

SEPTEMBER

2019

 BOUSFIELDS INC.

 **PLANNING  
RATIONALE**

**7000 CAMPEAU DRIVE**  
CITY OF OTTAWA

PREPARED FOR:  
CLUBLINK CORPORATION ULC





Job Number - 18245

**BOUSFIELDS INC.**

PLANNING | DESIGN | ENGAGEMENT

3 Church Street, Suite 200  
Toronto ON  
M5E 1M2

T 416.947.9744  
F 416.947.0781

[www.bousfields.ca](http://www.bousfields.ca)

# TABLE OF CONTENTS

<b>[1.0] INTRODUCTION</b>	<b>1</b>
<b>[2.0] SITE &amp; SURROUNDINGS</b>	<b>4</b>
2.1 THE SUBJECT SITE	5
2.2 AREA CONTEXT	7
2.3 IMMEDIATE SURROUNDINGS	12
2.4 TRANSPORTATION CONTEXT	15
<b>[3.0] PROPOSAL</b>	<b>18</b>
3.1 DESCRIPTION OF PROPOSAL	19
3.2 REQUIRED APPROVALS	20
<b>[4.0] POLICY &amp; REGULATORY CONTEXT</b>	<b>29</b>
4.1 OVERVIEW	30
4.2 PLANNING ACT	30
4.3 PROVINCIAL POLICY STATEMENT (2014)	30
4.4 CITY OF OTTAWA OFFICIAL PLAN	31
4.5 FORMER SECONDARY PLAN FOR THE MARCHWOOD-LAKESIDE COMMUNITIES	37
4.6 GREENSPACE MASTER PLAN	39
4.7 ZONING	41
4.8 DESIGN GUIDELINES FOR THE VILLAGE OF KANATA LAKES	41
4.9 BUILDING BETTER AND SMARTER SUBURBS (BBSS) (2014)	42
<b>[5.0] PLANNING &amp; DESIGN ANALYSIS</b>	<b>44</b>
5.1 INTENSIFICATION	45
5.2 LAND USE	45
5.3 SITE ORGANIZATION AND PUBLIC REALM	47
5.4 HEIGHT AND DENSITY	49
5.5 COMPATIBILITY & URBAN DESIGN	50
5.6 TRANSPORTATION	54
5.7 SERVICING	55
5.8 ENVIRONMENTAL IMPACT STUDY & TREE CONSERVATION REPORT	56
<b>[6.0] CONCLUSION</b>	<b>57</b>
<b>APPENDIX A:</b>	<b>59</b>
LEGAL DESCRIPTION	59

TOC







# [1.01]

## INTRODUCTION

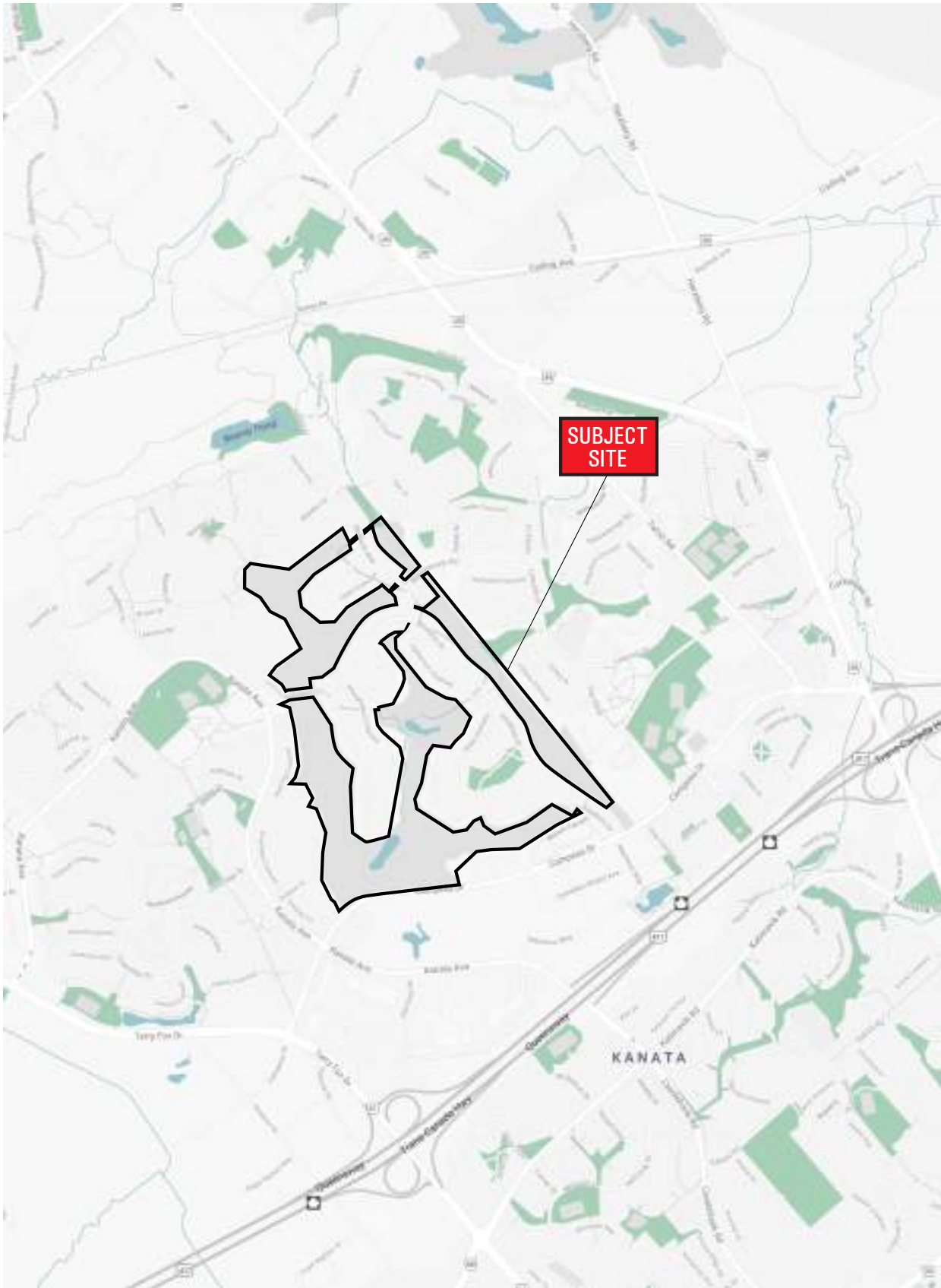


Figure 1 - Location Map

This Planning Rationale report has been prepared in support of a proposed redevelopment of a large, strategically located property immediately north of the Kanata Town Centre (see **Figure 1, Location Map**) known municipally as 7000 Campeau Drive (“the subject site”). A Zoning By-law Amendment application is required to rezone the site from Parks and Open Space, Subzone A (O1A), to a mix of R1T, R3V, R5A and O1 zones, in order to permit the proposed residential uses and built forms. In addition, a Draft Plan of Subdivision application is being submitted to establish the different types of development blocks, as well as new public roads, public parks, landscaped buffers, and stormwater management ponds.

The subject site, which is currently used as the Kanata Golf and Country Club, has an area of approximately 70.89 hectares (175.2 acres) and is occupied by 18 golf holes, a 2-storey club house and a large surface parking lot along the Campeau Drive frontage. Given the size of the subject site and its proximity to existing transit infrastructure, the site represents an opportunity to create new housing in a transit-supportive manner in proximity to the Kanata Town Centre. In this regard, the Terry Fox transit station is located approximately 900-1,000 metres walking distance south of the subject site, and is served by bus rapid transit, local bus service and Greyhound bus service.

This Planning Rationale report concludes that the requested amendments to the Zoning By-law and the Draft Plan of Subdivision are supportive of the policy framework expressed in the Provincial Policy Statement, the City of Ottawa Official Plan and the relevant urban design guidelines.

From a land use planning perspective, the proposal is supportive of numerous policy directions promoting intensification and infill of underutilized sites within existing built-up urban areas, particularly in locations that are well served by municipal infrastructure, including transit. In this respect, the subject site is located along multiple surface bus routes providing access to Downtown Ottawa and other major destinations and within convenient walking distance to the Kanata Town Centre and planned light rail transit service at Terry Fox Station.

From a built form and public realm perspective, the proposed development will create new streets, walkways, parks, open spaces, landscaped buffers and stormwater management ponds, and will integrate the subject site into the surrounding urban fabric. The block pattern has been designed to line Campeau Drive with denser uses, with the intensity of uses generally decreasing towards the north and towards existing residential uses on adjacent properties. Landscaped buffers have been incorporated to further mitigate impact on existing residential uses, while three new parks, five new stormwater management ponds and a number of new open spaces are proposed to be interspersed throughout.

In our opinion, the proposal represents good planning and reflects an exciting and unique opportunity to integrate the subject site into the Kanata Lakes community in an urban, transit-oriented approach. In summary, the subject site has been planned to efficiently use existing urban land and infrastructure through a mix of building types and densities that will urbanize an underutilized site.





# [2.01]

## S I T E & S U R R O U N D I N G S



## 2.1 The Subject Site

The subject site is a large parcel of land located in the former City of Kanata, and before that, the Township of March, which is now located in the City Ottawa. The full legal description has been appended to this report as **Appendix A**. The subject site is currently occupied by the Kanata Golf and Country Club, which opened in 1990. A portion of the lands was previously occupied by a 9-hole golf course opened in 1968. The subject site has an overall area of 70.89 hectares, and gets its address from being located north of Campeau Drive. However, the site is also split into four distinct parcels, all with the same municipal address, which are separated by the local road network. Those parcels can be described as follows. (see **Figure 2**)

- The southerly parcel (Parcel A) is the largest of the four and is generally shaped like the head of a pitchfork, with three "prongs", two of which are generally oriented north-south while the latter, easterly prong is generally oriented east-west. Parcel A has an area of approximately 43.1 hectares and a frontage of 550.1 metres along Campeau Drive. The parcel also fronts Knudson Drive at four locations, including two narrow pedestrian-only connections accessed from the central "prong" (10.8 and 10.1 metres of frontage, respectively), and two wider connections for both pedestrians and golf carts from the westerly "prong" (155.6 metres of frontage) and easterly "prong" (42.7 metres).

Aside from the golf course, the parcel is occupied by a 2-storey club house with an approximate 900 square metre footprint located at the southeast corner of the parcel, set back approximately 48 metres from Campeau Drive and 33.5 metres from the westerly lot line. An accessory building is located between the club house and the westerly lot line. Both buildings, along with a large surface parking lot located along the Campeau Drive frontage with approximately 180 parking spaces, are accessed via a driveway from Campeau Drive, which is located near the westerly lot line. In addition, an outdoor storage yard and one-storey garage are also accessed from Campeau Drive, and are located near the easterly "prong", abutting low-rise houses which front Stonecroft Terrace.

Two stormwater management ponds are located in this parcel, one directly north of the parking lot, and one within the central "prong".



Existing golf course, looking north from Campeau Drive



Driving range on subject site, looking north from Campeau Drive



Existing golf course pathways cross over local streets

- The easterly parcel (Parcel B) has a long, relatively narrow shape with an overall area of 9.54 hectares. Parcel B separates the Kanata Lakes neighbourhood from the Beaverbrook neighbourhood, which is located to the east. It is currently accessed from Knudson Drive via two narrow walkway and golf cart routes. It also has frontage on Beaverbrook Road to the north (27.2 metres of frontage) although the frontage is heavily landscaped, with no access, and Weslock Way (45.3 metres of frontage), which provides pedestrian and golf cart access.
  - The northerly parcel (Parcel C) is the smallest of the four, with an area of 2.36 hectares. Parcel C is located directly across Beaverbrook Road from Parcel B, except that this parcel is visible from Beaverbrook Road, with a frontage of 95.0 metres. Access is currently from Weslock Way, where a golf cart route is accommodated within a frontage 36.0 metres in width. An additional 23.6 metres of frontage on Weslock Way is located to the north of this parcel, providing golf cart access across the street.
  - The westerly parcel (Parcel D) is 15.98 hectares in size and has frontage on Knudson Drive (across the street from the southerly parcel) of 115 metres. The parcel also has two narrow frontages on Weslock Way, of 25.0 and 25.5 metres, across from Parcel C's access points, mentioned above.
- More generally, the subject site is covered primarily by soft landscaping, including the vast private golf greens, fairways and tee boxes. Trees are generally located around the perimeter of the subject site and in various locations throughout. There are also a number of rocky outcroppings throughout the subject site.
- Most of the houses that back onto the course have either fences or private landscaping to provide a buffer to the course. However, there are some houses throughout with yards that open up onto the course and which do not currently have landscaping or fences along their rear lot lines.



Figure 2 - Aerial Photo



## 40% AGREEMENT

The subject site, and other properties in the Marchwood Lakeside Community (now Kanata Lakes), are the subject of an agreement entered into by Campeau Corporation and the City of Kanata on May 26, 1981 and updated December 20, 1988. The agreement confirms the principle that approximately 40% of the total development area of the Marchwood Lakeside Community be left as open space for recreation and natural environmental purposes, including the golf course on the subject site, stormwater management areas, natural environmental areas and lands to be dedicated for park purposes.

It is our understanding that the legality and enforceability of this agreement is under dispute and may be the subject of a separate legal process between the owner and the City of Ottawa. As such, we have not considered this agreement in evaluating the planning appropriateness of the proposed development.



Existing parking lot along Campeau Drive



Existing central stormwater pond



Maintenance yard off of Campeau Drive on subject site



Existing Stormwater pond

## 2.2 Area Context

The subject site, occupied by the existing Kanata Golf and Country Club, is located in the former City of Kanata, which was the first satellite community established in the Ottawa area outside of the Greenbelt. It is located within what is commonly referred to as either the Kanata Lakes or Marchwood Lakeside neighbourhood, which is generally located north of the Queensway (Highway No. 417), west of Beaverbrook Road, east of Terry Fox Drive, and south of the section of Terry Fox Drive immediately south of the Morgan's Grant neighbourhood.





Existing cart paths connect golf course users between the four parcels of the subject site through the surrounding neighbourhood



Kanata Avenue and Campeau Drive, looking west



Bus stop along Campeau Drive



A variety of interface conditions exist between the subject site and surrounding residential uses



The Kanata Lakes neighbourhood that surrounds the subject site was developed in the early 1990s. Although by the early 2000s, development had begun to spread out to the north and west of the golf course, the area west of Beaverbrook Road was initially developed in parallel with the redesigned golf course. The area north of Campeau Drive consists of a mix of building types ranging from detached houses to townhouses, generally 2 storeys in height. Houses are organized along the main neighbourhood thoroughfares, including Knudson Drive, Weslock Way and Kanata Avenue, as well as a number of crescents and cul-de-sacs, which are built around the existing golf course.

Campeau Drive is a major east-west arterial road which commences at March Road where it is accessed directly from the Queensway, and meanders west and south towards Didsbury Road. A future extension will connect it to the Arcadia subdivision, just east of Huntmar Drive, where Campeau Drive continues west, currently terminating near an aggregate operation just east of Carp Road. The section of Campeau Drive between the Queensway and Didsbury Road is generally characterized by rear-lotted low-rise residential uses, and apartment buildings and single-storey retail buildings set well back from the street.

South of Campeau Drive, immediately across from the subject site's southerly parcel (Parcel A), is the Kanata Town Centre, which is generally bounded by Campeau Drive to the north, Eagleson Road to the east, Katimavik Road to the south (as the centre stretches to the south side of the Queensway) and Didsbury Road to the west. The area is subject to the Kanata Town Centre Secondary Plan, which was originally approved in 1993 by the former City of Kanata and later carried forward into the City of Ottawa Official Plan. The plan was updated in 1998 and 1999 to

include a Kanata Town Centre Master Concept Plan for the area northeast of Kanata Avenue and south of Campeau Drive, across from the subject site (see **Figure 3** – Kanata Town Centre Concept Plan). This concept plan identified a new central business district, a new main street connecting Kanata Avenue with Campeau Drive, generally aligning with Stonecroft Terrace, and an approximate 8 hectare (20 acre) new public park directly south of the southerly parcel of the subject site.

The Kanata Town Centre Secondary Plan was recently amended through a City-initiated Official Plan Amendment (approved December 28, 2018), to realign development blocks and allow for a larger park, while removing the new main street and focusing main street development along Kanata Avenue (see **Figure 4** – Revised Kanata Town Centre Concept Plan). Among other things, the amended Secondary Plan introduces policies encouraging higher densities given the planned Light Rail Transit expansion into Kanata (discussed further in Section 2.4 below).





Figure 3 - Kanata Town Centre Concept Plan (1999)



Figure 4 - Revised Kanata Town Centre Concept Plan (2018)

## 2.3 Immediate Surroundings

The immediate surroundings for each of the four parcels that comprise the subject site are described below.

### PARCEL A

Immediately west of the subject site, south of the easterly "prong" of Parcel A, is a detached dwelling development with 54 two-storey units fronting the T-shaped Stonecroft Terrace (1-54 Stonecroft Terrace). Between this development and Knudson Drive is a development accessed from both Campeau Drive and Knudson Drive, with 27 1½-storey townhouse buildings, each with between 3 and 4 units (1-61 and 2-22, 34-46, and 80-92 Morenz Terrace, 2-6 Conacher Gate, 1-27 and 2-32 Sawchuk Terrace, and 2-18 Vezina Place).

Between the central and easterly "prongs", Knudson Drive is generally lined with 2-storey detached houses stretching from Campeau Drive to the north. Detached and semi-detached houses generally line the ends of both "prongs" (30-50 Knudson Drive and 216-260 Knudson Drive), while in the centre are primarily 2-storey detached houses along Balding Crescent, Rosenfeld Crescent, Tanner Crescent and Sherk Crescent, all of which funnel through Sherk Crescent onto Knudson Drive. In the centre of Sherk Crescent is Sue Nickerson Park, an approximate 2.0 hectare park that also fronts Knudson Drive.

At the east edge of the central "prong", a small T-shaped street, Nelford Court, is lined with two townhouse buildings fronting Knudson Drive and four semi-detached buildings to the rear backing onto the golf course, for a total of 16 two-storey units (144-162 Knudson Drive and 4-10 and 3-9

Nelford Court). At the north edge of the central "prong" are detached houses fronting Halldorson Crescent and Goulding Crescent, while separating the central and westerly "prongs" are houses fronting Shaughnessy Crescent. At the elbow between the two "prongs" is Windeyer Crescent, which is lined with 3- to 4-unit, 2-storey townhouse buildings.

