



July 13, 2020

Laurel McCreight, Planner  
Development Review West  
Planning Services  
City of Ottawa  
Ottawa City Hall  
110 Laurier Avenue West  
Ottawa, Ontario K1P 1J1

Dear Ms. McCreight:

**Re: *Planning Rationale Addendum Letter  
Zoning By-law Amendment & Draft Plan of Subdivision Resubmission  
City of Ottawa File Nos. D02-02-19-0123 and D07-16-19-0026  
7000 Campeau Drive, City of Ottawa***

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As you are aware, we are the planning consultants for ClubLink Corporation ULC with respect to its property at 7000 Campeau Drive, located on the north side of Campeau Drive in the former City of Kanata, in the City of Ottawa (the “subject site”).

This letter has been prepared as an addendum to our September 2019 Planning Rationale report, in order to address the revised concept plan and draft plan of subdivision enclosed with this resubmission. With the proposed revisions, it continues to be our opinion that the proposal is appropriate and desirable. The key revisions include the following:

- Relocating the medium density block previously proposed at the southwest corner of Parcel A (see key map attached to this letter as **Appendix A**) further east along Campeau Drive, away from the existing residential uses, and removing the previously-proposed window street;
- Introducing a new stacked townhouse block at the southwest corner to provide for a more gradual transition in the intensity of built form;
- Replacing traditional townhouses at the easterly end of Parcel A backing onto the Stonecroft Terrace and Morenz Terrace developments with detached houses;
- Replacing front-drive townhouses and back-to-back townhouses in the northwest corner of the subject site, in Parcel D, with detached houses abutting the existing detached houses further north and west;
- Replacing some of the front-drive townhouses at the southeast corner of Parcel D with detached houses;

- Introducing a fourth park, 'Woodland Park', abutting the west lot line, north of the stacked new townhouses, which would be 1.62 hectares in size, to preserve a large portion of an existing significant woodlot (per the City of Ottawa's criteria for the urban area) and provide for a shade structure, seating/picnic tables, open space trails, a fitness station, bridge and bicycle racks;
- Revising the 'Neighbourhood Park' concept to retain the majority of an existing significant woodlot (per the City of Ottawa's criteria for the urban area);
- Revising the park and parkette concepts to include additional active amenities;
- Retaining existing rock outcrops near Weslock Way;
- Improving connections and views from the subject site to Walden Park to the northwest, by extending the proposed cul-de-sac to the extent of the park with an open space between the park and the road;
- Improving connections and views from the subject site to Craig Park to the east, extending the proposed open space along the east lot line so that it interfaces with the park and extending the trail towards the proposed street;
- Including a new emergency vehicle turnaround in front of the proposed open space next to Craig Park;
- Setting back all homes (including porches) a minimum of 3 metres from the street to better accommodate tree planting; and
- Pairing the driveways of the proposed low-rise typologies in order to increase contiguous front yard soft landscaping areas.

This addendum provides a summary of the revisions made to the proposal to respond to comments received from the City and other commenting agencies, and addresses updates to the policy framework since the applications were submitted, including the Provincial Policy Statement, 2020, which came into effect on May 1, 2020, and recent Council directions related to the new City of Ottawa Official Plan Growth Management Strategy.

The Zoning By-law Amendment and Draft Plan of Subdivision applications were submitted on October 8, 2019 to permit the redevelopment of the subject site. The applications were deemed complete as of the date of submission via a letter from staff dated October 17, 2019, and a formal public meeting was held on November 25, 2019. The applications were appealed to the Local Planning Appeal Tribunal on March 6, 2020 due to the City of Ottawa's failure to make a decision on the applications within the timelines prescribed under the *Planning Act*.

This addendum letter concludes that, with the design revisions summarized above and below, and illustrated in the revised concept plan and draft plan of subdivision, the proposed development continues to be appropriate from the perspectives of intensification, land use policy, public realm, height and density, compatibility and urban design. Subject to the additional comments set out herein, the findings and

analysis set out in our September 2019 Planning Rationale report continue to be relevant and accurate.

A summary setting out a comparison of the revised design to the original proposal is provided in **Table 1** below.

