

Applicant Questions & Answers

PLANNING

These questions were addressed during the November 25th meeting. Answers below reflect comments provided by the applicant's consultant team at the meeting.

1. Why were the medium density buildings not planned so to avoid any contact with existing properties?

Answer

The location of the medium density blocks was chosen due to its proximity close to Campeau Drive (transit, etc.) and its proximity to more higher density forms. Although the westerly medium density block is located adjacent to the townhouses on Coulson Court, we note that appropriate setbacks and separation requirements will be implemented through the rezoning process to ensure that any development within that block is compatible with the townhouses.

2. Why did the developers not plan for green space borders for all existing property owners that border the golf course?

Answer

Green landscaped buffers of varying widths are proposed between the communities (a minimum 3 metre buffer between existing and proposed lots). These buffers could be increased (determined as the applications proceed) depending on context, such as site design and tree stands.

3. A neighbourhood study is required. Why was this key step skipped?

Answer

It was determined at the pre-consultation meeting, as well as a review of applicable policies, that a neighbourhood study was not required.

4. Please justify the number of units proposed as well as their locations and lot sizes

Answer

The proposal includes a mix of housing types (detached and towns), as well as along Campeau where there is currently a broader mix and range of housing types.

Existing houses that back onto the golf course are on lots that have varying frontages that range from 30 - 35 feet up to 60 feet. The proposed lots are generally smaller than existing lots but with minimum lot frontage of 30 feet for detached houses. This reflects the evolution of Kanata Lakes since it was originally developed, due to affordability pressures, housing demand, market demand, and a move

towards smaller lot sizes. Blocks have been sited to promote compatibility, including locating singles beside singles, townhouses beside townhouses, etc.

5. Have you had any communication with the community?

Answer

The applicant did reach out in January 2019 to meet with certain representatives of the community, but the community did not wish to meet with the applicant. This process is mandated by the *Planning Act* and the statutory public meeting was an opportunity to hear the community's comments, which will help to inform the applicant's and City's decision making.

6. Have you had any communication that supports this statement?

Answer

The applicant did try to reach out to the community previously, but the statutory public meeting was the first opportunity they had to hear from the community.

7. The most important issue for people that back onto the golf course is retaining their privacy. The landscaped land buffer between existing houses and proposed new homes is not wide enough. What does "appropriate" amount of buffering mean?

Answer

There are a variety of measures to provide a buffer such as preservation of existing trees or new proposed landscape treatments. The buffer will vary in depth depending on area; the minimum is 3 metres as currently proposed. Greater detail will be provided in terms of which trees can be preserved in the buffers as the application proceeds. There is still work that needs to be done in this regard.

8. Why are there no pathways from Windeyer Crescent and southern Shaugnessey south to the Town Centre shopping centre and the transitway?

Answer

Where there are existing connections, new connections into the community are proposed. Given that the subject site does not currently connect to Shaugnessey Crescent and Windeyer Crescent, there is no opportunity to connect the proposed community to those streets.

9. What is the applicant's definition of efficient use of land and infrastructure?

Answer

The *Provincial Policy Statement* provides direction to use land in the most efficient way possible, to "optimize" the use of land, subject to adequacy of infrastructure to support that development. The definition of "efficient" from a planning perspective also involves balance. The applicant has attempted to create a plan that provides a

mix of units and different types of built forms in contextually appropriate locations. Efficiency is balanced with context.

10. What size is the planned lot of a typical new home?

Answer

A range of lot sizes have been proposed. For detached houses, lot sizes will range from 30-44 feet in width.

11. Can you tell me more about the open space proposed?

Answer

Five percent of open space is the typical parkland requirement in a low density residential subdivision, whereas the proposal is exceeding that by providing 6.2% of the site as new parks, along with 11.3% of the site for stormwater management ponds and associated pathways, 7.6% of the site for additional open spaces, and 2.4% of the site for landscaped buffers. In total, approximately 27.5% of the site will be occupied by open space.

12. As indicated in the "opening video", medium density buildings are to be placed along Campeau as existing medium density buildings. But, one of the buildings proposed is proposed to have the majority of its footprint along the fences of existing executive single storey triplex homes (Coulson Court) with no "O1 Park Space" or "blank space" or "landscape buffers". WHY??

Answer

A minimum 3.0 metre buffer is proposed between that medium density block and the properties fronting Coulson Court. The zoning by-law amendment will provide for appropriate setbacks and separation distances between any proposed buildings and existing development.

13. When you say dwellings (1,500) does it count each apartment as a dwelling or only the building?

Answer

Yes, this includes each unit in an apartment building.

14. Please explain how the plan meets the City's big moves goals.

Answer

The applicant was not asked to review the Five Big Moves as the Official Plan update is ongoing and this document is not yet finalized or approved. The plan has been designed to promote walkability, locate the highest densities close to existing and planned rapid transit to improve mobility choice, and has been designed with a mix of dwelling types. This matter can be reviewed in more detail in the future.

15. How much greenspace are you removing?

Answer

Today the vast majority of the site is occupied by a golf course, with the exception of the parking lot and clubhouse. The plan includes approximately 27.5% combination of parks and greenspace, buffers and stormwater management.

