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Maple Grove Subdivision 1981 Maple Grove Road, Ottawa

Planning Rationale & Integrated
Environmental Review Statement

Engineering excellence. Planning precision. Inspired landscapes.

**MAPLE GROVE SUBDIVISION
1981 MAPLE GROVE ROAD
OTTAWA, ON**

**Planning Rationale &
Integrated Environmental Review Study**

**In Support Of
A Draft Plan of Subdivision
And *Zoning By-Law* Amendment**

Prepared For:

Claridge Homes (Maple Grove) Inc.

Prepared By:

NOVATECH
Suite 200, 240 Michael Cowpland Drive
Ottawa, Ontario
K2M 1P6

May 02, 2018
Novatech File: 116164
Ref: R-2018-067

May 02, 2018

Ms. Louise Sweet-Lindsay
Planning, Infrastructure and Economic Development Department
City of Ottawa, Planning Services Branch
110 Laurier Ave. West, 4th Floor
Ottawa, Ontario, K1P 1J1

Attention: Ms. Sweet-Lindsay

**Reference: Maple Grove Subdivision – 1981 Maple Grove Road
Draft Plan of Subdivision and *Zoning By-law* Amendment
Planning Rationale and Integrated Environmental Review Statement
Our File No.: 116164
City File No.:**

Novatech has prepared this Planning Rationale & Integrated Environmental Review Statement on behalf of Claridge Homes (Maple Grove) Inc. in support of applications for Draft Plan of Subdivision and *Zoning By-law* Amendment application for lands municipally known as 1981 Maple Grove Road, Ottawa, Ontario.

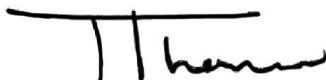
Claridge intends to develop a residential subdivision with 196 units: 57 detached, 101 town houses and 38 back-to-back townhouses. A 0.68ha park is also proposed at the northeast corner.

The Planning Rationale outlines the proposed development, summarizes the required technical studies, and demonstrates that the proposal is consistent with relevant provincial and municipal policy documents. This report addresses comments made received during the pre-consultation listed in the Minutes of the meeting dated November 09, 2016.

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

Sincerely,

NOVATECH



Teresa Thomas, MCIP RPP
Project Planner

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1.0 INTRODUCTION AND PROPOSAL DETAILS

Novatech has been retained by Claridge Homes (Maple Grove) Inc. to prepare a Planning Rationale in support of a Draft Plan of Subdivision and *Zoning By-law* Amendment (ZBLA) to allow for the development of the lands known as 1981 Maple Grove Road in Ward 6, Stittsville, Ottawa, herein called the 'Subject Site'.

The Rationale includes an Integrated Environmental Review Statement (IERS) as required under Section 4.7 of the *Official Plan*. The purpose of an IER is to demonstrate how supporting studies influence the design of the development with respect to effects on the environment and compliance with the appropriate policies of Section 4 of the *Official Plan*.

1.1 SITE LOCATION AND CONTEXT

The Subject Site is approximately 7.58ha in area and is located immediately north of Maple Grove Road at Stittsville Main Street and Alon Street as shown on **Figure 1**. The legal description is: Part of the south half of Lot 1, Concession 1 (Huntley) being Part 1 on Plan 4R-20914, Ottawa.

The site consists of semi-open and treed lands. The site is bound on the east by natural areas and rural residential, to the north and west by natural areas and undeveloped lands, and to the south by Maple Grove Road and residential areas.

The Subject Site is within the *Kanata West Concept Plan Area (KWCP)*. The *KWCP* directs growth in this area in terms of locations of land uses, transportation patterns and urban design.



Figure 1: Subject Site Location



Figure 2: Existing Surrounding Context

The following describes the land uses adjacent to the Subject Site shown in **Figure 2**:

North: This undeveloped treed land is owned by 2325483 Ontario Ltd. It is designated *Prestige Business Park* in the *Kanata West Concept Plan*. A minor arterial road known as Kanata West Main Street may be cost shared with the developer of the Subject Site. (The road will be built by the developers of 195 Huntmar Drive at another time.)

East: The largest parcel of land at 1919 Maple Grove Road is owned by Formasian Development Corp and is largely undeveloped and treed save for one detached dwelling. It is designated *Residential Area B* in the *Kanata West Concept Plan*. Four country estate detached dwellings occupy each of the four parcels in this area.

South: Maple Grove Road forms the southern boundary of the Subject Site. A portion of the Subject Site will be required by the City of Ottawa for road widening, as shown on the draft Subdivision Plan. Lands immediately south of Maple Grove Road are considered a part of Stittsville and are not included in the *Kanata West Concept Plan*.

West: 2460 Carp Road is owned by M&A Rentals Inc and are also known as the Mion lands. These lands are designated Developing Community (Expansion Area) in the *Official Plan* and Deferred Policy Area in the Carp Road corridor CDP.

1.2 PROPOSED SUBDIVISION DEVELOPMENT

The proposed development consists of 196 units: 57 detached, 101 town houses and 38 back-to-back townhouses; and a 0.68ha park is proposed at the northeast corner as seen in **Figure 3**. No building is proposed to be taller than 4 storeys. The density is approximately 40.6 units per net hectare. Rear lotting onto the park is being proposed for units on Street 7 only.

The Draft Plan of Subdivision is provided in Appendix A of this report.

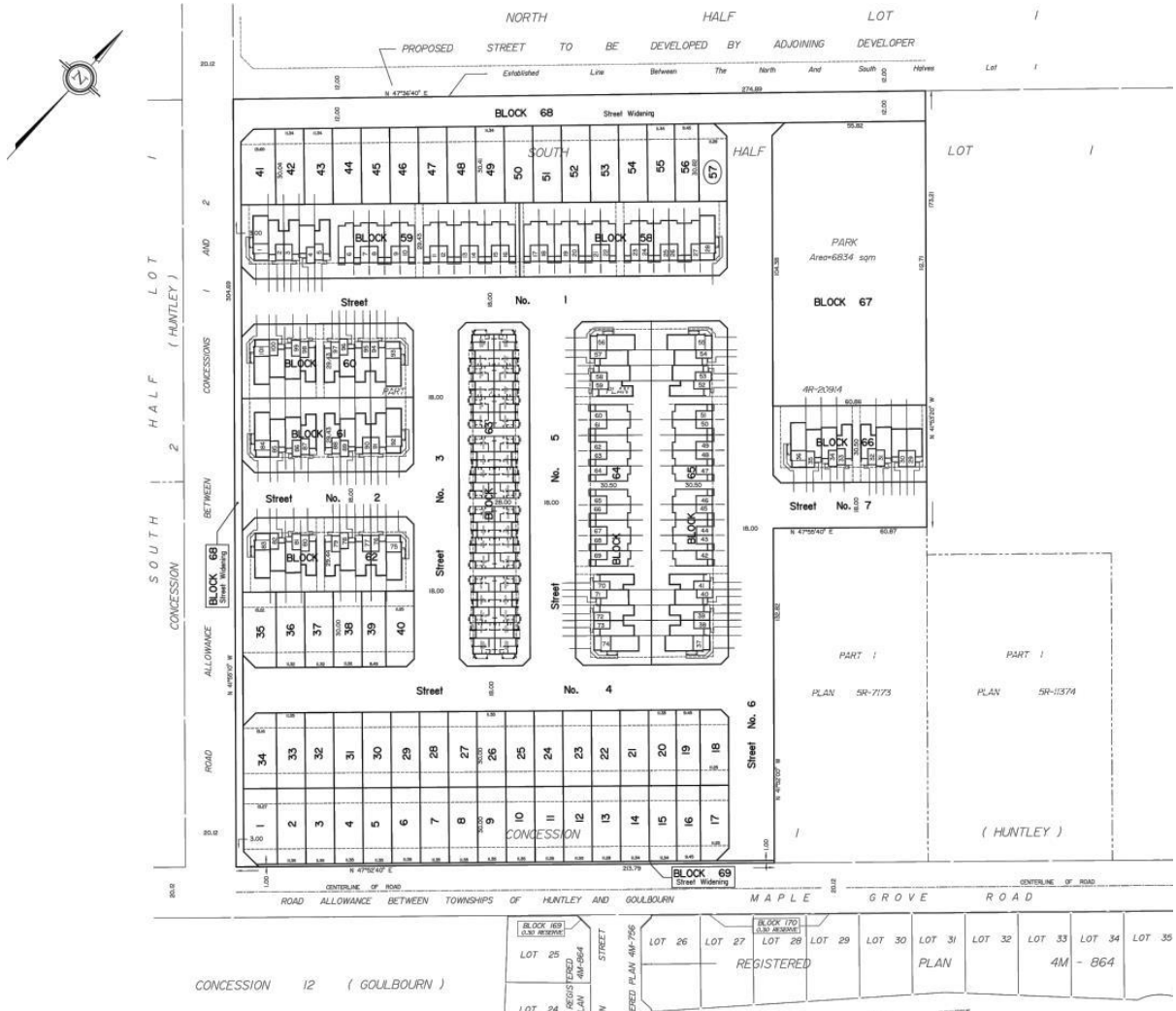


Figure 3: Draft Concept Plan 2018

Proposed Street Network

The western boundary of the site will be bound by Stittsville Main Street. This street is a collector road that will be extended the full length of the Subject Site. 3m of the Subject Site will be dedicated for the widening of this street.