**Table 1 – Statistical Comparison**

	<b>Original Submission (October 2019)</b>	<b>Resubmission (June 2020)</b>
<u>Dwelling Units</u>	<u>1,502</u>	<u>1,544</u>
Detached	545 (22.76 ha)	630 (24.63 ha)
Front Drive Townhouses	498 (11.05 ha)	332 (7.79 ha)
Back-to-Back Townhouses	88 (1.02 ha)	70 (0.79 ha)
Stacked Townhouses	0 (0 ha)	76 (0.80 ha)
Medium Density	371 (2.97 ha)	436 (2.91 ha)
<b>Subtotal (Residential land)</b>	<b>37.80 ha</b>	<b>36.92 ha</b>
Parks	3 (4.36 ha)	4 (5.91 ha)
Stormwater Ponds	5 (8.02 ha)	4 (7.31 ha)
Additional Open Space	5.36 ha	5.19 ha
Landscaped Buffers	1.70 ha	1.65 ha
<b>Subtotal (Open Space land)</b>	<b>19.44 ha</b>	<b>20.06 ha</b>
Roads	13.65 ha	13.91 ha
<b>Total Site Area</b>	<b>70.89 ha</b>	<b>70.89 ha</b>

### **Provincial Policy Statement 2020**

On February 28, 2020, the Ministry of Municipal Affairs and Housing released the Provincial Policy Statement, 2020, which came into effect on May 1, 2020 (the “2020 PPS”).

The 2020 PPS provides policy direction on matters of Provincial interest related to land use planning and development. In accordance with Section 3(5) of the Planning Act, all decisions that affect a planning matter are required to be consistent with the PPS. In this regard, Policy 4.2 provides that the PPS “shall be read in its entirety and all relevant policies are to be applied to each situation”.

As compared with the 2014 PPS, the 2020 PPS includes an increased emphasis on encouraging an increase in the mix and supply of housing, protecting the environment and public safety, reducing barriers and costs for development and providing greater certainty, and supporting the economy and job creation.

Part IV of the 2020 PPS sets out the Province’s vision for Ontario, and promotes the wise management of land use change and efficient development patterns:

*“Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel. They support the financial well-being of the Province and municipalities over the long term, and minimize the undesirable effects of development, including impacts on air, water and other resources. They also permit better adaptation and response to the impacts of a changing climate, which will vary from region to region”.*

One of the key policy directions expressed in the 2020 PPS is to build strong communities by promoting efficient development and land use patterns. To that end, Part V of the 2020 PPS contains a number of policies that promote intensification, redevelopment and compact built form, particularly in areas well served by public transit.

In particular, Policy 1.1.1 provides that healthy, liveable and safe communities are to be sustained by promoting efficient development and land use patterns; accommodating an appropriate affordable and market-based range and mix of residential types, employment, institutional, recreation, park and open space, and other uses to meet long-term needs; and promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments and standards to minimize land consumption and servicing costs.

Policy 1.1.3.2 supports densities and a mix of land uses which efficiently use land, resources, infrastructure and public service facilities and which are transit-supportive, where transit is planned, exists or may be developed. Policy 1.1.3.3 directs planning authorities to identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment, where this can be accommodated taking into account existing building stock or areas and the availability of suitable existing or planned infrastructure and public service facilities.

In addition, Policy 1.1.3.4 promotes appropriate development standards, which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

Policies 1.1.3.5, 1.1.3.6, and 1.1.3.7 require planning authorities to establish and implement minimum targets for intensification and redevelopment in built-up urban areas and phasing policies to ensure those targets are achieved prior to, or concurrent with, new development within designated growth areas.



In the 2020 PPS, “intensification” means the development of a property, site or area at a higher density than currently exists through: a) redevelopment including the reuse of brownfield sites; b) the development of vacant and/or underutilized lots within previously developed areas; c) infill development; and d) the expansion or conversion of existing buildings. “Designated growth areas” are defined as lands within settlement areas designated in an official plan for growth over the long-term planning horizon, but which have not yet been fully developed, and include lands which are designated and available for residential growth.

With respect to housing, Policy 1.4.3 requires provision to be made for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents by, among other matters:

- permitting and facilitating all housing options required to meet the social, health, economic and well-being requirements of current and future residents, and all types of residential intensification;
- directing the development of new housing towards locations where appropriate infrastructure and public service facilities are or will be available;
- promoting densities for new housing which efficiently use land and resources,
- requiring transit-supportive development and prioritizing intensification; and
- establishing development standards for residential intensification, redevelopment and new residential development, which minimize the cost of housing and facilitate compact form while maintaining appropriate levels of public health and safety.

In this regard, the 2020 PPS includes a new definition of “housing options”, meaning a range of housing types such as, but not limited to detached, semi-detached, rowhouses, townhouses, stacked townhouses, multiplexes, additional residential units, tiny homes and multi-residential buildings. The term can also refer to a variety of housing arrangements and forms.

