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Community &  
Residential  
Commercial &  
Institutional  
Environmental  
Restoration

# Westwood Subdivision – Phase 4 1555 Shea Road & 5500 Abbott Street East Ottawa, Ontario Planning Rationale & Integrated Environmental Review Statement



Prepared for: CRT Developments Inc.

**WESTWOOD SUBDIVISION – PHASE 4  
1555 SHEA ROAD AND 5500 ABBOTT STREET EAST  
OTTAWA, ONTARIO**

**PLANNING RATIONALE AND  
INTEGRATED ENVIRONMENTAL REVIEW STATEMENT  
IN SUPPORT OF APPLICATIONS FOR  
PLAN OF SUBDIVISION AND ZONING BY-LAW AMENDMENT**

Prepared For:

CRT Developments Inc. (c/o Claridge Homes)



**CLARIDGE  
HOMES**



**WESTWOOD  
STITTSVILLE**

Prepared By:



Engineers, Planners & Landscape Architects

Suite 200, 240 Michael Cowpland Drive  
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September 22, 2022

Novatech File: 120069-10  
Ref: R-2022-107

September 22, 2022

City of Ottawa  
Planning, Real Estate , and Economic Development Department  
110 Laurier Ave. West, 4<sup>th</sup> Floor  
Ottawa, Ontario  
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**Attention: Sarah Ezzio, MCIP, RPP – Planner II**

Dear Ms. Ezzio

**Reference: Westwood Subdivision – Phase 4  
Planning Rationale and Integrated Environmental Review Statement in  
Support of Applications for Plan of Subdivision and Zoning By-law  
Amendment  
1555 Shea Road and 5500 Abbott Street East  
Our File No.: 120069-10**

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Novatech has been retained by CRT Developments Inc. to prepare this Planning Rationale and Integrated Environmental Review Statement in support of applications for *Plan of Subdivision* and *Zoning By-law Amendment* for their property municipally known as 1555 Shea Road and 5500 Abbott Street East in Ward 6 – Stittsville, Ottawa, Ontario (herein referred to as '*the Subject Site*').

CRT Developments Inc. is proposing to subdivide the Subject Site to consist of two hundred eighty-six (286) single-detached homes, two hundred seventy (270) townhouse units, fifty-four (54) back-to-back townhouse units, one (1) school block, two (2) park blocks totalling approximately 6.1 ha, and three (3) pathway blocks. The proposed residential subdivision will be served by a network of newly created streets organized in a modified grid format which provides for an efficient layout and convenient navigation throughout the future neighbourhood.

This proposed residential subdivision ensues *Plan of Subdivision (City File No.: D07-16-20-0033)* and *Zoning By-law Amendment (City File No.: D02-02-20-0137)* applications for a residential subdivision formally known as "Westwood Subdivision – Phase 3" at 5725 Fernbank Road. The *Plan of Subdivision* and *Zoning By-law Amendment* applications are under review by the City of Ottawa.

This Planning Rationale and Integrated Environmental Review Statement outlines the proposed development, summarizes the required technical studies, and demonstrates that the proposal is consistent with the *Provincial Policy Statement (PPS) 2020*, conforms to the *City of Ottawa's Official Plan (2003)* and *new Official Plan (2021)*, and the *Fernbank Community Design Plan*, and generally complies with the provisions of the *Zoning By-Law 2008-250*.

Sincerely,

**NOVATECH**



Miranda Virginillo, M.PL.  
Planner, Planning & Development

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## 1.0 INTRODUCTION AND PROPOSED SITE DETAILS

Novatech has been retained by CRT Developments Inc. to prepare this Planning Rationale and Integrated Environmental Review Statement in support of applications for *Plan of Subdivision* and *Zoning By-law Amendment* for their property municipally known as 1555 Shea Road and 5500 Abbott Street in Ward 6 – Stittsville, Ottawa, Ontario (herein referred to as ‘*the Subject Site*’).

CRT Developments Inc. is proposing to subdivide the Subject Site to consist of two hundred eighty-six (286) single-detached homes, two hundred seventy (270) townhouse units, fifty-four (54) back-to-back townhouse units, one (1) school block, two (2) park blocks totaling approximately 6.1 ha, and three (3) pathway blocks. The proposed residential subdivision will be served by a network of newly created streets organized in a modified grid format which provides for an efficient layout and convenient navigation throughout the future neighbourhood.

This proposed residential subdivision ensues *Plan of Subdivision (City File No.: D07-16-20-0033)* and *Zoning By-law Amendment (City File No.: D02-02-20-0137)* applications for a residential subdivision formally known as “Westwood Subdivision – Phase 3” at 5725 Fernbank Road. The *Plan of Subdivision* and *Zoning By-law Amendment* applications are under review by the City of Ottawa.

This Planning Rationale and Integrated Environmental Review Statement outlines the proposed development, summarizes the required technical studies, and demonstrates that the proposal is consistent with the *Provincial Policy Statement (PPS) 2020*, conforms to the *City of Ottawa’s Official Plan (2003)* and *new Official Plan (2021)*, the *Fernbank Community Design Plan*, and generally complies with the provisions of the *Zoning By-Law 2008-250*.

### 1.1 Site Description and Surrounding Uses

The Subject Site is situated along Shea Road between Abbott Road and Fernbank Road in the City of Ottawa, within the Fernbank Community, and is being marketed as the Westwood Stittsville community. The Subject Site currently has frontage along Fernbank Road and a total area of approximately 53 ha.

The Subject Site is located on the edge of the settlement area and in a community experiencing growth and development. A review of historical aerial photography from GeoOttawa has shown that portions of the Subject Site were used for agricultural related purposes and were largely undeveloped with exception to a farming structure present in aerial photography from 1965. The farming structure has since been removed and is no longer present on the Subject Site.

The Subject Site is situated within the study area of the *Fernbank Community Design Plan*. The *Fernbank Community Design Plan* provides guidelines on the future growth and development of the Fernbank community with respect to land use planning, water resources, wastewater, storm drainage, stormwater management, and road infrastructure. A review of the proposed development and how it is consistent with the *Fernbank Community Design Plan* guidelines will be discussed further in this report in Section 3.2.2.



Figure 1: Subject Site and surrounding uses.

The following describes the land uses adjacent to the Subject Site as shown on **Figure 1**:

**North:** An open space along the hydro transmission corridor and Trans-Canada Trail is immediately north of the Subject Site. A place of worship is located to the northwest of the Subject Site. An existing residential subdivision and a school are situated across Abbott Street East from the Subject Site.

**East:** Existing and future planned residential development as part of the Westwood Subdivision – Phase 2 and Phase 3 abut the Subject Site to the east. A *Site Plan Control* application, (*City File No.: D07-12-19-0144*) received approval to construct a future Ottawa-Carleton District School Board secondary school at 700 Cope Road. Two future parks are situated east of the Subject Site within the Westwood Subdivision – Phase 2 lands.

**South:** Fernbank Road abuts the Subject Site to south. The City's rural area is located immediately south of Fernbank Road and includes some residential development and tilled land as part of farming and agricultural related purposes. A storm water management facility abuts the Subject Site to the southeast. An existing residential single detached dwelling abuts the Subject Site to the southwest.