16. How much buffer space will be between R3V areas and existing community?

Answer

Landscape buffers, or new open spaces, parks or stormwater management ponds are proposed where new lots would abut existing homes. These buffers can contain landscaping within. Buffer depth will vary depending on location but in all cases will be a minimum depth of 3 metres. The R3V is the zoning that would apply to the townhouses, so for the most part, townhouses back onto existing townhouses.

17. Will the buffers be taken from existing homes property?

Answer

No, the buffers will be part of the proposed new lots.

18. How can the lots be smaller than the ones they are abutting?

Answer

There are a variety of lot sizes today in Kanata. The proposed lot sizes do not need to be identical to be compatible. We can look to the Official Plan to see what is compatible as well.

19. Are there any rental units proposed?

Answer

Presently, rental units are not being contemplated in the proposed development.

Additional Questions from the November 25th, 2019 Meeting

These questions were taken from the comments cards that were not addressed due to time constraints at the November 25th meeting. Answers by Bousfields/NAK are found below.

20. On what basis did you determine this application can be categorized as intensification? It seems to me that the area is too large a parcel to be categorized as such.

Answer

The Provincial Policy Statement defines 'intensification' as the development of a property, site or area at a higher density than currently exists through

redevelopment, the development of vacant and/or underutilized lots within previously developed areas, infill development; and the expansion or conversion of existing buildings.

21. Why would we consider such a drastic zoning change when it clearly has no positive benefits to any of the existing communities?

Answer

The Official Plan contemplates the redevelopment of privately-owned open spaces such as golf courses. The proposed rezoning application will integrate the subject site into the Kanata Lakes community in an urban, transit-oriented approach. It will result in new streets, parks, ponds and open spaces, connecting the subject site to the surrounding urban fabric. The proposed development blocks will frame existing and proposed streets to promote a lively public realm.

22. Please define "exceptional" amount of open space.

Answer

More than twenty-seven percent of the site will consist of open space, including three new parks, five new stormwater management ponds and various smaller open spaces throughout the site. In addition, landscaped buffers, at least 3 metres wide, are proposed between new and existing residential lots.

23. The greenspace supplied in the "plans" are too small - we are losing 71 ha of publicly accessible open space (for 6 months of the year + nighttime in the summer). Why isn't the proposal less dense?

Answer

The existing open space is privately-owned, whereas the proposed parks, ponds and other open spaces will be dedicated to the City as new public land. With respect to density, as outlined in the applicant's planning rationale, the proposed gross density of approximately 21.2 units per hectare and net density of 39.7 units per hectare (after removing roads, parkland, open spaces, ponds and residential buffers) are appropriate and desirable for the subject site. It is important and appropriate from a planning policy perspective to optimize density along Campeau Drive given its classification as an Arterial Road, its location in relative proximity to the Terry Fox Rapid Transit Station (approximately 900-1,000 metres walking distance) and the surrounding context that includes denser developments in the Kanata Town Centre. As noted in Section 4.3 of the planning rationale report, the policies within the Provincial Policy Statement (2014) promote the integration of land use and infrastructure planning, and the importance of "optimizing" the use of land and supply of infrastructure.

24. How does building apartment buildings within the existing community (other than along Campeau), not destroy the privacy of existing community?

Answer

The proposal includes only two medium density blocks which would permit apartment buildings. These blocks are located along Campeau Drive, at the southern limit of the site, across the street from the three 16-storey buildings at 7303, 7305 and 7307 Campeau Drive. Nevertheless, the proposed maximum heights within these two medium density blocks would be 4 to 6 storeys. These maximum heights would be secured in the zoning by-law amendment, if approved.

25. Planning density shown is in all cases at least 2x the density of existing. Why does the planner say this respects existing density?

Answer

See response to Question #23.

26. Is there a sequence planned for the development?

Answer

The development will be phased, although a phasing plan has not yet been prepared.

27. Urban Design Brief - under objectives: "retain existing features where appropriate" –
a. What features are we talking about?

Answer

Natural landscape features such as tree stands, significant vegetated areas, and rocky outcrops.

- b. Who decides "what is appropriate"?

Answer

The project team, including civil engineers, planners, urban designers, landscape architects, and environmental experts provide their expert opinions and recommendations on what is appropriate, which are subject to the review of technical experts at the City and by the general public. City Council then makes a determination on whether they consider the proposal to be appropriate. In our opinion, the proposed development responds to the site's opportunities and constraints. Therefore, working with existing on-site conditions allows for the efficient use of infrastructure without unnecessary cost and engineering solutions. Our approach to retaining existing tree stands, significant vegetated areas, and rocky outcrops within the public amenities was based on where development could or could not occur. Careful consideration was therefore made in terms of which tree groupings could be preserved to provide maximum benefit for the community.

28. I live at the bottom corner of Windeyer Crescent. How do the 4-6 storey proposed buildings integrate with our community?

Answer

A key component considered in the redevelopment of this site was the careful consideration of adjacencies and the existing community. Much of the proposed built form abuts existing development of similar densities and typologies. In this specific scenario, the concept of residential integration is demonstrated in the proposed townhomes that back onto the existing townhouse development at the southern end of Windeyer Crescent.