Policy 1.5.1 provides that healthy, active communities should be promoted by, among other things, 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 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.

The efficient use of infrastructure (including public transit) is a key element of provincial policy (Section 1.6). Section 1.6.3 states that the use of existing infrastructure and public service facilities should be optimized before consideration is given to developing new infrastructure and public service facilities. With respect to transportation systems,

Policy 1.6.7.4 promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Policy 1.7.1 of the PPS states that long-term prosperity should be supported through a number of initiatives including: encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and a range of housing options for a diverse workforce; optimizing the use of land, resources, infrastructure and public service facilities; and encouraging a sense of place by promoting well-designed built form and cultural planning and by conserving features that help define character, including built heritage resources.

With respect to energy conservation, air quality and climate change, Policy 1.8.1 directs planning authorities to support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and preparing for the impacts of a changing climate 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 encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

It is our opinion that the proposed development and the requested Zoning By-law Amendment and revised Draft Plan of Subdivision, which would permit the intensification of an underutilized site within the urban area with a range of new housing options, including detached houses, townhouses, back-to-back townhouses, stacked townhouses and mid-rise apartment buildings, are consistent with the 2020 PPS, and in particular the policies relating to intensification, the efficient use of land and optimizing the use of existing infrastructure.

### **New City of Ottawa Official Plan Growth Management Strategy**

The City of Ottawa is currently in the process of preparing a new Official Plan through the *Ottawa Next: Beyond 2036* study, which was initiated in September 2018 and first presented to Planning Committee on February 14, 2019 and Council on February 27, 2019. On March 4, 2019, discussion papers on key policy issues facing the City were released to the public and, on August 22, 2019, high-level policy directions (Five Big Moves) were released to the public for consultation. Those high-level policy directions proposed shifts in how the City approaches five foundational planning issues, one of which was growth management.

At its meeting on May 27, 2020, City Council considered an April 24, 2020 staff report regarding the new Official Plan's Growth Management Strategy. The Strategy

considered three residential growth scenarios with varying degrees of policy intervention.

The Status Quo scenario would have maintained the current Official Plan intensification target increases, increasing two per cent every five years and reaching 50 percent during the 2041 to 2046 period, resulting in 45 per cent of the overall residential growth being within the built-up area through intensification. This scenario would have required a further urban boundary expansion of between 1,930 to 2,230 gross hectares.

Conversely, the No Expansion scenario would have accelerated intensification target increases rapidly so that greenfield development would only occur on existing designated greenfield lands and such that 100 per cent intensification would be achieved during the 2041 to 2046 period, resulting in 64 per cent of the overall residential growth being achieved through intensification within the built-up area.

Instead of these two approaches, City Council ultimately adopted the Balanced scenario that was recommended by City staff, and which is planned to achieve the majority of growth through intensification through target increases reaching 60 percent of residential growth during the 2041 to 2046 period. This will result in 51 percent of the overall residential growth being within the built-up area through intensification (representing an additional 92,100 residential units), and 49 percent of growth being within greenfield lands.

The staff report states that the Balanced scenario accommodates the projected growth by fulfilling all of the new Official Plan policy objectives approved by Council and is consistent with the 2020 PPS. It will also permit the City and the development industry to facilitate more intensification through the introduction of new housing forms to achieve the reallocation of ground-oriented units (detached, semi-detached and townhouses) that are typically provided in greenfield areas, back into existing communities, in support of the City's "15-minute neighbourhood" objectives.

The staff report states that an increase in the supply of ground-oriented housing through intensification and a moderate urban area expansion are needed to provide an appropriate range and mix of projected housing needs to 2046. We note that, in response to a Councillor motion (which failed) to increase the intensification targets in order to achieve 70% intensification in the final five year period, planning staff responded that the recommended intensification targets are the "most aggressive intensification targets that are achievable".

As discussed below, the proposed development will contribute to meeting Council's newly-endorsed intensification direction.

## **Intensification**

As set out in Section 5.1 of our Planning Rationale report, residential intensification on the subject site 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.

The subject site continues to represent a unique opportunity to intensify a large 70.89 hectare infill site that is located along an Arterial Road and served by a number of transit routes, including routes that join the Transitway BRT route at Eagleson and Terry Fox stations shortly after boarding in front of the subject site. The subject site is located within the midst of the Urban Area, and is a redevelopment and infill opportunity located in a community that includes a mix of uses and built forms ranging from detached houses to semi-detached dwellings, townhouses and medium- and high-intensity mid-rise and high-rise residential buildings, along with hotel and residential care uses.