The northern boundary of the Subject Site will be bound by Kanata West Main Street. 12 metres of the Subject Site are dedicated for the development of this street, which is assumed to be built by the developers of 195 Huntmar Drive at a time after the Transportation Impact Assessment (TIA) study horizon of 2021. The costs of building Kanata West Main Street are likely to be shared between Claridge and the developers of 195 Huntmar. As a worst-case scenario, traffic generated by the 1981 Maple Grove Road development relies on the existing transportation network and those roads proposed in this application.

Local streets will be built off Stittsville Main Street and Maple Grove Road to provide access to new houses and the park as seen in **Figure 3**.

Proposed Building Design

Some examples of the proposed two storey townhouse models, which make up most of the site, are provided in the figures below. The design is a contemporary style with large windows and stone trim. End units with front doors located around the corner on the end walls will enhance the streetscape and ensure animated frontages. Garage doors are set back from the front walls and driveways are shared to enable more on-street parking between driveways.

Single detached homes will draw from the materials showed in images of the townhouses.



Figure 4: Rendered Model of the Proposed Townhouses



Figure 5: Rendered Model of the Proposed Townhouses

Parkland

Block 67 marks the location of proposed park. It is located abutting a local and collector road as requested by City Staff. Parkland is calculated at 1ha for every 300units, which amounts to a requirement of 0.653ha, whereas a size of 0.683ha is proposed. The park will be built by the developer and transferred to the City of Ottawa.

It should be noted that the *KWCP* does not specify any design standards for this park. A Facility Fit Plan will be prepared prior to draft plan approval based on a 'Parkette' park type as required by the *Parks and Pathway Manual*. The following design criteria, as identified in the *Park and Pathway Manual*, must be considered for the design of the park:

Amenities: Range of active and passive recreation opportunities may include: shade structures, seating, play equipment, and an unstructured play area, as determined by the City;

Parking: No parking required;

Lighting: Walkway and security lighting shall be provided as appropriate;

Vegetation Criteria: Planting (trees, shrubs, grasses) shall comprise diverse species tolerant of urban conditions, with an emphasis on native species; and,

Canopy Target: 30%.

The Facility Fit Plan will provide the level of design needed to properly communicate the park's features to members of the community. It will also show how the proposed design will fit within the City's target budget for the park.

Streets, Transit, Cycling and Pedestrian Network

The street pattern features a modified grid street pattern. Collector roads maintain the street network plan set out in *Schedule E of the Official Plan* and the *Kanata West Concept Plan*. Blocks 68 and 69 on the draft plan of subdivision will be for road widening, transit and sidewalks as seen in **Figure 6**. These amenities will be transferred to the City at the time of subdivision registration.

The proposed development will provide new local streets with 18m rights-of-way to connect with the greater community. Streets 1, 2 and 4 will be oriented east-west and will tie into the Stittsville Main Street extension. Street 7 will tie into the future development to the east of the Subject Site. Street 6 will be oriented approximately north-south, providing a connection with Maple Grove Road to the south and the future Kanata West Main Street to the north. The accesses and egresses from Collector roads are shown to operate within City operational standards through to the 2026 total traffic condition, as discussed further in the Transportation Impact Assessment (TIA).

The proposed Stittsville Main Street extension and the future Kanata West Main Street will have a 26-metre cross section because it is a Major Collector as identified on Schedule E of the *Official Plan* and the *KWCP*. Maple Grove Road will be appropriately designed for the traffic levels identified in the TIA.

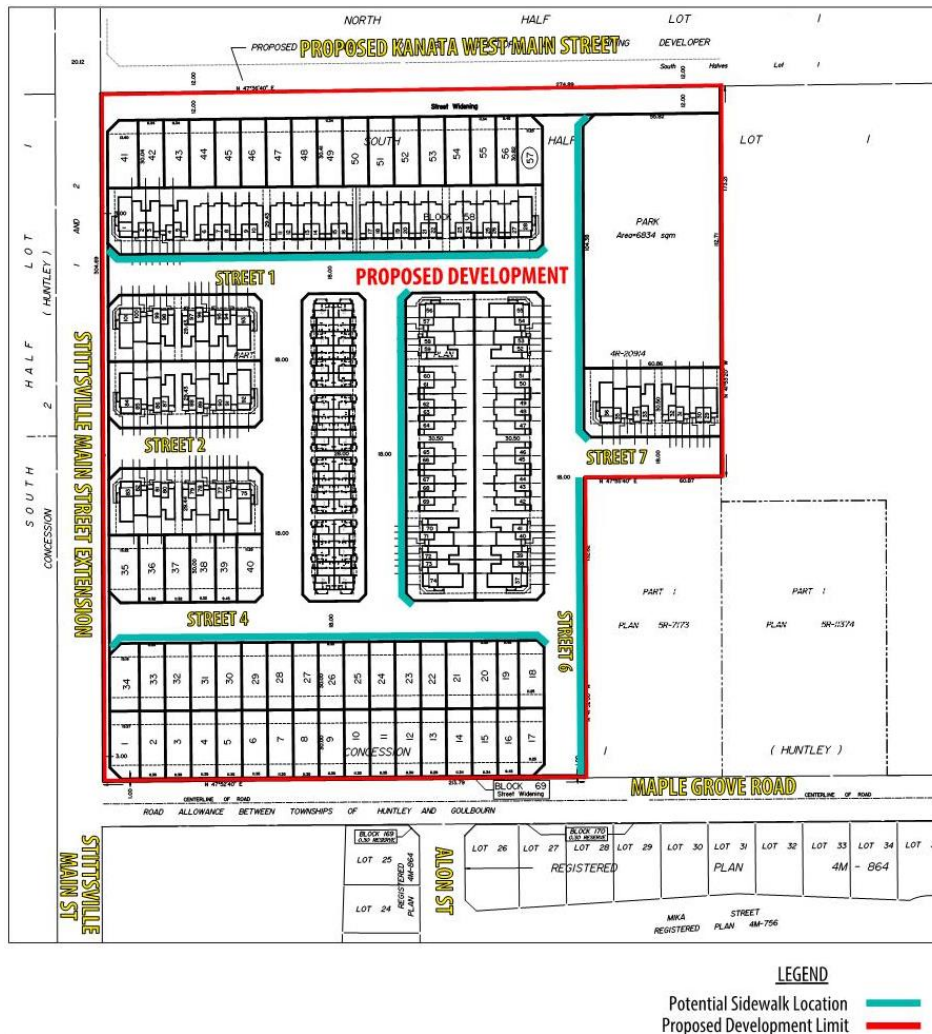


Figure 6: Proposed Streets and Sidewalks shown in the TIA

The proposed subdivision directly connects to the future subdivision to the north via the Stittsville Main Street extension and the future Kanata West Main Street. Street 6 does not egress directly across from any of the future streets within the future 195 Huntmar Drive subdivision as currently designed in their draft plan of subdivision.

The City expressed concerns about potential cut-through traffic on Street 6 from Maple Grove Road to the proposed Kanata West Main Street. Traffic calming measures may be implemented to address these potential issues, such as curb bulbouts, speed humps or pedestrian cross-overs. The potential cut-through traffic is dependent on the roadway network to the north of the subject lands. The need and location of any traffic calming measures will be determined during the detailed design stage.

Existing bus stops are located south of the cul-de-sac on Stittsville Main Street. These stops service 90% of the development within the 400m walking distance required by the City. Should the City wish to ensure transit service is within 400m for 100% of the proposed community, transit services could be extended along the full length of Maple Grove Road to Stittsville Main Street with transit stops at the intersection of Maple Grove Road and Street 6 as identified in the TIA and **Figure 7**.

