivisions that ensure appropriate and desirable community growth, while protecting the surrounding natural features.

Section 4.11 builds upon the general principles of compatibility outlined in Section 2.5.1 by providing the following evaluative criteria: traffic, vehicular access, parking requirements, outdoor amenity areas, loading areas, service areas, and outdoor storage, lighting, noise and air quality, sunlight, microclimate, and supporting neighbourhood services. The compatibility criteria have been evaluated in relation to the proposed development for the Plan of Subdivision application.

Criteria	Evaluation
Traffic	A Transportation Impact Assessment is currently proceeding through the required stages at the time of writing of this report. A full TIA report is expected by the end of February 2020. No issues are anticipated due to direct vehicular connections to Huntmar Drive and Maple Grove Road, both arterial roads, as well as the new north-south arterial road.
Vehicular Access	As the site is located at the intersection of Maple Grove Road and Huntmar Drive, all vehicular access to the subject lands is via an arterial road. Further, a new north-south arterial road is proposed to bisect the subject lands, providing further access to the local roads that form the majority of the road within the subdivision. The commercial lands and the school are located on arterial roads, while the park has frontage on the future north-south arterial road but has a greater frontage on the adjacent local roads.
Parking Requirements	Parking will be provided on each individual property, with some potential shared parking (i.e. visitor parking) communal for the apartment blocks. The commercial and school blocks are sized sufficiently to allow adequate on-site parking facilities.
Outdoor Amenity Areas	The residential units will be designed with enough private outdoor amenity space or communal outdoor amenity space for the apartment blocks. Furthermore, the development also benefits from a park.
Loading Areas, Service Area, and Outdoor Storage	Loading, service, and outdoor storage areas are not requirements for most of the proposed land uses. The development of the commercial parks and the school will require Site Plan Control approval, at which time these elements will be analyzed.
Lighting	Lighting for the development will be compliant with City of Ottawa standards.
Noise and Air Quality	Air quality impacts are not anticipated from the proposed land uses. The Noise Study completed by Atrel Engineering includes mitigation measures such as orientation of buildings and acoustic barriers, which will be considered at the detailed design stage, to mitigate for any negative noise impacts.

Sunlight	The low-profile building forms proposed will preserve access to sunlight for surrounding uses.
Microclimate	Microclimate impacts are not anticipated, particularly given the amount of open landscaped space and private amenity areas.
Supporting Neighbourhood Services	The development will further support the use of proposed parks and schools both within this development and adjacent development. The proposal will also support commercial uses in the surrounding area, such as the proposed commercial block.

The proposed subdivision is compatible with the surrounding community as it introduces new residential, commercial, institutional and open space lands within the Kanata West area. The proposed subdivision is not anticipated to generate any undue adverse impacts on the surrounding community and will positively contribute to the development of lands adjacent to a future rapid transit station.

5.3 Kanata West Concept Plan

The Kanata West Concept Plan (KWCP), identified in Annex 5 of the Official Plan, is a Policy Plan that was approved by City Council in 2002. The KWCP is not a Secondary Plan or a Community Design Plan and as such can be amended by a letter or planning application, such as the proposed OPA and ZBLA.

The KWCP requires that a Demonstration Report be submitted with all applications and that applications to rezone and subdivide be submitted concurrently. This Planning Rationale fulfills the requirement for a Demonstration Report.

5.3.1 Land Use

The subject lands are located within the Mixed Use – Community Core Zone in the Kanata West Concept Plan. The Mixed Use area is intended to become the heart of the new community and consists of three integrated land use concepts: the Community Core Zone, Major Facilities Zone and Institutional/Corporate Campus Zone. Overall, the area is expected to provide opportunities for a mix of activities – a place to live, work and play with a range of uses in an urban, transit-friendly core.

5.3.2 Density

Section 4.7 of the Kanata West Concept Plan requires Demonstration Reports include a description of the density (by gross hectare) for each use being planned. The table below outlines the proposed densities:

Land Use	Gross Area (ha)	Number of Units / Jobs	Gross Density
Residential	22.46	631 units	28.09 units per gross hectare
Employment (Commercial, School)	3.4 ha total School: 2.4 ha Commercial: 1 ha	40 jobs per school 50 jobs per hectare for commercial	26.47 jobs per gross hectare

The proposed subdivision is consistent with the vision for the lands outlined in the Kanata West Concept Plan. By providing a mix of residential uses and densities in proximity to a future transit station, as well as commercial and institutional uses, the proposed subdivision contributes to the identity of the Kanata West area as a place where people can live, work and play.