The recent Council direction to proceed with the Balanced scenario, targeting a significantly greater intensification target than that of the current Official Plan, makes it even more critical that existing serviced land within the Urban Area on major roads and near transit are intensified in an appropriate, context-sensitive and efficient manner. Intensifying the subject site with a mix of residential uses, including a modest increase from 1,502 to 1,544 units (between the original submission and this resubmission) will take advantage of existing municipal infrastructure, support the active transportation options that are to be retained as part of the proposal, and minimize negative impacts to air quality and climate change by supporting existing and future transit.

## **Land Use**

As set out in Section 5.2 of our Planning Rationale report, it is our opinion that the proposed mix of uses, including detached houses of varying density, townhouses, back-to-back townhouses and medium density apartments, as well as new public parks, stormwater management ponds and open spaces, is permitted by the *General Urban Area* designation which applies to the subject site. The mix of uses, which now also includes stacked townhouses, is appropriate and desirable from a land use planning perspective and will contribute to the achievement of a “complete community”.

In this regard, the new 2020 PPS defines housing options as a range of housing types that includes all of the proposed low-rise uses. In accordance with Policy 1.4.3 of the 2020 PPS, the proposed redevelopment of the subject site would provide for an

appropriate range and mix of housing options and densities, including detached houses but also a significant amount (59.2 percent) of more intensive ground-related housing (478 dwelling units) and apartment units (436 units). Instead of locating them on a greenfield site, these housing options and densities will be directed to a location where appropriate infrastructure and public service facilities are available in order to efficiently use land and resources.

With respect to the arrangement of specific uses within the subject site, the medium density apartment blocks have been shifted further east in order to provide for additional separation from the existing townhouses along Coulson Court and Robson Court, while still being located along Campeau Drive, in proximity to the Terry Fox Station (just over 800 metres away) and in an area characterized by taller buildings, which is where the *General Urban Area* designation generally targets heights taller than 4 storeys.

In addition, traditional (front-drive) townhouses at the easterly end of Parcel A and in the northwest corner of Parcel D have been replaced with detached houses in order to generally match the existing detached built forms on Stonecroft Terrace and Morenz Terrace (Parcel A) and Slade Crescent and Kenins Crescent (Parcel D), respectively. Similarly, townhouses at the southeast corner of Parcel D have been replaced with detached houses, and new townhouses have been added along the west end of Parcel A, abutting existing townhouses on Coulson Court, Robson Court, and Hodgson Court to the west and Windeyer Crescent to the east.

Generally, the revisions result in a more linear transition of heights and densities from north to south, aside from the remaining pocket of proposed townhouses at the south end of Parcel D, which would back onto existing townhouses on Knudson Drive.

With respect to parks and other open spaces, a new 1.62 hectare park has been introduced near the southwest corner of the site, for a total of four public parks totalling 5.91 hectares, an increase from 3 parks totalling 4.36 hectares, and from the existing condition i.e. the existing private golf course use. The revised proposal also represents an increase in the overall open space, from 19.44 to 20.06 hectares, representing 28.3 percent of the subject site.

### **Site Organization and Public Realm**

As set out in Section 5.3 of our Planning Rationale report, intensification on the subject site affords an opportunity to better integrate the site into the urban fabric, by creating stronger built form relationships to Campeau Drive, Knudson Drive and Weslock Way, and improving and enhancing connectivity and permeability by extending a public street and pedestrian trail network through the subject site.

The proposal continues to include a significant new north-south street (Streets No. 1 and 16) through the subject site, which will provide an alternative connection between Campeau Drive and the east-west portion of Knudson Drive, as well as a new north-south street (Street No. 7) extending into the central “prong” of the southerly parcel (Parcel A), establishing new views into the site from Campeau Drive and Bill Teron Park towards one of the proposed new parks.

The southerly portion of Street No. 7, along with Street Nos. 9 and 11, will provide a “southern loop” around the majority of the higher density blocks in Parcel A. Both Street Nos. 1 / 16 and the southern loop will have 20 metre rights-of-way, providing space for two-way traffic and one on-street parking lane, as well as 2 metre wide boulevards, 1.8 metre wide sidewalks and 1.95 metre wide tree planting zones on either side of the new streets.