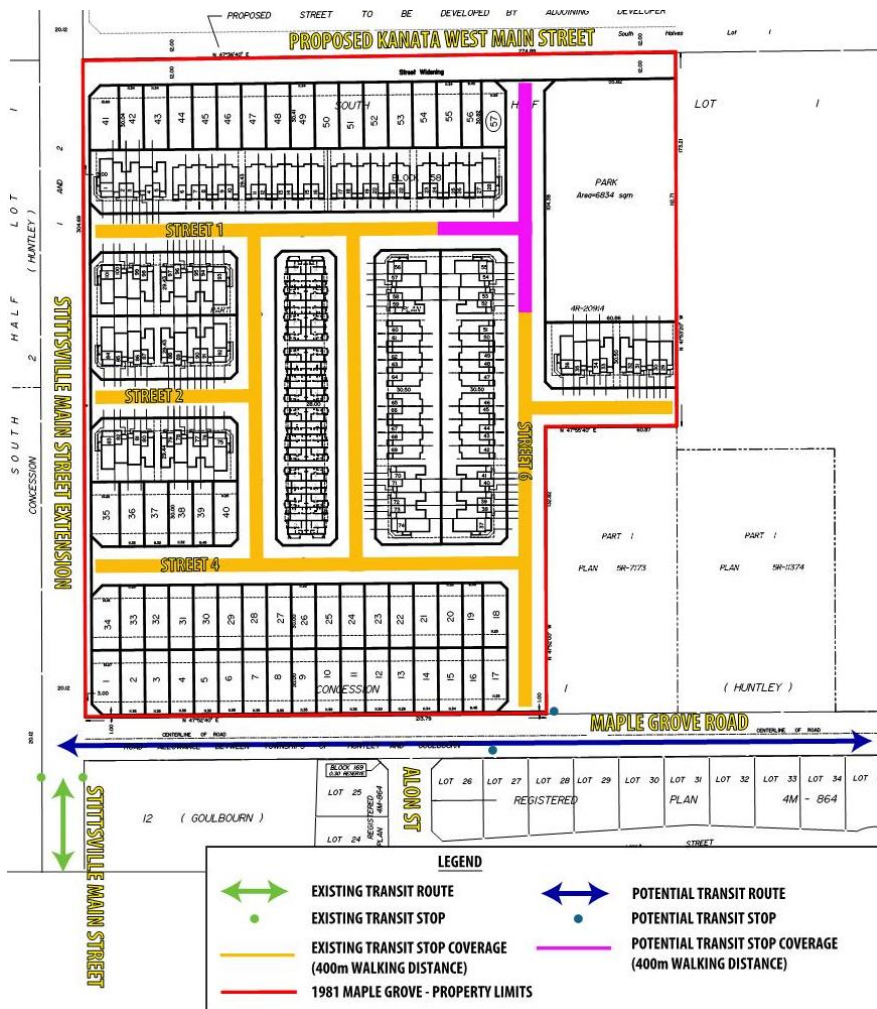


Figure 7: Potential Transit Stops and Coverage

Sidewalks have been strategically placed to ensure adequate accessibility to the adjacent road network and local amenities. There are no cycling facilities planned within the proposed development.

1.3 PROPOSED ZONING BY-LAW AMENDMENT

The Subject Site is currently zoned DR –Development Reserve Zone under the current City of Ottawa *Zoning By-law*. Details about the DR zoning is found in **Section 2.4** of this report. To permit the proposed development as described, the following zoning is proposed and demonstrated in **Figure 8**.

Proposed Zoning:

Proposed Land Use	Block/Lot on Draft Plan	Proposed New Zoning
Ground-Oriented Detached and Townhouse Dwellings	Blocks 1 to 66	Residential Third Density, Subzone Z (R3Z)
Open Space	Block 67	Park and Open Space Zone (O1)



Figure 8: Proposed Zoning Schedule

The purpose of the R3Z Zone is to, “permit different development standards... which promote efficient land use and compact form while showcasing newer design approaches.”

Open Space zoning is proposed for the future neighbourhood park. The purpose of the O1 zone is to, “permit parks, open space and related and compatible uses to locate in areas designated as General Urban Area... and to ensure that the range of permitted uses and applicable regulations is in keeping with the low scale, low intensity open space nature of these lands.”

These proposed zones are the best options for the Subject Site given the design guidelines found in the *Kanata West Concept Plan* and for this developing community.

2.0 PLANNING CONTEXT AND RATIONALE

2.1 PROVINCIAL POLICY STATEMENT

The 2014 *Provincial Policy Statement* (PPS) provides policy directions on land use planning and development matters of provincial interest, as set out in Section 2 of the Planning Act. All decisions affecting planning matters are required to “be consistent with” policies of the PPS.

Section 1.1 of the PPS speaks to managing and directing land use to achieve efficient and resilient development and land use land patterns.

Policy 1.1.1 states that healthy, liveable and safe communities are sustained by promoting efficient land use patterns with a range and mix of uses arranged so to minimize land consumption and servicing costs. Further, development patterns should avoid environmental or public health and safety concerns, conserve bio-diversity, and consider the impacts of a changing climate.

The proposed development will contribute to creating a complete community within the Kanata West, including housing options for people of all ages and life stages. The neighbourhood park is a supportive use that will provide amenities for both the local and wider community. The subdivision has been arranged as a modified grid street and pathway pattern, integrated with surrounding development. The compact townhouse and apartment development is consistent with the planned built form for the area and will minimize land consumption, promote active transportation and enhance connectivity.

The proposed development is located on lands designated by the City of Ottawa as settlement area.

Policy 1.1.3.2 requires land use patterns within settlement areas to be based on:

b) densities and a mix of land uses which:

- i. efficiently use land and resources;
- ii. 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;
- iii. minimize negative impacts to air quality and climate change, and promote energy efficiency;
- iv. support active transportation;
- v. are transit-supportive, where transit is planned, exists or may be developed, and;

- vi. are freight-supportive.

The proposed development has been designed according to the *Kanata West Concept Plan* (as amended in 2005). Infrastructure and public service facilities, including road pattern and parkland, have been coordinated with adjacent developments and with the wider Kanata West area.

Section 1.1.3.6 of the PPS states that new development should occur adjacent to the existing built-up area and allow for the efficient use of land. The proposed development is located within the City of Ottawa's designated General Urban Area and is adjacent to other lands planned for future development to the north, east and west.

Public Spaces, Recreation, Parks, Trails and Open Space

Policy 1.5.1 states,

healthy, active communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity; and by planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources.

Streets and pathways in the proposed subdivision have been arranged in a modified grid pattern, connected to existing and planned adjacent developments. This arrangement creates a dense, continuous network of pedestrian connections to adjacent communities and open spaces as seen in **Figure 6**.

Infrastructure and Public Service Facilities

Section 1.6.1 of the PPS states that, "infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities shall be provided in a coordinated, efficient and cost-effective manner that considers impacts from climate change while accommodating projected needs."

The proposed development will be wholly on municipal services. The *Adequacy of Public services Report* demonstrates that adequate infrastructure is available, as discussed further in **Section 3.1.7** of this report.

Wise Use and Management of Resources

Section 2.0 of the PPS - Wise Use and Management of Resources speaks to protecting natural heritage, water, agriculture, mineral aggregate, petroleum, cultural heritage and archaeological resources.

A preliminary Environmental Impact Statement (EIS) and a preliminary Tree Conservation Report (TCR) were completed by Golder Associates, dated March 2018. The EIS concludes that further study of the Subject Site is required and must happen during appropriate seasons in 2018. The final report can be completed by Golder and will be submitted to the City of Ottawa following the 2018 studies.

The TCR concludes that a butternut sapling was found and will require further study in 2018 as identified in the EIS.

The full list of recommendations from the preliminary EIS and TCR can be found in the subsections of the Integrated Environmental Review, sections 3.1.2 and 3.1.3, of this report.

Health and Safety

Section 3.0 of the PPS - Protecting Human Health and Safety focuses on reducing the potential for public cost or risk to residents from natural or human-made disasters.

A Phase 1 Environmental Site Assessment (ESA) was prepared by Golder Associates and dated September 2017. One (1) area of potential environmental contamination (APEC) was identified and a Phase II study will be required to evaluate the impacts of this area. Should the area require remediation, as identified in the Phase II report, remediation will occur prior to development.

For more information see section 3.1.4 of this report.

2.2 CITY OF OTTAWA OFFICIAL PLAN

Land Use Designation

The subject site is designated as *General Urban* on *Schedule B: Urban Policy Plan* of the *City of Ottawa Official Plan*, as shown on **Figure 9**.