The north edge of the westerly "prong" abuts Knudson Drive, and is one of the few locations aside from Campeau Drive where the golf course is visible from the public realm. Along the west are detached houses closer to Knudson Drive, fronting Sherring Crescent, while further south the golf course is lined with townhouse buildings with between 3 and 4 units, fronting a number of cul-de-sacs including Longboat Court, Hodgson Court, Robson Court and Coulson Court (which backs onto the club house).

Within the Kanata Town Centre, south of Parcel A, development has generally been slower on the lands north of the Queensway than to the south, but more recently new development has occurred within the central business district lands to the east, generally between Cordillera Street and Maritime Way. A number of mid-rise developments have been recently approved and completed, including in particular:

- 1088 Maritime Way, a 6-storey (21.1 metre) apartment building approved in 2018 with 144 dwelling units.
- 1136 Maritime Way, an 8-storey (28.0 metre) apartment building approved in 2018 with 154 dwelling units.
- The Williams Court development (1145, 1175 and 1203 Maritime Way and 1025 and 1047 Canadian Shield Avenue), an approved master planned development with 6 buildings ranging in height from 2 to 12 storeys, with a central common landscaped area.



Stonecroft Terrace



Parcels A, B, C, D



- 1250 Maritime Way, a 7-storey (23.5 metre) retirement home which received site plan approval in 2018, with a total of 154 units (54 of which are assisted living units).
- 1251 Maritime Way, a 5-storey (21 metre) hotel approved in 2015, with 116 suites.
- 3501 Campeau Drive, a 5-storey retirement residence set well back from Campeau Drive (Red Oak Retirement Homes).
- 1100 Canadian Shield Avenue, two 6-storey buildings (23 metres) connected by a 2-storey building approved in 2016, with 105 residential apartment units and 100 hotel suites (Homewood Suites by Hilton).
- 101 Kanata Avenue, a 9-storey hotel (Holiday Inn & Suites) located just south of Kanata Avenue.

West of these developments, directly south of the subject site, are City-owned lands that are identified as a park in the Kanata Town Centre Secondary Plan, which front onto Campeau Drive, Kanata Avenue, Cordillera Street, Maritime Way and Canadian Shield Avenue. While portions of these lands are identified as development sites in the Secondary Plan, the majority, including the lands that directly interface with the subject site, are proposed to be formalized as Bill Teron Park. The development parcels are expected to be offered for sale through the Ottawa Community Lands Development Corporation and the park was expected to move into design stage in the Spring of 2019. A Phase One Environmental Site Assessment has been completed, and it is our understanding based on discussions with park staff that the park is to be expanded when the Ottawa Community Lands Development Corporation sells off the future development blocks.



1100 Canadian Shield Avenue (Homewood Suites by Hilton) on right, with Williams Court on left

Fronting Campeau Drive, surrounded by the City-owned lands, is a retirement residence (Forest Hill Retirement Home), which houses 160 units. The building has two 5-storey diagonal wings and a one-storey wing that faces Campeau Drive, surrounded by surface parking at the front and rear. The building, located at 6501 Campeau Drive, is set back a minimum of approximately 18 metres from Campeau Drive. Further west, at the corner of Kanata Avenue, are three 16-storey rental apartment buildings (7303, 7305 and 7307 Campeau Drive) set well back from Campeau Drive. The easterly tower at 7303 Campeau Drive is located across from the golf course club house on the subject site.



Entrance to Bill Teron Park, looking south from subject site



1203 Maritime Way, looking southeast



6501 Campeau Drive (Forest Hill Retirement Home), looking south





View west down Campeau Drive, with 6501 Campeau Drive (Forest Hill Retirement Home) on left



7303, 7305 and 7307 Campeau Drive, as seen from the interior of the subject site



7303, 7305 and 7307 Campeau Drive

South of Kanata Avenue are a number of commercial developments accommodating large-format retail outlets as well as smaller format outlets in commercial plazas. In addition, the Kanata Centrum development, a pedestrian-oriented, unenclosed shopping centre, is located just north of the Terry Fox station and associated park-and-ride lots. South of these commercial developments is the Queensway.

## PARCEL B

To the west of Parcel B are properties fronting Knudson Drive, all of which are occupied by one- and 2-storey detached dwellings.

To the south of Parcel B, as well as to its east, is a hydro corridor that extends from south of Campeau Drive north to a transformer station abutting the north end of Hole 3. East of the hydro corridor, and east of the portion of Parcel B that is north of the transformer station, is the Beaverbrook neighbourhood. While the majority of lots backing onto the golf course are one- or 2-storey detached houses fronting on Oakes Wood, Tiffany Crescent and Pentland Crescent, the course also interfaces with a townhouse development on Reaney Court, where 8 townhouse buildings accommodate approximately 44 residential units. In addition, Craig Park, an approximate 1.3 hectare park, abuts the existing golf course. A walkway from Knudson Drive leads through the golf course, through Craig Park and to the Stephen Leacock Public School beyond.

To the north, Parcel B has frontage on Beaverbrook Road, although it is currently inaccessible as it is heavily landscaped. Also separating Parcel B from Beaverbrook Road is a 7-building cul-de-sac lined with 2½-storey townhouses.

## PARCEL C

Similar to Parcel B, the west edge of Parcel C is lined with 2-storey detached dwellings fronting Weslock Way. To its south is Beaverbrook Road, while to its east is the Beaverbrook neighbourhood, and specifically detached dwellings fronting Borduas Court. To its north is a public playground located in Weslock Park, with pathways that lead north towards the Kanata Business Park through Kimmins Court Park.

## PARCEL D

Parcel D is generally surrounded on all sides by 2-storey detached houses fronting Weslock Way to the east, Slade Crescent to the north, and Kenins Crescent and Langford Crescent to the west. However, to the northwest, the golf course backs onto a heavily-treed portion of Walden Park, beyond which is the Saint-Rémi Catholic Elementary School.

In addition, along the south edge of Parcel D are 4- and 5-unit 3-storey townhouses fronting Knudson Drive. Near the west edge, Parcel D opens up onto Knudson Drive, facing the north edge of Parcel A.

## 2.4 Transportation Context

The subject site is well-served by existing public transit and is located in proximity to the following bus routes (see **Figure 5** – OC Transport System Map):

- Route 265 is a peak period bus route connection that runs through the Kanata Lakes and Beaverbrook communities to Downtown/Mackenzie King in a circular routing for its entire route and operates Monday to Friday from 6:00 to 9:00 (AM peak) and 3:00 to 6:00 (PM peak). Bus stops serving the subject site are located along Knudson Drive and Campeau Drive.
- Route 268 runs from Downtown/Mackenzie King to Kanata Lakes and operates as a peak period connection route. Bus stops serving the subject development are located along Kanata Avenue and Campeau Drive.
- Local Route 164 is a local peak period route that serves the central and southern Kanata area and runs between Terry Fox station and Hope Side Road/Old Richmond Road. Bus stops serving the subject development are located along Kanata Avenue and Campeau Drive. The bus service operates weekdays from 7:58 AM to 7:18 PM.
- Local Route 168 is a local regular route that serves the Kanata Lakes, Marchwood, Beaverbrook and Bridlewood communities of Kanata and runs between Terry Fox station and Fernbank Road/Terry Fox Drive. Bus stops along Knudson Drive and Beaverbrook Road would serve the subject development. The bus service operates weekdays from 5:30 AM to 11:30 PM.
- BRT Route 62 runs between St. Laurent Station/Downtown and Terry Fox Station. A portion of this route along Campeau Drive will serve the subject development. The bus route operates weekdays from 6:47 AM to 11:44 PM. The Sunday schedule is from 7:24 AM to 9:55 PM and the Saturday schedule is from 6:50 AM to 10:05 PM.

In addition, the Terry Fox Bus Rapid Transit (BRT), Greyhound and bus station is located at the south edge of the Kanata Centrum shopping centre, along the Queensway, approximately 650 metres south of the subject site, or approximately 950 metres walking distance. Terry Fox Station is

the main western terminal of Route 62 and Local Routes 164 and 168. (see **Figure 6** – Schedule D – Rapid Transit Network).

Furthermore, the City of Ottawa has completed an Environmental Assessment for the extension of Light Rail Transit (LRT) service to Kanata, with a route extending 11 kilometres from Moodie Station to the proposed Hazeldean Station. The recommended route would run along the north side of Highway 417, crossing over Highway 417 at Huntmar Drive, and continuing south adjacent to a future north-south arterial road to Hazeldean Station. The project proposes a fully segregated LRT with 8 new transit stations including March, Kanata Town Centre, Terry Fox, Didsbury, Campeau, Palladium, Maple Grove and Hazeldean. The closest station to the subject site will continue to be the Terry Fox Station, which is located approximately 900-1,000 metres walking distance from the subject site.

The subject site is well connected to the surrounding road network. Campeau Drive is classified as an Urban Arterial Road in Annex 1 of the City of Ottawa Official Plan, with a planned (and existing) right-of-way width of 40 metres. Kanata Avenue is classified as a Major Collector Road, and Knudson Drive is a Collector Road (see **Figure 7** – Schedule E – Urban Road Network). In terms of cycling infrastructure, Campeau Drive is identified as an On-Road Cycling Route, and has painted bicycle lanes on both sides of the street, between just west of Maritime Way and just east of Kanata Avenue (see **Figure 8** - Schedule C – Primary Urban Cycling Network).