The proposed local roads, with 16.5 metre rights-of-way, would provide for two-way traffic, one parking lane, a 4 metre wide boulevard on one side of the street and a 2.2 metre wide boulevard on the other side (both allowing for tree planting) along with a 1.8 metre wide sidewalk.

The revised proposal will continue to divide the site into appropriately-scaled development blocks, connect the existing main thoroughfares and introduce a new one (Street No. 1), provide for street-oriented development, provide for vehicular, pedestrian and bicycle access into the subject site, and provide for safe public and emergency vehicle access. In this latter regard, an emergency vehicle turnaround has been added in the approximate centre of Parcel B, in front of Craig Park, to provide for enhanced emergency vehicle manoeuvrability.

In our opinion, the proposed development continues to be in keeping with Policy 3.6.1(5) of the Official Plan, in that the development will enhance and build upon “desirable established patterns”. Further, the proposal is in keeping with Policy 4.3(1), as the proposed development will provide the opportunity for direct transit routes through the community and for all buildings to be within 400 metres walking distance of a transit stop. The proposed development will promote intensification on the subject site, while appropriately improving accessibility within the neighbourhood and beyond.

The proposed parks, open spaces and stormwater management ponds, which have increased in overall size from 17.74 to 18.41 hectares, will front onto existing streets such as Beaverbrook Road, Weslock Way and Knudson Drive, as well as on the proposed streets, particularly on the north-south spine, collectively referenced as Street Nos. 1 and 16. These substantial new community amenities will continue to serve as recreational focal points within the redevelopment, and will now maintain additional existing forested areas that qualify as Significant Woodlots under the City of Ottawa’s criteria for the urban area in Parcel A. These woodlots are located within the

central “prong”, along the easterly edge of the westerly “prong”, and near the southwest corner within the new 1.62 hectare Woodland Park.

In our opinion, the draft plan of subdivision, as revised, continues to satisfy the criteria set out in Section 51(24) of the *Planning Act* and as discussed in greater detail in our Planning Rationale report. In this regard, the purpose of the draft plan is to create blocks for future public streets, parks, stormwater management ponds, open spaces, and development blocks of different intensities.

The draft plan has been revised to include a detailed lotting layout as requested by City staff, based on an average lot frontage of 10.97 metres (36 feet). The 36 foot lot frontage will be further refined through discussions with City staff as we work through the subdivision process. The draft plan as proposed shows the approximate number of lots in the proposed subdivision, which was determined using the average lot frontage of 36 feet, and a subsequent draft plan will reflect a lotting based on the detached housing products identified in the NAK Design Strategies Urban Design Brief. As such, some of the 36 foot lots may be 30 to 44 foot lots in the future. This flexibility is necessary in order to respond to future housing market trends and in recognition that lot dimensions may be refined as a result of detailed engineering design.

We also note that the original draft plan included separate blocks that identified 3 metre landscape buffers at the rear of the detached blocks that back onto existing developments. The revised draft plan has removed those blocks as the landscaped buffers are instead proposed to be secured in the zoning by-law and through the subdivision process by including a provision for new homes backing onto existing homes that prohibit this area (i.e. the rear 3 metres of the property) from being occupied by permanent accessory uses, buildings and structures (more details on the proposed zoning are provided in **Appendix B**).

In the context of the above, it continues to be our opinion that the draft plan is timely, has appropriate regard for matters of provincial interest, conforms with the City of Ottawa Official Plan, and is in the public interest.

### **Height and Density**

As set out in Section 5.4 of our Planning Rationale report, the subject site represents a unique opportunity to integrate a large underutilized site into the surrounding lot fabric in a sensitive manner, while accommodating a range of low-density housing options and some medium density development in appropriate locations.

From a planning perspective, there is nothing inherently incompatible about different residential built forms 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)).

It continues to be our opinion that the original concept plan, which included higher density forms abutting lower density forms (i.e. medium density next to townhouses, townhouses next to detached houses, and detached houses of narrower frontages next to detached houses with wider frontages) was appropriate from a land use planning perspective, as set out in our Planning Rationale report. However, a number of revisions have been made to the plans to increase the separation between different built forms, including shifting the medium density blocks further towards the centre of the Campeau Drive frontage and locating a stacked townhouse block abutting the existing townhouses along Robson Court and Coulson Court. In addition, some of the proposed traditional townhouses further east and north have been relocated further south, closer to the medium density blocks, and replaced with detached houses.