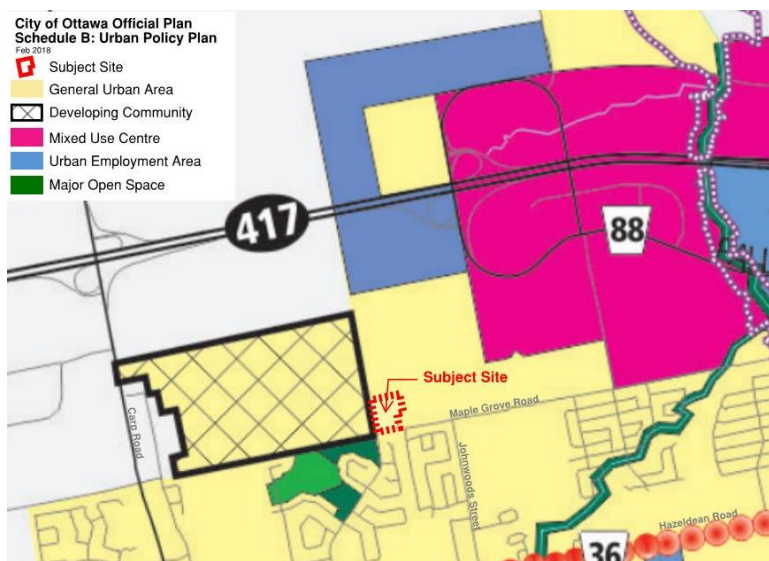


Figure 9: Official Plan Schedule B: Urban Policy Plan

The purpose of the General Urban Area as defined by Section 3.6.1 of the *Official Plan* is to permit “the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses.”

Applicable policies from Section 3.6.1 are quoted below:

1. *General Urban Area areas are designated on Schedule B. The General Urban Area designation permits all many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses.*
2. *The evaluation of development applications, studies, other plans and public works undertaken by the City in the General Urban Area will be in accordance with Section 2.5.1 and Section 4.11.*

The proposed subdivision and rezoning for detached dwellings, townhouses and a public park meet these policy requirements of the General Urban Area. The proposal’s applicability to Sections 2.5.1 and 4.11 is included further below.

Road Network

Stittsville Main Street extension (as seen on **Figure 10**) will be completed as part of the proposed development.

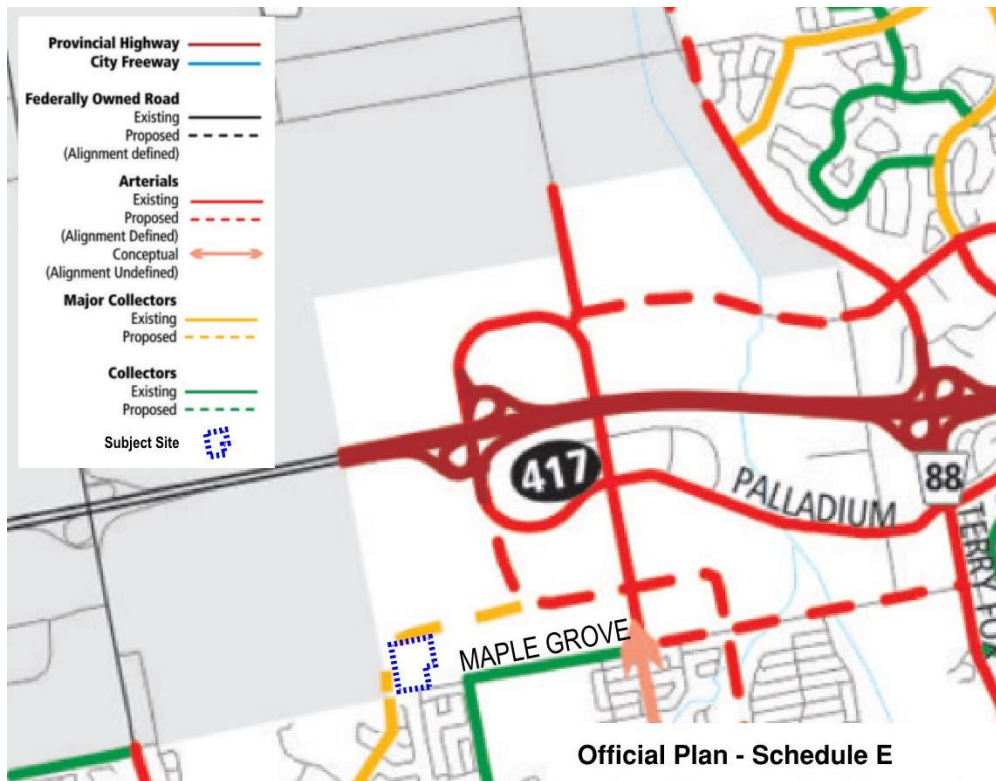


Figure 10: *Official Plan* Schedule E Urban Road Network

The northern west-east portion (herein named Kanata West Main Street) is most likely to be completed by the developers of 195 Huntmar, 2325482 Ontario Inc., as seen in City file D07-16-16-0011. This portion will require some cost sharing with Claridge Homes (Maple Grove) and the timing is undetermined at this time. The TIA submitted with this application considers the development of the future Kanata West Main Street to be outside of the TIA horizon of 2026.

Environmental Impact Statements

A preliminary Environmental Impact Statement was completed for the site that identified a small, unevaluated wetland; a butternut sapling; and potential for some species at risk habitat.

The *Official Plan* has not identified the Subject Site to have any natural features nor environmental constraints. However, Policy 7 in Section 4.7.8 of the *Official Plan* concludes that, “[no development shall occur on the site] unless an Environmental Impact Statement demonstrates that there will be no negative impacts as defined in Section 4.7.8 on the natural features or their ecological functions”. Given that the Subject Site has not been identified by the City of Ottawa as containing an area of any important natural features, the EIS will be relied on to both identify any important natural features and provide guidance regarding development on the site and/or mitigative measures.

Further study is required throughout 2018 to examine the potential species at risk habitat as well as the butternut sapling. The final report will be submitted to the City of Ottawa following its completion in mid- to late-summer.

For more information about the conclusions of the EIS, see section 3.1.2 of this report.

Urban Design

Section 2.5.1 Designing Ottawa does not identify the subject site as a *Design Priority Area*. Given that this site is not a public development, only Policy 1 applies and it states,

In the preparation of community design plans, the review of development applications, studies, other plans and public works undertaken by the City, the Design Objectives set out above will apply, as applicable. Proponents of new development or redevelopment will also be required to demonstrate how their proposal addresses the Design Objectives.

The ways in which the proposal meets the design objectives in Section 2.5.1 and Section 4.11 of the *Official Plan* are listed below. Further details regarding site design are provided in response to the policies of the *KWCP* in **Section 2.3** of this report.

Section 2.5.1 Design Objectives:

<p>1. To enhance the sense of community by creating and maintaining places with their own district identity;</p>	<p>The proposed development contributes to the vision of the <i>Kanata West Concept Plan</i> and enhances the sense of identity in terms of its grid street pattern and compact, high-quality building design, access to transit and parks. The public realm is defined by providing street orientated residential units and by enabling active transportation through sidewalks and calm streets.</p>
<p>2. To define quality public and private spaces through development;</p>	<p>The proposed street oriented townhouses will help to frame the public streets, creating a consistent setback to define private amenity spaces.</p>
<p>3. To create places that are safe, accessible and are easy to get to and move through;</p>	<p>The proposed grid street pattern has been designed to accommodate all modes of transportation. Sidewalks are provided throughout the community to provide safe access to surrounding amenities and parks.</p>
<p>4. To ensure the new development respects the character of existing area;</p>	<p>The proposed development has taken into consideration the surrounding existing and proposed developments to establish a consistent community identity. Although most of the surrounding lands are currently vacant, they are planned to be developed as part of the <i>KWCP</i> and <i>Demonstration Plan</i>, and the <i>Carp Road CDP</i>. The proponent has coordinated with the surrounding land owners where currently possible to achieve a coherent community and has designed the block abutting <i>Maple Grove Road</i> to be sensitive to existing development on that road.</p>
<p>5. To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice;</p>	<p>The proposed development includes a variety of housing options, including larger and smaller two-storey townhouses, and detached dwellings.</p>
<p>6. To understand and respect natural processes and features in development design;</p>	<p>The proposed development has been designed with the understanding of the existing natural conditions such as the soil and stormwater needs. More detailed analysis relating to this is provided in the integrated environmental review in this report.</p>

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

The proposed density is higher than in many of the more urban communities. An active transportation network is provided throughout the Subject Site to provide convenient and efficient access to adjacent amenities.

Section 4.11 Urban Design Compatible Development Policies

Views

According to the *Official Plan* no significant view sheds were identified within the subject site.

Many residents will have views onto the neighbourhood park.

The grid street pattern provides for intuitive navigation through the neighbourhood whether by foot or vehicle.

Building Design

The proposed development will display strong architectural design elements that address the public realm and create emphasis on an active street frontage. These include windows and doors facing all streets and end units will receive special treatment to ensure an animated façade on both the front and corner. See **Figure 4** and **Figure 5** for rendered images of the townhouses and back-to-back townhouses.