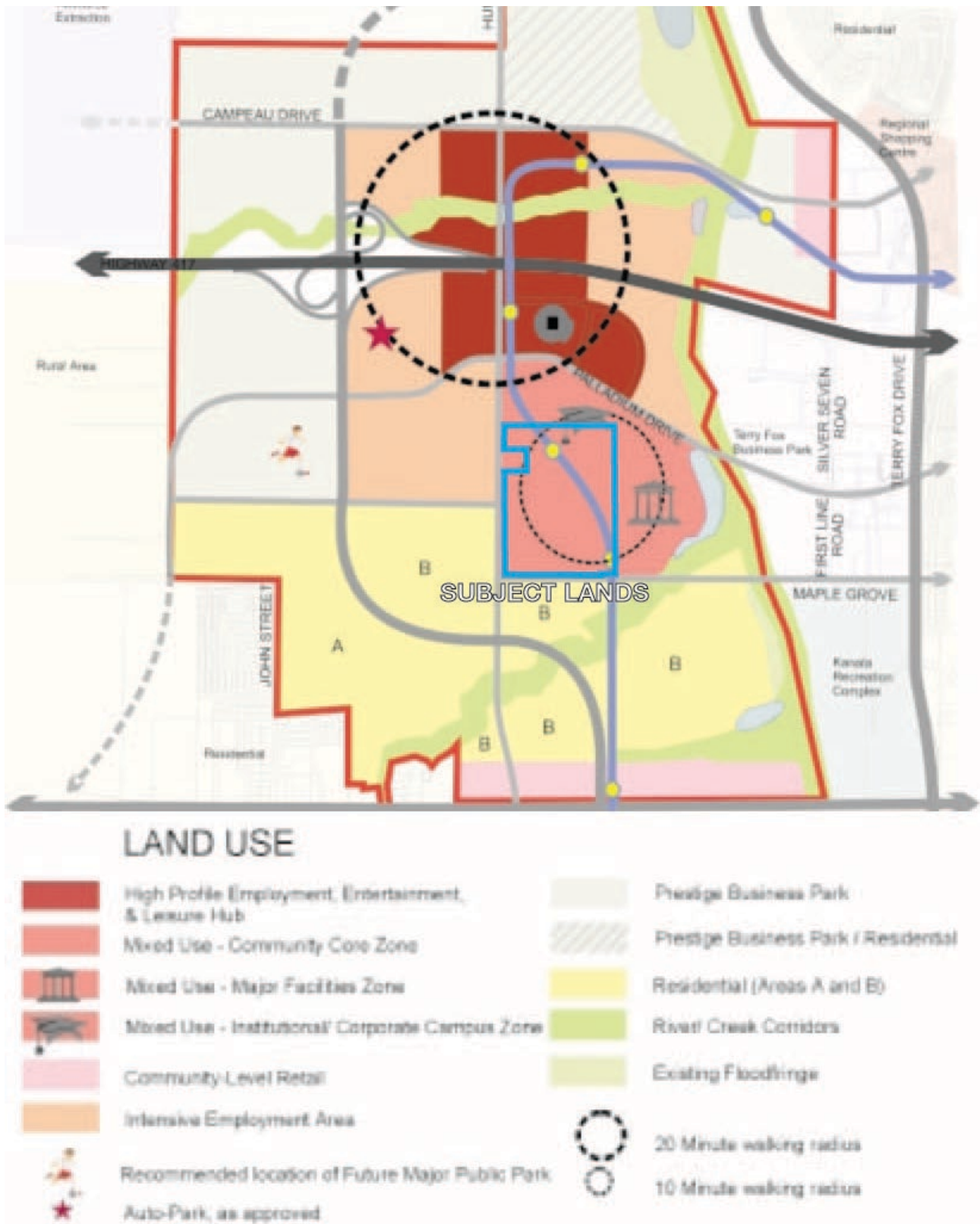


Figure 12: Kanata West Concept Plan

5.4 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 property is a Greenfield Neighbourhood as defined by the guidelines.