With respect to the proposed heights specifically, consideration of the two medium density blocks has been further refined, and heights of between 4 and 6 storeys are contemplated. Given that Policy 3.6.1(3) permits buildings taller than 4 storeys along Arterial Roads (such as Campeau Drive), within 800 metres of a rapid transit station (such as Terry Fox Station, which is approximately 800 metres away) and in an area characterized by taller buildings (such as the location of the medium density blocks, see Table 1 of our Planning Rationale report for more details), it is our opinion that the proposed heights are permitted by the Official Plan and are appropriate. The proposed 4- to 6-storey heights will transition down towards the proposed low-rise townhouses on the subject site and towards the existing townhouses and detached houses further east, west and north.

With respect to density, the overall gross density would be approximately 21.8 units per hectare, while the net density is approximately 40.8 units per hectare (excluding the proposed roads, parks and other open spaces). If the proposed medium density blocks are excluded in order to compare the proposed low-rise uses with the surrounding uses north of Campeau Drive, which are primarily low-rise, the gross density would be reduced to approximately 15.6 units per hectare and the net density would be reduced to approximately 29.3 units per hectare.

For comparison, the net density of the surrounding community, generally including existing development within one to two blocks of the subject site, is identified on Drawings #1 and #2, attached. Drawing #1 includes the existing apartment buildings on the south side of Campeau Drive, and estimates a net density of approximately

21.6 units per hectare. Drawing #2 excludes those existing apartment buildings, and estimates a net density of approximately 17.3 units per hectare.

While in both scenarios (with or without medium density uses) the proposed net density on the subject site is greater than the estimated net density of the surrounding community, this reflects the importance of housing affordability, market demand and policy objectives regarding the efficient use of land and infrastructure, all of which contribute to generally smaller lot sizes and more intensive development now than in the past.

We note that the proposed net density (29.3 to 40.8 units per net hectare, depending on whether the apartment uses are included) would be similar to what is anticipated in other new communities in Kanata, as well as in developments closer to the urban fringe. In this regard, the City of Ottawa Official Plan requires a minimum density of 36 and 34 units per net hectare, respectively, in two new communities designated *General Urban Area* in Kanata, including Kanata North (Policy 3.6.1(14)(b)) and 820 Huntmar Drive (Policy 3.6.1(16)(c)).

In addition, new development on lands designated *Developing Community* are to have densities similar to those found in residential areas adjacent to the Central Area if inside the Greenbelt (Policy 3.6.4(4)(b)), or a minimum density of 34 units per net hectare if outside the Greenbelt. Proponents of new development on lands designated *Urban Expansion Study Area* (Policy 3.11(4)(e)(ii)) and *Developing Community (Expansion Area)* (Policy 3.12(3)(d)(ii)) are expected to meet a minimum density target of 34 units per net hectare.

Further, 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. The policies of the new 2020 PPS continue to promote land use and infrastructure planning, and the importance of “optimizing” the use of land and supply of infrastructure.

### **Compatibility and Urban Design**

As set out in Section 5.5 of our Planning Rationale report, it is our opinion from an urban design perspective that the proposed development represents an opportunity to reurbanize an underutilized property along an arterial road, within walking distance of rapid transit and with good access to employment centres in Kanata and Ottawa’s Downtown. The proposed redevelopment would intensify the subject site with an urban form that will improve the pedestrian realm along Campeau Drive, preserve and enhance pedestrian connections throughout the Kanata Lakes neighbourhood, divide

the subject site into smaller city blocks with new parks and open spaces, and result in an attractive new development that is sensitive to the surrounding developments.

The Urban Design Brief prepared by NAK Design Strategies has been revised (dated May 2020). In our opinion, as supported by the revised Urban Design Brief prepared by NAK Design Strategies, the proposed site organization and land use allocation conform with the applicable compatibility and urban design policies of the Official Plan, in particular Policies 2.5.1 and 4.11. Except as otherwise noted below, the comments and analysis in our Planning Rationale report continue to apply.

With respect to Policy 2.5.1, the proposal will further **enhance the sense of community** by preserving a larger number of existing natural heritage features, including large portions of the three woodlots that would meet the City of Ottawa definition of Significant Woodlots, with the intention of retaining other tree stands, woodlots and rock outcrops where possible. The addition of a new park near the southwest corner of Parcel A will introduce an additional new gathering “place”, and the expansion of the pedestrian and cycling network (as shown in Figure 36 of the revised Urban Design Brief) will improve connections between the proposed open spaces and those existing in the surrounding community.