The 4-6 storey built form within the proposed plan is in the southern corner of the site along Campeau Drive. This location was deemed appropriate for higher densities due to its direct frontage onto an arterial road, and its proximity to existing building typologies, ranging from 5 to 15 storeys, located between Kanata Avenue and Knudson Drive, and 16-storey buildings across Campeau Drive.

29. According to Ottawa's OP s.5.7.3.4, how do you believe that the proposed development "responds sensitively to the topography and other natural features of the site"?

Answer

The proposed development is mindful of the existing terrain and natural features due to the design team's approach to development. Retaining existing tree stands, significant vegetated areas, and rocky outcrops within the public amenities was based on the existing on-site conditions of where development could or could not occur. The stormwater management ponds were also located primarily in the low points on-site to allow for more natural drainage patterns.

30. Have any of the applicants walked the golf course to visually see what the density will do to the existing community?

Answer

Site visits were conducted by the consultants on numerous occasions.

31. Are the developers responsible to provide monies to expand health care facilities? Medical clinics are currently very busy not to mention family doctors are full.

Answer

This is not part of the development approvals process.

32. Why do you need to build over 1,500 housing units? What is the minimum number which makes this project economically viable?

Answer

See response to Question #23.

33. How do you factor in impacts on "quality of life" for current residents as part of your zoning assessment?

Answer

According to Section 1.3 of the Official Plan, quality of life is “supported by building:

- i. A more affordable, compact urban area where walking, cycling and transit are attractive options and there is less reliance on private automobiles;
- ii. A healthier city where there are everyday opportunities to socialize and safely walk or cycle;
- iii. Community-based food production into urban areas, through edible landscapes, community gardens and small and mid-scale urban farms;
- iv. Convenient access to services and facilities that allow seniors to retain their independence in the community and families to raise children in a safe and stimulating environment;
- v. More prosperous cities, where efficiency, design excellence, and cultural vitality make Ottawa a good place to work and do business;
- vi. A greener and cleaner city, with less air pollution from traffic and less consumption of energy for travel and housing;
- vii. Compact communities that use land efficiently and decrease the pressure to build on farmland and natural areas.”

The proposed development will contribute to a more affordable compact urban form in the Kanata Lakes community, near existing and proposed rapid transit, walking and cycling infrastructure, and near existing services and facilities, decreasing the pressure to build much-needed new housing on farmland and natural areas.

34. During what hours of the day and which days of the week will construction activities take place?

Answer

The City of Ottawa’s Noise By-law 2017-255 regulates noise from construction sites or machinery and will be respected during construction on site.

35. How will the development of other spaces in proximity e.g. KNL Development considered in the total impact on the neighbourhood?

Answer

Other developments in the surrounding area were considered as part of the transportation and servicing studies to understand the cumulative impact on the relevant study areas. In both cases, it was determined that there is sufficient capacity. City staff are reviewing these reports.

36. Please explain how 5 stormwater ponds function as public amenities. They are not usable and will attract nuisance mosquitos.

Answer

Stormwater management ponds are integrated into the community to benefit residents and respond to environmental conditions, such as the 100-year storm events.

Stormwater management ponds are intended to be multi-purpose community features, which include trails, naturalized planting, and seating areas. They are required for technical purposes; however, they are also designed to benefit the surrounding community and provide additional usable open space.

37. Will visual barriers be introduced between pond trails and adjacent properties (back yards)?

Answer

Where appropriate, existing natural landscape features will be retained, and additional planting will be provided within the stormwater management ponds as per city requirements. The trail network within stormwater management ponds will be mindfully designed with varying degrees of separation between adjacent residential developments.

38. If there are existing gates from backyards to the golf course, how will these be accommodated?

Answer

Gates from existing houses onto the privately owned golf course are not permitted.

39. Integration with surrounding neighbourhoods is a fundamental principle of the presented plan. How different is the proposed density relative to the existing density? How do you justify the difference in density in the context?

Answer

The proposed overall gross density is approximately 21.2 units per hectare. While this density is greater than the gross density of the surrounding community, which we estimate at approximately 11.5 units per hectare, this reflects affordability pressures, housing demand, market demand, and, generally, a move towards smaller lot sizes. Blocks have been sited to promote compatibility, including locating singles beside singles, townhouses beside townhouses, etc. From a planning perspective, there is nothing inherently incompatible about lots of different widths being located next to one another. In fact, there are numerous examples in the existing community where lots of different sizes are located next to one another or even where townhouses are located next to detached houses (e.g. Shaughnessy Crescent (detached) which turns into Windeyer Crescent (townhouses); the south portion of Knudson Drive where townhouses face detached houses; or Robson Court (townhouses) which backs onto Evanshen Crescent (detached)).

40. How much of the proposed new green space is usable? Stormwater ponds are not usable.

Answer

The intent is for all proposed green space to be usable by the community, both existing and proposed. The number of proposed stormwater management ponds is based on the technical requirements for new developments. Trails within stormwater management ponds have been envisioned to provide greater connectivity and encourage more active and healthy lifestyles.

41. Can you give me more details on "adequate buffer?"

Answer

Where parks, open spaces or stormwater management ponds are not proposed alongside existing houses, a proposed landscape buffer at least 3 metres wide will be provided, allowing for the potential for new planting to separate existing and proposed uses.