**West:** The hydro transmission corridor directly abuts the Subject Site to the west. On the other side of the hydro transmission corridor, future residential and neighbourhood commercial developments are planned as part of the Westwood Subdivision – Phase 5 lands. Across Shea Road from the Subject Site at 5969 Fernbank Road is a future residential subdivision for which a *Zoning By-law Amendment* application (*City File No.: D02-02-18-0042*) was approved and zoning is in force and effect. The Ottawa Catholic School Board Sacred Heart school block and CardelRec Recreation Complex are also located to the northwest of the Subject Site.

The Subject Site is legally described as follows:

1. *PART OF LOT 26, CONCESSION 10, GOULBOURN, BEING PARTS 4, 5 AND 6 ON PLAN 4R-23947 SAVE AND EXCEPT PARTS 12 TO 15 ON PLAN 4R-27289, SAVE & EXCEPT PLAN 4M1619 AND 4M1620. SUBJECT TO AN EASEMENT OVER PART 5 ON PLAN 4R-23947 AS IN N391075 SUBJECT TO AN EASEMENT IN GROSS OVER PARTS 5 AND 6 ON PLAN 4R-23947, EXCEPT PLAN 4M1619 AND 4M1620 AS IN OC935856 CITY OF OTTAWA.*
2. *PART OF LOTS 26, 27 AND 28, CONCESSION 10, GOULBOURN, DESIGNATED AS PARTS 1, 2 AND 3 ON PLAN 4R-23947, EXCEPT PLAN 4M1503, 4M1619 AND 4M1620; SUBJECT TO AN EASEMENT OVER PART 2 ON PLAN 4R-23947, EXCEPT PLAN 4M1503, 4M1619 AND 4M1620 AS IN N391075 SUBJECT TO AN EASEMENT IN GROSS OVER PARTS 2 AND 3 PLAN 4R-23947, EXCEPT PLAN 4M1503, 4M1619 AND 4M1620 AS IN OC938586.*



## 1.2 Proposed Development

As previously discussed, CRT Developments Inc. is proposing to develop a residential subdivision that will consist of a total of six hundred ten (610) dwelling units as part of the Westwood Subdivision – Phase 4 development. The proposed residential subdivision will feature two hundred eighty-six (286) single-detached homes, two hundred seventy (270) townhouse units, fifty-four (54) back-to-back units, one (1) school block, two (2) park blocks approximately 6.1 ha, and three (3) pathway blocks as shown in **Figure 2**. The layout of the residential subdivision has been designed with consideration of the design guidelines, *Land Use Plan*, and *Demonstration Plan* of the *Fernbank Community Design Plan*.

The 5.06 ha future woodland park, known as Shea Road Woods and shown as Block 290 on the Draft Plan of Subdivision is designated as an *Urban Natural Feature* in the *City of Ottawa's Official Plan (2003)*. As per the Report to the City of Ottawa's Finance and Economic Development Committee (*File: ACS2022-PIE-CRO-0004*) of May 3, 2022, it is understood that the Shea Road Woods will be acquired by the City for protection and continued use by the community for passive activities such as walking, running, and dog walking as a woodland park. Both the 5.06 ha future woodland park and the 1.0 ha future parkette, shown as Block 301, have been centrally located in the community as per the *Fernbank Community Design Plan – Land Use Plan* to provide for active and passive recreation opportunities and a community gathering space within walking and cycling distance of future residents. Pathway connections between residential blocks will facilitate pedestrian and recreational active transportation as part of the community trail network planned along the hydro transmission corridor as per the *Fernbank Community Design Plan – Community Design Guidelines*.

Future streets and pathways will connect to adjacent existing and future planned residential development to provide for a continuous connection to neighbouring communities. The proposed residential subdivision will be served by a network of newly created local and collector streets organized in a modified grid format to provide for an efficient layout and easy navigation throughout the future neighbourhood. Most local streets will feature 18 m Right-of-Ways whereas a 24 m Right-of-Way is proposed for the extension of Bobolink Ridge and a 26 m Right-of-Way is proposed for the extension of Cope Drive. A Proposed Mobility Plan has been prepared by IBI Group as part of the Transportation Impact Assessment (TIA) Analysis Report dated May 6, 2022 and can be seen in **Figure 3**. As per the new *Official Plan Policy 4.1.2(11b)*, sidewalks will be provided on at least one side of new local streets in the *Suburban Transect*. All streets have been designed to continue the cross-section elements from the 2019 City of Ottawa Neighbourhood Collector Road Guidelines that were selected for CRT Phases 1 and 2. More information about the proposed transportation network through the Subject Site can be found in the TIA Analysis Report that will accompany this application.

This proposed application for *Plan of Subdivision* ensues an application to rezone Westwood Subdivision – Phase 3 east of the Subject Site from '*Development Reserve – DR*' to '*Residential Third Density, Subzone Z*'. The *Zoning By-law Amendment* application, (*City File No.: #D07-16-20-0033*) is scheduled for Planning Committee on September 22, 2022. This *Zoning By-law Amendment* application will implement the Draft Plan of Subdivision and suggested rezoning of the Subject Site from '*Development Reserve – DR*' and '*Parks and Open Space - O1*' to '*Residential Third Density, Subzone Z, Urban Exception 2625 – R3Z[2625]*', '*Environmental Protection – EP*', '*Parks and Open Space – O1*', and '*Minor Institutional, Subzone B – I1B*'.

A full size of the Draft Plan of Subdivision is provided in **Appendix A** of this report.

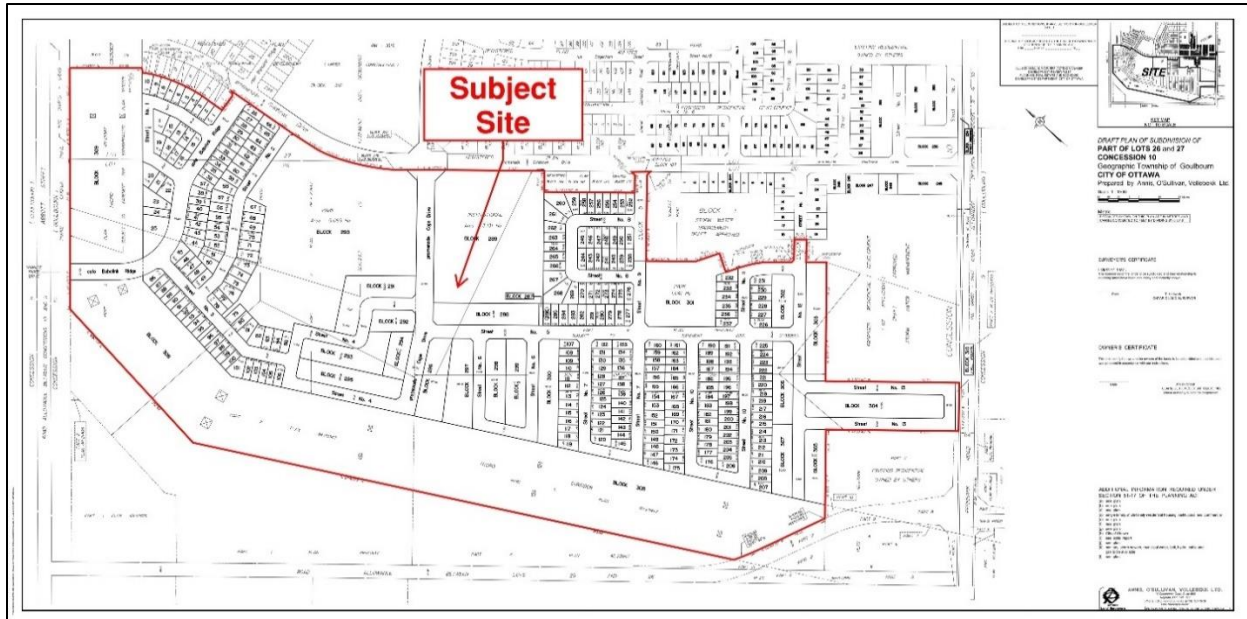


Figure 2: Excerpt from Draft Plan of Subdivision, prepared by Annis O'Sullivan Vollebakk dated September 2022 with mark up by Novatech showing Subject Site.