The proposal will introduce an additional 20 metre wide road, the “southern loop”, that will further **define public and private spaces** by helping to delineate the area of medium density and townhouse built forms near the south limit of the subject site, and **create places that are safe, accessible and are easy to get to and move through** using a variety of traffic calming measures such as enhanced (raised) intersections and pedestrian crossings.

With respect to **ensuring that the new development respects the character of the existing area**, the proposed reorganization of the higher density built forms has resulted in additional transition between existing detached houses and townhouses and the proposed development, as discussed in more detail above. The proposed redevelopment **considers adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice**, by continuing to promote an urban grid pattern that could accommodate more intensive uses over time, and accommodating a range of housing options.

Finally, with respect to Policy 2.5.1, the proposal **understands and respects natural processes and features in development design and maximizes energy efficiency and promotes sustainable design**, further minimizing hard surfaces by introducing additional parks and open space lands (increasing the amount of land occupied by parks, open spaces and storm ponds from 17.74 to 18.41 hectares), and ensuring that all proposed roads (which have also slightly increased in overall area from 13.65 to 13.91 hectares) will include planted boulevard zones and trees on both sides of the

street. As discussed previously, the revised proposal also retains additional existing natural features.

With respect to Section 4.11 of the Official Plan, and in particular Policies 4.11(1), 4.11(5), 4.11(6), 4.11(7), 4.11(8), 4.11(9), 4.11(12), 4.11(13), 4.11(19) and 4.11(20), the revised proposal:

- is supported by a revised Urban Design Brief by NAK Design Strategies;
- will further provide for compatibility of new buildings through the relocation of some of the higher density blocks away from existing low-rise developments;
- will create a linear transition in height and density within the subject site, from the tallest and densest developments along Campeau Drive, including 4-6 storey apartment buildings and stacked townhouses, to the edges of the subject site, where traditional townhouses and detached houses are proposed;
- will enhance and expand the public street network through the subject site with a second 20 metre local road in the south portion of Parcel A, creating a “southern loop” around some of the proposed higher density blocks and connecting to Campeau Drive at two locations;
- will design new buildings to include windows on the building elevations that are adjacent to public spaces, and use architectural elements, massing and landscaping to accentuate main building entrances as demonstrated by the Design Brief;
- revises the three new vehicular access points along Campeau Drive to be 20 metre local roads, while also connecting to the existing road network at Knudson Drive, Weslock Way and Beaverbrook Road;
- continues to locate uses that may have loading areas and servicing areas at the south end of the subject site, along Campeau Drive, to mitigate potential impacts on existing residents on abutting properties, while also minimizing the potential for lighting spillover, noise and air quality impacts, and sunlight/shadow and microclimate impacts on existing properties in the area;
- continues to respect existing outdoor amenity areas of lots backing onto the subject site through the introduction of context-sensitive landscaped buffers, parks, open spaces, stormwater management ponds and the preservation of existing tree stands, where feasible, while also strategically relocating some of the higher density uses away from existing detached houses and townhouses; and
- refines and increases the amount of outdoor amenity areas that are publicly accessible, including four new parks (one neighbourhood park, the woodland park, and two parkettes), along with four stormwater management ponds, all of which would form part of the enhanced pedestrian network.

## **Proposed Zoning By-law Amendment**

The following potential parent zones will be required to permit the proposed redevelopment:

- R1 (Residential First Density Zone), to permit the detached dwellings on minimum 9 metre lots;
- R3 (Residential Third Density Zone), to permit the proposed townhouse and back-to-back townhouse dwellings;
- R4 (Residential Fourth Density Zone), to permit the proposed stacked townhouse dwellings;
- R5 (Residential Fifth Density Zone), to permit the proposed 4-6 storey apartment dwellings; and
- O1 (Parks and Open Space Zone).

Please see **Appendix B** for further details on the proposed zoning for the subject site.

## **Supporting Technical Studies**

Aside from this Planning Rationale Addendum Letter and the updated Design Brief discussed above, the revised proposal is supported by a number of updated technical studies, including:

- Transportation Impact Assessment (TIA) prepared by BA Group;
- Roadway Traffic Noise Feasibility Assessment prepared by Gradient Wind;
- Environmental Impact and Tree Conservation Report prepared by McKinley Environmental Solutions and Muncaster Environmental Planning;
- Geotechnical Investigation prepared by Paterson Group;
- Functional Servicing Report prepared by DSEL;
- Hydrologic Assessment prepared by JFSA Consultants;
- Monitoring & Hydrologic Model Calibration Report prepared by JFSA Consultants;
- Preliminary Stormwater Management Plan prepared by JFSA Consultants;
- Kizell Drain Downstream of 7000 Campeau Drive Geomorphological and Erosion Threshold Assessment prepared by GEO Morphix Ltd.;
- Environmental Assessment Response Letter prepared by Paterson Group; and
- Phase 2 Environmental Assessment prepared by Paterson Group.