Massing and Scale

Most of the proposed development is anticipated to be two-storey townhouses, back-to-back townhouses and detached dwellings, which is compatible and consistent with the *KWCP* and adjacent development plans.

The subdivision has been designed with consideration of the size and form of residential blocks with respect to achieving an intuitive internal street layout and integration into its surroundings.

Outdoor Amenity Areas

In addition to the neighbourhood park, the proposed residences will have private access to rear yard amenity area that complies with the *Zoning By-law* provisions except those back-to-back townhouses.

The proposed subdivision conforms to the policies of the *Official Plan* for development in the General Urban Area, and is designed regarding the design and compatibility policies of the *Official Plan*. Technical studies and site design are discussed in the Integrated Environmental Review in section 3.0 of this report.

2.3 KANATA WEST CONCEPT PLAN (2005 UPDATE)

The *Kanata West Concept Plan (KWCP; 2005 update)* outlines the vision, goals and land use designations for the Kanata West area. The Subject Site is designated *Residential Area B* and is marked by the star in **Figure 11**. Section 3.6 of the *KWCP* states, “*Residential Area B is ... designed to permit a range of residential dwelling types in a transit-integrated and pedestrian friendly environment [and] ... low-rise apartments are permitted throughout the zone.*”

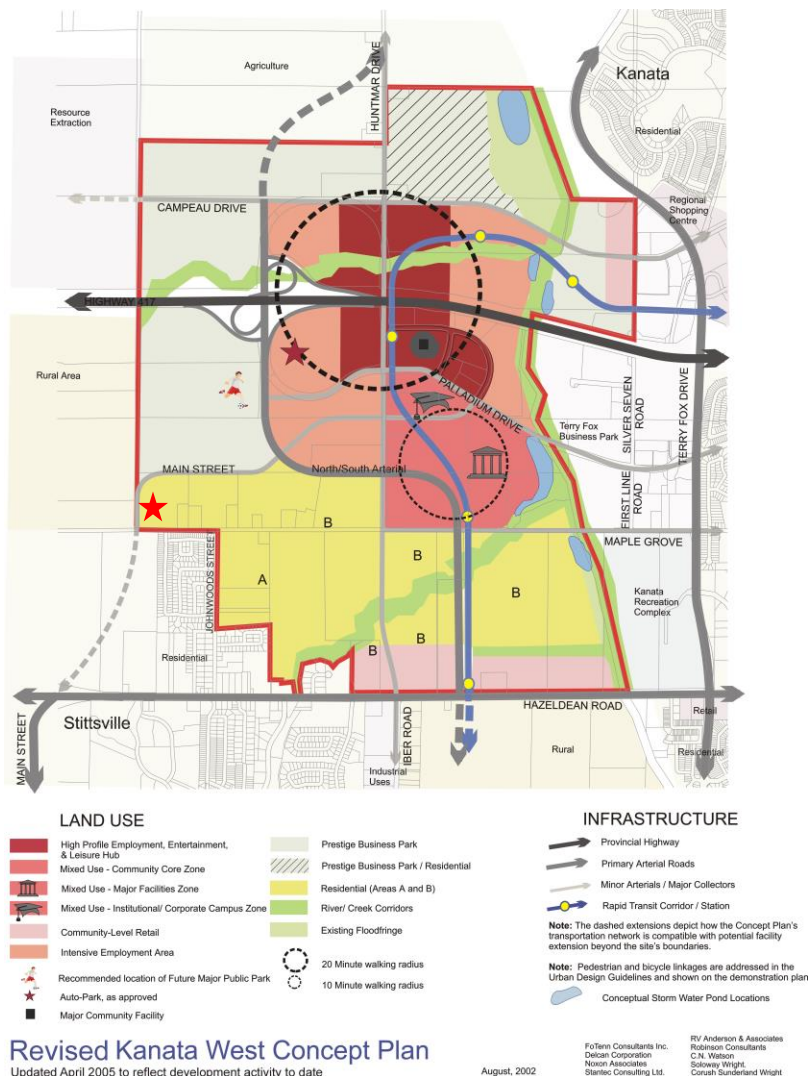


Figure 11: *Kanata West Concept Plan (2005) Land Use Plan*

Section 3.6 of the *KWCP* further states, “The development pattern emphasises grid or modified grid streets to increase interconnectivity. A close relationship of house to street is also encouraged.” The Transportation Impact Assessment (TIA) notes that sidewalks of at least 2.0m in width are proposed on all boundary streets, such as the Stittsville Road Extension and Maple Grove Road.

The proposed development conforms to Section 3.6 as it proposes singles, townhouses and back-to-back townhouses on a pedestrian-friendly modified grid street pattern.

Section 4.1.4(6) *Urban Design Guidelines for Residential Neighbourhoods* provides the following headers and relevant policies that further the goals noted in Section 3.6 above:

Block Pattern Guidelines

1. Layout blocks an urban grid, or radial grid, with lengths approximately twice the width;
 - The proposed street pattern is a grid/modified grid.
2. Align streets to terminate at parks or natural corridors to provide green visual terminus and direct sidewalk connections to open space;
 - The *Park and Pathway Manual* determines the criteria to be met for the parkette. That criteria requires that the park be accessible and visible to the public.
 - Not all streets can terminate at a park, however pedestrians can easy access the large neighbourhood park at the northwest corner of the proposed subdivision.
3. Parks to have street frontage or natural areas on three sides;
 - The neighbourhood park abuts a Major Collector, a local street and townhouses. An unknown development (street or buildings) will abut the east side.

Parks and Open Space Guidelines

1. Parks to have street frontage or natural areas on three sides;
 - The *Park and Pathway Manual* determines the criteria to be met for the parkette. That criteria requires that the park be accessible and visible to the public.
 - Repeated above.
2. Define edges of parks with tree planting; formal arrangements are appropriate provided adequate space is left for free play;
 - A Facility Fit Plan will be prepared prior to Draft Plan Approval. The park will be designed to accommodate at least the minimum requirements of the City of Ottawa as defined by the *Park and Pathway Manual*.

3. Provide play structure(s), a shade structure or gazebo, benches, waste receptacles, pedestrian lighting and pavements to facilitate through circulation and small group gatherings;
 - A Facility Fit Plan will be prepared prior to Draft Plan Approval. The park will be designed to accommodate at least the minimum requirements of the City of Ottawa as defined by the *Park and Pathway Manual*.

Building Siting and Massing Guidelines

1. Garages to be set back from face of building or standalone structures at rear of lots;
 - Garages are set back from the front wall as seen in **Figure 4** and **Figure 5** as done in accordance with the R3Z zone.
2. Porches and entrances to project from face of buildings;
 - Porches and entrances project from the front wall as seen in **Figure 4** and **Figure 5**.
3. Mix units on a lot by lot basis;
 - Each unit varies internally and externally as seen in **Figure 4** and **Figure 5**, however each unit also contributes to a cohesive identity on each block.
4. Corner blocks are ideal locations for semi-detached or multiple units which can provide entrances at both the long and short side of the block;
 - Townhouse, back-to-back and detached dwelling end units occupy the corner lots in this low-rise residential subdivision.
5. Building roofs to provide stepped profile and corner on block ends.
 - The building roofs provide the desired effect, seen in **Figure 4** and **Figure 5**.
6. Multiple unit building roofs to step in profile, interrupted by dormers, gables and slope or step down on ends;
 - The building roofs provide the desired effect, seen in **Figure 4** and **Figure 5**.
7. Use corner locations to transition unit types.
 - This is not being proposed.

Streetscape Guidelines

1. Provide continuous sidewalks on both sides of all streets located at top of curb and minimum 2m wide;

- 2m sidewalks on both sides of all boundary streets are proposed as identified in the TIA. Most local streets will be designed for at least a sidewalk on one side. The cost of sidewalks on both sides of local streets (in terms of City maintenance) is not justified given the predicted low pedestrian flows, low traffic flows and relationships between starting points and destinations.
2. Provide deciduous street trees located within the right-of-way spaced approximately 8m on centre, or one per ground oriented dwelling unit (2 on corner lots);
- The streetscape will be available at the detailed design stage.

2.4 ZONING BY-LAW 2008-250



Figure 12: Existing Zoning

The Subject Site is currently zoned as *DR-Development Reserve* under *City of Ottawa Zoning By-law 2008-250*. The purpose of the *DR-Development Reserve Zone* is to recognize lands intended for future urban development in areas designated as *General Urban Area* and *Developing Community* in the *Official Plan*. The DR zone is essentially a placeholder to prevent development before studies have been completed and approved. These studies are being completed through the subdivision process and the site will be rezoned to support the proposed urban land uses.