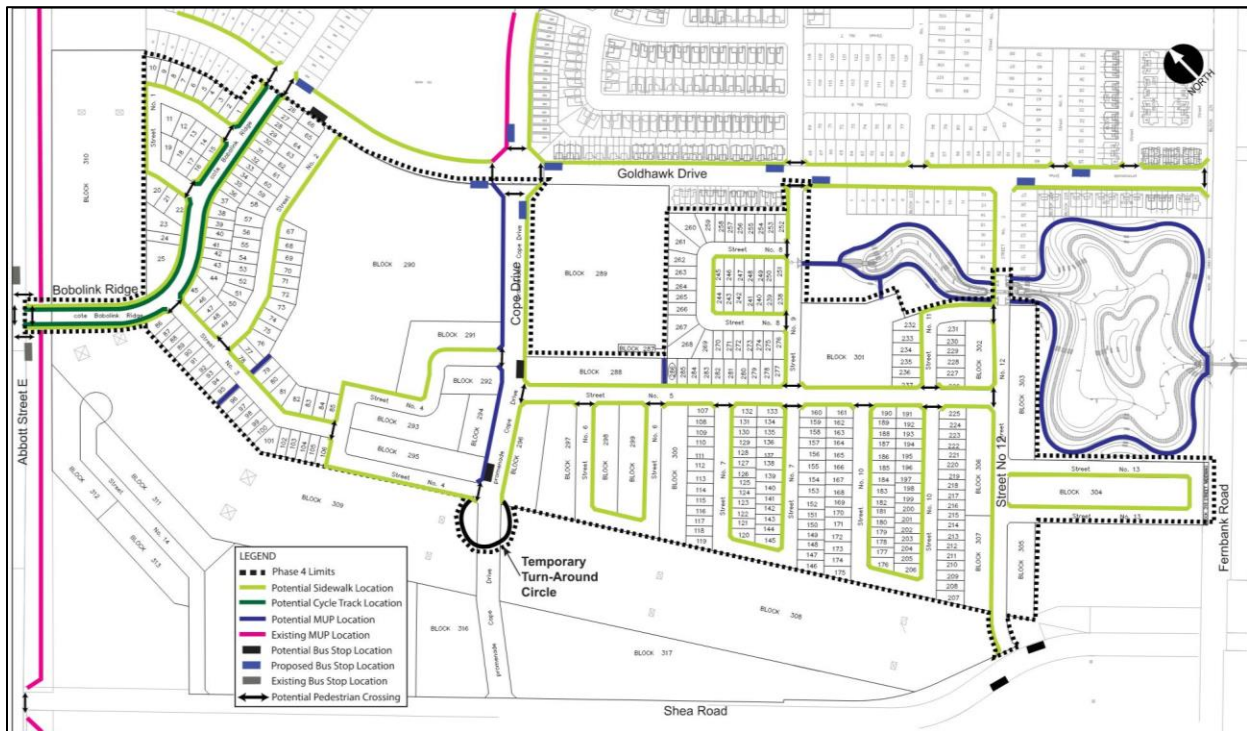


Figure 3: Excerpt of the Proposed Mobility Plan included in the Transportation Impact Assessment (TIA) Analysis Report prepared by IBI Group dated May 6, 2022.

## 2.0 ADDITIONAL REPORTS

This report should be read in conjunction with the reports and plans completed for the Westwood Subdivision – Phase 3 development and the following reports and plans prepared by Annis O’Sullivan Vollebakk Ltd., Muncaster Environmental Planning Inc., Paterson Group, Matrix Heritage Inc. and IBI Group in support of the proposed development:

- Adequacy of Public Servicing Report, Report: 136944-6.04.03, prepared by IBI Group, dated May 9, 2022.
- Noise Control Feasibility Study, Project: 136944-6.04, prepared by IBI Group, dated April 2022.
- Geotechnical Investigation, Report: PG6087-1, prepared by Paterson Group, dated February 16, 2022.
- Phase I-Environmental Site Assessment, Report: PE5528-1, prepared by Paterson Group, dated December 6, 2021.
- Tree Conservation Report and Environment Impact Statement (EIS) prepared by Muncaster Environmental Planning Inc., dated June 28, 2022.
- Transportation Impact Assessment (TIA) Analysis Report, prepared by IBI Group, dated May 6, 2022.
- Stage 1 Archaeological Assessment prepared by Matrix Heritage Inc., dated June 2022.
- Draft Plan of Subdivision, Project: 22099-21, prepared by Annis O’Sullivan Vollebakk Ltd., dated September 2022.

A Design Brief may be requested by the City of Ottawa under *Sections 22(4), 22(5) and Section 41(4) of the Planning Act for Site Plan Control, Official Plan Amendment and Zoning By-law Amendment* applications. A Design Brief is not required for this application as the *Zoning By-law Amendment* is pursuant to a *Plan of Subdivision* application. A Design Brief is not required for this application as the proposed development will not result in an increase in height or massing beyond what is prescribed by the *Design Guidelines, Demonstration Plan and Land Use Plan of the Fernbank Community Design Plan*. However, conceptual designs of the proposed dwellings and a discussion of Official Plan policies related to urban design considerations are included in Section 3.2.1 below.

## 3.0 PLANNING POLICY AND REGULATORY FRAMEWORK

### 3.1 Provincial Policy Statement (PPS)

The *Provincial Policy Statement (PPS) 2020* provides policy direction on land use planning and development matters of provincial interest by setting the policy foundation for regulating the development and use of land as set out in *Section 2 of the Planning Act*. The decisions that affect all planning matters “*shall be consistent with*” relevant policy statements under the authority of *Section 3 of the Planning Act*. The following is an overall review of the applicable PPS policies:

#### ***Building Strong Healthy Communities***

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

Policy 1.1.1 states that healthy, liveable, and safe communities are sustained by:

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
  - b) *accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
  - c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
  - d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent to or close to settlement areas;*
  - e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
  - g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.*
- **The proposed development once built out will achieve an efficient land use pattern that contributes to a complete residential community with a full range of housing choices complemented and supported by appropriate community facilities such as parks and schools as envisioned in the *Fernbank Community Design Plan*.**
  - **The Subject Site will be served by municipal infrastructure including water, stormwater, and sanitary services as well as an existing and planned road network as noted in the *Adequacy of Public Servicing Report* prepared by IBI Group dated May 9, 2022, and *Transportation Impact Assessment Analysis Report* prepared by IBI Group dated May 6, 2022.**