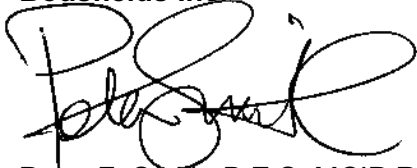
## **Conclusion**

Subject to the additional analysis and opinion provided above, the findings set out in our Planning Rationale report dated September 2019 are still relevant and applicable to the revised proposal and, as a result, it is our opinion that the proposed

redevelopment of the subject site is appropriate and desirable in land use planning terms and should be approved.

Should you have any questions or wish to discuss any of these matters in greater detail, please do not hesitate to contact the undersigned.

Yours truly,  
**Bousfields Inc.**



Peter F. Smith, B.E.S. MCIP RPP



Mike Dror, MCIP RPP



**Appendix A: Parcel Key Map**





**Appendix B: Proposed Zoning Provisions**

<b>Proposed Use/Zone</b>	<b>Performance Standard</b>	<b>Provision</b>
<b>Detached House</b>  <b>(Zone Category: R1)</b>	Min. Lot Width	9 m
	Minimum Lot Area	240 m <sup>2</sup>
	Maximum Building Height	11 m
	Min. Front Yard Setback	3.0 m
	Min. Corner Side Yard Setback	3.0 m
	Min. Interior Side Yard Setback	1.8 m total, with a minimum of 0.6 m on one side of the building.
	Min. Rear Yard Setback	6 m
	An exception will apply for lots backing onto existing houses, prohibiting permanent accessory uses, buildings and structures in a 3 metre “buffer area” abutting those existing lots, and that the rear yard setback is to be measured from the buffer as opposed to from the rear lot line.	
<b>Townhouses</b>  <b>(Zone Category: R3)</b>	Min. Lot Width	5.6 m
	Minimum Lot Area	165 m <sup>2</sup>
	Maximum Building Height	11 m
	Min. Front Yard Setback	3.0 m
	Min. Corner Side Yard Setback	3.0 m
	Min. Interior Side Yard Setback	1.2 m
	Min. Rear Yard Setback for traditional townhouses	6 m
	An exception will apply for lots backing onto existing houses, prohibiting permanent accessory uses, buildings and structures in a 3 metre “buffer area” abutting those existing lots, and that the rear yard setback (if applicable) is to be measured from the buffer as opposed to from the rear lot line.	
<b>Back-to-back Townhouses</b>  <b>(Zone Category: R3)</b>	Min. Lot Width	5.5 m
	Minimum Lot Area	165 m <sup>2</sup>
	Maximum Building Height	14 m
	Min. Front Yard Setback	3.0 m
	Min. Corner Side Yard Setback	3.0 m

<b>Proposed Use/Zone</b>	<b>Performance Standard</b>	<b>Provision</b>
	Min. Interior Side Yard Setback	1.2 m
	Min. Rear Yard Setback	0 m
	An exception will apply for lots backing onto existing houses, prohibiting permanent accessory uses, buildings and structures in a 3 metre “buffer area” abutting those existing lots, and that the rear yard setback (if applicable) is to be measured from the buffer as opposed to from the rear lot line.	
<b>Stacked Townhouses</b>  <b>(Zone Category: R4)</b>	Min. Lot Width	18 m
	Minimum Lot Area	540 m <sup>2</sup>
	Maximum Building Height	15 m
	Min. Front Yard Setback	6 m
	Min. Corner Side Yard Setback	3 m
	Min. Interior Side Yard Setback	6 m
	Min. Rear Yard Setback	6 m
<b>Apartment Buildings</b>  <b>(Zone Category: R5)</b>	Minimum Lot Area	1,000 m <sup>2</sup>
	Maximum Building Height	22 m
	Min. Front Yard Setback	3 m
	Min. Corner Side Yard Setback	3 m
	Min. Interior Side Yard Setback	1.5 m
	Min. Rear Yard Setback	7.5 m
<b>Open Space and Parks</b>  <b>(Zone Category: O1)</b>	As per parent by-law.	