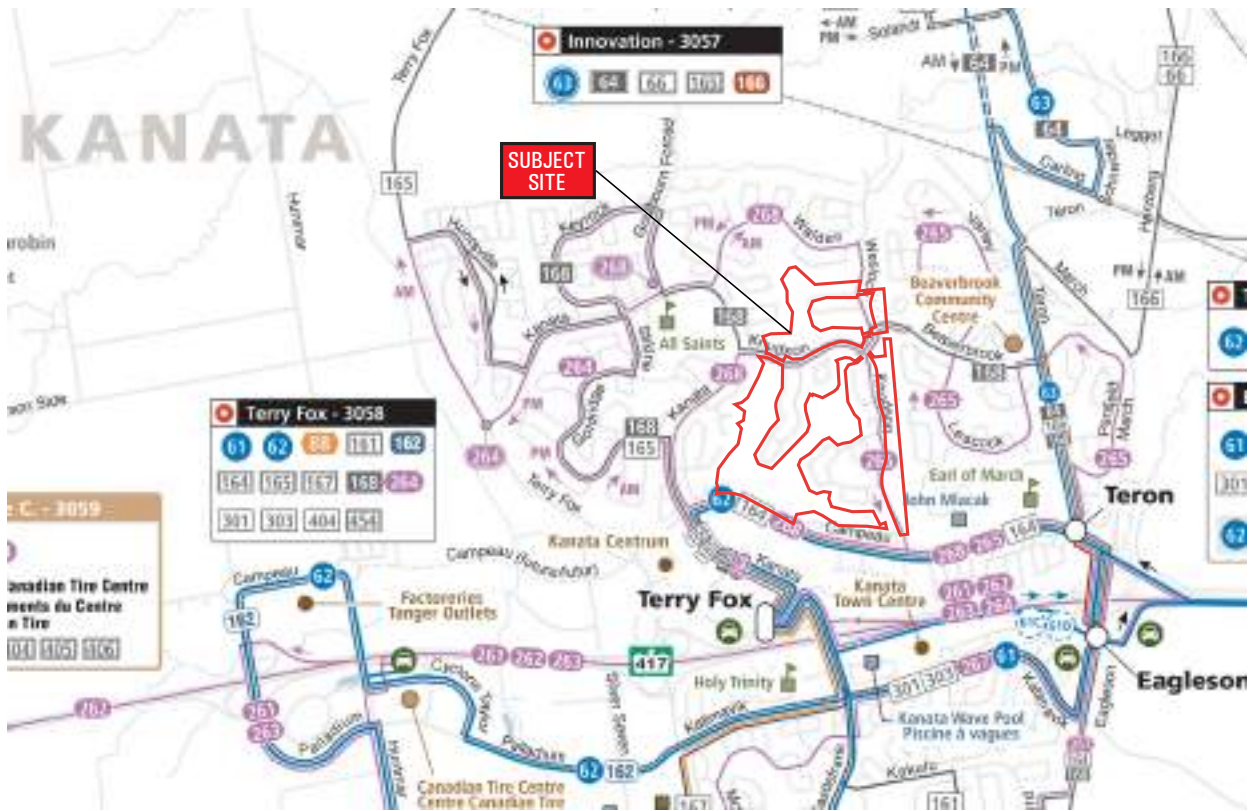


Figure 5 - OC Transport System Map

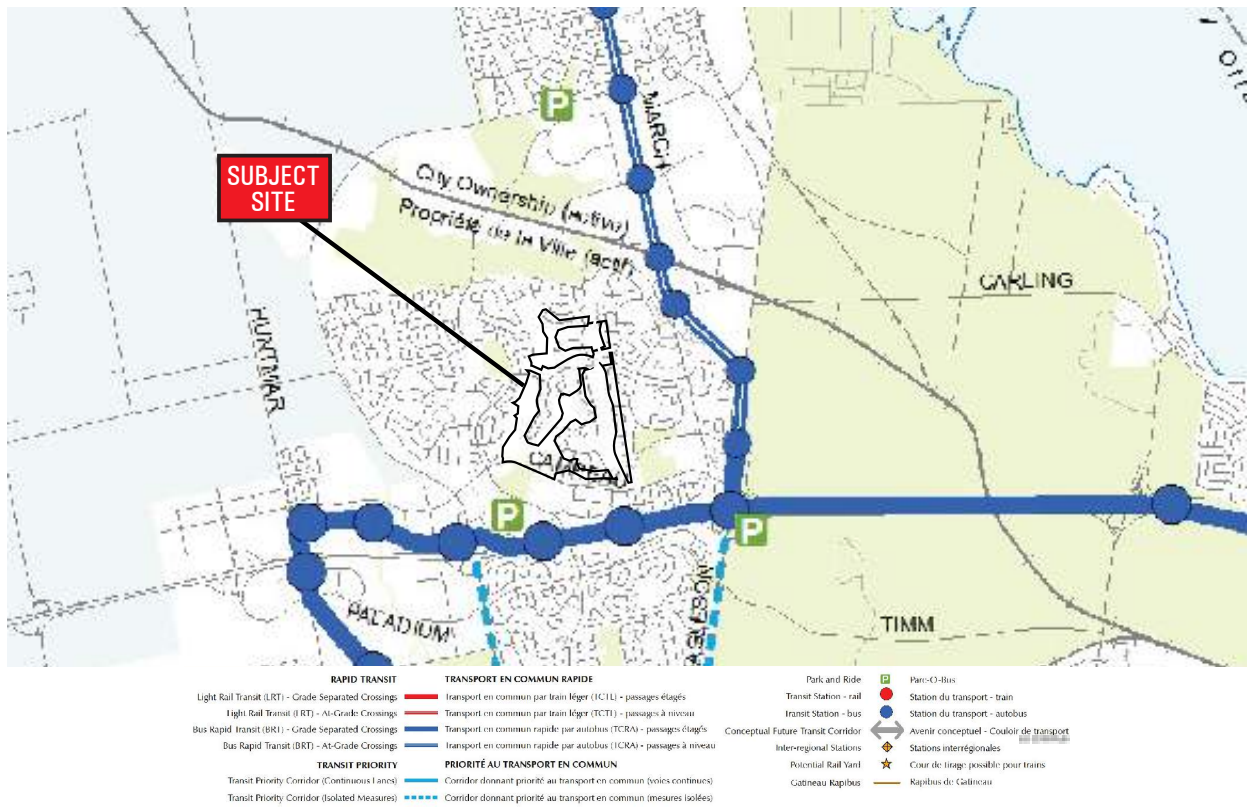


Figure 6 - Schedule D - Rapid Transit Network

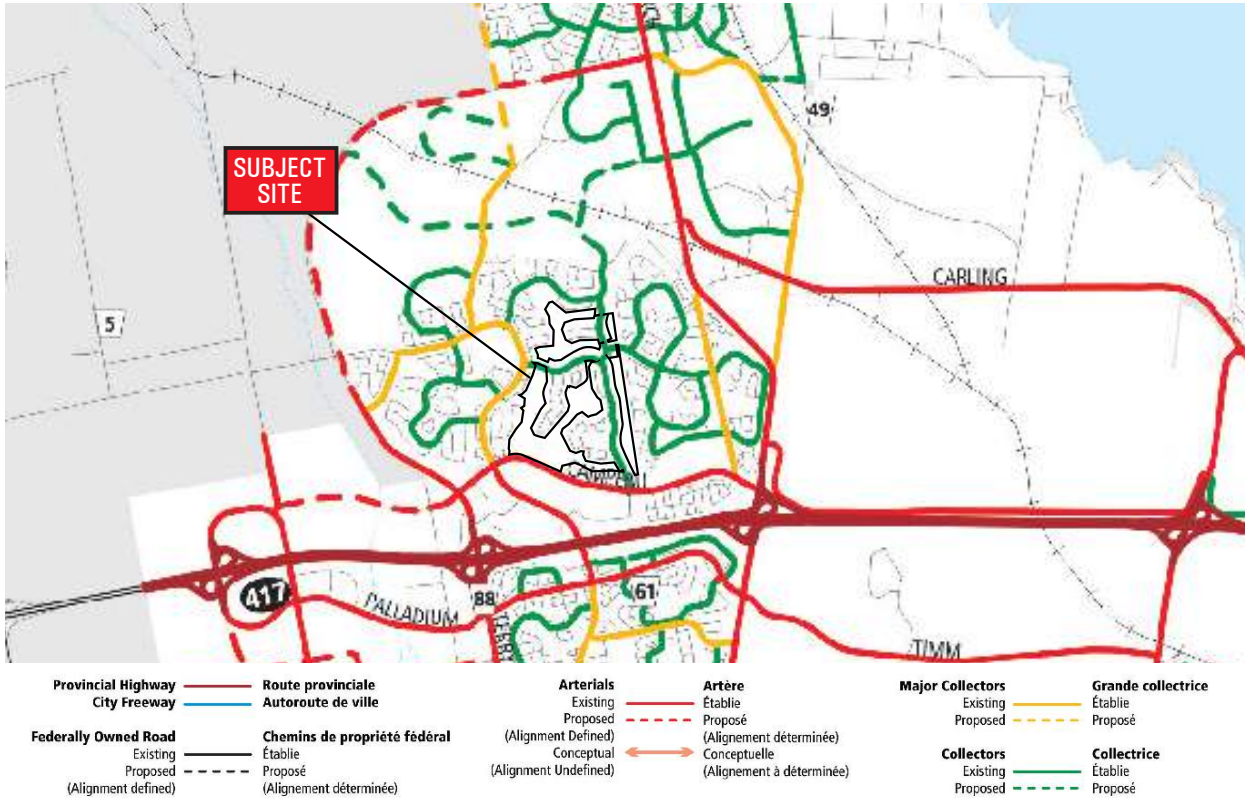


Figure 7 - Schedule E - Urban Road Network

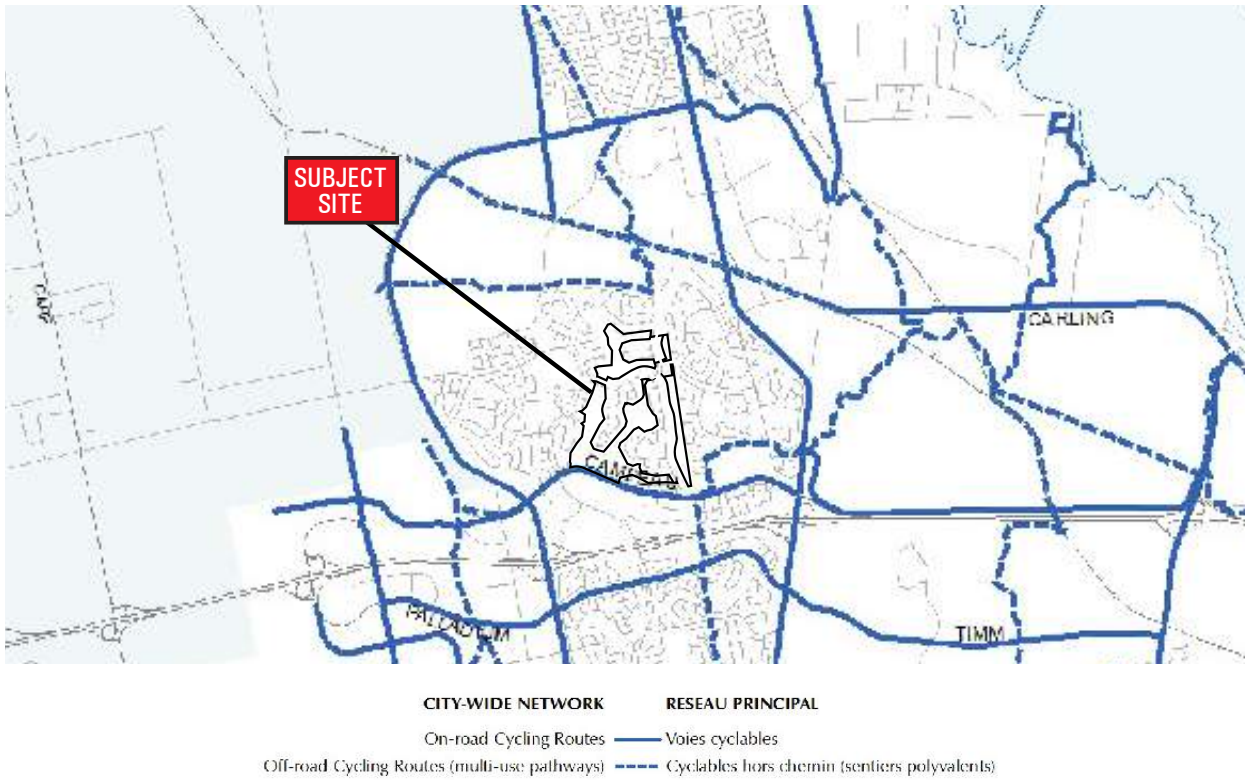


Figure 8 - Schedule C - Primary Urban Cycling Network



A hand holding a pen is shown drawing on architectural blueprints. The blueprints are filled with technical drawings, lines, and text. A large red rectangular frame is overlaid on the center of the image, containing the text '[3.01]' and 'PROPOSAL'.

# [3.01]

## PROPOSAL

## 3.1 Description of Proposal

### OVERVIEW

The redevelopment of the subject site presents a rare opportunity to gently intensify an existing community in a sensitive manner, providing additional housing opportunities in proximity to existing infrastructure, including transit. The development of the concept plan prepared by NAK Design Strategies involved careful consideration of the existing conditions, while providing an appropriate mix of new building types, new parkland, green spaces and trails for public use, stormwater management facilities and strategically-located separation buffers from existing buildings, all structured around a clear and coherent site design (**Figure 9 - Concept Plan**).

A total of 1,502 new residential units are proposed within the 70.89 hectare site, comprised of approximately:

- 545 detached dwellings (22.76 ha, or 32.1% of the site);

- 498 traditional townhouses with a typical width of 6.5 metres (11.05 ha, or 15.6% of the site);
- 88 back-to-back townhouses with a typical width of 7.5 metres (1.02 ha, or 1.4% of the site); and
- 371 medium density apartment dwellings with a proposed density of 125 units per hectare (2.97 ha, or 4.2% of the subject site).

The balance of the lands are distributed as follows:

- 3 new parks (4.36 ha, or 6.2% of the site);
- 5 new stormwater management ponds (8.02 ha, or 11.3% of the site);
- New open spaces (5.36 ha, or 7.6% of the site);
- Landscaped buffers (1.70 ha, or 2.4% of the site); and
- New roadways within the subject site (13.65 ha, or 19.3% of the site).

The proposed built form typologies are illustrated in **Figures 10 and 11**.

The proposed uses are anticipated to include a total of 3,699 parking spaces, including 2,081 for the detached houses, 996 for the traditional townhouses, 176 for the back-to-back townhouses and 446 spaces for the medium density apartments.



**Figure 9 - Concept Plan**



## SITE ORGANIZATION

The redevelopment of the subject site is structured around a series of new road connections that will integrate the site into the existing network (**Figure 12** – Draft Plan of Subdivision).

New Public Street No. 1 is to be located in generally the same location as the existing access to the golf course, and will extend into the subject site, generally through the centre of the west “prong” of Parcel A, then cross Knudson Drive into Parcel D, where it becomes Street No. 16, then finally heading east and connecting to Weslock Way.

In addition, new Public Street No. 7 is to be located approximately 70 metres further west, and is proposed to extend northward through the central “prong” of Parcel A, terminating at one of the three new proposed parks.

Streets Nos. 1 and 3 are proposed to be lined with medium density uses (Blocks 72 and 73), while the surrounding blocks, closer to Campeau Drive, are occupied by “avenue” and “executive townhouses”. Generally, higher density uses are located closer to Campeau Drive and away from existing residential areas. However, additional townhouses are also located on opposite sides of Knudson Drive between Parcels A and D, and further north and east within Parcel D.

## PARKS AND LANDSCAPING

In addition to new roads and development blocks, a key component of the proposed plan of subdivision is new parks, open spaces, public trails and residential buffers. In this regard, all existing abutting residential properties are to be lined with either a park, a stormwater management pond, open space or a landscaped buffer separating the properties from any proposed development block.

Several small public spaces are to be located throughout the proposed subdivision, and cul-de-sacs are proposed to be terminated with central landscaped boulevards.

Three new parks are proposed throughout the subject site, including a 3.49 hectare neighbourhood park at the north end of the central “prong” of Parcel A, which will serve as a view terminus for Street No. 3. The park

will wrap around new development blocks and maintain existing connections to Knudson Drive (2 connections), Shaughnessy Crescent and Goulding Crescent.

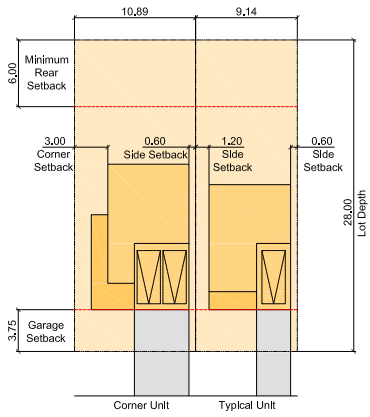
Two additional parkettes are proposed, including one in Parcel A, one block north of Campeau Drive, along the proposed Street No. 3, and one in Parcel D connecting to two pedestrian paths to Kenins Crescent and Langford Crescent.

All existing mid-block connections are proposed to be maintained, as are the existing pathway systems, such that the subject site development will provide connectivity throughout the neighbourhood, whereas currently only informal connections exist within the subject site.

## 3.2 Required Approvals

The proposal conforms with the City of Ottawa Official Plan, and in particular is permitted by the *General Urban Area* designation that currently applies to the entire subject site. However, as discussed with staff at the pre-consultation meeting on March 19, 2019, where high level comments were provided, the proposal requires an amendment to the City of Ottawa Zoning By-law 2008-250 in order to rezone the property from Parks and Open Space, Subzone A (O1A), to a mix of R1T, R3V, R5A and O1. The amendments are required in order to permit the proposed uses and built forms.

The proposal will also require approval of a draft plan of subdivision application, which is being submitted concurrently with the rezoning application to create development blocks, new public roads and new public parks. Applications for Site Plan Approval will also be required for some blocks, which will be submitted at a later date.



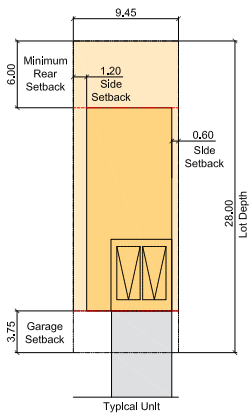
Traditional Style



Contemporary Style



Traditional Style Corner Product



Traditional Style

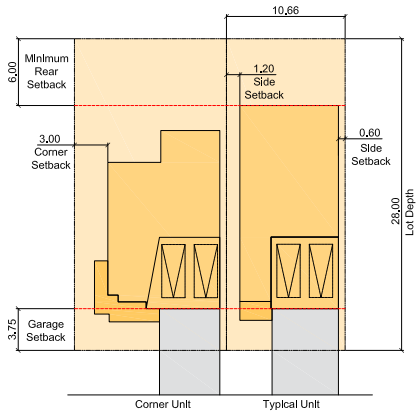


Contemporary Style



Contemporary Style

Figure 10a - 30' and 31' Single-Detached Homes



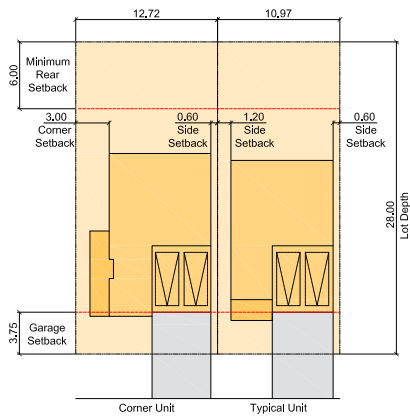
Traditional Style



Contemporary Style



Contemporary Style



Traditional Style



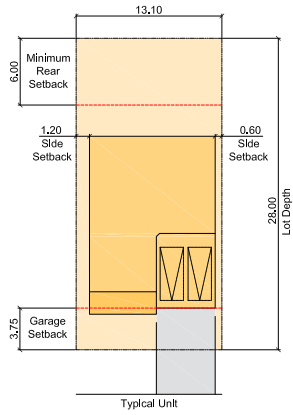
Traditional Style



Traditional Style Corner Product

Figure 10b - 35' and 36' Single-Detached Homes





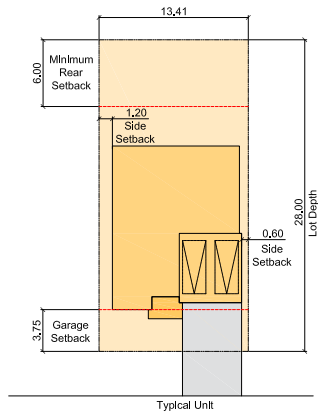
Traditional Style



Traditional Style



Traditional Style



Traditional Style



Contemporary Style



Contemporary Style

Figure 10c - 43' and 44' Single-Detached Homes

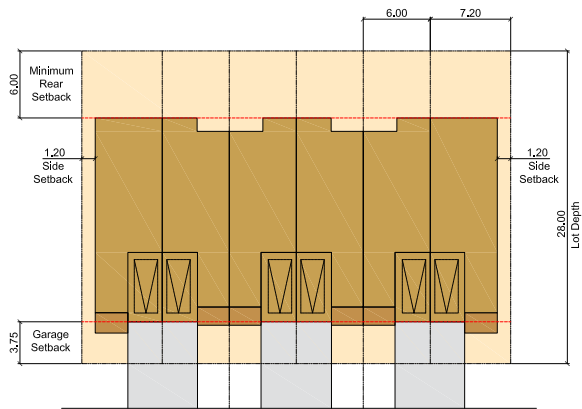
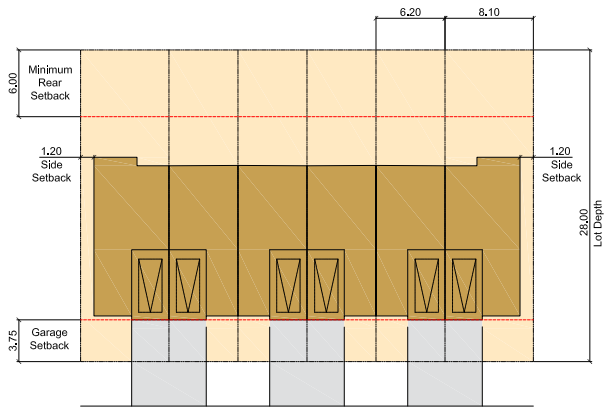
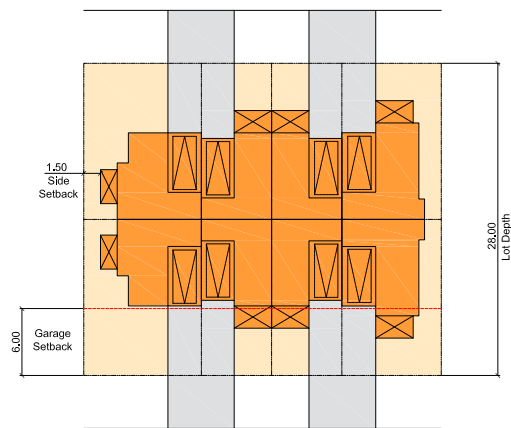


Figure 10d - Front Drive Townhouse Products, Shallow and Standard



**Figure 10e - Back-to-Back Townhouse Product**





Gateway Entry Feature



Pedestrianized Streetscape



Mid-Rise Residential along Collector Road



Stacked Townhomes



Figure 10f - Medium Density Example



Figure 11 - Streetscape Demonstration



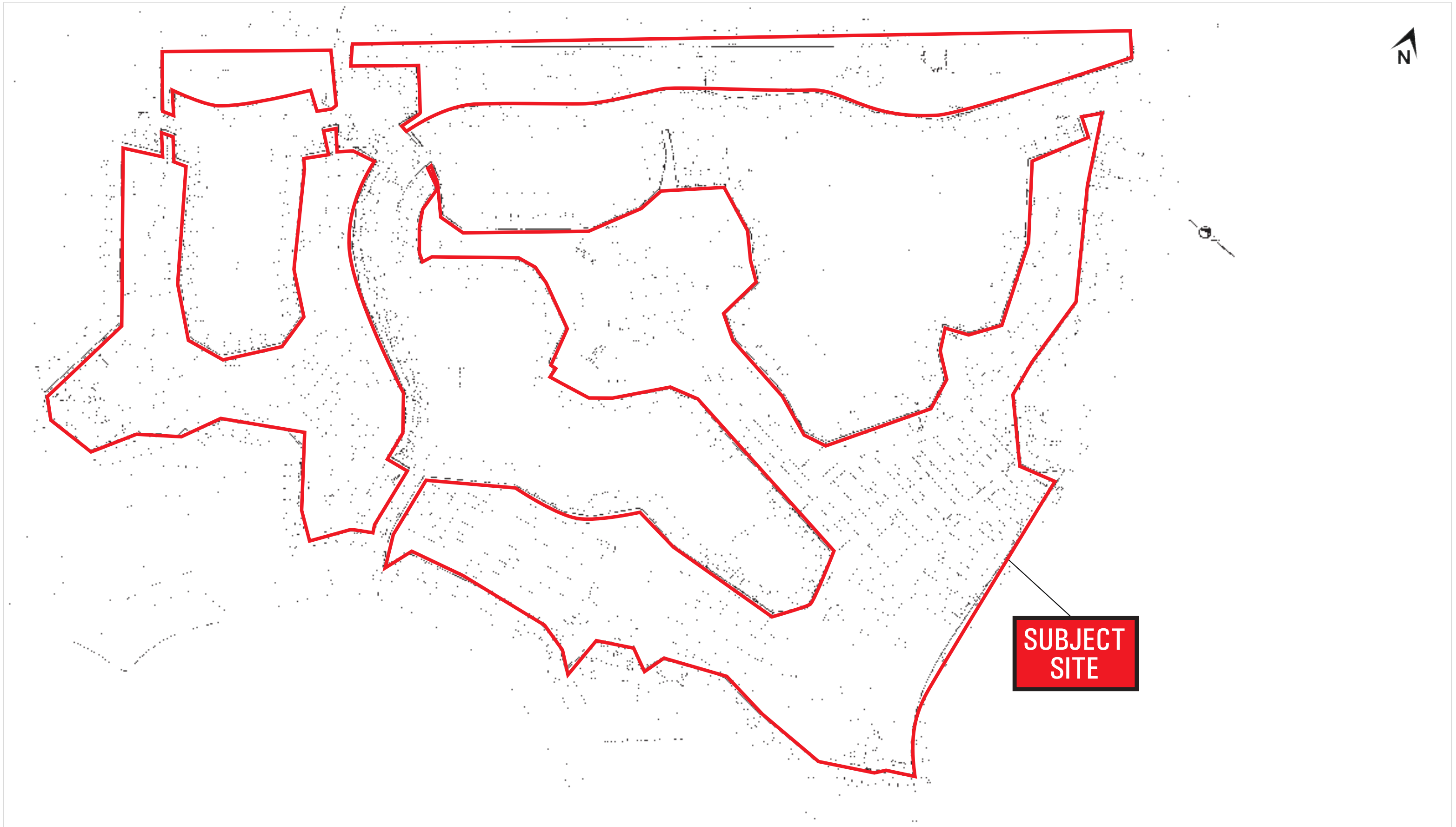


Figure 12 - Draft Plan of Subdivision





## 4.1 Overview

As set out below, the proposed development is supportive of numerous policy directions set out in the Provincial Policy Statement and the City of Ottawa Official Plan, which promote the efficient use of land and infrastructure within built-up areas, and specifically in proximity to public transit and municipal infrastructure. The proposed plan of subdivision also meets the criteria for consideration of draft plans of subdivision set out in the *Planning Act*.