42. How is the housing compatible? Nothing is 6 storeys tall here.

Answer

The vast majority of the proposed units will be detached houses and townhouse forms. Two medium density blocks are proposed at the south edge of the property along Campeau Drive, immediately across the street from three 16-storey buildings at 7303, 7305 and 7307 Campeau Drive. Nevertheless, the proposed maximum heights within these two medium density blocks would be 4 to 6 storeys, which is appropriate for this location.

43. Why not develop on the fringe rather than upsetting established neighbourhoods?

Answer

As discussed in detail in the Planning Rationale submitted with the applications, residential intensification within the urban area is supportive of policy directions articulated in the Provincial Policy Statement and the City of Ottawa Official Plan, both of which promote intensification and the efficient use of land and infrastructure on sites which are well served by municipal infrastructure, including public transit.

44. What part of property will be developed by Richcraft and which part by Minto? Is the property owned by ClubLink? Is the property owned by ClubLink?

Answer

This has yet to be determined as the property is currently owned by ClubLink.

45. How much green space are you removing from the current configuration of the land you plan to develop?

Answer

Today the vast majority of the site is occupied by a golf course, with the exception of a clubhouse, parking lot, large maintenance building and multiple smaller out

buildings. The plan includes approximately 27.5% combination of parks and greenspace, buffers and stormwater management.

46. Given the amount of time taken to develop the lands north of the Beaver pond (still blasting 7 years after tree clearing). Is there really a need for 1500 new homes or is it just corporate greed?

Answer

New housing is supported by both Provincial and City of Ottawa policies. The site is designated *General Urban Area*, a designation that permits many types and densities of housing. The proposal will include a full range of housing that will contribute to the maintenance and achievement of a balance of housing types to provide a full range of housing, including both ground-oriented and apartment dwellings. The proposed residential uses will provide additional housing choices within the neighbourhood and represent a desirable response to the challenges associated with creating new family-oriented housing in the City of Ottawa and, in particular, creating a significant proportion of housing (959 out of 1,502 units, or 64%) that is more affordable for families than the typical detached house.

DAMAGE

These questions were addressed during the November 25th meeting. Answers below reflect comments provided by the applicant's consultant team at the meeting.

47. How will properties near the site be protected from blasting activities conducted as part of the construction of the proposed development?

Answer

Blasting is conducted by specialized contractors who must limit vibration of blasting based on industry standards to ensure that no damage is caused to existing homes in proximity to the site.

Prior to blasting, a pre-construction survey, to record pre-construction conditions, is required for comparison should a damage claim be entered. A pre-construction survey is required for all buildings, utilities, structures, water wells and facilities that may be affected by the blast and those within a minimum of 75m of the location where explosives are to be used. It is required by the City that the Developer/Contractor must carry liability insurance before any work may proceed.

Vibrations will also be monitored throughout the blasting process.

48. How do you blast safely given the proximity of homes?

Answer

The Blasting contractor is required to monitor the vibration levels at the closest building and/or service to the blast site during each blast.

49. Will there be blasting at will?

Answer

The Contractor or his consultant shall notify all property owners within 100 meters of the blasting site a minimum of 48 hours prior to the commencement of blasting.

Additional Questions from the November 25th, 2019 Meeting

These questions were taken from the comments cards that were not addressed due to time constraints at the November 25th meeting.

50. Who is liable for accidents concerning the high average flow out of Beaver Pond?

Answer

Any issues related to the Beaver Pond facility will ultimately be the responsibility of the City of Ottawa once any designs are accepted and approved.

51. Who will maintain / be responsible if a tree, located within the proposed buffer area, falls and damages property?

Answer

Insured contractors are responsible for any damage caused by construction.

52. How close to the existing homes/golf course can blasting take place?

Answer

Blasting will be required in areas where bedrock is encountered above design underside of footing level and above design service invert level. Blasting will not be required outside of these areas. Therefore, it is expected that blasting will occur up to 6 m of the property line of the subject site. Blasting operations will be monitored to verify vibrations from blasting are below tolerable levels to avoid structural damage of adjacent structures.

53. How will the developers prevent the release of very dangerous radon gas that is very prevalent in the ground beneath Kanata Lakes?

Answer

The potential release of radon gas from the bedrock below the existing houses will not be worsened by the proposed development since the blasting and removal of the bedrock for the development will only take place within the proposed development area. The bedrock quality below the existing houses will not be impacted and therefore potential release of radon gas will not be increased.

ENGINEERING

These questions were addressed during the November 25th meeting. Answers below reflect comments provided by the applicant's consultant team at the meeting.

54. To what extent will the existing elevation be altered using leveling and blasting?

Answer

A grading plan has been submitted in support of the proposed development, which seeks to respect existing grades and meet City of Ottawa standards.

55. How is Spring thawing being handled in the proposed development?

Answer

A stormwater management report and plan has been submitted in support of the application. The site has been designed to accommodate all stormwater on site up to the 100-year event levels.

56. Have the stormwater management ponds been designed for future climate change?

Answer

The stormwater management ponds have been designed in accordance with the City of Ottawa stress tests, which includes the effects of climate change.

57. How is drainage from the pond handled? Where does it go?

Answer

Storm ponds outlet to existing storm sewers within the city.