Standard practice for developing areas in the City of Ottawa is to rezone residential lands to the *Residential Third Density Zone, Subzone Z (R3Z)*. The R3Z zone provides the opportunity for the type of neighbourhood design expected in new developments as it allows for a variety of building forms and building designs, such as variously-designed detached, semi-detached, townhouse and low-rise apartment dwellings.

The application for *Zoning By-law* Amendment is to rezone the Subject Site to R3Z except for the neighbourhood park, which is to be rezoned to the *Parks and Open Space Zone* (O1). This is consistent with developing residential areas in Kanata West and City-wide, and represents good planning.

3.0 INTEGRATED ENVIRONMENTAL REVIEW

Section 4.7 of the *Official Plan* states that “design components will be considered as inputs into the development process and must be assessed and considered prior to establishing an initial design or lot pattern”. Section 4.7.1 states, “the integrated environmental review considers as a whole the significant findings from individual support studies ... [and] ensures that development proceeds in keeping with the analysis and recommendations of any watershed and subwatershed studies and federal or provincial environmental assessments documents, where applicable.”

The following technical studies have been prepared in accordance with Section 4.7 of the *Official Plan* and as per the City’ recommendations at the pre-consultation meeting.

3.1.1 ARCHAEOLOGICAL ASSESSMENT

An Archaeological Assessment was identified as a required study by the City though the pre-consultation process, in keeping with Section 4.6.2 - Archaeological Resources in the *Official Plan*. A Stage 1 Archaeological Assessment was prepared by Golder Associates in September 2017.

A Stage 2 Archaeological Assessment will be required for the entirety of the Subject Site. Recommendations for test pitting to be done for the Stage 2 study are included in the Stage 1 report.

The Stage 1 report has been submitted to the Ministry of Tourism, Culture and Sport for review and approval. The Stage 2 report and any further studies, if applicable, will be completed and clearance obtained from MTCS prior to registration.

3.1.2 ENVIRONMENTAL IMPACT STATEMENT

A Preliminary Environmental Impact Statement (EIS) was prepared by Golder Associates Ltd and dated March 2018. The report assessed the site with respect to natural features and functions including habitat of endangered or threatened species, wetlands, significant woodlands, ANSIs, and significant wildlife habitat. The report confirms that the property is not located within any provincially significant wetlands nor wetlands of interest to the Mississippi Valley Conservation Authority.

Further study of the Subject Site is required and must happen during appropriate seasons in 2018. The final report can be completed by Golder and will be submitted to the City of Ottawa following the 2018 review of:

- Amphibian Call Count Surveys (April and May)
- Early Vegetation Survey (May / June)
- Eastern Whip-poor-will Surveys (3 in May / June)

- Breeding Bird Survey (June)
- Butternut Health Assessments (June)

The Preliminary report concludes no negative impacts are expected to result from the proposed development subject to the following conditions:

- Completion of additional 2018 site investigations, and subsequent analysis.
- Preparation of an IGF for butternut and Blanding's turtle (and any additional species identified during the 2018 surveys) and submission of the form to the MNR for review and comment.
- Protection of all vegetation to be retained should follow the guidelines provided in the attached TCR (Golder, 2017a).
- No removal of vegetation during the active season for breeding birds (April 1 – August 15).
- The City of Ottawa Protocol for Wildlife Protection during Construction (Ottawa, 2015b) must be reviewed by the contractor and adhered to.
- Best management practices, including sediment and erosion controls, spill prevention, etc., are implemented during the construction phase of the project.
- Preparation of a landscape plan at the detailed design stage that incorporates native and non-invasive species.

3.1.3 TREE CONSERVATION REPORT

The Tree Conservation Report (TCR) was completed by Golder Associates Ltd. in March 2018 in accordance with the City of Ottawa's TCR Guidelines. A butternut sapling was found and will require further study in 2018 as identified in the EIS. The following recommendations were provided:

1. Replacement planting species and densities will be addressed through a site-specific landscape plan that takes into consideration and prioritizes the planting of native trees.
2. Wherever tree planting is to take place on the Site, first consideration should be given to the use of native species that occur in the local landscape.
3. Alien invasive species such as Norway maple (*Acer platanoides*) should not be used in any circumstance.
4. For any trees that will be retained during development, the following measures, as recommended by the City of Ottawa, should be employed to ensure the protection and survival of trees to be retained:
 - a) If trees occur close to construction areas, erect a fence at the critical root zone (CRZ) of trees to be retained.
 - b) Do not place any material or equipment within the CRZ of the trees.
 - c) Do not attach any signs, notices or posters to the trees.
 - d) Do not raise or lower the existing grade within the CRZ without approval.
 - e) Tunnel or bore when digging within the CRZ of the trees.
 - f) Do not damage the root system, trunk or branches of the trees.
 - g) Ensure that exhaust fumes from all equipment are not directed towards any trees canopy.

3.1.4 PHASE 1 ENVIRONMENTAL SITE ASSESSMENT

A Phase 1 Environmental Site Assessment (ESA), dated September 2017, was prepared by Golder Associates Ltd. to assess the potential site contamination by current or past uses. The Phase 1 results indicate the requirement to proceed with a phase 2 ESA. The Phase 2 will be completed prior to registration.

Based on the information obtained and reviewed as part of this Phase 1 ESA, one area of potential environmental contamination (APEC) was identified at the northwest part of the Site, which is associated with a dumping and burning of waste and wood related to the presence of squatters in the northwest part of the Site.

Further investigation in the form of a Phase II ESA is required at the Site in order to assess the potential for soil quality impacts related to the identified APEC. It is anticipated that potential impacts would be limited to the surface soil and would not extend to groundwater. To address the APEC, it is recommended that the shallow soil and the surface waste in the area of the squatters be removed as part of the proposed development.

There is no mandatory requirement for a Record of Site Condition (RSC) to be filed.

3.1.5 GEOTECHNICAL INVESTIGATION

A Geotechnical Investigation Report was prepared by Golder Associates, dated December 2017 to determine the general soil and groundwater conditions across the site and provide geotechnical recommendation for the design of the proposed development. The report indicates that the Subject Site consists of silty sand and sand over limestone bedrock. The soils at this site are sensitive to disturbance from ponded water, construction traffic, and frost.

Practical refusal to excavating was encountered in all test pits at depths varying from about 0.3 to 2.1 metres below the existing ground surface.

No practical restrictions apply to the thickness of grade raise fill which may be placed on the site from a foundation design perspective. Except for the topsoil, the native undisturbed soils and bedrock on this site are considered suitable for the support of conventional wood frame houses on spread footing foundations. Excavations for basements will be made through overburden deposits. Bedrock is also expected to be encountered for standard house foundations, but will depend on the proposed grading for the site.

The Geotechnical report was completed with preliminary information. Golder Associates requests to be retained to review the final drawings and specifications for this project prior to tendering to ensure that the guidelines in this report have been adequately interpreted.

A wide variety of design considerations are included in the report, which should be used by the tendered contractor(s) prior to and during construction.

3.1.6 NOISE FEASIBILITY STUDY

A Noise Feasibility Study was completed by IBI Group in February 2018. This study was prepared to determine the impact of roadway traffic on the residential lands at the Subject Site from both Maple Grove Road (Local Road), the proposed Stittsville Main Street extension (Major Collector) and the future road abutting the northern boundary of the Subject Site (Major Collector). The report deals with the expected noise levels in the development and any required noise control measures. Although Maple Grove Road is considered a Local Road in the City of Ottawa *Official Plan*, the Noise Feasibility Study has considered it a Collector.

Section 4.8.7 of the *Official Plan* states that noise is regulated better by land use planning than by noise barriers. Particularly, Policy 10 states, “to improve the quality of the streetscape, communities will be designed to the extent possible to provide noise attenuation through land use planning and design. Noise barriers may only be used where other noise attenuation methods are not feasible.” In keeping with such a policy, the proposed development has been designed with buildings oriented to reduce the need for noise attenuation barriers. Outdoor living areas have been oriented away from noise sources wherever possible.

The study results show that for *indoor* sound levels, a 55dBA contour impacts all units fronting or flanking the collector roads. This requires the Type ‘C’ warning clause to be placed in the Agreements of Purchase and Sale. The exact location of the units requiring the Type ‘C’ warning clause will be determined during detailed design. No proposed buildings will reach the 65dBA noise level.

The study results show that for *outdoor* sound levels, lots proposed along Maple Grove Road and the future Kanata West Main Street front onto the roadway, therefore the outdoor living areas of dwellings along these two roads are not exposed to the traffic noise above a level of 60dBA as shown in **Figure 13** (Figure 1.2 of the Noise Impact Assessment). The exceptions are those lots that also abut Stittsville Main Street, which are affected by greater noise levels due to traffic on that street. For areas that fall between the 60dBA and 55dBA contours a Type ‘A’ warning clause could be used in lieu of a noise barrier.