The proposal meets several of the guidelines, including:

- / Concentrates higher-density residential uses in strategic locations;
- / Selects the most suitable zoning setback and road right-of-way width for the land use context and the road function;
- / Incorporates sidewalks that connect to commercial areas, schools, and parks;
- / Connects new streets to existing streets in adjacent developments and plans for future connections to land that has yet to be developed;
- / Limits the length of many development blocks to be between 150 and 250 metres;
- / Locates the school site facing two roads;
- / Locates a park of sufficient size with substantial frontage on a local street;
- / Avoids rear yards backing onto an Arterial Road.

The proposed Plan of Subdivision and Official Plan and Zoning By-law Amendments advance several of the Urban Design Guidelines for Greenfield Neighbourhoods.

5.5 Building Better and Smarter Suburbs

Ottawa City Council approved the "Urban Design Guidelines for Greenfield Neighbourhoods" in September 2007. Similar to other design guidelines prepared by the City, they are not intended to act as a checklist for development and not every guideline is applicable. The applicable guidelines are listed and discussed below:

- / Concentrate higher density residential units around neighbourhood focal points that include transit stops, commercial areas, schools, community facilities, parks and MUPs.
- / Create a walkable neighbourhood with pathways, trails and sidewalks that are accessible year round and that connect destinations such as transit stops, commercial areas, schools, community facilities and parks.
- / Connect new streets to existing streets in adjacent developments and plan for future connections to land that has yet to be developed.
- / Select the most suitable zoning setback and road right-of-way width for the land use context and the road function. Provide sufficient space for the various elements in the front yard, the boulevard, and the road including: trees, sidewalks, utilities, cycling facilities, parking and travel lanes.
- / Design pathways, trails and walkways that are connected to the road right-of-way so that they link to a sidewalk and cross at an intersection.
- / Locate residential buildings close to the property line with their primary face addressing the street, while making room for trees and utilities. Provide visual interest along the streetscape with a variety in setbacks and projections.
- / Site and design residential buildings on corner lots so that both the front and the side of the building are oriented to the public street and are detailed with similar quality and style.

The proposed development meets the majority of the applicable design guidelines. The development locates generally denser housing types on lands located in proximity to a future BRT station. The planned streets will be connected to the existing and planned network via the north-south arterial. The subdivision is planned to include sidewalks and connections to multi-use pathways to create a walkable neighbourhood.

5.6 Comprehensive Zoning By-law 2008-250

The subject lands are currently zoned Development Reserve (DR) in the Comprehensive Zoning Bylaw (2008-250). The purpose of the DR zone is to recognize lands intended for future urban development. Permitted uses in this zone are limited to those which will not preclude future development options, such as agricultural uses.