## 4.2 Planning Act

Section 51(24) of the *Planning Act* specifies that, in considering draft plans of subdivision, regard shall be had to, among other matters, the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to:

- a. the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;
- b. whether the proposed subdivision is premature or in the public interest;
- c. whether the plan conforms to the official plan and adjacent plans of subdivision, if any;
- d. the suitability of the land for the purposes for which it is to be subdivided;
- e. if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;
- f. the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;
- g. the dimensions and shapes of the proposed lots;
- h. the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;
- i. conservation of natural resources and flood control;
- j. the adequacy of utilities and municipal services;
- k. the adequacy of school sites;
- l. the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;
- m. the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and

- n. the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area.

The 14 criteria listed above are addressed in Section 5.3 below.

## 4.3 Provincial Policy Statement (2014)

The Provincial Policy Statement 2014 ("PPS") came into effect on April 30, 2014 and 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 land use planning decisions are required to be consistent with the PPS. In this regard, Policy 4.4 provides that the PPS "shall be read in its entirety and all relevant policies are to be applied to each situation".

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

In particular, Policies 1.1.1(a) and (b) provide that healthy, liveable and safe communities are to be sustained by promoting efficient development and land use patterns and accommodating an appropriate range and mix of residential, employment (including industrial and commercial), institutional, recreation, park and open space, and other uses to meet long-term needs.

Section 1.1.3.1 directs that settlement areas shall be the focus of growth and development, and that their vitality and regeneration shall be promoted. Policy 1.1.3.2 of the PPS 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 provides that planning authorities shall identify appropriate locations and promote opportunities for 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 built form, while avoiding or mitigating risks to public health and safety.

With respect to housing, Policy 1.4.3 requires provision to be made for an appropriate range of housing types and densities to meet projected requirements of current and future residents by, among other matters, facilitating all forms of residential intensification and redevelopment and promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and public transit, as well as promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed.

Policy 1.5.1 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 (particularly public transit) is a key element of provincial policy (Section 1.6). 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 the current and future use of transit and active transportation.

Policy 1.7.1 of the PPS states that long-term prosperity should be supported by optimizing the use of land, resources, infrastructure and public service facilities, maintaining and enhancing the viability of downtowns and mainstreets, 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 and cultural heritage landscapes.

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 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 PPS defines "intensification" as the development of a property, site or area at a higher density than currently exists through, among other measures, the development of vacant and/or underutilized lots within previously developed areas. "Residential intensification" is defined as intensification of a property, site or area which results in a net increase in residential units or accommodation and includes, among other matters, the development of vacant or underutilized lots within previously developed areas.

For the reasons outlined in Section 5.1 of this report, it is our opinion that the proposed development and, more particularly, the requested rezoning and plan of subdivision are consistent with the Provincial Policy Statement and, in particular, the policies relating to intensification and the efficient use of land and infrastructure within settlement areas.

## **4.4 City of Ottawa Official Plan**

The City of Ottawa Official Plan was adopted in 2003 and applies city-wide. Numerous amendments to the Official Plan have subsequently been approved, including OPA 150 and OPA 180, which are partially in force and effect.

OPA 150 was approved by the Minister of Municipal Affairs and Housing on April 24, 2014. Notice of the Approval was given on April 30, 2014. Appeals

to all and to parts of the Amendment were received. In considering the appeals of the whole of the Amendment, the Ontario Municipal Board determined that the City needed to complete additional reviews related to Employment Areas and the Agricultural Resource Area and to reconsider the planning timeframe of the Official Plan. Further changes to address these issues were made through OPA 180. The majority of OPA 150 is now in force and effect as it applies to these applications and the subject site.

The purpose of OPA 180 was to implement the recommendations of three reviews directed or recommended by the Ontario Municipal Board i.e. the Employment Area review, the LEAR and Agricultural Resource Area review and the potential extension of the planning timeframe of the Official Plan to 2036. The OMB required these reviews to be completed prior to consideration of the appeals to OPA 150. OPA 180 was adopted on January 25, 2017 and modified and approved by the Ministry of Municipal Affairs and Housing on August 8, 2017. OPA 180 was appealed to the OMB; however, parts of OPA 180 came into force on November 8, 2017, October 22, 2018 and May 8, 2019, when some appeals were withdrawn or scoped to specific matters, and allowed certain appeals. As a result, some portions of OPA 180 have now been approved, but other portions remain under appeal.

The Official Plan provides a vision of Ottawa's future growth and a policy framework to guide its physical development to the year 2031, and sets out the broad strategic direction for growth in the City as well as policies specific to the land use designations. It provides a policy framework for the review of development applications and deals with implementation and interpretation of the Plan.

## **GROWTH MANAGEMENT**

Policy 2.2.1(1) provides that the City will accommodate approximately 90% of its growth in urban areas shown on Schedule B, where urban services already exist or can be efficiently provided or upgraded. In this regard, the subject site is identified as part of the urban area on Schedule B.

With respect to managing growth within the urban area, the introductory text to Section 2.2.2 (Managing Growth Within the Urban Area) provides that:

*"Since the early 1990s municipal governments in the Ottawa area and across North America have promoted intensification as a strategy to manage growth in a sustainable way. In principle this strategy makes the best use of existing services and facilities. It has the least impact on agricultural land, mineral resources and protected environmental areas by decreasing the pressure for urban expansions. Generally, intensification is the most cost-effective pattern for the provision of municipal services, transit and other infrastructure and supports a cleaner, healthier city."*

The introductory text goes on to say that:

*"Within lands designated General Urban Area, opportunities for intensification exist and will be supported... Because such a large proportion of the city is designated General Urban Area, the scale of intensification will vary, depending upon factors such as the existing built context and proximity to major roads and transit."*

Policy 2.2.2(1) provides that residential intensification means intensification of a property, building or area that results in a net increase in residential units or accommodation and includes, among other things redevelopment; the development of vacant or underutilized lots within previously developed areas (defined as adjacent areas that were developed four or more years prior to new intensification); and infill development.

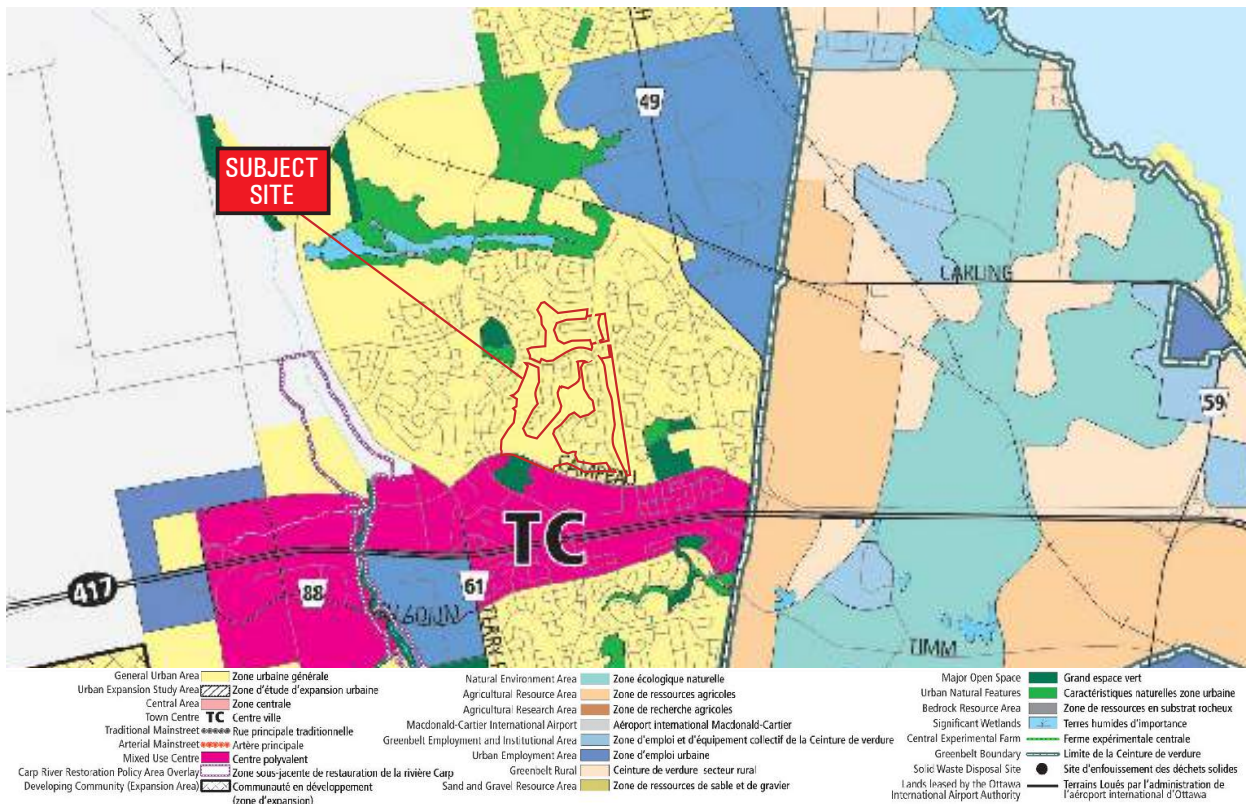
Policy 2.2.2(3) provides that all Intensification will occur in accordance with the provisions of Section 2.5.1 (Urban Design and Compatibility) and Section 4.11 (Urban Design and Compatibility). In this regard, Policy 2.2.2(10) provides that intensification may occur in a variety of built forms from low-rise to high-rise provided urban design and compatibility objectives are met, and that denser development should be located in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses, while low-rise intensification will be the predominant



form of intensification in the *General Urban Area*. In this respect, the subject site is designated *General Urban Area* on Schedule B of the Official Plan. (see **Figure 13** - Schedule B-Land Use)

With respect to the distribution of appropriate building heights, Policy 2.2.2(11) provides that this will be determined by the location in a Target Area for Intensification or by proximity to a

Rapid Transit station or Transit Priority corridor, with the greatest density and tallest building heights being located closest to the station or corridor, and by the Design and Compatibility of the development with the surrounding existing context and planned function, as detailed in Section 4.11, with buildings clustered with other buildings of similar height.



**Figure 13** - Schedule B - Land Use

## URBAN DESIGN AND COMPATIBILITY

The Official Plan includes policies for the evaluation of development applications. Section 2.5.1 of the Official Plan includes a set of qualitative Design Objectives and Principles for development across the City, to illustrate how the City wants to influence the built environment as the city matures and evolves. Although it does not form part of the Official Plan, Annex 3 contains a number of Design Considerations which provide suggestions as to how the Design Objectives and Principles in Section 2.5.1 could be met. They are not meant to be prescriptive, and are not intended to constitute a checklist.

The Design Objectives include:

- To enhance the sense of community by creating and maintaining places with their own distinct identity.
- To define quality public and private spaces through development.
- To create places that are safe, accessible and are easy to get to, and move through.
- To ensure that new development respects the character of existing areas.
- To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.

- To understand and respect natural processes and features in development design.
- To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

Section 4.11, unlike Section 2.5.1, provides a set of objective criteria that can be used to evaluate compatibility. Development applications are to be evaluated in the context of both sections.

Policy 4.11(1) provides that a Design Brief will be required as part of a complete application that evaluates the provisions of the Official Plan that affect the design of the site, any relevant design guidelines approved by Council that apply to the area or type of development, and the design provisions of a community design plan or secondary plan. In this regard, a Design Brief was prepared by NAK Design Strategies, dated September 2019, and has been submitted as part of this application.

Policy 4.11(5) provides that compatibility of new buildings with their surroundings will be achieved in part through the design of the portions of the structure adjacent to existing buildings and/or facing the public realm, and that proponents of new development are to demonstrate, at the time of application, how the design of their development fits with the existing desirable character and planned function of the surrounding area in the context of:

- Setbacks, heights and transition;
- Façade and roofline articulation;
- Colours and materials;
- Architectural elements, including windows, doors and projections;
- Pre- and post-construction grades on site; and
- Incorporating elements and details of common characteristics of the area.

Policy 4.11(6) states that the City will require that all applications for new development orient the principal façade and entrance(s) of main building(s) to the street, include windows on the building elevations that are adjacent to public spaces, and use architectural elements, massing, and landscaping to accentuate main building entrances.

Policy 4.11(7) provides that the intersections of arterial and collector roads can serve as gateways into communities and can support high levels of pedestrian and vehicular traffic, the greatest density of housing, and other land uses and services, and commercial services and other land uses that are focal points for a community. It goes on to say that the City will encourage development proposals at such locations to include the following:

- Strong architectural design elements that feature the corner or street axis by: locating buildings close to the street edge, and/or orienting the highest and most interesting portion of a building (e.g. the main entrance) to the corner or axis which has a view of the terminus;
- Capitalizing on design possibilities for both street façades (by wrapping the materials used on the front façade around the building where any façades are exposed to the public realm); and
- Soft landscaping features, special paving materials, and/or curb extensions to shorten the distance across the street and larger sidewalk area to accommodate sidewalk activity.

Policy 4.11(8) provides that, to maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. If they cannot be internalized these services are to be screened from public view (i.e. trees, landscaping, decorative walls and fences etc.) and are to be acoustically dampened where possible. The location and operation of these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk. Policy 4.11(9) encourages roof-top mechanical or telecommunications equipment, signage, and amenity spaces to be incorporated into the design and massing of the upper floors of the building.

With respect to massing and scale, Policy 4.11(12) states that transition refers to the integration of buildings that have greater height or massing than their surroundings and is an important building design element to minimize conflicts

when development that is higher or has greater massing is proposed abutting established or planned areas of low-rise development. It provides that proponents for developments that are taller in height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as a stepping down or variation in building form has been incorporated into the design. Policy 4.11(13) provides that building height and massing transitions will be accomplished through a variety of means, including incremental changes in building height (e.g. angular planes or stepping building profile up or down), massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet) or building setbacks and step-backs.

With respect to outdoor amenity areas, Policy 4.11(19) requires applicants to demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s), providing that design measures include the use of transitions or terracing and the use of screening, lighting, landscaping, or other design measures that achieve the same objective.

Policy 4.11(20) goes on to provide that applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development. These areas may include private amenity areas and communal amenity spaces such as: balconies or terraces, rooftop patios, and communal outdoor at-grade spaces (e.g. plazas, courtyards, squares, yards). As provided by Policy 4.11(20), the specific requirements for the private amenity areas and the communal amenity spaces shall be determined by the City and implemented through the Zoning By-law and site plan agreement.

The Design Objectives and Principles in Section 2.5.1 as well as the urban design and compatibility criteria in Section 4.11(2) are evaluated in Section 5.5 of this report.

## LAND USE DESIGNATION

The subject site is designated General Urban Area on Schedule B of the Official Plan. Pursuant to Policy 3.6.1(1), the General Urban Area designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses.

Policy 3.6.1(2) reiterates that the evaluation of development applications, studies, other plans and public works undertaken by the City in the General Urban Area will be in accordance with Section 2.5.1 and Section 4.11, while Policy 3.6.1(3) provides that building height in the General Urban Area will continue to be predominantly low-rise. Within this range, changes in building form, height and in density will be evaluated based upon compatibility with the existing context and the planned function of the area.

Policy 3.6.1(4) provides that, notwithstanding Policy 3.6.1(3), new taller buildings may be considered for sites that front an Arterial Road on Schedules E or F of the Official Plan and which are within 800 metres walking distance of a Rapid Transit Station on Schedule D, or are in an area already characterised by taller buildings or sites zoned to permit taller buildings. In this regard, the southerly portion of the subject site is located along an Arterial Road (Campeau Drive), is within approximately 900 metres walking distance of the Terry Fox Transit Station, and is in proximity to existing taller buildings (see **Figures 6 and 7**).

Policy 3.6.1(5) provides that when considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:

- Recognize the importance of new development relating to existing community character so that it enhances and builds upon desirable established patterns and built form;
- Apply the policies of Section 2.5.1 and Section 4.11;
- Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the *General Urban Area*; and



- Assess ground-oriented multiple housing forms, such as duplex, triplex and fourplex, as one means of intensifying within established low-rise residential communities.

## TRANSPORTATION

The Official Plan also includes a number of policies for new subdivisions. Section 4.3 (Walking, Cycling, Transit, Roads and Parking Lots) notes in its introductory text that “land use and transportation are closely interrelated” and states that “in particular, the City, when reviewing development applications, will assess the adequacy of the transportation network to meet the needs of the proposed development.”

Policy 4.3(1) provides that the road network in new plans of subdivision 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. Policy 4.3(6) provides that new development or redevelopment of land abutting a Cross-Town Bikeway identified on Schedule C – Primary Urban Cycling Network will be designed to minimize vehicle access across the Cross-Town Bikeway and where possible having such access relocated to a side street or rear lane. In this regard, Campeau Drive is identified as an On-road Cycling Route on Schedule C (see **Figure 8**).

## ENVIRONMENTAL

Policy 2.4.1(1) regarding air quality and climate change provides that the City will reduce greenhouse gas (GHG) emissions in the development and building sector by, among other things, promoting compact urban form and an energy efficient pattern and mix of land uses through the strategic direction for managing growth and related intensification targets and community design plans. Policy 2.4.1(2) goes on to say that the City will reduce air emissions and GHG emissions resulting from the transportation sector specifically, by providing opportunities for the use of energy efficient transportation modes in order to minimize individual motor vehicle travel in favour of walking, cycling and transit, establishing aggressive modal split targets, and supporting the rapid transit network within the Official Plan through targets and policies for intensification of Mixed-Use Centres at rapid transit stations.

Policy 2.4.2(3) provides that, with respect to natural features and functions, an Environmental Impact Statement is required for development proposed within or adjacent to Ottawa’s natural heritage system, with the exception of surface and groundwater features. Development and site alteration within or adjacent to these features will not be permitted unless it is demonstrated through an Environmental Impact Statement that there will be no negative impact on the feature or its ecological functions. The policies regarding Environmental Impact Statements and the definition of terms are found in Section 4.7.8.

Policy 4.7.1(1) provides that subdivision, site plan and rezoning applications requiring an Environmental Impact Statement, Tree Conservation Report or landform feature assessment will be accompanied by an integrated environmental review statement demonstrating how all the studies in support of the application influence the design of the development with respect to effects on the environment and compliance with the appropriate policies of Section 4 of the Official Plan. The requirements for the integrated environmental review statement are set out in Policy 4.7.1(2). In this regard, an Environmental Impact Statement prepared by McKinley Environmental Solutions has been prepared in support of these applications.