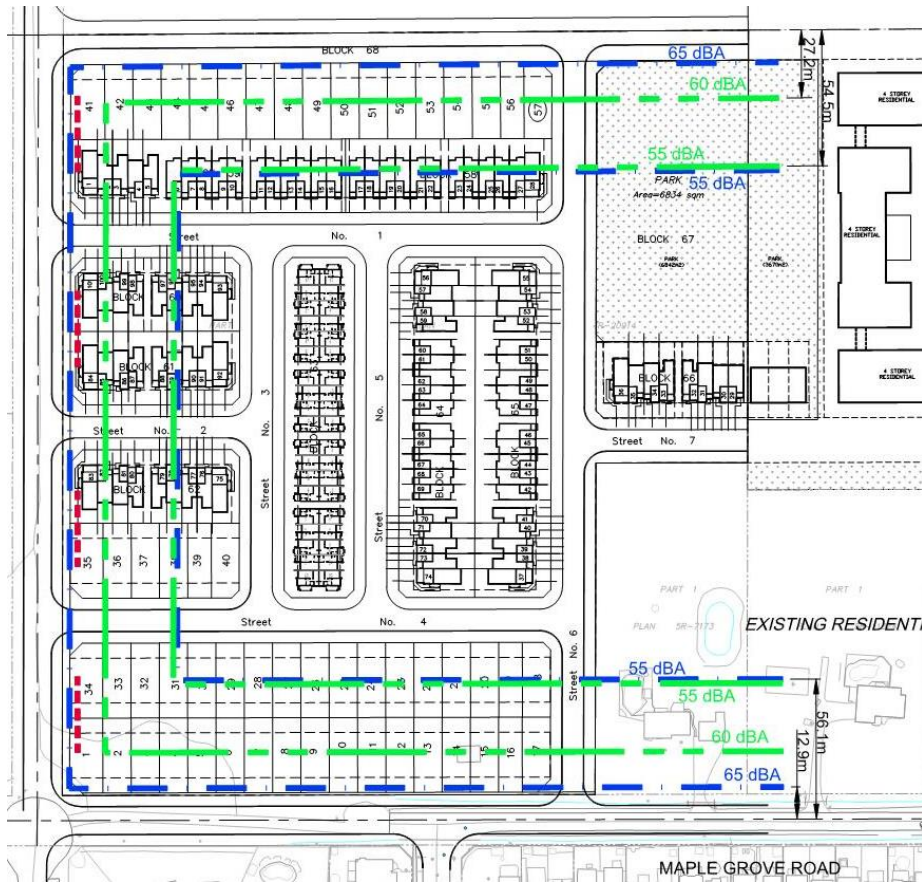


Figure 13: Excerpt from Noise Impact Assessment Showing Noise Levels

Along the Stittsville Main Street extension the lots and townhouses flank the roadway and are within the 60dBA outdoor contour. Noise barriers are likely required at four locations as shown on **Figure 13** and a ‘Type B’ warning clause will be required in the Agreements of Purchase and Sale should the barriers reduce the noise to between 55dBA and 60dBA.

3.1.7 ADEQUACY OF PUBLIC SERVICES REPORT (SITE SERVICEABILITY AND STORMWATER MANAGEMENT)

An Adequacy of Public Services Report was completed by IBI Group dated February 2018. The conclusion of that report states,

While some infrastructure which is needed to help service the Subject Site already exists, the development plan will include expansion and extension of those infrastructure to adequately service the site with water supply, wastewater collection and disposal, and management of stormwater runoff. The extension of the existing watermains through the Subject Site will provide a reliable source of both drinking water and fire flows. The outlet wastewater sewer system is already in place and the Kanata West Pump Station will be in service in time for this development. The trunk storm sewer and stormwater management facility [Pond 4] are already in place, therefore, including both existing and proposed major infrastructure there will be suitable public services put in place to service the Subject Site.

The Kanata West Pump Station (KWPS) is on the south side of Maple Grove Road halfway between Huntmar Drive and Terry Fox Drive. The stormwater management facility (Pond 4) is directly north of the KWPS (across Maple Grove Road).

A 300mm diameter watermain is to be extended along the Stittsville Main Street right-of-way as per the *Kanata West Master Servicing Study*. Several connections to the main are proposed to service the west side of the development. For the east side of the development, a 200mm diameter watermain will connect to the 300mm main on Maple Grove Road. A combination of 150 mm and 200 mm watermains are proposed to service the development to meet the required fire flows.

A sanitary sewer will be extended on Maple Grove Road from the existing 375mm sanitary sewer at Johnwoods Street to service the site and the lots fronting Maple Grove Road. There are no external areas draining through the site so all the sanitary sewers are local sewers at normal depth.

A storm sewer will be extended from the existing trunk storm sewer on Maple Grove Road at Johnwoods Street to service the development and Maple Grove Road. The storm sewers will be sized to accommodate storm drainage from the adjacent Stittsville Main Street extension and will be sized for 100-year capture as per the Pond 4 Design Brief and no major system flow will leave the site. The road grades generally to the north. There will be opportunity for storage in the road sags in accordance with City Guidelines. The site has an infiltration rate of 104 mm/hr. Detailed water balance calculations will be provided at the detailed design stage.

3.1.8 HYDROGEOLOGICAL IMPACT ASSESSMENT

A review the general soil and groundwater conditions across this site was completed in the Hydrogeological Impact Assessment completed by Golder Associates and presented in a technical memorandum dated April 20, 2018. The review also addressed possible construction-related impacts to private water supply wells.

At the time of this assessment, the final design details for the proposed development were not available and further study will be required to complete the detailed site design and monitoring program. The maximum depth of the proposed infrastructure (sewer and watermain) was assumed to be approximately 5m below ground surface. The water table was found to be at an average of 1.3m below ground surface.

It is understood that there are no structures or land uses planned for the site that would permanently lower the groundwater levels in the area surrounding the site (i.e., deep drained foundations).

To ensure a conservative assessment of potential impacts to groundwater users, existing groundwater users within 100m of the site were considered. It is recommended that a well survey be completed at the residences at 1927 and 1939 Maple Grove Road to establish baseline conditions for a monitoring program. Water quality samples could be collected and analyzed for a typical suite of parameters (i.e. the 'subdivision package' as per MOECC Procedure D-5-5). This survey and a monitoring program will be a standard condition of Draft Plan Approval to be completed prior to registration and construction of the subdivision.

3.1.9 TRANSPORTATION IMPACT STUDY

A Transportation Impact Assessment (TIA) was prepared by IBI Group and dated February 2018. Section 4.11.5 of the TIA report, *Summary of Recommendations*, lists the following key conclusions:

- The study area transportation network is expected to accommodate site generated traffic volumes through to the 2026 horizon year.
- There is no requirement for an RMA.
- There is no requirement for a monitoring plan.

A summary of all recommended actions/ modifications has been provided in Table 27 of the TIA report. The recommended design for all off-site roadway modifications in the 2026 total traffic condition has been provided in Exhibit 18 of the report.

The *Official Plan* (OP) currently classifies Maple Grove Road as a collector road from Huntmar Drive to Johnwoods Street. The OP indicates that 26m of right-of-way has been protected along the entire corridor from Huntmar Drive to Stittsville Main Street. It is recommended that west of Huntmar Drive, Maple Grove Road should be upgraded to a collector road; therefore, the capacity of the roadway will be increased from 120 vehicles per hour per lane (vphpl) to 300 vphpl.

4.0 CONCLUSION

It is our assessment that the proposed development is consistent with the *Provincial Policy Statement 2014* and generally conforms to the *City of Ottawa Official Plan, Kanata West Concept Plan* and other relevant guidelines.

This planning rationale, along with the associated technical studies, supports the development of the proposed subdivision. The mix of townhouse, back-to-back townhouse and detached dwellings is compatible with existing and planned surrounding uses and functions well within the surrounding context.

The proposed R3Z zone will ensure the implementation of the development as described in this rationale. The site design features ensure that the proposed development is compatible with existing development.

The proposed development is an appropriate and desirable addition to the community and represents good planning.