*Section 1.1.3 describes settlement areas which are urban areas and rural settlement areas, and include cities, towns, villages and hamlets. The vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities.*

*Policy 1.1.3.1 requires that settlement shall be the focus of growth and development.*

*Policy 1.1.3.2 states that land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) *efficiently use land and resources*
- b) *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- e) *support active transportation;*

f) *are transit-supportive, where transit is planned, exists or may be developed;*

*Policy 1.1.3.6 states that new development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*

- **The Subject Site is situated on lands designated as settlement area with the overall Fernbank Community experiencing growth and development.**
- **It is anticipated that as surrounding areas continue to develop and grow, additional public transit routes will be provided by OC Transpo to serve the needs of the community residents.**

Section 1.4 of the PPS speaks to housing through the following applicable policies:

*Policy 1.4.3 states that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:*

b) *permitting and facilitating:*

1. *all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities;*

c) *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*

- **The proposed residential subdivision will feature detached, townhouse, and back-to-back dwelling units in a range of sizes which provides for additional housing options to cater to the needs of individuals and families.**
- **As part of the proposed subdivision, future residents will have access within walking and cycling distance to a future parkette, a future woodland park, future planned passive recreational space and trails, and a potential school facility.**
- **It is anticipated that as surrounding areas continue to develop and grow, additional public transit routes will be provided by OC Transpo to serve the needs of the community residents.**
- **The Subject Site will be served by municipal infrastructure including water, stormwater, and sanitary services as well as an existing and planned road network as noted in the Adequacy of Public Servicing Report prepared by IBI Group dated May 9, 2022, and Transportation Impact Assessment Analysis Report prepared by IBI Group dated May 6, 2022.**

Section 1.5 of the PPS speaks to public spaces, recreation, parks trails and open space through the following applicable policies:

*Policy 1.5.1 states that healthy, active communities should be promoted by:*

- a) *planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*

- b) *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 proposed residential subdivision will feature a parkette shown as Block 301, a woodland park shown as Block 290. Pathways between residential blocks and an integrated network of sidewalks and multi-use pathways including the Trans Canada Trail will promote community connectivity and facilitate active transportation in both built and natural settings for recreation.**
  - **Green spaces and public Right-of-Ways are connected to draw residents to parks and institutions. Stormwater ponds will be integrated into the greater greenspace network through proposed pathways and the parkette.**
  - **A proposed mobility plan has been prepared by IBI Group as part of the Transportation Impact Assessment (TIA) Analysis Report dated May 6, 2022 and can be seen in Figure 3. As per the *new Official Plan Policy 4.1.2(11b)*, sidewalks will be provided on at least one side of new local streets in the Suburban Transect.**

Section 1.6.6 speaks to sewage, water and stormwater services.

*Policy 1.6.6.2 states that municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.*

- **The proposed development will be served by an expansion of municipal infrastructure including water, stormwater, and sanitary services as noted in the Adequacy of Public Servicing Report prepared by IBI Group dated May 9, 2022.**

### ***Wise Use and Management of Resources***

*Section 2.0 of the PPS speaks to conserving biodiversity and protecting the health of Great Lakes, natural heritage, water, agriculture, mineral aggregate, petroleum, cultural heritage and archaeological resources for the long-term prosperity, environmental health, and social well-being of Ontario.*

*Policy 2.1.1 requires that natural features and areas shall be protected for the long term.*

*Policy 2.1.2 states that the diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.*

- **A combined Tree Conservation Report (TCR) and Environmental Impact Statement (EIS) was prepared by Muncaster Environmental Planning Inc. dated June 28, 2022. Detailed information and findings can be found in Section 4.0 of this report and in the TCR/EIS.**

- **The proposed residential subdivision has been designed to respect the Subject Site's surrounding natural and environmental features to ensure their long-term protection and prosperity.**

Section 2.6 of the *PPS* speaks to cultural heritage and archaeology.

*Policy 2.6.1* requires that *significant built heritage resources and significant cultural heritage landscapes shall be conserved.*

*Policy 2.6.2* states that *development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.*

- **A Stage 1 Archaeological Assessment was prepared by Matrix Heritage Inc. dated June 2022. Detailed information and findings can be found in Section 4.0 of this report and in the Archaeological Assessment.**

### ***Protecting Public Health and Safety***

*Section 3.0* considers the Province's long-term prosperity, environmental health and social well-being which are dependent on reducing the potential for public cost or risk to Ontario's residents from natural or human-made hazards. *Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health, safety, property damage and not create new or aggravate existing hazards.*

- **A Geotechnical Investigation was prepared by Paterson Group dated February 16, 2022. Detailed information and findings can be found in Section 4.0 of this report and in the Geotechnical Investigation.**
- **A Phase I-Environmental Site Assessment was prepared by Paterson Group dated December 6, 2021. Detailed information and findings can be found in Section 4.0 of this report and in the Phase I ESA.**
- **Based on the information provided in the reports, there are no concerns regarding natural or human made hazards.**

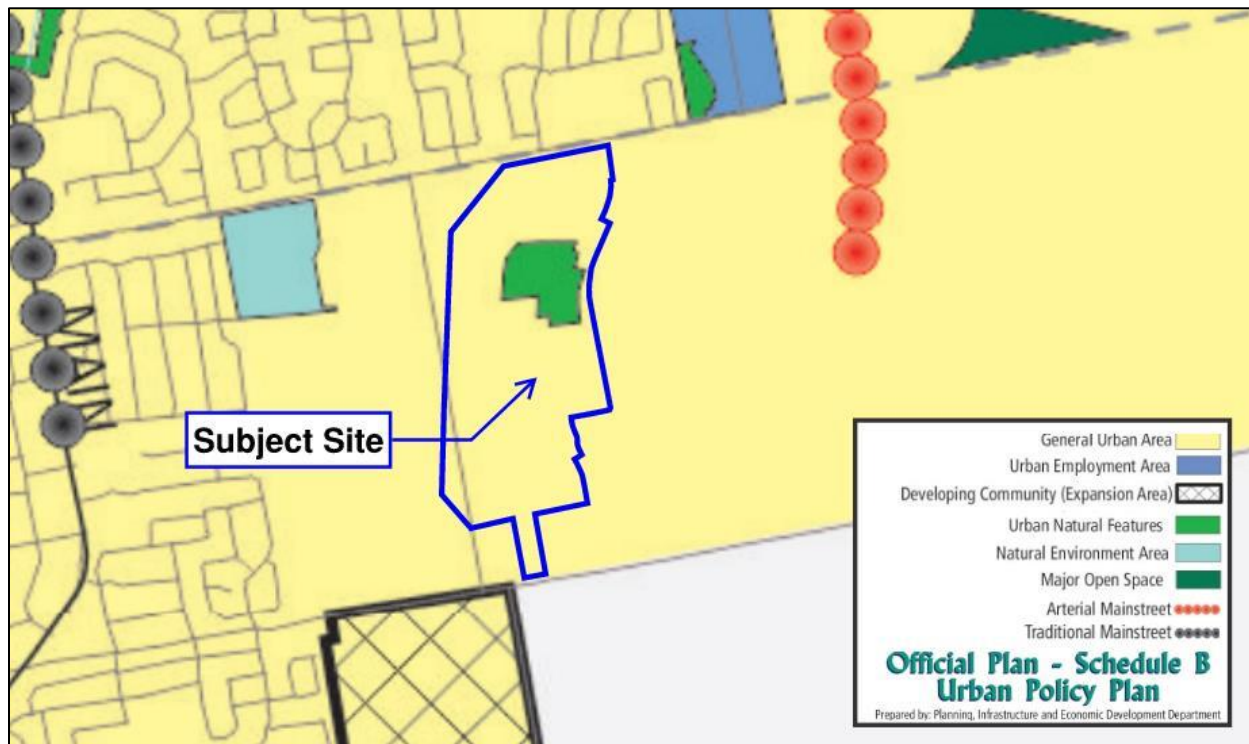
### **3.2 City of Ottawa Official Plan**