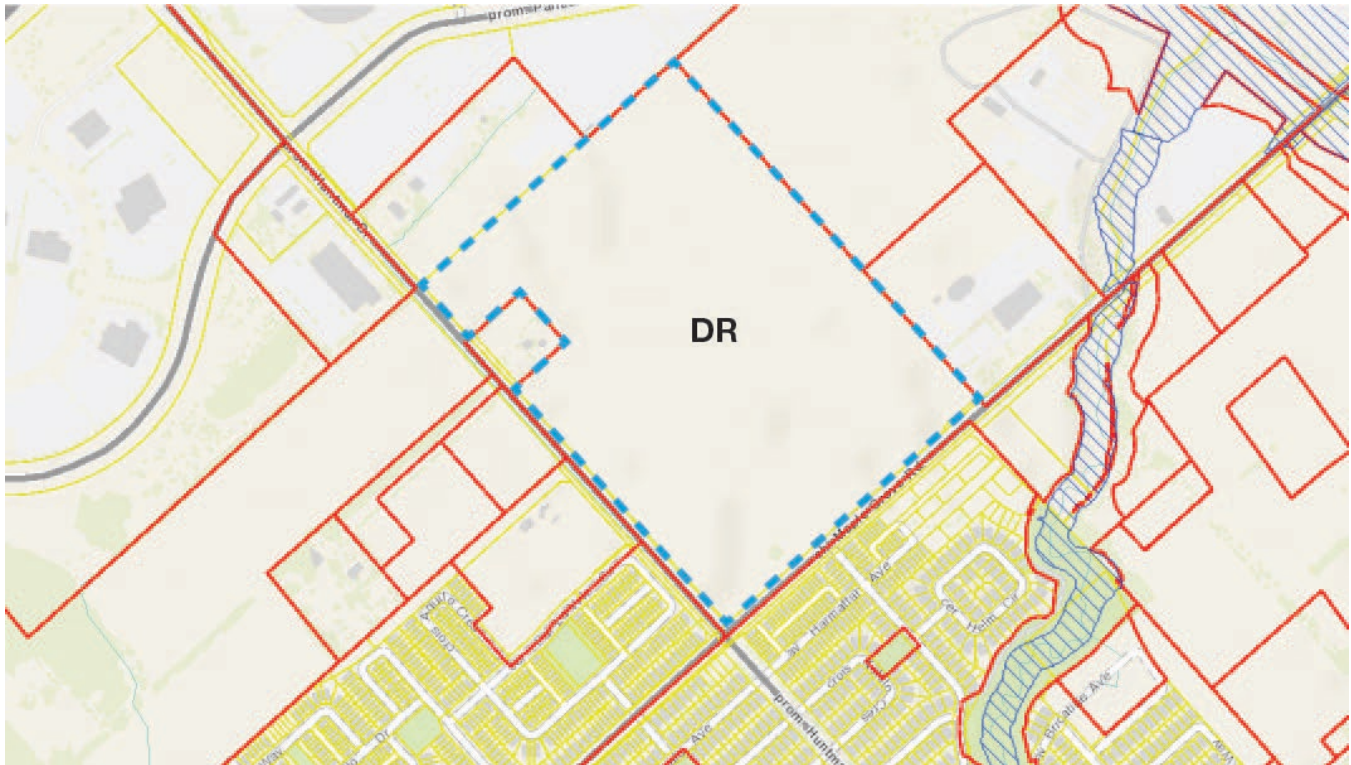


Figure 13: The subject lands are zoned Development Reserve - DR.

The proposed Zoning By-law Amendment seeks to rezone the subject lands to:

- / **Residential Third Density Zone – R3:** The majority of the residential lands are intended to accommodate single-detached dwellings and townhouses. The appropriate subzone will be determined through further consultations with City staff.
- / **Residential Fourth Density Zone – R4:** The remainder of the residential lands are intended to accommodate low-rise apartment buildings and other higher-density uses. The appropriate subzone will be determined through further consultations with City staff.
- / **Open Space Subzone 1 – O1:** To permit the development of the proposed park.
- / **Minor Institutional Zone – I1:** To permit the development of the proposed school site
- / **General Mixed-Use Zone – GM:** To permit the development of the commercial block.

The proposed uses all conform with the policies of the Mixed Use Centre designation under the Official Plan. The R3 and R4 zones permit a range of dwelling types that ensure housing options, from single-detached to apartment dwellings, are provided within the community at a mix that provides a transit-supportive density. The GM zone will ensure the commercial lands can develop with a range of commercial uses to serve the local and broader communities. The I1 zone will allow for the development of a school to serve local and regional needs. Finally, the O1 zone will permit the development of a local park within the subdivision. The proposed Concept Plan provides more detail about the conceptual build-out of the proposed subdivision, and demonstrates that the Zoning By-law Amendment will create a new community that meets the City of Ottawa’s goals for new greenfield development.

5.7 Plan of Subdivision Criteria

Section 51 of the Ontario Planning Act addresses the subdivision of land and contains criteria that planning authorities must have regard for when reviewing a Draft Plan of Subdivision. These criteria and their relationship to the proposed development are addressed throughout this Planning Rationale.