Sincerely,


NOVATECH

Prepared By:



Teresa Thomas, MCIP RPP
Project Planner

Reviewed By:



Greg Winters, MCIP RPP
Project Manager

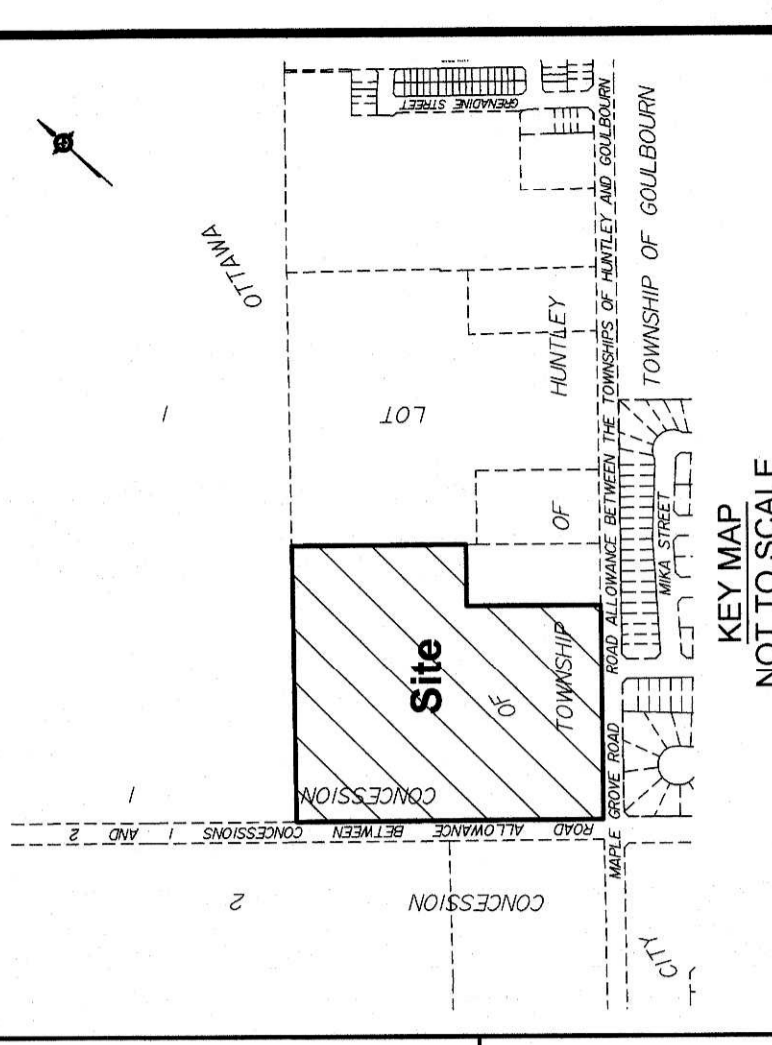
Appendix A:

Draft Plan

SUBJECT TO THE CONDITIONS, IF ANY, SET FORTH IN OUR LETTER DATED _____.

THIS DRAFT PLAN IS APPROVED BY THE CITY OF OTTAWA UNDER SECTION 51-17 OF THE PLANNING ACT ON THIS DAY OF _____, 20____.

ERRICK MOORE, MANAGER
DEVELOPMENT REVIEW WEST
PLANNING, INFRASTRUCTURE AND ECONOMIC
DEVELOPMENT DEPARTMENT, CITY OF OTTAWA



**DRAFT PLAN OF SUBDIVISION OF
PART OF LOT 1
CONCESSION 1**
Geographic Township of Huntley
CITY OF OTTAWA
Prepared by Annis, O'Sullivan, Vollebek Ltd.

Scale 1 : 750
0 7.5 15 30 Metres

Metric
DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

SURVEYOR'S CERTIFICATE

I CERTIFY THAT:
The boundaries of the lands to be subdivided and their relationship to adjoining lands have been accurately and correctly shown.

May 24, 2018
Date
Andre Roy
Andre Roy
ONTARIO LAND SURVEYOR

OWNER'S CERTIFICATE

This is to certify that I am the owner/agent of the lands to be subdivided and that this plan was prepared in accordance with my instructions.

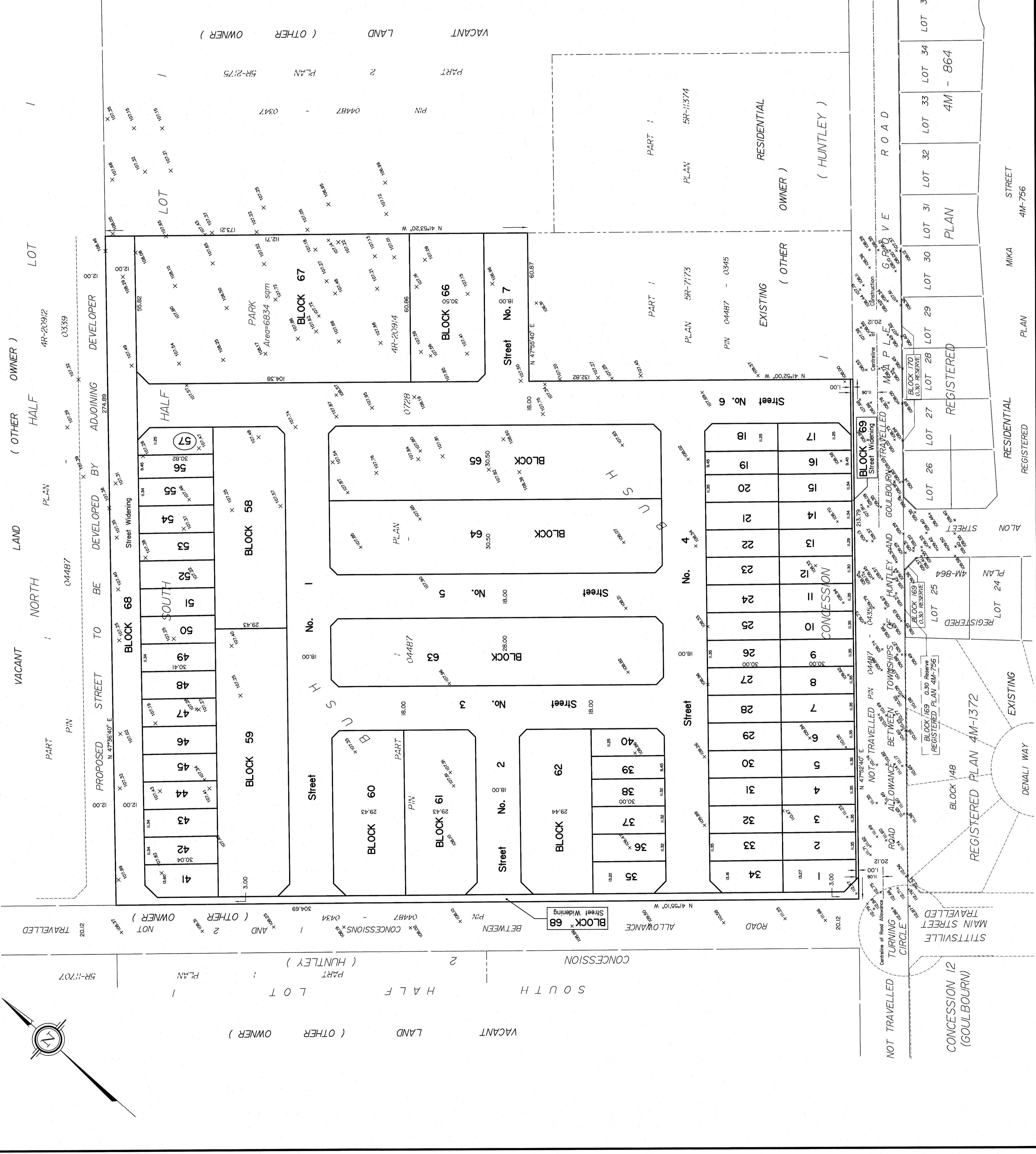
May 2, 2018
Date
Jim Wright
Jim Wright
Claridge Homes (Maple Grove) Inc.
I have the authority to bind the corporation.

ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51-17 OF THE PLANNING ACT

- (a) see plan
- (b) see plan
- (c) see plan
- (d) residential housing, parkland
- (e) see plan
- (f) see plan
- (g) City of Ottawa
- (h) see soils report
- (i) see plan
- (j) sanitary, storm sewers, municipal water, bell, hydro, cable and gas to be available
- (k) see plan

AREA SCHEDULE	
LOT/BLOCK	AREA (sqm)
1-57	19 995.4
58-66	25 558.0
67	6 824.0
68-69 & STREETS	24 030.6
TOTAL	75 818.0

ANNIS, O'SULLIVAN, VOLLEBEK LTD.
44 Concourse Gate, Suite 500
Napanee, Ont. K7E 7S6
Phone: (613) 727-4888 Fax: (613) 727-1079
Cell: (613) 727-1079
Lic. No. 44262-15, Ontario P.L.L.C. Reg. Reg. 04



CONCESSION 12 (GOULBOURN)

NOT TRAVELLED TURNING CIRCLE

STITTSVILLE TRAVELLED

MAIN STREET TRAVELLED

ALLOWANCE BETWEEN ROAD

NOT TRAVELLED PIN

Centreline of Road

Centreline of Road

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