58. What will be the depths of the proposed stormwater management ponds?

Answer

The standing water depth of the pond is to be 4 metres.

59. To what specifications have the proposed stormwater management ponds been designed?

Answer

The proposed stormwater management ponds have been designed to Ministry of Environment and City of Ottawa specifications.

Additional Questions from the November 25th, 2019 Meeting

These questions were taken from the comments cards that were not addressed due to time constraints at the November 25th meeting. Answers by DSEL/JFSA are found below.

60. How can services be extended into the subject site without digging up existing yards?

Answer

Servicing extensions into the subject site are proposed via existing pathway corridors or frontages along existing City rights-of-way as demonstrated on the conceptual servicing plans submitted in support of the proposed development area.

61. Is there potential for flooding in the stormwater management pond areas?

Answer

The runoff that will be directed to, and released from, the stormwater management pond areas will be controlled such that the water is contained within the pond for up to 1:100-year design storms, as per City of Ottawa Design Standards.

62. It was stated that the design is for the 100-year event. What period of record was used and which observing stations are used for Ottawa to derive IDF statistics?

Answer

The intensity-duration-frequency curves and any historic rain events used in the development analysis during detailed design are dictated by the City of Ottawa's Sewer Design Guidelines. The station used is the Ottawa Airport and the IDF curves were derived with the data between 1967 and 1997. Updating the IDF curves with more recent data, decreases the rainfall intensities for short durations. Hence for the design of urban infrastructure, the City of Ottawa's Sewer Design Guidelines are conservative.

63. Will flows from Beaver Pond increase as a result of the proposed development?

Answer

Peak flows from the Beaver Pond will not increase as a result of the proposed development.

64. What considerations have been given to safety in regards to increased flows from Beaver Pond?

Answer

Please note that the application results in reduced flows from the Beaver Pond. Any issues related to the Beaver Pond facility will ultimately be the responsibility of the City of Ottawa once any designs are accepted and approved.

65. Has the NCC been consulted on the proposed stormwater management plan? How will sewer infrastructure support 1500 additional units?

Answer

The capacity of the existing infrastructure was reviewed and confirmed to be able to accommodate the development. The NCC is a commenting agency and the

submission materials were circulated to them. The NCC reviewed the first submission and provided their comments to the applicant.

66. What steps have been taken to ensure that current residents will not be subject to increased flooding risk?

Answer

Existing stormwater flows were reviewed and analyzed. The contemplated development will mimic existing conditions and will not increase the flow rate of the receiving storm sewers.

67. What provisions is Club Link providing to reduce flooding risk for Campeau and Weslock?

Answer

Existing stormwater flows were reviewed and analyzed. The contemplated development will mimic existing conditions and will not increase the flow rate of the receiving storm sewers.

68. Have the existing stormwater flows, and runoff generated on the golf course been investigated? What has been done with this information?

Answer

Yes. This information has been submitted to the City as part of the application.

69. Do you have a legal outlet for stormwater management?

Answer

The proposed development will be conveyed by MECP approved sewers to an MECP approved facility and its existing outlet.

70. The stormwater area is a significant portion of the total land space. Why is there such an increased need for stormwater management ponds?

Answer

Storm facilities were sized to mimic existing pre-development conditions to ensure no increase in stormwater flow to the existing storm sewer systems.

ENVIRONMENT

These questions were addressed during the November 25th meeting. Answers below reflect comments provided by the applicant's consultant team at the meeting.

71. What does "appropriate" amount of buffering mean?

Answer

The landscaped buffer will vary depending on the area of the site. The minimum being proposed is 3 metres.

72. How will the wildlife be protected?

Answer

Mitigation measures which follow the City of Ottawa Protocol for Wildlife Protection During Construction are outlined in the Environmental Impact Statement. Amongst other requirements, mitigation will include sweeps of work areas prior to tree clearing, tree clearing timing windows, and requirements to clear trees in the direction of retained features (in order to allow wildlife to leave the work area). – McKinley

73. Where will the endangered bats live if this goes through?

Answer

The Environmental Impact Statement did not identify the presence of endangered bat species or their habitat within the Site. Extensive areas of suitable bat habitat exist northwest of the Site in association with the South March Highlands Conservation Forest and the Carp Hills. – McKinley

74. After years of pesticide use on golf course, is it safe for children's park and intense residential use?

Answer

A Phase 2 Environmental Site Assessment has been submitted in support of the application, which considers potential on the site as a result of heavy pesticide use. In this report, contaminated areas of the site are identified. Therefore, if approved, remediation will be required as part of the development process to ensure the site meets provincial standards for residential and park use.

75. How will our quality of life be ensured - regarding more "ponds" which encourage mosquitos?

Answer

Mosquito levels at the proposed ponds are anticipated to be comparable to current conditions. Please note that mosquito levels are generally lower in areas surrounding stormwater management ponds, compared to natural wetlands, as a result of the increased movement of water.

In addition, the City of Ottawa mosquito control program can be utilized to further lower mosquito levels around the stormwater management pond for the proposed development.

76. How many tonnes of sequestered carbon will be released to the atmosphere during excavation and construction?

Answer

At this time, there are no policies in place that require developers to quantify the amount of sequestered carbon released into the atmosphere as a result of excavation and construction activities.