The City of Ottawa's new *Official Plan* was approved by Planning Committee and the Agricultural and Rural Affairs Committee on October 14, 2021, and subsequently adopted by Ottawa City Council on November 24, 2021. At the time this report was prepared, the new *Official Plan* did not yet receive approval from the Province of Ontario's Ministry of Municipal Affairs and Housing.

The City of Ottawa has released a document titled "*Transition of In-stream Applications*" as part of the new *Official Plan* to guide how applications filed around the time of adoption of the new *Official Plan* should be addressed. It provides guidance for *Plan of Subdivision* and *Zoning By-law Amendment* applications with this report addressing both the existing *Official Plan* and new *Official Plan* regarding the proposed development.

### 3.2.1 City of Ottawa Official Plan (2003)

The Subject Site is designated under the existing *Official Plan* as *General Urban Area* and *Urban Natural Features* as per *Schedule B – Urban Policy Plan* as shown in **Figure 4**. As per *Section 3.6.1* of the *Official Plan*, lands designated *General Urban Area* permit “the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses”. The *General Urban Area* designation includes a range of uses such as “ground-oriented single-purpose buildings to mid-rise buildings with a mix of uses along Mainstreets or Transit Priority Corridors; from a dwelling or corner store to a shopping centre or office”.



**Figure 4: Excerpt from City of Ottawa Official Plan Schedule B – Urban Policy Plan with markup by Novatech showing Subject Site.**

The applicable policies under *Section 3.6.1* are listed below with key sections highlighted. A description of how the proposal responds to the policies then follows:

- 1) *General Urban Area* areas are designated on *Schedule B*. 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. [Amendment #150, October 19, 2018]
- 2) The evaluation of development applications, studies, other plans and public works undertaken by the City in the *General Urban Area* will be in accordance with *Section 2.5.1* and *Section 4.11*.
- 3) Building height in the *General Urban Area* will continue to be predominantly Low-Rise. 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.



*Secondary plans or zoning that currently permit building heights greater than four storeys will remain in effect.*

5. *The City supports intensification in the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area. The predominant form of development and intensification will be semi-detached and other ground-oriented multiple unit housing. When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:*
    - a) *Assess the compatibility of new development as it relates to existing community character so that it enhances and builds upon desirable established patterns of built form and open spaces;*
    - b) *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; [Amendment #150, LPAT July 18, 2019]*
- **The proposed development features a mixture of low and medium densities which enables an efficient use of land resources and greater range of housing types within the Fernbank Community.**
  - **Residential housing types will include low-rise detached, townhouse and back-to-back units dwelling units designed to achieve a desired built form pattern for the growing Fernbank Community.**

As per Section 3.2.3 of the *Official Plan*, lands designated *Urban Natural Features* provide “a valuable contribution to biodiversity and wildlife habitat in the urban area and are enjoyed by residents, [...] are natural landscapes and may include woodlands, wetlands, water courses and ravines”. The applicable policies under Section 3.2.3 are listed below with key sections highlighted. A description of how the proposal responds to the policies then follows:

- 1) *Urban Natural Features are designated on Schedule B. The purpose of this designation is to preserve natural features that are currently managed for conservation or passive leisure uses.*
  - 3) *Uses that do not adversely affect the natural characteristics of the areas, such as open air recreation; scientific, educational, or conservation uses associated with the environmental features; agriculture operations established at the time of adoption of this Plan; or forestry as defined by the Forestry Act are permitted, subject to the policies below.*
  - 5) *Development and site alteration will not be permitted within 40 metres of the boundary of a designated Urban Natural Feature unless an Environmental Impact Statement demonstrates that there will be no negative impacts on the natural features within the area of their ecological functions.*
- **The 5.06 ha future woodland park, known as Shea Road Woods and shown as Block 290, is designated as an *Urban Natural Feature*. As per the Report to the City of Ottawa’s Finance and Economic Development Committee (File: ACS2022-PIE-CRO-0004) of May 3, 2022, it is understood that the Shea Road Woods will be acquired by the City for protection and continued use by the community for passive activities such as walking, running, and dog walking as a woodland park.**
  - **An Environmental Impact Statement and Tree Conservation Report was prepared by Muncaster Environmental Planning Inc., dated June 28, 2022. More information is provided in Section 4.0 of this report.**

Section 2.5.1 of the *Official Plan* describes how built structures, open spaces and infrastructure look and function together as the City grows and changes over time. Design of these elements should work together to complement or enhance the unique aspects of a community's history, landscape and its culture. Further, *encouraging good urban design and quality as well as innovative architecture can also stimulate the creation of lively community spaces with unique and distinct character while attracting people and investment to the City*. Development is considered 'compatible' when the features of an established community may coexist without causing undue adverse impacts on surrounding properties. Section 4.11 which also speaks to Urban Design and Compatibility will be reviewed in conjunction with Section 2.5.1.

The following is a review of the design objectives and summary of how the proposed development is consistent with these objectives:

- 1) *To enhance the sense of community by creating and maintaining places with their own distinct identity.*
- **The proposed residential subdivision will establish itself as a new community within the greater Fernbank Community.**
- 2) *To define quality public and private spaces through development.*
- **Access to a future neighbourhood park, a future parkette, a future woodland park, future planned passive recreational space and trails, and school facilities will be located within walking and cycling distance for future residents of the proposed residential subdivision.**
- 3) *To create places that are safe, accessible and are easy to get to, and move through.*
- **The proposed road network as shown on the Draft Plan of Subdivision provides for a safe and navigable community that is accessible for future residents.**
- **A proposed mobility plan has been prepared by IBI Group as part of the Transportation Impact Assessment (TIA) Analysis Report dated May 6, 2022 and can be seen in Figure 3. As per the *new Official Plan Policy 4.1.2(11b)*, sidewalks will be provided on at least one side of new local streets in the Suburban Transect.**
- 4) *To ensure that new development respects the character of existing areas.*
- **The building height and massing of the proposed residential subdivision will respect the existing and planned character of the surrounding area and other Westwood Phases. This will ensure a cohesive design which will allow the development to fit in appropriately with the planned growth for the area.**
- 5) *To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.*
- **The proposed residential subdivision is located in the Fernbank Community which is already experiencing growth and new development. Once built out and completed, it is not anticipated to evolve without consideration of the existing built form as per the *Fernbank Community Design Plan*.**
- 6) *To understand and respect natural processes and features in development design.*

- **The proposed development will respect the Subject Site's surrounding natural and environmental features as well as findings from the combined Tree Conservation Report and Environment Impact Statement (EIS) prepared by Muncaster Environmental Planning Inc., dated June 28, 2022.**
- 7) *To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.*
- **Future commercial along Shea Road and a mix of neighbourhood services and amenities within walking and cycling distance and convenient access to the surrounding community will encourage future residents to reduce their overall carbon footprint.**

Section 4.11 of the *Official Plan* also refers to Urban Design and Compatibility and works in conjunction with the policies found in Section 2.5.1 as previously reviewed. The policies within this section focus on urban design and compatibility at a more localized scale for neighbourhoods and individual properties. Although all policies should be considered in the design aspects, the policies that are relevant to the proposed development are reviewed below.