## GREENSPACE REQUIREMENTS

The introductory text to Section 2.4.5 (Greenspaces) states that Ottawa’s greenspaces assume many forms: sensitive wetlands and forests in urban and rural areas, playing fields and playgrounds, landscaped parkways, and the casually tended grass around stormwater management ponds. To that end, Council has adopted the *Greenspace Master Plan - Strategies for Ottawa’s Urban Greenspaces* to express Council’s objectives for urban greenspace: an adequate supply of greenspace, readily accessible to residents as a connected network of high-quality spaces planned and maintained on a sustainable basis. The backbone of the master plan is an Urban Greenspace Network, a continuum of natural lands and open space and leisure lands that in time could connect every neighbourhood in Ottawa to a larger network that connects to the Greenbelt and spans the city.

Policy 2.4.5(2) provides that the City will acquire land in the urban area where public ownership is required to secure land for greenspace purposes, in keeping with the acquisition policies in Section 5.2.1. In that regard, Policy 2.4.5(5) states that Council will pursue the target for total greenspace, in the form of open space and leisure lands, across large areas of the urban area, to fulfill objectives expressed in the Greenspace Master Plan. A target of 4.0 hectares per 1000 population, or approximately 16 per cent to 20 per cent of gross land area, will be pursued. These open space and leisure lands are land that is in public ownership and is generally accessible to the public, such as: parks, major recreational pathways, land designated as Urban Natural Features or Major Open Space, flood plains and other hazard lands, and stormwater management facilities. Open space and leisure land where access is restricted, such as school grounds, private golf courses or other facilities are not included in the target.

The introductory text to Section 4.10 states that the City is committed to providing a range of greenspace throughout urban, suburban and rural communities. In particular, the requirements for greenspace in Section 2.4.5 and for parks and leisure areas (Section 2.5.4, A Strategy for Parks) will apply in the review of development applications. With respect to parkland dedication requirements, Policy 4.10(5) provides that, within Kanata Lakes, the parkland requirements for all development that is subject to the legal agreement to provide 40% greenspace will be determined based upon that agreement.

It is noted that Section 8 of the City's Parkland Dedication By-law 2009-95 provides that the rates described in Table 1 "do not apply to that area of Kanata shown on Schedule 1 of this by-law where there is an agreement between the developer and the City to provide forty percent (40%) of the total land area being developed as open space".

Both Policies 2.4.5(4) and 4.10(13) state that privately-owned open spaces such as marinas, campgrounds and golf courses contribute to greenspaces in Ottawa. They provide that, when reviewing an application to amend the Zoning By-law in these locations, the City will consider opportunities to maintain the Greenspace

Network through the area and otherwise reduce the impact of the loss and may consider acquisition of the land in accordance with Policy 5.2.1(6).

Policy 5.2.1(6) specifically states that, when the City receives an application for a zoning by-law amendment to permit development on lands that are in private ownership and where the land is currently zoned in an open space or leisure zone, the City will "consider the need to acquire the land to secure its greenspace interests".

## IMPLEMENTATION

Policy 5.4(1) provides that the Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority-setting and decision-making.

In our opinion, the proposed development conforms with the City of Ottawa Official Plan and, in particular, is permitted by the *General Urban Area* designation, as discussed in Section 5.2 of this report.

### 4.5 Former Secondary Plan for the Marchwood-Lakeside Communities

The Secondary Plan for the Marchwood-Lakeside Communities was approved in August of 1984 by the former City of Kanata: however, it was not carried forward into the City of Ottawa Official Plan. As such, it is no longer in force. However, we have considered the former Secondary Plan as part of our planning analysis at the request of City Planning staff.

The Secondary Plan included policies related to development procedures, land use permissions, services and transportation, energy conservation, phasing and implementation and interpretation. It applied to the area bounded by the then-proposed Terry Fox Drive to the north and west, the Beaverbrook Community to the east, and the then-proposed Campeau Drive to the south.

Part A of Section V (General Policy) set out the hierarchy of the community, noting that the total area of the Marchwood Area, in which the subject site is located, is 404 hectares, and that

a population of approximately 13,000 to 20,000 people is anticipated. Part B directed that new development will generally be self-sufficient at the community level for parks, schools, commercial facilities, recreational requirements and cultural activities, and provided that medium and high density residential uses will generally be located within the Community Cores and areas abutting neighbourhood collectors and minor arterial streets.

In terms of housing mix, sub-section 3 of Part B required that a minimum of 60% and a maximum of 80% of the housing units shall be low density, but noted that this standard is to be re-evaluated every 5 years during the review of the Secondary Plan. The housing mix was to be calculated on a community basis, although for the golf course neighbourhood it is to be calculated on a neighbourhood basis. Part D provided that subdivision and site plan agreements shall reflect as much as possible the objective of preservation of natural vegetation, woodlots, rock outcrops and other natural features.

Part F provided that, in recognition of the "40% Open Space Agreement", an account of the amount of land credited to the four types of open space shall be maintained by the City of Kanata as part of the Subdivision Agreement. The amount of land for each component (Natural Environment areas, the golf course, storm water management area and parkland) shall be agreed to by both parties.

Section VI addressed permitted land uses in the various land use categories. On Map A (Land Use), the subject site was predominantly designated *Low Density Residential Golf Course* (see **Figure 14**). At a conceptual level, the applicable designations also included a block designated *Medium Density Residential Golf Course* in the vicinity of what is now the tee box for Hole 6 and Goulding Crescent and a *Public Elementary School/Neighbourhood Park* combination near what is now the 6<sup>th</sup> Green and Nelford Court.

Within the residential land use category (Part A), sub-section 7 required safety buffering from the golf course in the form of screening vegetation to reduce the potential hazard and also required that notice of warning about the golf course and restrictions of access be included in land title agreements between unit purchasers and the

developer for lots bordering the golf course. Sub-section 8 provided that the golf course neighbourhood was to be predominantly low density residential uses, together with medium density blocks.

Part A, sub-section 9 provided that subdivision plans shall preserve wherever practical natural vegetation, woodlots, rock outcrops and other natural features, and existing land slopes shall generally be followed, subject to detailed engineering analysis. Sub-section 10 provided that an open space buffer with a minimum width of 30.5 metres shall be provided to the Beaverbrook Community.

Within the parkland and open space category (Part C), sub-section 3(d) addressed "Special Recreation Areas" (i.e. an 18-hole golf course). The applicable policies provided that, subject to and in accordance with the "40% Agreement", Campeau and the City of Kanata shall enter into an agreement defining the size, location and required safety measures for the golf course. Paragraph (iv) stated:

*"The golf course shall operate as a private golf course. Cross-country skiing and any motorized grooming of cross-country ski trails shall be permitted during the winter months. In addition, other non-motorized winter activities may be permitted."*

Finally, paragraph (v) required that vehicular access to the golf course club house shall be obtained by a minor arterial (Campeau Drive was designated as a Major Arterial). It also stated that, for safety reasons, pedestrian access to the golf course shall be restricted to the winter months. The owner-developer was to be responsible for additional safety features such as vegetation screening, fencing, berms and warning signs.

In Section XI (Implementation), Part A stated the "40% Agreement" (attached as Appendix B to the Secondary Plan) was an "agreement in principle" and "so further agreements shall be required to implement this principle and provide for the construction of works". The section went on to state that an agreement will be signed with the definition of each component of the "40% Agreement" and that each agreement will address the size and boundaries of each component as well as other appropriate concerns.



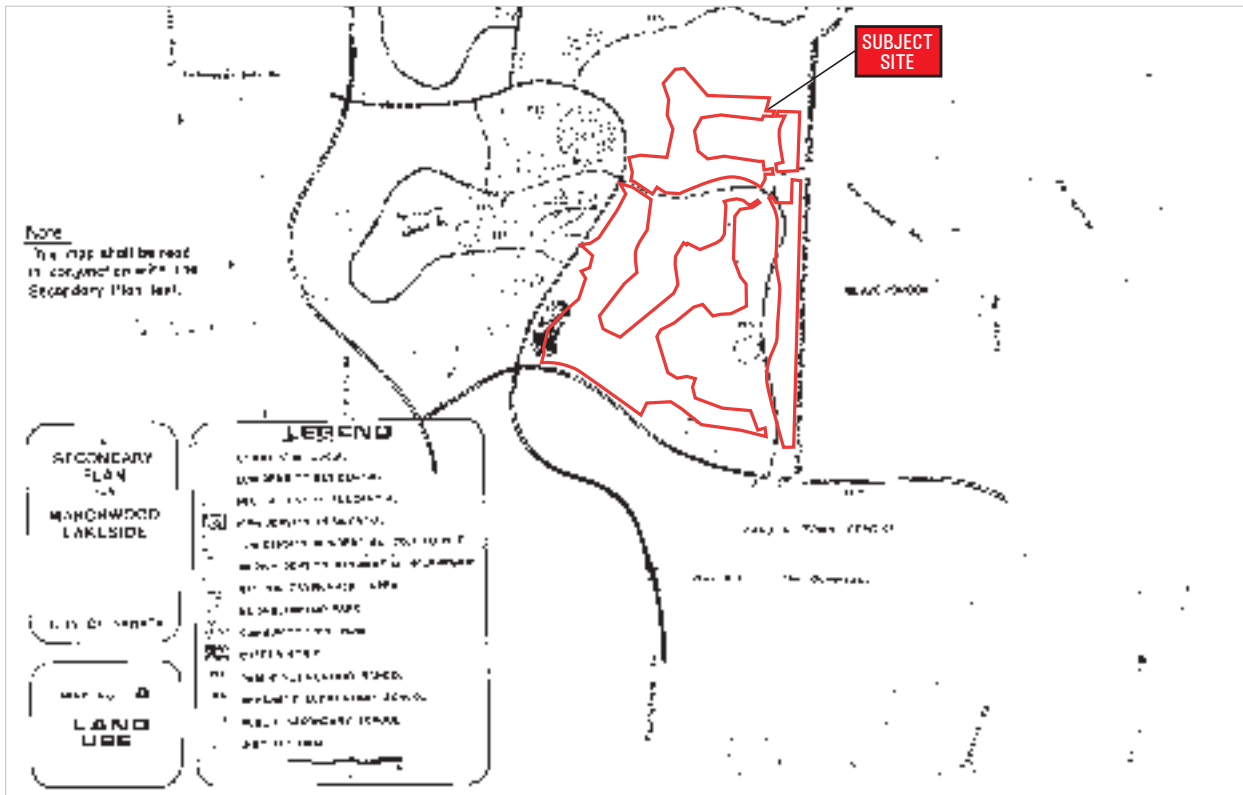


Figure 14 - Map A - Land Use

## 4.6 Greenspace Master Plan

In 2003, the City of Ottawa Council adopted five master plans for managing the City's economy, one of which was the Greenspace Master Plan, whose purpose was to express Council's vision for greenspace in the urban area and set policies for how to pursue that vision. The vision, as outlined in the master plan, is that as the city grows, there is to be an adequate supply of greenspace accessible to all residents, that will be linked, to allow for movement through green corridors, and that is high quality and sustainable, minimizing the need for human intervention and public spending.

The Master Plan inventories the various green spaces in the City, outlines the vision for green space in the City in greater detail, and provides policy directions with regard to implementation. The Plan identifies the redevelopment of privately owned open space and leisure land as one of six greenspace issues. The discussion in the Master Plan recognizes that, while the public has an interest in maintaining the open space or leisure function of institutional sites and

privately owned but accessible open spaces such as marinas, campgrounds and golf courses, as the City grows and land values rise, the economic feasibility of maintaining some privately owned leisure facilities may be reduced to the point where redevelopment is a viable option.

In such cases, the Master Plan states that the City needs to "consider the open space function of the site to see whether a greenspace function can be retained even as the land redevelops." Within the development review process section, Policy 4.1.2(2) provides that, when considering applications to amend the zoning by-law or to redevelop privately owned open space and leisure land, the City will consider opportunities to maintain the continuity of the Urban Greenspace Network, and seek opportunities to maintain public access to a waterfront or otherwise provide additional greenspace to the community.

In our opinion, the proposed development is in keeping with the Greenspace Master Plan, as discussed in Section 5.2 of this report.

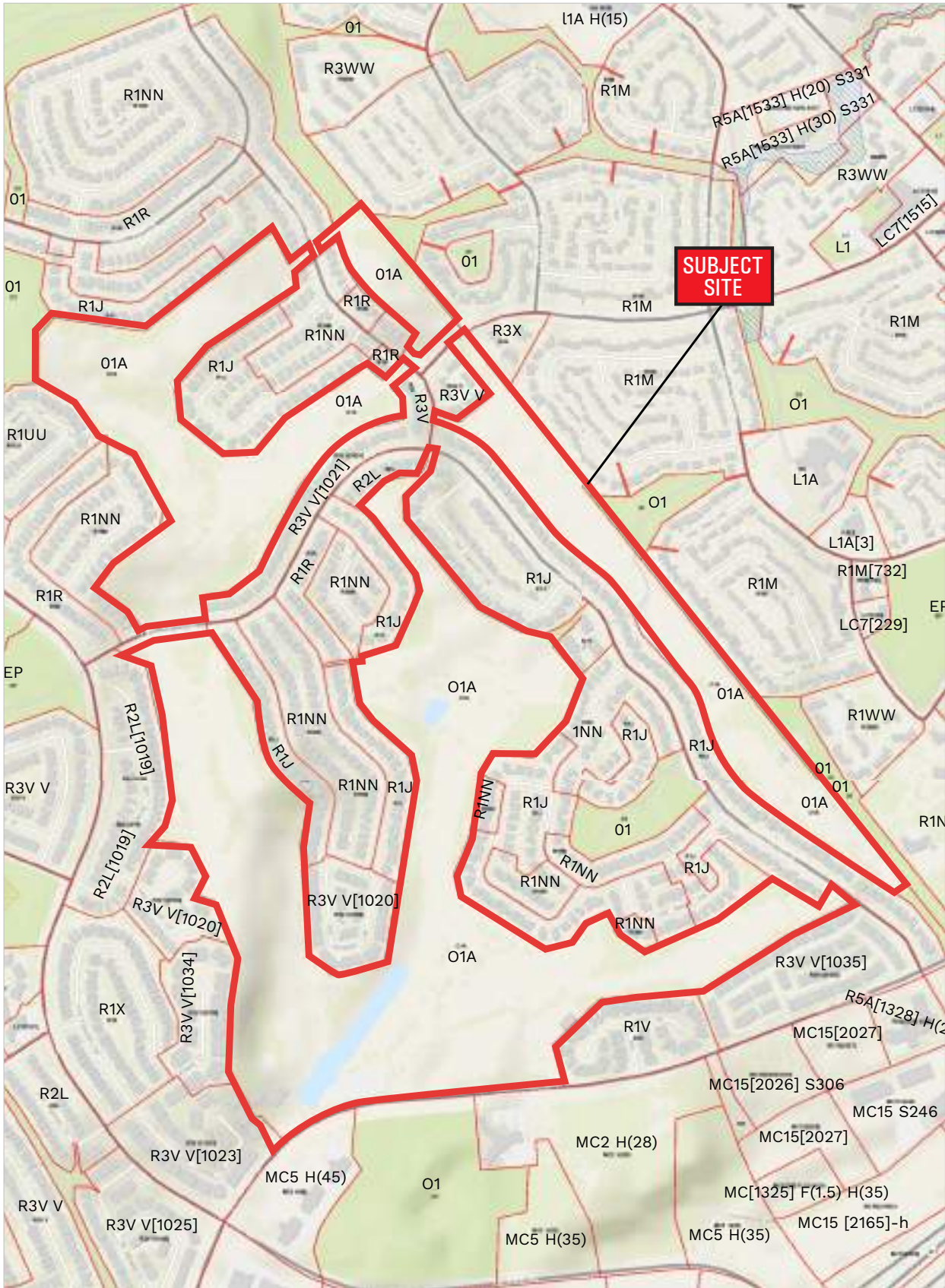


Figure 15 - Zoning Map

## 4.7 Zoning

The in-force Zoning By-law applying to the subject site is City of Ottawa Zoning By-law 2008-250, as amended. The subject site is currently zoned O1A, Parks and Open Space Zone, Subzone A (see **Figure 15** – Zoning Map). The purpose of the Parks and Open Space Zone is to permit parks, open space and related and compatible uses in various Official Plan designations including the *General Urban Area* designation, and to ensure that the range of permitted uses and applicable regulations is in keeping with the low scale, low intensity open space nature of these lands.

The parent O1 zone permits environmental preserve and educational areas, parks and urban agriculture, as well as a retail food store, limited to a farmer's market, subject to conditions. The O1A subzone permits a golf course as an additional permitted use.

The O1 zone has no minimum lot width or area requirements, requires minimum yard setbacks (front, side, corner side yard and interior side yard) of 7.5 metres, has a maximum permitted height of 11 metres, and permits a maximum lot coverage of 20 percent.

Given the residential nature of the proposal, the following additional zones are proposed to apply to various portions of the subject site:

- R1T (Residential First Density Zone), permitting detached dwellings on minimum 10.5 metre lots;
- R3V (Residential Third Density Zone), permitting detached, duplex, semi-detached and townhouse dwellings on minimum 9 metre lots for detached and duplex dwellings and minimum 5.6 metre lots for semi-detached and townhouse dwellings;
- R5A (Residential Fifth Density Zone), permitting mid-rise and high-rise apartment dwellings, as well as detached, duplex, semi-detached and townhouse dwellings; and
- O1 (Parks and Open Space Zone).

## 4.8 Design Guidelines for the Village of Kanata Lakes

In May 1990, Project Planning Canada Limited and Dunlop Farrow Architects Inc. prepared urban design guidelines on behalf of Genstar Corporation for the development of the Village of Kanata Lakes, with the purpose of developing and maintaining high standards of design excellence for low-rise development in the Kanata Lakes neighbourhood.

We note that the guidelines are not available as part of the list of completed guidelines on the City of Ottawa's website, which notes that "the Design and Planning Guidelines contained within this section have completed their public consultation phase and have been approved by City Council for implementation." Although these guidelines do not appear to have any status, we have considered them as part of our analysis at the request of City Planning staff.

The guidelines were intended to be used by builders in their development of individual or multiple detached, semi-detached and townhouses, with guidance on submission of materials to the Kanata Lakes Design Committee, which was to meet at Genstar's offices. This process was intended to constitute design approval by the City of Kanata Director of Planning, although the guidelines note that this process was not meant to replace the site plan approval process.