77. Will the ponds handle the extra rain from climate change?

Answer

The stormwater management ponds are designed to handle up to a 1:100-year storm event as per City requirements.

78. How will the mature trees be saved?

Answer

There is a block in the middle of the development designated as a park block. This provides an opportunity for the City to retain trees. There are also three larger open space blocks in the southern portion of the Site that overlap with areas of existing tree coverage. These blocks provide additional opportunities to retain trees. Mature trees could also be preserved within the 3 meter property buffers. Finally, there are opportunities to plant new trees within the stormwater management blocks. - McKinley

79. How can the trees on the land be cut down?

Answer

A Tree Permit will be required to remove any trees with a diameter at breast height of 10 cm or greater. Tree permits are issued by the City of Ottawa only after the applicant demonstrates that retention is not possible or required.

80. What water 'amenities' do stormwater ponds provide?

Answer

There is the opportunity to build recreational trails around the stormwater management ponds. The new stormwater management ponds will also provide wildlife habitat which will be similar to that which is currently provided by the existing ponds within the Site. – McKinley

81. Who will ensure "swim holes" are safe for swimming and water quality over the years?

Answer

Swimming is not permitted in stormwater management ponds, and neither are they permitted in the existing stormwater management ponds.

Additional Questions from the November 25th, 2019 Meeting

These questions were taken from the comments cards that were not addressed due to time constraints at the November 25th meeting. Answers by Bousfields, NAK and Dr. Andrew McKinley are found below.

82. Why are the recreation area drastically reduced?

Answer

The proposed plan converts privately owned land, in part, to publicly accessible lands. Currently, no amenities on site are publicly owned, and technically only accessible by members of the Kanata Golf and Country Club. Within the proposed plan, portions of the redeveloped land will be converted for public use and access. Therefore, there will be no reduction in recreation areas; Instead, this redevelopment will provide new publicly accessible parks and open spaces.

83. The stormwater ponds occupy twice as much space as planned parks. How can this be considered public green space?

Answer

The total space required for proposed stormwater management ponds is based on the technical requirements for new developments. Trails surrounding stormwater management ponds have been envisioned to provide greater connectivity and encourage more active and healthy lifestyles.

84. If the application is approved, what will be the % of greenspace lost?

Answer

Today the vast majority of the site is occupied by a golf course, with the exception of the parking lot and clubhouse. The plan includes approximately 27.5% combination of parks and greenspace, buffers and stormwater management.

85. There has been hardly any mention of the anticipated negative health impacts that will result from reduced air quality, creation of urban heat islands and removal of significant green space that supports and promotes physical activity.

Answer

The proposed development will continue to include a significant amount of green space, an enhanced trail network, and significant landscaping.

86. Will there be a mosquito management plan?

Answer

Mosquito levels at the proposed ponds are anticipated to be comparable to current conditions. Please note that mosquito levels are generally lower in areas

surrounding stormwater management ponds, compared to natural wetlands, as a result of the increased movement of water. In addition, the City of Ottawa mosquito control program can be utilized to further lower mosquito levels around the stormwater management ponds for the proposed development.

87. What consideration for climate change increase in intensity duration or frequency of rain has been made in the planning?

Answer

Any consideration for rainfall and storm frequency is established within the City's Sewer Design Guidelines and incorporated into the civil design analysis.

88. How does changing zoning from parks and open space help the climate change crisis in the City?

Answer

With respect to energy conservation, air quality and climate change, Provincial Policy Statement Policy 1.8.1 directs planning authorities to support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which promote compact form and a structure of nodes and corridors; promote the use of active transportation and transit in and between residential, employment and other areas; and improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

The proposed development will promote a compact urban form by intensification of an underutilized site within the urban area along a major arterial corridor and in proximity to a rapid transit corridor, as well as near the Kanata Centrum shopping centre. It will promote walkability by maintaining, enhancing and expanding the existing trail network, and locate the vast majority of units (97%) within 400 metres of an existing transit stop, representing less than a 5 minute walk.

89. How do you address clear cutting in this era of climate change?

Answer

At this time, there are no policies in place that require developers to quantify the potential impacts of a development with respect to climate change. The development proposal includes significant opportunities for tree retention and replanting, including within the park blocks, the open space blocks, the minimum 3 m property buffers, and the Stormwater Management blocks.

90. Area behind club house and 10th tee has a ravine and two different gradients/elevations. What will be the final elevations? Will the ravine be filled in, if so, what is the impact on the environment, water flow, stability of soil?

Answer

The majority of the ravine will be filled in to accommodate the proposed medium density development. Stormwater flow will be picked up by new proposed sewer infrastructure. Detailed grading designs will require input from geotechnical and environmental consultants.

91. What are the criteria to identify "environmental constraints"?

Answer

Environmental Constraints include designated natural heritage features, which are identified in the *Natural Heritage Reference Manual for Natural Heritage Policies of the Provincial Policy Statement*, as well as designated natural heritage features identified by the City of Ottawa Official Plan. The criteria to identify the various natural heritage features are outlined in the *Natural Heritage Reference Manual* and the City of Ottawa Environmental Impact Statement Guidelines.