## Views

*“Depending on its location, the mass or height of new development may enhance or impact the views visible from public view points, such as public monuments, bridges, civic spaces, landforms, and other valued spaces. View corridors and view planes can be established to guide and regulate the height and mass of development within a defined area, so as to protect the public view”.*

- **The proposed development will not impact the views of any public monuments, bridges, civic spaces, landforms, and other valued spaces.**

## Building Design

*“Good building design contributes to successful neighbourhood integration and the compatibility of new development with the existing or planned character of its surroundings. The façades of buildings influence the feel and function of public spaces and define the edges of the pedestrian environment. Good building design is required throughout the city. In the City's design priority areas and areas subject to the design priority policies, building design is intended to support the image of Ottawa as a Capital city and contribute to a positive experience for residents and visitors”.*

- **Conceptual renderings of the proposed detached, townhouse and back-to-back dwellings are provided below in Figures 4, 5, 6, and 7. As demonstrated in the conceptual renderings, a variety of architectural styles and design elements are proposed to provide for visual interest along future streetscapes while ensuring compatibility with the existing character of the surrounding community.**
- **The façade of buildings will include a variety of materials and colours to further accentuate design elements and architectural styles.**



Figure 5: Conceptual rendering of a detached dwelling by Claridge Homes.



Figure 6: Conceptual rendering of a detached dwelling by Claridge Homes.



Figure 7: Conceptual rendering of townhouse dwellings by Claridge Homes.



Figure 8: Conceptual rendering of a back-to-back townhouse dwellings by Claridge Homes.

### Massing and Scale

*“Complementary to building design, the massing and scale of new development also contributes to successful neighbourhood integration and the compatibility of new development with the character of the surrounding community. Massing and scale describe the form of the building, how tall it is, how much of the lot it occupies and how it is positioned in relation to the street and surrounding buildings”.*

- **The above conceptual renderings demonstrate that the massing and scale of the proposed detached, townhouse and back-to-back dwellings are compatible with the character of the surrounding community and are consistent with the future planned residential development of the other Westwood phases.**

- **Detached, townhouse, and back-to-back townhouse dwellings will be situated on various sized lots with no buildings proposed to be greater than four (4)-storeys in height.**

Section 4.1 of the *Official Plan* speaks to site-specific policies and secondary plans which provide more detailed policies required for the orderly and planned development of larger areas of site-specific properties. The site-specific policies found in these plans address unique situations requiring policy direction for an area or neighbourhood. The policies complement the policies in the *Official Plan* and will provide more detailed policy directions for areas and neighbourhoods in the city.

1) *Secondary plans, villages and urban areas and site-specific policies found in Volume 2 provide more detailed policy directions for specific areas or neighbourhoods. The policies and plans in Volume 2 must conform to the policies and plans in Volume 1 of the Plan, except where policies in Volume 1 indicate otherwise. Secondary Plans and site specific policies in Volume 2 may be more restrictive than the policies in Volume 1 of the Plan. [Modification #150, LPAT October 22, 2018]*

- **The Subject Site is conditioned to the policies of the *Fernbank Community Design Plan* with further discussion regarding the applicable policies and guidelines found in Section 3.2.2 of this Report.**

Section 4.3 speaks to the adequacy of the transportation network to meet the needs of the proposed development. *Individual building sites, subdivision and plans for large areas must be easy to get to and travel through on foot, by bicycle and transit, and by automobile. Supporting walking, cycling and transit means more than the simple provision of sidewalks and pathways. A logical network must be created, connecting origins and destinations along direct and well-marked routes.*

1) *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.*

2) *The road network in new plans of subdivisions, particularly in Villages, will be designed to accommodate the potential future extension of the road system to adjacent properties, including those lands beyond an existing urban or village boundary. [Amendment #76, August 04, 2010]*

- **A proposed mobility plan has been prepared by IBI Group as part of the Transportation Impact Assessment (TIA) Analysis Report dated May 6, 2022 and can be seen in Figure 3. As per the *new Official Plan Policy 4.1.2(11b)*, sidewalks will be provided on at least one side of new local streets in the Suburban Transect. Future streets and pathways will connect to adjacent future planned residential development to provide for a continuous connection to neighbouring communities.**
- **The proposed residential subdivision will be served by a network of newly created local roads and the extension of Cope Drive which is organized in a modified grid format to provide for an efficient layout and easy navigation throughout the future neighbourhood. Most local streets will feature 18 m Right-of-Ways whereas a 24 m Right-of-Way is proposed for the extension of Bobolink Ridge and Goldhawk Drive, and a 26 m Right-of-Way is proposed for the extension of Cope Drive as shown in Figure 10.**

- The street and road network of the proposed residential subdivision is in keeping with the objectives and vision of the *Fernbank CDP Demonstration Plan*.
- A Transportation Impact Assessment (TIA) Analysis Report was prepared by IBI Group, dated May 6, 2022. Further details on the findings and recommendations are found within the report.

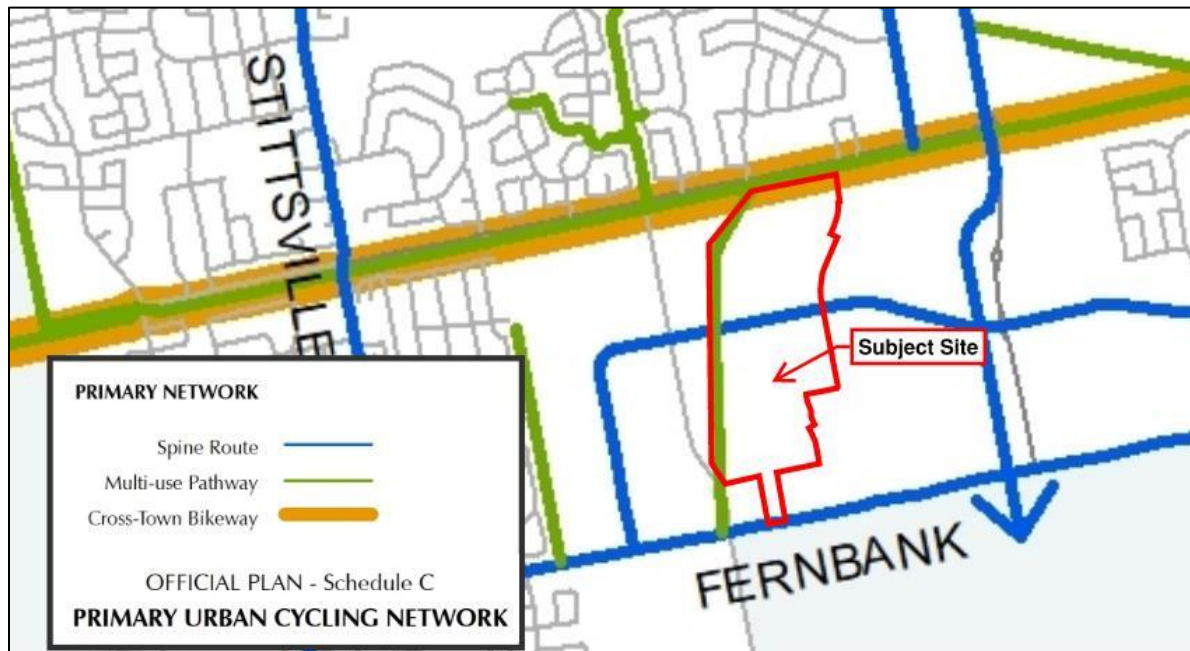


Figure 9: Excerpt from City of Ottawa Official Plan Schedule C: Primary Urban Cycling Network with markup by Novatech showing Subject Site.