Section 51 Criteria	Proposed
a) The effect of development of the proposed subdivision on matters of provincial interest as referred to in Section 2;	Yes
b) Whether the proposed subdivision is premature or in the public interest	Yes
c) Whether the plan conforms to the Official Plan and adjacent Plans of Subdivision, if any;	Yes
d) The suitability of the land for the purposes for which it is to be subdivided;	Yes
e) The number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;	Yes
f) The dimensions and shapes of the proposed lots;	Yes
g) The restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;	Yes
h) Conservation of natural resources and flood control;	Yes
i) The adequacy of utilities and municipal services;	Yes
j) The adequacy of school sites;	Yes
k) The area of land, if any, within the proposed subdivision, that, exclusive of highways, is to be conveyed or dedicated for public purposes;	Yes
l) The extent to which the plan’s design optimizes the available supply, means of supplying, efficient use and conservation of energy; and,	Yes
m) The interrelationship between the design of the proposed Plan of Subdivision and site plan control matters relating to any development of the land, if the land is also located within a site plan control area designated under Section 41(2) of this Act.	Yes

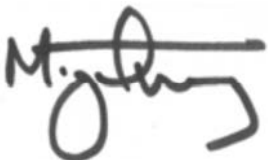
The proposed Plan of Subdivision meets the applicable criteria under Section 51 of the Planning Act.

6.0 Conclusion

In considering the Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment applications and the applicable policy and regulatory framework, it is our professional opinion that the proposed development represents good planning and is in the public interest for the following reasons:

- / The development is consistent with the Provincial Policy Statement in that it seeks to develop an area within the City of Ottawa's Urban Area in a manner that contributes to the range of housing types within the community. The site also utilizes existing public service facilities planned for the Kanata West Area.
- / The proposal conforms to the goals, objectives, and policies of the Official Plan. The lands are designated Mixed Use Centre, which permits a range of uses all supportive of higher residential and employment densities. The proposed development is compatible with the surrounding context and character of the adjacent areas.
- / The development is consistent with the goals and objectives of the Kanata West Concept Plan and the Design Guidelines for Greenfield Neighbourhoods. The proposed development helps to achieve the densities and objectives laid out in the above documents.
- / The proposed Zoning By-law Amendment is consistent with the policy designation and reflects the intended land uses. The R3 and R4 zones ensure a range of residential dwelling types and densities. The GM zone will permit the development of the commercial lands and the institutional zone for the school will ensure employment opportunities are present on the subject lands.
- / The proposed Plan of Subdivision is appropriate for the scale and context in which it is planned.

Based on the above discussion, it is our professional opinion that the proposed development is compatible with the existing and planned land uses in the surrounding area, conforms to the policies, goals, and objectives of the Official Plan, is consistent with the vision and guidelines of the Kanata West Concept Plan, and that the proposed Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision are appropriate for the future development of the site.



Miguel Tremblay, MCIP RPP
Partner
Fotenn Consultants Inc.



Jacob Bolduc, M.PI
Planner
Fotenn Consultants Inc.

Appendix A

IERS Concurrence of Study Team

Golder & Associates

I have reviewed the sections of this Integrated Environmental Review Statement associated Golder & Associates' Geotechnical Investigation (January 2016) and Phase I Environmental Site Assessment (February 2015) as it relates to the proposed development of 130 Huntmar Drive by Lioness Developments Inc. and concur with its related content and recommendations.

Geotechnical Investigation:

Signature: _____
Mike Cunningham, P.Eng
Golder & Associates.

Date: _____

Phase I ESA:

Signature: _____
Don Plenderleith, M.Sc, P.Eng, P.M.P.
Golder & Associates.

Date: _____

Atrél Engineering

I have reviewed the sections of this Integrated Environmental Review Statement associated with Atrél Engineering's Assessment of Adequacy of Public Services (February 2020) and Noise Control Feasibility Study (February 2020) as it relates to the proposed development of 130 Huntmar Drive by Lioness Developments Inc. and concur with its related content and recommendations.

Assessment of Adequacy of Public Services & Noise Control Feasibility Study:

Signature: _____
André Sauvé, P. Eng.
Atrél Engineering

Date: _____

Dillon Consulting

I have reviewed the sections of this Integrated Environmental Review Statement associated with Dillon Consulting's Transportation Impact Assessment (February 2020) and Environmental Impact Statement / Tree Conservation Report (addendum February 2020) as it relates to the proposed development of 130 Huntmar Drive by Lioness Developments Inc. and concur with its related content and recommendations.

Transportation Impact Assessment:

Signature: _____
Ian Borsuk, P. Eng.
Dillon Consulting

Date: _____

EIS / TCR:

Signature: _____
Whitney Moore
Dillon Consulting

Date: _____