92. In the Spring there is a stream that runs behind part of Stonecroft. How will that water be handled with the redevelopment?

Answer

Stormwater that was contributing water to that area of land will be collected in the new stormwater sewer system proposed within the development and will be conveyed to the new stormwater management pond locations proposed

TRANSPORTATION

These questions were addressed during the November 25th meeting. Answers below reflect comments provided by the applicant's consultant team at the meeting.

93. If permitted, this development would put heavy traffic on Varley Drive for commuters to the tech park. It would be right past a school. Is this considered acceptable or collateral damage?

Answer

Projections of traffic are completed through the Traffic Impact Assessment process. This assessment looks at where traffic is going, and predominant flow assumptions are made. The City's technical staff are reviewing these assumptions.

94. What is an acceptable distance to transit?

Answer

Eight hundred metres is considered an acceptable distance to transit (measured as the "crow flies"). The southern edge of the site, which is to be medium density, fits within the 800 metres from transit.

95. How is the sum traffic of existing houses, planned town centers lands, KNL lands summed up to figure out if roads can safely handle the overall new and expected traffic?

Answer

The Traffic Impact Assessment considers other developments in the area –these developments were provided through the pre-consult process by City Staff.

Additional Questions from the November 25th, 2019 Meeting

These questions were taken from the comments cards that were not addressed due to time constraints at the November 25th meeting. Answers by the BA Group are found below.

96. What about "rat-running" - any account taken of this?

Answer

BA Group is assuming that "rat-running" refers to the practice of motorists cutting through local streets, which are often residential in nature and not where they live, as "shortcuts" to reach their destination.

Per our Transportation Impact Assessment (TIA) report, all vehicular traffic generated by the project will be distributed directly to the surrounding arterial, major collector, and collector roads, including Campeau Drive, March Road, Terry Fox Drive, Kanata Avenue, Teron Road, and Knudson Drive. The purpose of these road classifications is to accommodate traffic flows through a neighbourhood and is thus not considered infiltration. The Concept Plan was developed in order to facilitate this traffic distribution. In addition, new traffic generated by the site will be well distributed across many streets, and as such the traffic impact to any specific intersection or area reduced, allowing for traffic from the development to be accommodated.

97. How can we absorb another 3,699 cars proposed to be parking in the new development on Terry Fox, Campeau, and Kanata Avenue?

Answer

The TIA completed for the site evaluated the forecast site impacts and determined that net new traffic generated by the site will be well distributed and that traffic impacts for the development can be accommodated.

98. Does the study cover the other 9,000 units already planned in Kanata North?

Answer

In Element 3.2.3 of BA Group's TIA report, traffic allowances were made for other specific proposed developments in the area based on a review of the City of Ottawa's list of current development projects (based upon development proposals) as of April 2019. These allowances were reviewed and accepted by City Staff

through the pre-consultation process. The TIA therefore accounts for planned growth in Kanata North.

99. Teron Road is already packed at rush hours, has the planning considered to use the same roads for approximately 4,000 more residents in the area?

Answer

Site traffic will be distributed across a large geographic area and to many different streets. Some vehicular traffic generated by the site is forecasted to be distributed in the direction of Teron Road (i.e. along roads that intersect with Teron Road) although no traffic is directly forecasted to utilize Teron Road. In this regard approximately 65 and 75 two-way trips are forecasted to utilize Beaverbrook Road, to and from the Site, in the morning and afternoon peak hours, respectively. These motorists may utilize Teron Road. However, the impact will be small and can be accommodated.

100. What specific plans deal with the overuse of local roads in particular Knudson and safety of children?

Answer

It is noted that Knudson Drive is designated as a Collector Road in the City of Ottawa Official Plan and not a local road. All vehicular traffic generated by the project will be distributed to the surrounding arterial, major collector, and collector roads, including Campeau Drive, March Road, Terry Fox Drive, Kanata Avenue, Teron Road, and Knudson Drive. The project will not connect or direct traffic to existing local roads. The Concept Plan was developed in order to facilitate this traffic distribution. New traffic generated by the site will be well distributed, in this manner, and traffic impacts for the development can be accommodated.

101. Does the proposed plan take into account the ongoing impacts of Kanata Town Centre south of Campeau?

Answer

All impacts generated by local sites in the area are captured by the existing traffic volume counts on the intersections analyzed within the TIA report. In Element 3.2.3 of BA Group's TIA report, traffic allowances were made for other specific proposed developments in the area based on a review of the City of Ottawa's list of current development projects (based upon development proposals) as of April 2019. These allowances were reviewed and accepted by City Staff through the pre-consultation process. Of note the TIS included planned growth in the Kanata Centrum Shopping Centre (address: 130 Earl Grey Drive) where several development proposals and projects are ongoing.

102. Can you speak to the added traffic from 3,000 more cars? What do you mean by people do not leave home at the same time?

Answer

For a residential use, residents typically leave over a morning “peak period” and return during an afternoon “peak period”. During these periods some residents leave/arrive early during the peak period, while others leave/arrive later in the peak period. By way of example, during a typical morning some residents typically leave very early (before 7am) to arrive at work for 7am, while others may leave later to drop children at school. Moreover, some residents may have shift work and not travel during the peak periods at all. As a result, while there may be over 3,000 vehicles added to the area within the residential homes, their use of the adjacent streets is spread out over the day reducing / spreading out the traffic generation.