The Design Guidelines for the Village of Kanata Lakes provided guidance on the siting of houses, massing, roof lines, elevations and landscaping within the public realm and on private lots. Generally, the guidelines encourage a variety of housing models, front yard setbacks and roof lines, recessed garages and high-quality elevations with respect to projecting elements, materiality, colour and fenestration. With respect to the golf course, Guideline 3.1.4.1 recommends that elevations which face the golf course or other public open areas must be given the same design emphasis as the street elevation.

With respect to landscaping, Guideline 3.2.1.3 provides that the developer (Genstar) will supplement municipal street tree requirements



with additional plantings at high profile locations along collector and arterial roads, and at primary and secondary entrances. In this regard, primary entrances are identified at the corner of Campeau Drive and Knudson Drive and at Beaverbrook Road just east of the subject site, while secondary entrances are identified at the corner of Knudson Drive and Weslock Way, and Knudson Drive and Kanata Avenue.

The guidelines were updated in June of 1996 to reflect updated submission requirements and to delete landscape requirements.

## **4.9 Building Better and Smarter Suburbs (BBSS) (2014)**

On May 28, 2014, City of Ottawa Council approved a study titled Vision and Principles for the Building Better and Smarter Suburbs (BBSS), establishing high-level directions to guide the work of all City departments involved in initiatives related to suburban development. These guidelines are to guide development of new greenfield neighbourhoods. Given that the proposed development would redevelop an existing developed site within the urban area, they technically do not apply. However, we have considered the general principles of the guidelines as part of our planning analysis at the request of City Planning staff.

On March 10, 2015, Planning Committee approved a report titled Building Better and Smarter Suburbs: Strategic Directions and Action Plan (BBSS), which addresses the challenge of supporting land efficiency and functionality in new suburban subdivisions while improving urban design.

The BBSS Strategic Directions and Action Plan envisions that "the principles of good urbanism should apply to the suburbs as they do to other parts of the City", and identifies four overarching principles for development, recommending that suburbs be:

1. Land efficient and integrated.
  - They should make efficient use of land and infrastructure and be in the form of compact growth, integrate land use and transportation planning, contain a diverse mix of land uses, and measure density over the entirety of the new land being developed.
2. Easy to walk, ride and bus or drive.
  - They should contain complete streets that accommodate all modes of transportation, especially walking, cycling and public transit, and should have nearby destinations which are reachable by walking and cycling.
3. Well designed.
  - They should feature an attractive public realm and built environment, incorporate high quality design and create a sense of place and community, incorporate healthy mature trees, and minimize the visibility of piped and electrical infrastructure.
4. Financially sustainable.
  - They should include infrastructure that is designed to be constructed and maintained over the long term using a financially efficient model, and include necessary community features (such as sidewalks) from the beginning.

The report includes nine recommendations, each with a number of strategic directions. The recommendations and strategic directions relevant to this report are summarized below.

- Street network and land use.
  - Design the street network as an integral part and extension of the municipal grid, taking into consideration its future adjustments and evolution.
  - Design the street network based on a modified or offset grid to maximize choices of travel routes and opportunities for utility connections.
  - Design the street network in conjunction with the land use and open space system to ensure direct pedestrian and cycling connectivity to key destinations in the community (schools, shops, bus stops and stations, etc.).
  - Ensure that a range of appropriate sized roadways complements the character and functional needs of each community area.

- Implement traffic calming measures at the outset of road design for local and collector streets.
- Use roundabouts that prioritize pedestrian and cyclist safety in appropriate functional locations.
- Implement prescribed facilities from the 2013 Ottawa Pedestrian Plan and 2013 Ottawa Cycling Plan with development.
- Avoid reverse frontage lots (rear yards abutting public streets) within a community.
- Provide flexibility in zoning to accommodate a mix of land uses within a community, such as areas that allow live-work units or local commercial land uses.
- Parks and open space.
  - Investigate the conditions and criteria around adding new smaller park typologies to the Park and Pathway Development Manual.
  - Review existing metrics for accessibility/walking distance to all parks and open spaces that take into consideration health and age of residents.
  - Create street and lot patterns and building orientations that frame and enhance the presence of all parks, regardless of size.
  - Identify opportunities to connect separate features of the open space network (e.g. a park to a nearby woodlot) with streets that support canopy trees.
- Stormwater Management.
  - Investigate ways of minimizing space attributed to SWM facilities.
  - Provide street frontage for sites that contain stormwater management ponds.
  - Ensure that land attributed to large SWM facilities can serve additional functions, such as recreation trails or multi-use paths as part of the open space system, and support the connection of trails in SWM facilities to parks and open spaces, and to pedestrian and cycling facilities.
- Parking.
  - Encourage on-street parking on all local and collector streets, including 24 hour on-street parking with permits.
  - Consider alternating on-street parking on each side of the street during winter, to assist in snow removal.
- Road right-of-way.
  - Accommodate public transit and related amenities in the design of streets with existing or anticipated transit service.
- Trees.
  - In new ROW cross-sections, ensure conditions to support healthy street trees, including canopy trees, in the ROW.
  - Where appropriate, incorporate retained tree stands or woodlots in parks and open spaces.
  - Improve retention of healthy trees and treed areas in new neighbourhoods.



# [5.01]

PLANNING  
& DESIGN  
ANALYSIS



## 5.1 Intensification

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 site represents a unique opportunity to intensify a large 71-hectare infill site that is located along Campeau Drive, 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 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, medium- and high-intensity mid-rise and high-rise residential buildings, along with hotel and residential care uses.

While the Official Plan directs major intensification to the *Central Area, Mainstreets, Mixed-Use Centres* and *Town Centres*, the Official Plan also provides that lands designated *General Urban Area* will continue to mature and evolve through intensification and infill, and that intensification and infill shall be at a scale contingent on proximity to major roads and transit, and the area's planned function. In the case of the subject site, the proposed block pattern has been carefully considered to locate the most intensive cluster of uses along Campeau Drive, in the location closest to the Terry Fox station and the transit available along the arterial road, while sensitively infilling the northerly portion of the site with uses that more closely match the existing low-rise residential uses surrounding it.

Both the PPS and the Official Plan provide direction to make efficient use of sites that are well suited for intensification in order to reduce the rate of further outward urban expansion, minimize use of the private automobile and support the use of transit. The proposed redevelopment of the subject site 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.

In contrast, the existing golf course use does not make efficient use of land and infrastructure. It accommodates no residential population and only a limited number of jobs associated with the golf course. The proposal will result in the development of 1,502 new residential units within the existing built-up area that will take the place of development that may otherwise result in the outward expansion of the urban area.

## 5.2 Land Use

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, plazas and open spaces, is permitted by the *General Urban Area* designation which applies to the subject site. The mix of uses is appropriate and desirable from a land use planning perspective and will contribute to the achievement of a "complete community".

In this regard, there are no Official Plan policies applying to the subject site that would restrict the use of the subject site to open space purposes or require that the golf course continue to be operated as such. The subject site is not designated *Major Open Space, Urban Natural Feature* or *Natural Environment Area* on Schedule B of the Official Plan, nor is it included within the Natural Heritage System designated on Map L3.

While the former Secondary Plan for the Marchwood-Lakeside Communities designated the subject site predominantly *Low Density Residential Golf Course* and required that the golf course be operated as a private golf course, these designations and policies were not carried forward into the current Ottawa Official Plan.

Furthermore, while the former Secondary Plan included numerous policies regarding the implementation of the "40% agreement", the only reference in the current Official Plan is with respect to the parkland dedication policies (i.e. to specify that the typical parkland dedication rates do not apply to the lands subject to the 40% agreement). As noted in Section 2.1 of this report, the legality and enforceability of this agreement is under dispute and may be the subject of a separate legal process between the owner and the City of Ottawa and, as such, we

have not considered this agreement in evaluating the planning appropriateness of the proposed development.

In these circumstances, the Official Plan policies that are directly applicable to the proposal are Policies 2.4.5(4) and 4.10(13), which state that, when reviewing an application to amend the Zoning By-law applying to privately-owned open spaces such as marinas, campgrounds and golf courses, the City will consider opportunities to maintain the Greenspace Network through the area and otherwise reduce the impact of the loss and may consider acquisition of the land in accordance with Policy 5.2.1(6). Failing a decision by the City to acquire the lands in their entirety, it is our opinion that the policy framework requires the City to process the application on its merits.

In this respect, Policy 2.4.5(6) recognizes that open space and leisure land where access is restricted, such as school grounds, private golf courses or other facilities, are not included in the Greenspace Master Plan target of 4.0 hectares per 1000 population. Furthermore, the Greenspace Master Plan explicitly recognizes that the economic feasibility of maintaining some privately owned but accessible open spaces, such as marinas, campgrounds and golf courses, may be reduced to the point where redevelopment is a viable option.

In such cases, the Master Plan states that the City needs to "consider the open space function of the site to see whether a greenspace function can be retained even as the land redevelops". In this regard, the proposed development would include 19.42 hectares (27.4% of the site area) for various parks and open space uses (3 new parks, as well as stormwater management ponds, open spaces and landscaped buffers). As compared with the existing private golf course use, which is not publicly accessible, the proposed development will include 4.36 hectares of new public parkland, as well as providing for public access through the site through the introduction of public streets and pedestrian trails.

The *General Urban Area* designation 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.

The proposal will also include medium density apartments, located along Campeau Drive. Building height in the *General Urban Area* is to be predominantly low-rise, which is defined by the Official Plan as being four storeys or less. Within this range, changes in building form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area. The Plan also provides that taller heights may be located along Arterial Roads, in proximity (within 800 metres) to Rapid Transit Stations, and in an area already characterized by taller buildings.

In this regard, although the proposed medium density blocks are located a little over 800 metres from Terry Fox Station (approximately 900-1,000 metres walking distance), they are located both along an Arterial Road and in an area characterized by taller buildings, including the 5-storey retirement residence and 16-storey rental apartment buildings on the south side of Campeau Drive, directly across from the subject site.

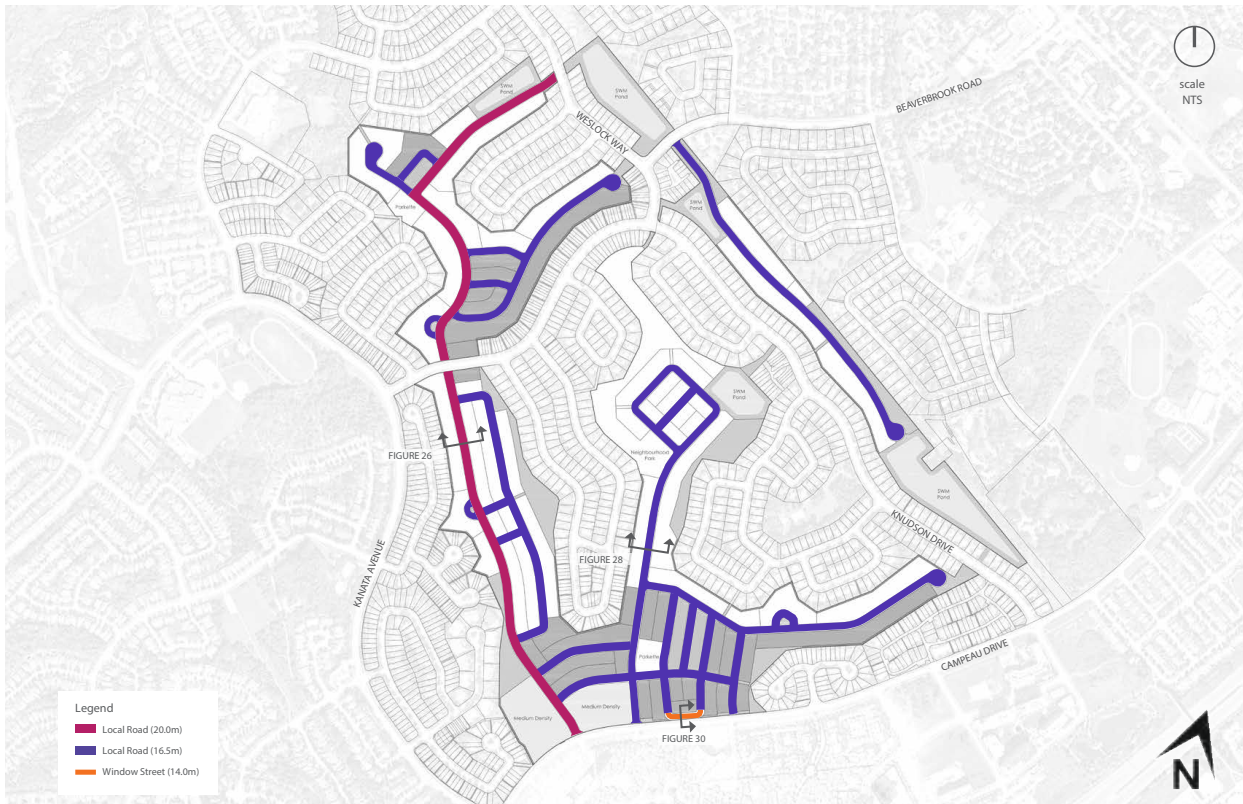
The proposed development will be predominantly low-rise, with only two medium density blocks that will have heights between 4 and 6 storeys, and, in our opinion, the proposed unit mix would conform to the Official Plan and more specifically the *General Urban Area* policies. Based on the foregoing, it is our opinion that the use of the subject site for a mix of detached dwellings, townhouses, back-to-back townhouses and medium density apartment uses is appropriate and desirable.

## 5.3 Site Organization and Public Realm

Golf course sites, such as the subject site, are significantly larger sites than the typical pattern of more fine-grained residential lots and streets in the surrounding neighbourhood. Golf course sites, in particular private clubs, are often designed to be inward looking and insular. Although some of the houses that abut the golf course have views of the course from or even access it from their rear yards, the course has very little interface with the public realm. Generally, and in this case specifically, this results in a relationship that is disconnected from the surrounding neighbourhood.

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.

Specifically, the proposal will introduce a significant new north-south street (Street No. 1) through the subject site, which will provide an alternative connection between Campeau Drive and the east-west portion of Knudson Drive, as well as connecting further north to Weslock Way. The proposal will also establish a new north-south street into the central "prong" of the southerly parcel, establishing new views into the site, abutting a new public park a block north of Campeau Drive and terminating at a new public park in the central "prong", all while creating long views from the subject site towards the future Bill Teron Park. This road will create visually interesting views of the site from this nearby greenspace, and will enhance the visibility and accessibility of the proposed parks on the subject site (see **Figure 16**, Proposed Road Network).



**Figure 16 - Proposed Road Network**



More generally, the proposed streets:

- will divide the subject site into smaller development blocks which have an appropriate size and configuration for the proposed land uses, scale of development, and potential building forms and open spaces;
- will connect to the main neighbourhood thoroughfares and to Campeau Drive, while maintaining the existing pedestrian circulation system of pathways and mid-block connections, helping to establish a permanent and formal neighbourhood trail network;
- will provide for street-oriented development, with buildings fronting onto the streets and park edges;
- will provide vehicular access to the subject site, primarily from Campeau Drive, with secondary entrances from Knudson Drive and Weslock Way, whereas the site is currently accessed only from Campeau Drive; and
- will allow the public and emergency vehicles to freely enter the proposed development without obstruction.

In this regard, the proposed development is 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. Given that existing transit routes are located along Campeau Drive, Knudson Drive, Kanata Avenue and Beaverbrook Road, all proposed development blocks are expected to be within approximately 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.

In addition, the new parks, open spaces and stormwater management ponds, all of which are part of the proposed open space system, will front onto existing streets such as Beaverbrook Road, Weslock Way and Knudson Drive, as well as on the proposed streets, particularly Streets Nos. 1 and 3. These substantial new community amenities will serve as recreational focal points within the redevelopment, maintain existing tree

canopy where possible, and enhance views and wayfinding opportunities throughout the subject site.

In our opinion, the draft plan of subdivision also satisfies the criteria set out in Section 51(24) of the *Planning Act*. 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. In that context, it is 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.

The subject site is suitable for the proposed uses, and appropriate regard has been had for Section 51(24)(e) with respect to the number, width, location and proposed grades and elevations of highways and their adequacy. As well, the proposed draft plan has appropriate regard to Section 51(24)(f), having to do with the proposed block pattern, including the new public streets. The resulting development blocks will be suitable in terms of their dimensions and generally rectangular in shape.

With respect to existing school capacity, the application will be circulated to the local school boards for review as part of the City of Ottawa approval process. In this regard, there are a number of schools within approximately a kilometre of the subject site, including Stephen Leacock Public School, Roland Michener Public School, Saint-Remi Catholic Elementary School, St. Gabriel School, W. Erskine Johnston Public School, Georges Vanier Catholic School, All Saints High School and Earl of March Secondary School.

Utilities and services will be adequate (see Sections 5.7).

## 5.4 Height and Density

In our opinion, and as noted in Section 5.1, the subject site is an appropriate location for intensification and for a range of housing options in land use policy terms. From a built form perspective, the subject site represents a unique opportunity to integrate a large underutilized site into the surrounding lot fabric in a sensitive manner, while accommodating medium density development in appropriate locations.

Given the size (70.89 hectares) and configuration of the subject site (a frontage of over half a kilometre along Campeau Drive), the subject site has ample room to provide transition between areas of low and medium density. In addition, while it is not located within 800 metres walking distance of the Terry Fox rapid transit station, the subject site is surrounded by local bus routes on all sides, and abuts Campeau Drive, along which

Routes 62, 265 and 268 run. While these routes operate in mixed traffic along Campeau Drive, all three join the Transitway at Eagleson or Teron Station, just east of the subject site, and operate as a Bus Rapid Transit route connecting the subject site to the downtown.

Furthermore, Campeau Drive is an Arterial Road, which Official Plan Policy 3.6.1(3) provides is one condition for permitting taller buildings in the *General Urban Area*, along with being within 800 metres walking distance of a Rapid Transit Station and being in an area already characterised by taller buildings. In this latter regard, the southern portion of the subject site is located in an area already characterized by mid-rise and some high-rise buildings. As shown in Table 1, heights of up to 16 storeys exist or are approved along the section of Campeau Drive generally between Maritime Way and Kanata Avenue.