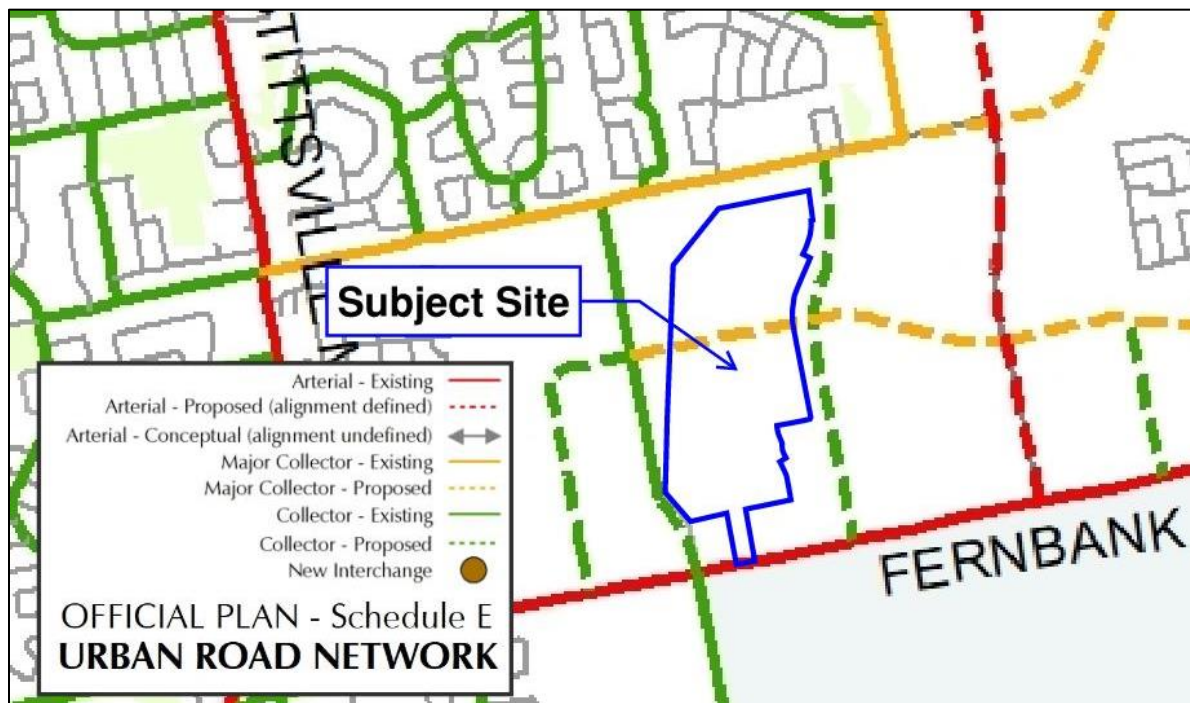


Figure 10: Excerpt from City of Ottawa Official Plan Schedule E: Urban Road Network with markup by Novatech showing Subject Site.

Section 4.4 ensures that the development has a reliable supply of good quality water and safe disposal of wastewater. Applicants are required to demonstrate the servicing proposed for the development is adequate. The applicable policies under Section 4.4.1 are listed below.

1. The City will require development applications in Public Service Areas to be supported by an assessment of the adequacy of public services...
- The proposed residential subdivision will be served by existing municipal infrastructure. Further detailed information is provided in Section 4.0 of this report and in the Adequacy of Public Servicing Report, 136944-6.04.03 prepared by IBI Group, dated May 9, 2022.

Section 4.7.1 of the Official Plan states that a comprehensive understanding of the relationship between the natural environment and the built environment is the foundation of site design and subdivision planning, as well as planning for the larger areas subject to community design plans. The integrated environmental review considers as a whole the significant findings from individual studies and ensures that development design complies with the environmental policies of the Official Plan design principles with nature have been applied.

- The Integrated Environmental Review Statement is presented in Section 4.0 of this report.

### 3.2.2 New City of Ottawa Official Plan (2021)

Under the new Official Plan, the Subject Site is designated as Neighbourhood and Corridor – Minor in Schedule B5 - Suburban (West) Transect of the new Official Plan as shown in Figure 11. The applicable policies under the relevant sections of the new Official Plan are listed below. A description of how the proposal responds to the policies then follows.

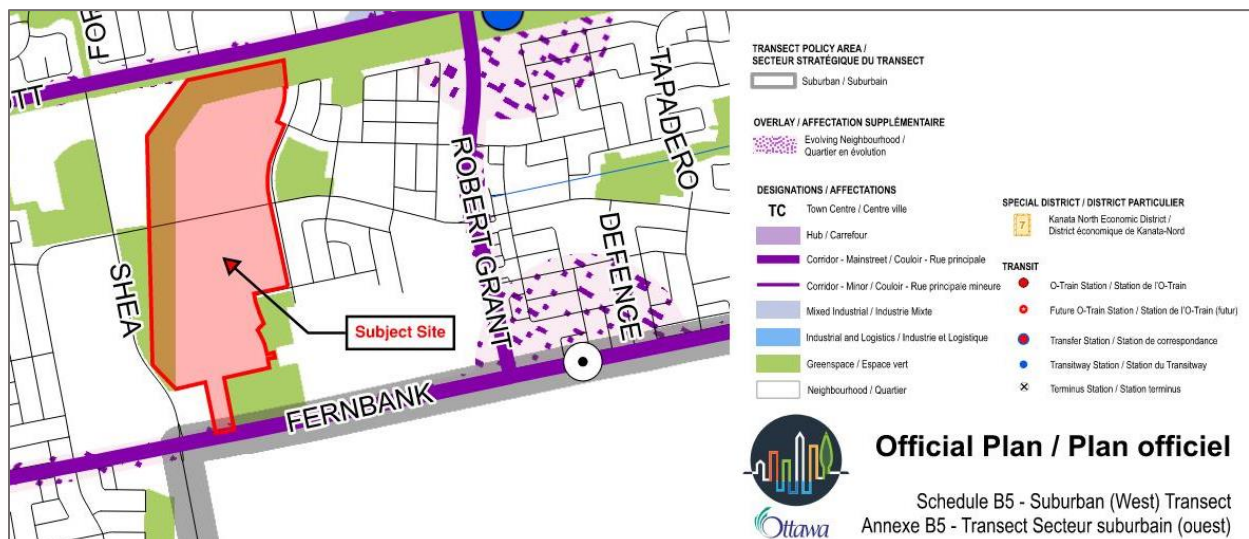


Figure 11: Excerpt from City of Ottawa New Official Plan Schedule B5 - Suburban (West) Transect with markup by Novatech showing Subject Site.