The TIA completed for the site evaluated the highest hour during the two peak periods which are referred to as “peak hours” which represents the worst case / busiest period on the adjacent road network. The corresponding estimated site traffic generation for the entire project is estimated to be 650 and 750 two-way net-new vehicular trips using the adjacent streets during the morning and afternoon peak hours, respectively.

103. In the plan, where do you go for a walk with no traffic?

Answer

To accommodate pedestrians two different local cross sections are proposed; a 20m ROW and a 16.5m ROW. A wider 20 metre ROW has been proposed to allow for streets with sidewalks on both sides. Streets with a 20m ROW include Street 1, which runs north-south from Campeau Drive to Knudson Drive. A 20 metre ROW is also proposed for Street 16 which is the extension of Street 1 north of Knudson Drive. These streets are generally regarded as having a higher importance and connectivity from a pedestrian perspective because of their length and connections to other pedestrian routes.

All other streets are proposed to have a 16.5 metre ROW with a sidewalk on one side of the street in order to accommodate pedestrian / active transportation.

In addition to the proposed sidewalk connections, several strategic trail / off-street pathway connections have been proposed throughout the development to provide connections from the new development to the existing neighbourhood areas to ensure the new development is well integrated into the existing community and to encourage active transportation.

104. How is the rapid transit measured, specifically Knudson Drive/Kanata Avenue?
From Knudson/Kanata to Terry Fox Park & Ride is over 2 km walking distance.

Answer

The distance to rapid transit was measured from the southwest corner of the site which is where the higher density uses are proposed. The corner of the site is approximately 800 metres (measured in a direct line) from the entrance to the

Rapid Transit station in the Centrum Shopping Centre. The walking distance to the corner of the site where the higher density uses are proposed is estimated to be approximately 1.15km.

For the low density uses proposed within the plan, approximately 97% of the households proposed in the development area are within 400 metres of an existing transit stop which is less than a 5-minute walk.

105. How are existing roads (Campeau, Knudson) going to be augmented to support the added traffic?

Answer

The TIA completed for the site concluded that the existing area streets have sufficient capacity to accommodate forecast site traffic and no improvements are required (i.e. widening of Knudson Avenue or Campeau Drive) to accommodate development.

106. Plans talk a lot about transit. If the development is so transit friendly, why are there 3000+ parking spots? Note +2.5 km from the north end to Terry Fox station.

Answer

The City of Ottawa's target mode split for the Kanata area still includes private vehicles acting as the primary mode of transportation in the area. As a result, some level of parking is required for the planned development. The proximity to transit however decreases the chances that future residents will need to use their vehicle for certain trips. Thus, while the project may ultimately result in several new vehicles existing in the area, the intention is that many of them will be left parked as residents utilize transit. The use of transit will also be supported by Transportation Demand Management (TDM) strategies implemented by the developer which are strategies aimed at encouraging use of non-auto modes such as transit.

It is also noted that per the City of Ottawa's guidelines, high density and medium density uses are required to prepare a comprehensive parking assessment at the Site Plan Application stage. These future studies will further review the need for parking for these uses with the aim of ensuring that parking is minimized, where appropriate, to encourage and support transit use within the development.

OTHER

These questions were addressed during the November 25th meeting. Answers below reflect comments provided by the applicant's consultant team at the meeting.

107. If approved, how long is this development project's implementation expected to last? How many years?

Answer

Timing will ultimately be a function of what the market demands in terms of the development. However, we anticipate that it could take approximately five years once required approvals obtained.

108. Do you really believe this is enhancing this community?

Answer

The proposal will intensify the existing community, in a location that is close to existing services, infrastructure and public transit, including rapid transit, while preserving existing natural heritage elements such as rocky outcrops and existing tree stands where possible. The proposal will redevelop a large, privately-owned site with new housing while dedicating approximately 44 percent as public space, including parks, stormwater management ponds, other open spaces, and new roadways.

The proposed redevelopment has been sensitively designed to promote compatibility of uses and built forms, generally locating like uses next to one other (e.g. townhouses next to townhouses, detached generally adjacent to detached lots, apartment/medium density blocks near existing apartments along Campeau), and to include appropriate buffering between existing and new development in the form of landscaped buffers of varying widths.

Additional Questions from the November 25th, 2019 Meeting

These questions were taken from the comments cards that were not addressed due to time constraints at the November 25th meeting. Answers by Bousfields and Patterson Group are found below.

109. To what extent do Bousfields, BA Group and Patterson Group have the discretion to object to instructions from R. Sahi/Minto and Richcraft in this development?

Answer

As licensed engineers with Professional Engineers Ontario and registered planners with the Ontario Professional Planners Institute, we are obliged to conduct our work in an ethical and responsible manner, regardless of our client and their requests.

110. Does the applicant plan to compensate existing homeowners for the substantial reduction in their property values should this development proceed?

Answer

Compensation is not being contemplated for any perceived reduction in property values.

111. Where will all materials go? Rocks, grass, dirt. Dust caused by construction. Poor air quality in an already developed area.

Answer

Materials will be removed off-site by contractors and are typically reused in areas that require fill.