**Table 1 - Existing and approved heights south of the subject site**

ADDRESS	HEIGHT (STOREYS)	HEIGHT (M)
7303 Campeau Drive	16	44*
7305 Campeau Drive	16	44*
7307 Campeau Drive	16	44*
1203 Maritime Way (Williams Court Building D)	12	38.9
1175 Maritime Way (Williams Court Building A)	10	31.0
1025 Maritime Way (Williams Court Building B)	10	33.5
1047 Maritime Way (Williams Court Building C)	10	33.0
101 Kanata Avenue (Holiday Inn & Suites)	9	28*
1136 Maritime Way	8	28.0
1250 Maritime Way	7	23.5
1100 Canadian Shield Avenue (Homewood Suites by Hilton)	6	23.0
1088 Maritime Way	6	21.1
1251 Maritime Way	5	21.0
1203 Maritime Way (Williams Court Building G)	5	17.0
6501 Campeau Drive (Forest Hill Retirement Home)	5	17*
3501 Campeau Drive (Red Oak Retirement Homes)	5	15*

\* Estimated based on measurements in Google Earth.

The proposal includes two medium density blocks (Blocks 60 and 61) with a total area of 2.97 hectares, which are proposed to include a total of 371 apartment units. The surrounding area includes both mid-rise buildings ranging in height from 5 to 9 storeys, as defined by Official Plan Policy 4.11(7) of the Official Plan, and high-rise buildings ranging in height from 10 to 16 storeys. While the proposed development will not include high-rise buildings, the presence of existing high-rise buildings creates a context in which the proposed mid-rise buildings to be located on Blocks 60 and 61 will transition down from Campeau Drive toward the low-rise character of the neighbourhood that surrounds the subject site to the east, north and west.

From a density perspective, 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 this 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.

## 5.5 Compatibility & Urban Design

From an urban design perspective, it is our opinion 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, intensifying the 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.

NAK Design Strategies has prepared an Urban Design Brief dated September 2019 in support of the proposed development, with the purpose of providing "inspiration and direction" for the proposed infill development of the subject site, reflecting the objectives of the City of Ottawa Official Plan, the Design Guidelines for the Village of Kanata Lakes and the former Secondary Plan for the Marchwood-Lakeside Communities. The brief includes a vision statement, to "create a community that integrates with the surrounding residential neighbourhoods, and develops a cohesive network of year-round public open spaces and parks". It also includes five objectives for the proposal i.e.:

1. Maintain high standards of design excellence and quality;
2. Incorporate a variety of built form that is unique, yet fosters a harmonious environment with the existing community;
3. Preserve the natural heritage where possible;
4. Create strong linkages and co-ordination with adjacent open space systems; and
5. Encourage innovation through design.

As supported by the NAK Urban Design Brief, 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. With respect to Policy 2.5.1, the proposal will:

- **enhance the sense of community** by maintaining the distinct identity of the Kanata Lakes community through the preservation of natural heritage where appropriate, including some existing tree stands and rocky outcrops, and all pedestrian connections that exist through the site today
- create new gathering "places" through the creation of a new neighbourhood park in the centre of the site, two new parkettes, one near Campeau Drive and in Parcel D, and five new stormwater management ponds, all of which will be connected through a series of pedestrian pathways and/or sidewalks;
- clearly **define public and private spaces**, whereas the existing site is private property that at times allows for informal public connectivity;

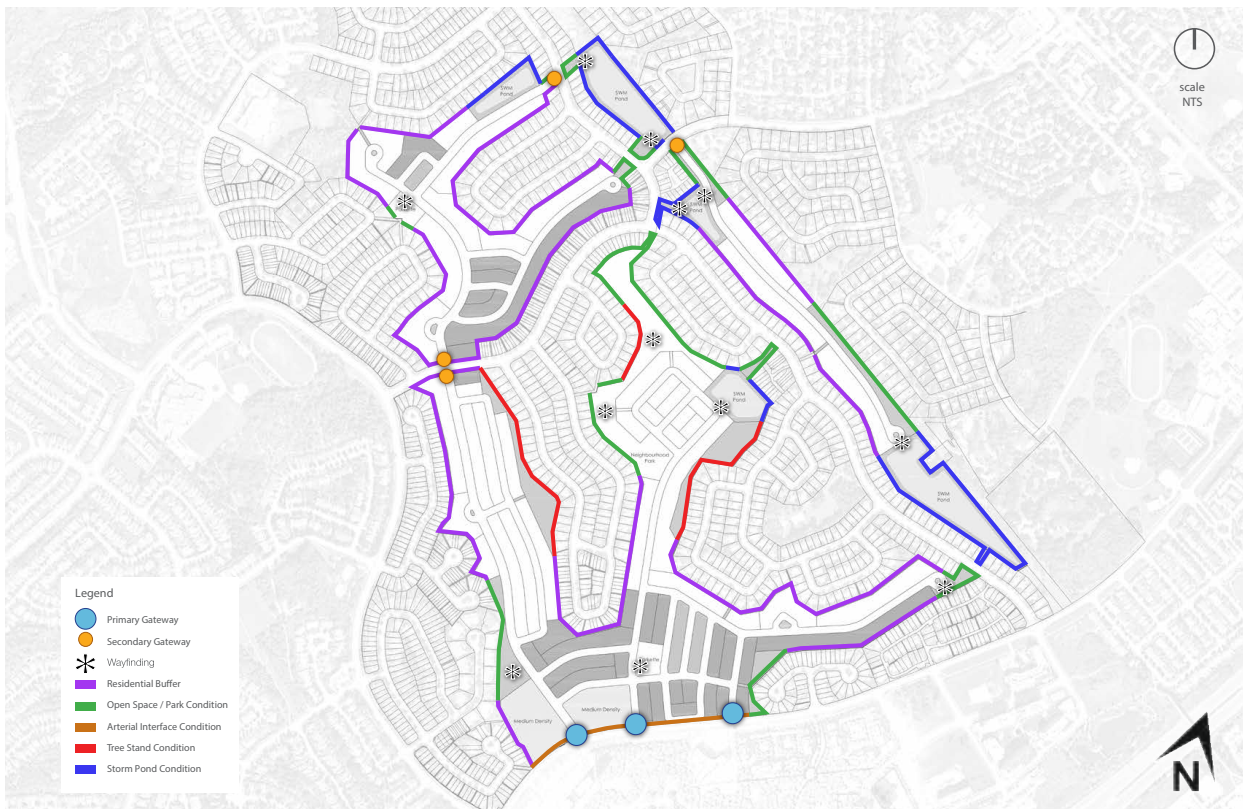


- define a series of new public streets throughout the subject site that will connect it to Campeau Drive and the local street network, including a new collector road on the west side of the property that would run from Campeau Drive to Knudson Drive and Weslock Way, and new local roads throughout;
- consider streets as public spaces by proposing sidewalks along both sides of the new collector road and at least one sidewalk along each local road, with enhanced pedestrian crossings at key intersections;
- ensure new street trees are provided throughout the subject site to contribute to the attractiveness of the public streets, including approximately two trees per new lot and three trees per new corner lot;
- reduce the visual impact of new infrastructure, by proposing new underground utility trenches along the public streets alongside the proposed public streets;
- **create places that are safe, accessible and are easy to get to and move through**, by proposing wayfinding elements at key locations, including the proposed parks and stormwater management ponds as well as the proposed pedestrian pathways (see **Figure 17** Proposed Pedestrian Network);
- connect cyclists through the introduction of a new cycling route along Knudson Drive and Weslock Way, to link together the existing multi-use trail along Campeau Drive with the interior of the subject site, Beaverbrook Road, Weslock Way and Kanata Avenue to the west of the site;
- provide signage in the form of gateway features at the three new connections along Campeau Drive, with the goal of enhancing the character and identity of the community and serving as markers;



**Figure 17 - Proposed Pedestrian Network**

- create places and spaces that are visible and safe by proposing public streets throughout the site and limiting the use of cul-de-sacs; where cul-de-sacs are proposed, they are connected to the overall pedestrian network through existing or proposed pathways;
  - **ensure that the new development respects the character of the existing area**, by integrating the proposed residential development to complement and enliven the surroundings while maintaining landscaped buffers from them,
  - include a variety of context-specific landscaped buffer types, including typical 3.0 metre landscaped buffers, interfaces with open spaces or parks (resulting in buffers ranging between 10 and 45 metres), interfaces with existing tree stands (again, resulting in buffers ranging between 10 and 45 metres), or interfaces with stormwater management ponds, resulting in interfaces of approximately 10 metres, not including the ponds themselves (see **Figure 18** Proposed Edge Conditions);
  - allow for a variety of built form types, including 30 foot, 31 foot, 35 foot, 36 foot, 43 foot and 44 foot detached house lots, both shallow and deep traditional townhouses, back-to-back townhouses, and 4-6 storey apartment buildings and stacked townhouses;
  - propose a variety of architectural styles for each detached house product type, including both traditional and contemporary designs, so as to allow a diversity of forms and styles;
  - **consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice**, by proposing an urban grid pattern that could accommodate a more compact form over time, while proposing uses that are compatible with the existing detached and townhouse character of the area north of Campeau Drive;
  - accommodate the needs of people with a range of different incomes and lifestyles at various stages in the life cycle, by introducing a variety of built forms ranging from detached houses to 4-6 storey apartment buildings;
  - **understand and respect natural processes and features in development design**, by protecting the City's natural heritage system, as described in the McKinley Environmental Impact Study dated September 2019 which was prepared in support of the development application (described further in Section 5.8 of this report);
  - consider a variety of means for retaining stormwater on site, as described in the DSEL Servicing Report dated September 2019 which was prepared in support of the development application (described further in Section 5.7 of this report);
  - protect, integrate and enhance existing natural features by preserving Significant Woodlot D within the proposed park in Block 75, introducing additional parkland that overlaps with some of the existing trees on site, and retaining existing vegetation within the proposed edge conditions;
  - **maximize energy efficiency and promote sustainable design** by enhancing opportunities for transit use, by locating the most dense elements along Campeau Drive and preserving and creating new pedestrian connections throughout to allow for new residents to more easily access bus routes along the local street network and the rapid transit at Terry Fox Station; and
  - minimize hard surfaces throughout by including landscaped buffers, new parks and new stormwater management ponds.
- With respect to Section 4.11, 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 proposal will:
- is supported by the Design Brief prepared by NAK Design Strategies, which has evaluated the provisions of the Official Plan that affect the design of the site, as well as the Design Guidelines for the Village of Kanata Lakes and the former Secondary Plan for the Marchwood-Lakeside Communities;
  - provides for compatibility of new buildings through the inclusion of generous residential buffers between new residential lots and existing residential lots on abutting properties;
  - will locate the proposed medium-density blocks, which have the potential to generate more built form impacts along Campeau Drive, an Arterial Road;
  - will allow for a transition in height from the tallest development along Campeau Drive to the edges of the subject site, where low-rise forms are proposed, including detached houses and townhouses;



**Figure 18 - Proposed Edge Conditions**

- will create a new public road network where all buildings front on a public street, allowing the proposed buildings to locate their principal façade and entrance(s) oriented toward the street;
- 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;
- will include three new vehicular access points along Campeau Drive, focusing the densest uses along Campeau Drive and the new proposed collector road near the westerly edge of the subject site;
- will 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;
- will minimize opportunities for lighting spillover, noise and air quality impacts, and sunlight/shadow and microclimate impacts onto existing properties in the area;
- will 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; and
- will include outdoor amenity areas that are publicly accessible, including three new parks (one neighbourhood park and two parkettes) along with five new stormwater management ponds, and will include public amenities such as sport courts, play structures, shade structures, open areas and multi-use pathways.

Although the Building Better and Smarter Suburbs guidelines do not apply given that the Proposed development is an infill intensification project and not a greenfield development, it is our opinion that the proposed development is generally in keeping with the objectives and directions of those guidelines, as set out below:

- the proposed redevelopment makes efficient use of land and infrastructure by redeveloping an existing property within the urban area that is currently underutilized, given the existing golf course use, with a residential



development that will integrate into the fabric of the existing neighbourhood;

- the proposed redevelopment will be easy to walk, ride, take the bus or drive, given the extensive pedestrian network proposed, as well as the new cycle route along Knudson Drive and Weslock Way and the location of the site in proximity to existing bus service and rapid transit at Terry Fox Station;
- the proposed redevelopment has been well-designed to include new public streets that are attractive, with new street trees, sidewalks, and wayfinding, connected to a variety of different public spaces; and
- the proposed redevelopment has considered the necessary infrastructure, such as sidewalks, pedestrian connections and utilities as part of the conception of the master plan for the site.

## 5.6 Transportation

BA Group has prepared a Transportation Impact Assessment in support of the proposed redevelopment of the subject site. The report reviews and identifies a number of planned road improvements and transit expansion projects in the vicinity of the subject site, including, among others, the widening of Campeau Drive, the West Transitway Extension (in two phases), transit priority signal on Terry Fox Way, and the Kanata North Transitway (on March Road). Within the City's "Ultimate Network," the West Transitway is to be replaced by light rail transit (LRT).

The BA Group report provides multi-modal travel demand forecasts following a methodology agreed to by City of Ottawa staff, and identifies the forecasted peak person, transit, walking, cycling, auto passenger, and auto driver trips. The report also reviews the development design, noting that the plan includes 23 distinct road segments which have been designed to provide safe and efficient access for all users. To accommodate, pedestrians two different local cross sections are proposed; a 20m right-of-way (ROW) and a 16.5m ROW. The former has been proposed to allow for streets with sidewalks on both sides; 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. Consistent with the condition on the other area local streets surrounding the site, on-street parking is proposed to be unrestricted on either side of streets, permitting short term on-street parking to occur. 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.

The report notes that based on the existing transit service, approximately 97% of the households proposed in the development area will be within 400 metres of a transit stop. Cyclists will be accommodated on-street in a shared manner on all proposed internal streets and also accommodated through various future trail connections by providing an appropriately sized multi-use pathway to accommodate cyclists and pedestrians, consistent with other area local roads. Various traffic calming measures are also proposed, including speed display devices, on-road messaging, bulb-outs and raised intersections.

A multi-modal level of service assessment was also undertaken at area signalized intersections and external street segments, and found that the area street segments closest to the site have an acceptable level of service. The report evaluated the design of the proposed access points and found they will all operate acceptably as unsignalized intersections with side-street stop control, and no new signalized intersections are proposed. Some new pavement markings are proposed on existing streets, with new stop signs in the rights of way of new streets.

The BA report includes a preliminary Transportation Demand Management (TDM) program for the project, which includes travel/commuting surveys, local area walking/cycling access route maps and transit schedules in the lobbies of buildings within the medium density blocks, the possibility of a bikeshare station, car share vehicles in the vicinity of the medium density blocks (and memberships for their residents, the unbundling of parking from the purchase of medium density units, and a multi-modal travel option information package for new residents.

The report assessed the projected traffic volumes on nearby streets, arterials and intersections that may be affected by the proposed redevelopment, and found that the projected site traffic would not appreciably affect the current character or function of the area's road network, or of traffic operations.

The report notes that road modification approval (RMA) drawings are not required for the proposed development as the project will not require any changes to the geometric layout of any existing streets to accommodate traffic. However, preliminary functional design plans outlining the proposed modifications to pavement markings and signage are provided in the report.

Finally, the report notes that no mitigation actions or monitoring plans are required.

## 5.7 Servicing

David Schaeffer Engineering Limited (DSEL) and J.F. Sabourin and Associates (JFSA) have prepared a Functional Servicing Report (FSR) in support of the proposed redevelopment of the subject site. The report provides that potable water connections will be provided to existing watermain infrastructure within the existing rights-of-way at select locations, and that no capacity constraints are anticipated for service. In this regard, DSEL and JFSA prepared a functional hydraulic capacity and modeling analysis for the area based on the proposed layout and available connection points.

From a sanitary servicing perspective, the proposed development will connect to existing sanitary sewer infrastructure within the adjacent rights-of-way. The FSR finds that the subject site is located within the Kanata Lakes Trunk Sewer catchment area with the existing trunk sewer bisecting the southern portion of the site. A review of the residual capacity within the sewers and downstream infrastructure, for existing and future conditions, indicates that there is sufficient capacity to convey the anticipated wastewater flows from the subject site.

From a stormwater management perspective, the FSR finds that runoff from the subject site is tributary to the Kizell Drain Wetland Complex

and to Watts Creek, and that drainage from the proposed development will be conveyed to the various outlets through existing storm sewers within the municipal rights-of-way surrounding the subject site. The FSR proposes that the proposed development is serviced by five stormwater management ponds for quantity control, with the inlets to the ponds equipped with oil grit separator units for quality control. The FSR finds that the stormwater management facilities have been strategically located at low points in the development where each could outlet to the existing storm trunk sewers along Knudson Drive and/or Weslock Way. The FSR further finds that the facilities have been sized to ensure there would be no adverse impacts on the operation of downstream facilities or watercourses.

The FSR reviews the existing site drainage conditions and includes a calibrated model based on collected field data that assess the impacts of the proposed stormwater management strategy on the receiving system(s). The existing 2017 Mississippi Valley Conservation Authority model of record was used as the starting point for modelling purposes, and with calibration and modelling exercises the FSR finds that the proposed development stormwater management measures would have no adverse impacts on downstream infrastructure.

Finally, a geotechnical investigation of the subject property was undertaken to assess site conditions. The FSR indicates that the site has locations that will be constrained by grade raise restrictions of between 2 and 2.5 metres and, as a result, the proposed servicing and grading have been designed to be as low as possible in order to minimize the proposed grade raise required and to generally follow existing site topography. The FSR notes that, should mitigation measures be required due to grade raise exceedance, there are alternatives such as lightweight fill and preloading of the site that could be used to achieve desired settlements.

## 5.8 Environmental Impact Study & Tree Conservation Report

McKinley Environmental Solutions (MES) and Muncaster Environmental Planning (MEP) have prepared a Combined Environmental Impact Statement (EIS) and Tree Conservation Report (TCR) to support the proposed redevelopment of the subject site. The report finds that there are no significant natural heritage features located within or adjacent to the subject site, which has been operated as a golf and country club for several decades and is predominantly an artificial landscape which has been maintained to provide golfing facilities. The report further finds that the majority of the surface area includes manicured golf greens and fairways (e.g. manicured lawns), as well as a variety of native and non-native landscaping features, including many deciduous and coniferous planted trees and tree stands. Natural vegetation communities primarily consist of patches of native deciduous forest and deciduous thickets, which are present principally around the edges of the Subject Site. The report finds that there are five forest patches that are greater than or equal to 0.8 hectares in size, with the largest being approximately 1.59 hectare. Of these, the report finds that only three appear to have significant forest cover that is greater than or equal to 60 years of age, which would qualify as potential Significant Woodlots under the amended City of Ottawa criteria for the urban area.

The report also finds that there are no natural watercourses or wetland habitats within the subject site, but that there are two stormwater management ponds and six stormwater conveyance/infiltration swales, all of which are fed either by outlet pipes from the adjacent developed subdivisions or by surface run-off from the golf greens. Although small patches of wetland vegetation have developed within some of the stormwater swales, none of these are natural features, and none are large enough to qualify as wetlands.

Lastly, some butternut trees were found within the subject site. A Butternut Health Assessment (BHA) was completed to assess their condition, and the report notes that regulatory requirements related to impacts to the Butternut Trees and

their habitat will be addressed as required by the *Ontario Endangered Species Act*. No other significant Species at Risk (SAR) concerns were noted for the subject site.

With respect to the proposed development, the report finds that park block 75 overlaps a portion of potential Significant Woodlot D, thereby providing an opportunity for portions of the feature and its significant functions to be retained. The report notes that the Land Use Concept Plan includes an additional 5.36 ha of open space blocks, which will provide additional opportunities for tree retention. Notably, open space block 87 will preserve a portion of potential Significant Woodlot C, whereas open space blocks 88 and 91 will preserve a portion of potential Significant Woodlot E. Further, the proposed landscaped buffers around the subject site edges, with a total area of approximately 1.7 hectares, will provide additional opportunities for tree retention along the subject site's edges, including protection of existing critical root zones. Collectively, communal open space areas, which account for approximately 27% of the gross site area, will provide opportunities for tree retention and tree planting, while also preserving the recreational and aesthetic values of the subject site. Notably, the combination of park and open space blocks provides opportunities to preserve the significant features and functions of the three potential Significant Woodlots.

Provided that the regulatory, mitigation, and avoidance measures outlined in the report are implemented appropriately, the report finds that the redevelopment is not anticipated to have a significant negative effect on the natural features and functions.





# [ 6 . 0 ]

## C O N C L U S I O N

For the reasons set out in this report, we are of the opinion that the proposed development is appropriate and desirable.

The proposed redevelopment of the subject site with 1,502 dwelling units in a range of built form types from detached houses to apartment units will result in the residential intensification of an underutilized site where growth is contemplated and with a built form that conforms with the applicable Official Plan policies and is in keeping with the existing and planned context.

From a land use perspective, the proposal is in keeping with policy directions expressed in the Provincial Policy Statement and the Ottawa Official Plan, all of which promote intensification of underutilized sites within the urban area, particularly in locations which are well served by existing municipal infrastructure, including public transit. Despite its size, the proposal is a modest and appropriate form of residential intensification that is compatible with the *General Urban Area* designation that applies to the subject site and to the abutting residential properties.

From a built form and urban design perspective, the proposed development will result in new streets, walkways, parks, ponds and open spaces, connecting the subject site to the surrounding urban fabric. The proposed new development blocks will frame existing and proposed streets to allow for a lively public realm, and the proposal employs a variety of built form types to integrate the proposal into its surrounding context, with the highest densities sited along Campeau Drive, in a manner which would adequately limit built form impacts on surrounding properties.

For all of the foregoing reasons, it is our opinion that the proposed development is appropriate and desirable, and we recommend approval of the requested Rezoning and approval of the Draft Plan of Subdivision.

Signed by:



---

Peter F. Smith, MCIP RPP



---

Mike Dror, MCIP RPP

APPENDIX A:  
LEGAL DESCRIPTION

---

SEPT  
2019

A



## SCHEDULE "A"

### LEGAL DESCRIPTION OF THE LANDS

#### Firstly: PLN 04512-1126 (L.T.) – Fee Simple Absolute

CONSOLIDATION OF VARIOUS PROPERTIES BEING FIRSTLY: BLOCK 126 ON PLAN 4M-651. SUBJECT TO AN EASEMENT IN FAVOUR OF THE CORPORATION OF THE CITY OF KANATA OVER PARTS 3 AND 19 ON 4R-6268 AS IN LT568246E. SUBJECT TO AN EASEMENT IN FAVOUR OF THE CORPORATION OF THE CITY OF KANATA OVER PART 20 ON 4R-6268 AS IN LT568247. SUBJECT TO A TEMPORARY EASEMENT IN FAVOUR OF CAMPEAU CORPORATION AS IN LT607362. TOGETHER WITH AN EASEMENT OVER PART OF LOT 3, CONCESSION 2, MARCH, DESIGNATED AS PART 1 ON 4R-12474 AS IN LT1020195. SECONDLY PART OF BLOCK 192 ON PLAN 4M-652, DESIGNATED AS PART 2 ON PLAN 4R-7259. TOGETHER WITH AN EASEMENT OVER PART OF LOT 3, CONCESSION 2, MARCH, DESIGNATED AS PART 1 ON 4R-12474 AS IN LT1020195. THIRDLY: BLOCK 160 ON PLAN 4M-739. SUBJECT TO AN EASEMENT IN FAVOUR OF THE CORPORATION OF THE CITY OF KANATA OVER PART 1 ON PLAN 4R-12477 AND PART 1 ON PLAN 4R-12479 AS IN LT1014950. TOGETHER WITH AN EASEMENT OVER PART OF LOT 3, CONCESSION 2, MARCH, DESIGNATED AS PART 1 ON 4R-12474 AS IN LT1020195. FOURTHLY: BLOCK 76 ON PLAN 4M-828 SAVE AND EXCEPT THE LANDS LAID OUT BY PLAN 4M-925. SUBJECT TO AN EASEMENT IN FAVOUR OF BELL CANADA OVER PART 1 ON PLAN 4R-16180 AS IN LT1365034. TOGETHER WITH AN EASEMENT OVER PART OF LOT 3, CONCESSION 2, MARCH, DESIGNATED AS PART 1 ON 4R-12474 AS IN LT1020195. FIFTHLY: BLOCK 1 ON PLAN 4M-881 SAVE AND EXCEPT THE LANDS LAID OUT BY PLAN 4M-925 AND PARTS 1 TO 6, INCLUSIVE ON PLAN 4R-12476. SUBJECT TO AN EASEMENT IN FAVOUR OF THE CORPORATION OF THE CITY OF KANATA OVER PARTS 6 AND 10 ON 4R-6558 AS IN LT599218 AS TRANSFERRED TO THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON AS IN LT1082901. SUBJECT TO AN EASEMENT IN FAVOUR OF THE CORPORATION OF THE CITY OF KANATA OVER PARTS 9 AND 10 ON 4R-6558 AS IN LT599219. SUBJECT TO AN EASEMENT IN FAVOUR OF KANATA HYDRO-ELECTRIC COMMISSION OVER PART 1 ON 4R-12475 AS IN LT1011768. SUBJECT TO AN EASEMENT IN FAVOUR OF THE CORPORATION OF THE CITY OF KANATA OVER PART 1 ON 4R-12475 AND PARTS 1 AND 2 ON 4R-12480 AS IN LT1014950. TOGETHER WITH AN EASEMENT OVER PART OF LOT 3, CONCESSION 2, MARCH, DESIGNATED AS PART 1 ON 4R-12474 AS IN LT1020195. (LT606425, LT606426, LT606427, LT606395 AND LT875985.) SIXTHLY: BLOCK 55 ON 4M-883. SUBJECT TO AN EASEMENT IN FAVOUR OF BELL CANADA AS IN LT866335. SUBJECT TO AN EASEMENT IN FAVOUR OF KANATA HYDRO-ELECTRIC COMMISSION AS IN LT924341. TOGETHER WITH AN EASEMENT OVER PART OF LOT 3, CONCESSION 2, MARCH, DESIGNATED AS PART 1 ON 4R-12474 AS IN LT1020195. SEVENTHLY: BLOCK 56 ON PLAN 4M-883 SAVE AND EXCEPT PART 7 ON 4R-12476. SUBJECT TO AN EASEMENT IN FAVOUR OF BELL CANADA AS IN LT866335. SUBJECT TO AN EASEMENT IN FAVOUR OF KANATA HYDRO-ELECTRIC COMMISSION AS IN LT924341. SUBJECT TO AN EASEMENT IN FAVOUR OF THE CORPORATION OF THE CITY OF KANATA OVER PART 8 ON PLAN 4R-12476 AS IN LT1014950. TOGETHER WITH AN EASEMENT OVER PART OF LOT 3, CONCESSION 2, MARCH, DESIGNATED AS PART 1 ON 4R-12474 AS IN LT1020195.

(LT606425, LT606426, LT606427, LT606395 AND LT875985.) CITY OF KANATA, NOW CITY OF OTTAWA

**Secondly 04513-0489 (LT) Fee Simple Absolute**

CONSOLIDATION OF VARIOUS PROPERTIES BEING: FIRSTLY: BLOCK 69 ON PLAN 4M-510. SUBJECT TO AN EASEMENT IN FAVOUR OF THE CORPORATION OF THE CITY OF KANATA OVER PART 1 ON 4R-5215 AS IN LT438339. SUBJECT TO A TEMPORARY EASEMENT IN FAVOUR OF CAMPEAU CORPORATION AS IN LT607362. TOGETHER WITH AN EASEMENT OVER PART OF LOT 3, CONCESSION 2, MARCH, DESIGNATED AS PART 1 ON 4R-12474 AS IN LT1020195. SECONDLY BLOCK 132 ON PLAN 4M-651. SUBJECT TO AN EASEMENT IN FAVOUR OF BELL CANADA OVER THAT PART OF PART 9 ON PLAN 4R-3747 LYING WITHIN THE LIMITS OF BLOCK 132 ON PLAN 4M-651 AS IN MH3493. SUBJECT TO AN EASEMENT IN FAVOUR OF THE CORPORATION OF THE CITY OF KANATA OVER PART 21 ON 4R-6268 AS IN LT568246E. SUBJECT TO A TEMPORARY EASEMENT IN FAVOUR OF CAMPEAU CORPORATION AS IN LT607362. TOGETHER WITH AN EASEMENT OVER PART OF LOT 3, CONCESSION 2, MARCH, DESIGNATED AS PART 1 ON 4R-12474 AS IN LT1020195. CITY OF KANATA, NOW CITY OF OTTAWA.

**Thirdly 04511-0214 (LT) Fee Simple Absolute**

PCL 183-1, SEC 4M-652 : BLK 183, PL 4M-652 . S/T LT607362 ; S/T LT568249,LT569968 KANATA TOGETHER WITH AN EASEMENT AS IN LT1020195.

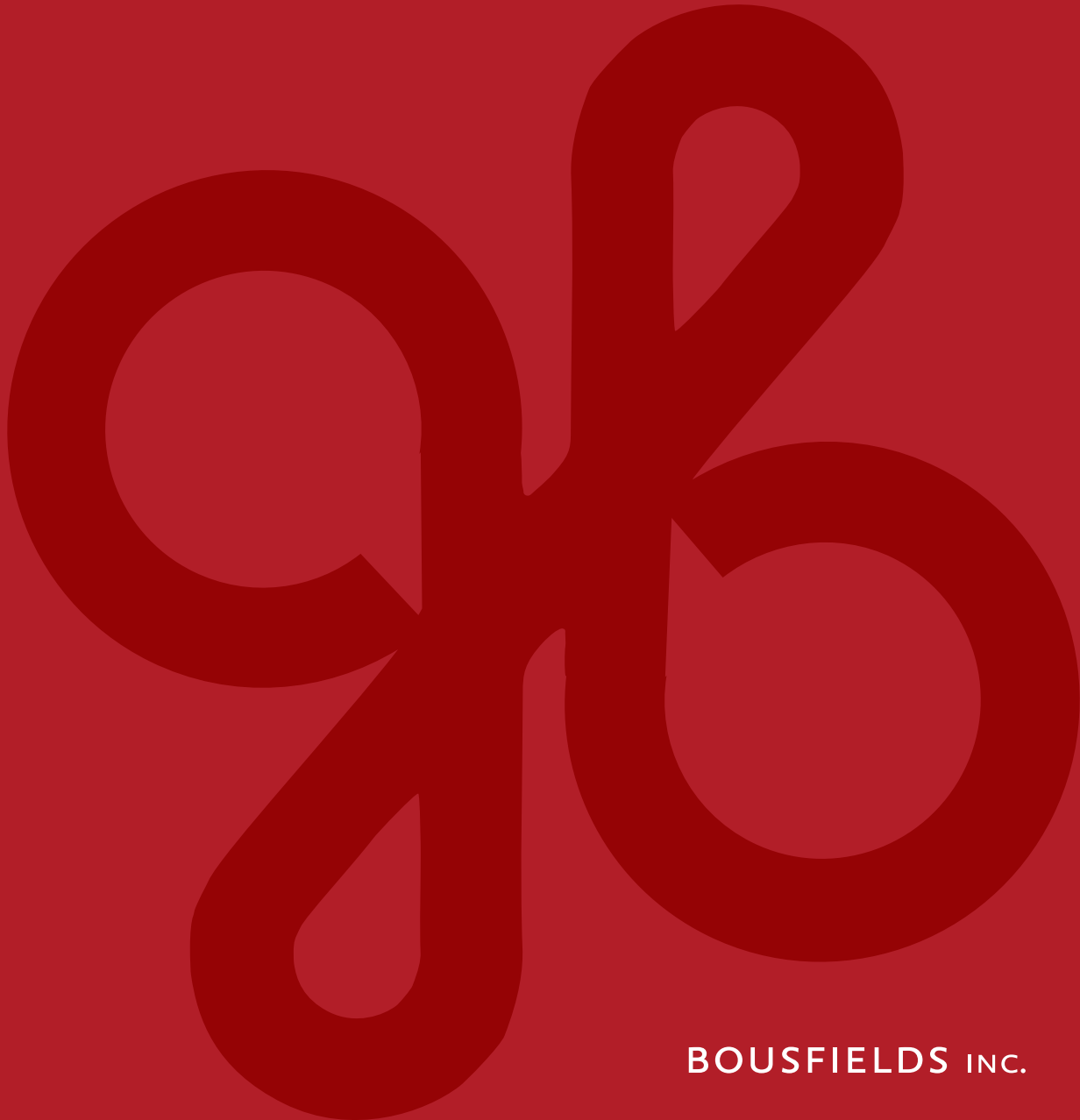
**Fourthly 04511-1592 (LT) Fee Simple Absolute**

CONSOLIDATION OF VARIOUS PROPERTIES BEING FIRSTLY: PART OF BLOCK 184 ON PLAN 4M-652, DESIGNATED AS PART 2 ON 4R-7217 SUBJECT TO A TEMPORARY EASEMENT IN FAVOUR OF CAMPEAU CORPORATION AS IN LT607362. TOGETHER WITH AN EASEMENT OVER PART OF LOT 3, CONCESSION 2, MARCH, DESIGNATED AS PART 1 ON 4R-12474 AS IN LT1020195. SECONDLY: BLOCK 185 ON PLAN 4M-652. SUBJECT TO AN EASEMENT IN FAVOUR OF THE CORPORATION OF THE CITY OF KANATA OVER PART 21 ON 4R-6270 AS IN LT568250. SUBJECT TO A TEMPORARY EASEMENT IN FAVOUR OF CAMPEAU CORPORATION AS IN LT607362. TOGETHER WITH AN EASEMENT OVER PART OF LOT 3, CONCESSION 2, MARCH, DESIGNATED AS PART 1 ON 4R-12474 AS IN LT1020195. THIRDLY: BLOCK 186 ON 4M-652. SUBJECT TO AN EASEMENT IN FAVOUR OF THE CORPORATION OF THE CITY OF KANATA OVER PART 13 ON 4R-6270 AS IN LT568250. SUBJECT TO AN EASEMENT IN FAVOUR OF BELL CANADA OVER PART 24 ON PLAN 4R-6270 AS IN LT568251. SUBJECT TO A TEMPORARY EASEMENT IN FAVOUR OF CAMPEAU CORPORATION AS IN LT607362. TOGETHER WITH AN EASEMENT OVER PART OF LOT 3, CONCESSION 2, MARCH, DESIGNATED AS PART 1 ON 4R-12474 AS IN LT1020195. FOURTHLY: BLOCK 76 ON PLAN 4M-741. SUBJECT TO AN EASEMENT IN FAVOUR OF THE CORPORATION OF THE CITY OF KANATA OVER PART 1 ON 4R-8606 AS IN LT808272. SUBJECT TO AN EASEMENT IN FAVOUR OF THE CORPORATION OF THE CITY OF KANATA OVER PART 1 ON 4R-12478 AS IN LT1014950. TOGETHER WITH AN EASEMENT OVER PART OF LOT 3, CONCESSION 2, MARCH, DESIGNATED AS PART 1 ON 4R-12474 AS IN LT1020195. FIFTHLY: PART OF

THE ROAD ALLOWANCE AS WIDENED BETWEEN LOTS 5 AND 6, CONCESSION 3, MARCH, KNOWN AS THAT PART OF BEAVERBROOK ROAD AND RICHARDSON SIDE ROAD (AS STOPPED AND CLOSED BY BY-LAW LT552228) DESIGNATED AS PART 4 ON PLAN 4R-6557. SUBJECT TO AN EASEMENT IN FAVOUR OF THE CORPORATION OF THE CITY OF KANATA AS IN LT607253. TOGETHER WITH AN EASEMENT OVER PART OF LOT 3, CONCESSION 2, MARCH, DESIGNATED AS PART 1 ON 4R-12474 AS IN LT1020195. SIXTHLY: PART OF LOTS 5 AND 6, CONCESSION 3, MARCH, AND THAT PART OF THE ROAD ALLOWANCE BETWEEN LOTS 5 AND 6, CONCESSION 3, MARCH, DESIGNATED AS PART 2 ON PLAN 4R-7987. TOGETHER WITH AN EASEMENT OVER PART OF LOT 3, CONCESSION 2, MARCH, DESIGNATED AS PART 1 ON 4R-12474 AS IN LT1020195. (LT606425, LT606426, LT606427, LT606395 AND LT875985). SEVENTHLY: PART OF LOT 6, CONCESSION 3, MARCH, DESIGNATED AS PART 1 ON PLAN 4R-7987 TOGETHER WITH AN EASEMENT OVER PART OF LOT 3, CONCESSION 2, MARCH, DESIGNATED AS PART 1 ON 4R-12474 AS IN LT1020195 (LT606425, LT606426, LT606427, LT606395 AND LT875985.) KANATA, NOW CITY OF OTTAWA.







BOUSFIELDS INC.