The Suburban Transect comprises neighbourhoods within the urban boundary located outside the Greenbelt. The objectives of the Suburban Transect as per Section 5.4 of the new Official



Plan include an evolution towards 15-minute neighbourhoods, enhancing mobility options and street connectivity, provide direction for *Corridors*, and provide direction for new development.

*Policy 5.4.1(2) states that the Suburban Transect is generally characterized by Low- to Mid-density development. Development shall be:*

- a) *Low-rise within Neighbourhoods and along Minor Corridors.*

*Policy 5.4.1(3) states that in the Suburban Transect, this Plan shall support:*

- a) *A range of dwelling unit sizes in:*
    - ii. *Predominantly ground-oriented housing forms in Neighbourhoods located away from rapid transit stations and corridors...*
- **The proposed development will feature residential buildings that are considered low-rise and not greater than 4-storeys in height. Ground-oriented units including detached, townhouse and back-to-back dwellings are proposed in various sizes.**
  - **Access to community amenities such as employment, retail, and green space within close proximity will contribute towards the principles of 15-minute neighbourhoods.**

*Policy 5.4.4(1) states that Greenfield development in the Suburban Transect will contribute to the evolution towards 15-minute neighbourhoods to the extent possible by incorporating:*

- a) *A planned arrangement of streets, blocks, buildings, parks, public art, greenspaces, active transportation corridors and linear parks that create a sense of place and orientation and orientation, by creating view corridors, focal points and generally framing a high-quality public realm;*
  - b) *A fine-grained fully connected grid street network with short blocks that encourage connectivity and walkability and define greenspaces...*
  - d) *Active transportation linkages that safely and efficiently connect residential areas to schools, places of employment, retail and entertainment, parks, recreational facilities, cultural assets and transit, natural amenities and connections to the existing or planned surrounding urban fabric, including to existing pedestrian and cycling routes.*
  - h) *Avoiding rear lotting on higher traffic streets by providing rear land access for properties along arterials and major collector roads, or parallel local streets (window streets) and rear lanes for properties along arterials;*
- **The proposed residential subdivision will be served by a network of newly created streets organized in a modified grid format to provide for an efficient layout and convenient navigation throughout the future neighbourhood.**
  - **The future parkette will have frontage on three future local streets and the woodland park will have frontage on two future local streets as well as Cope Drive and Goldhawk Drive. The parkette provides terminating streetscape views for two future local roads.**
  - **Mid-block pathways are provided to make walking more direct and convenient for pedestrians where long blocks cannot be avoided. Connections to the existing and planned pedestrian and cycling network as per *Official Plan Schedule C3 – Active Transportation Network* as shown in Figure 12 will be provided where appropriate with the exact location to be determined prior to Draft Plan Approval.**

- Rear yard amenity areas have been oriented away from arterial and collector roads to the greatest extent possible. Where possible, landscaping buffers will be provided between the window streets and Fernbank Road as per the Noise Control Feasibility Study prepared by IBI Group, dated April 2022.

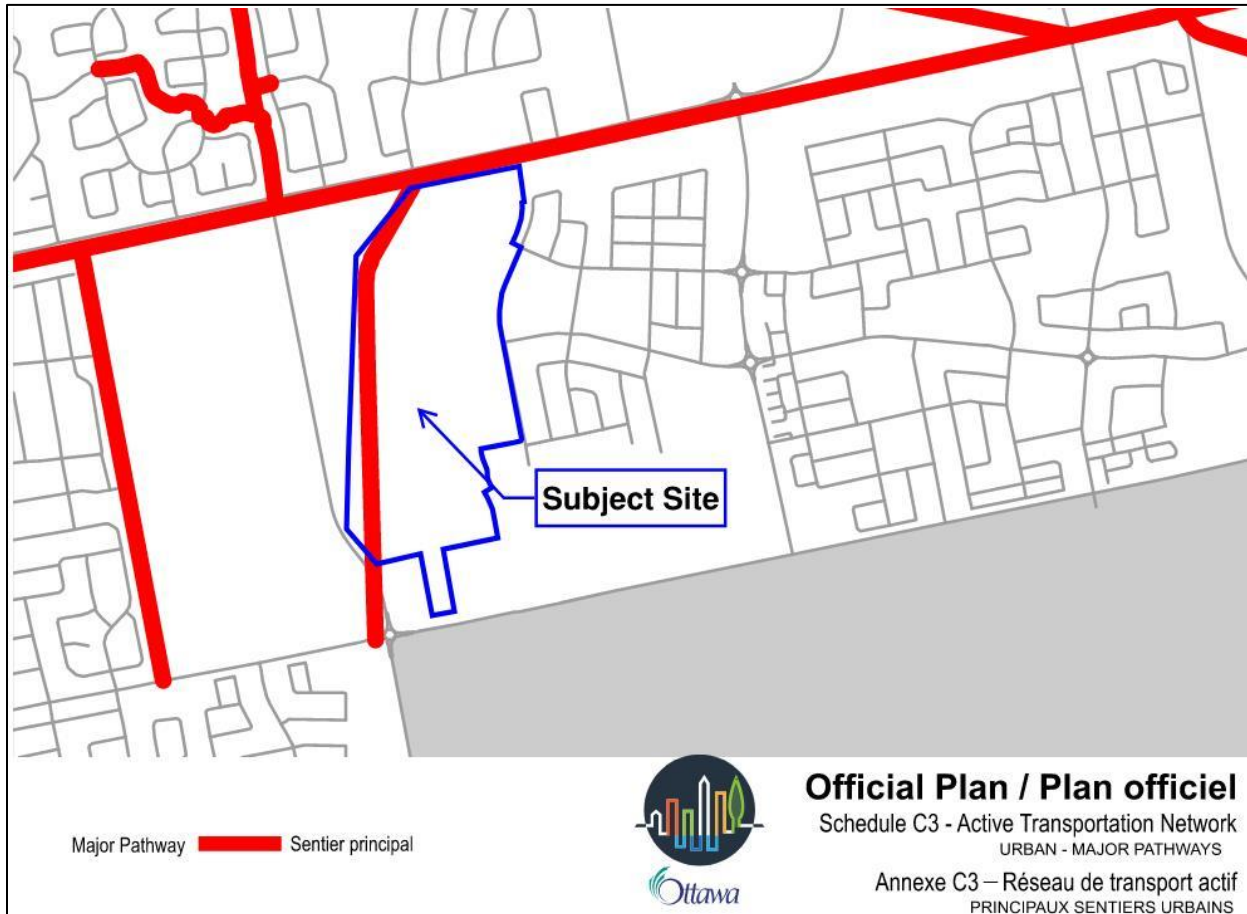


Figure 12: Excerpt from City of Ottawa New Official Plan Schedule C3 - Active Transportation Network with mark up by Novatech showing Subject Site.

As per Section 6.2 – Corridors, the designation applies to “bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than Hubs”.

Policy 6.2.1(1) states that “Corridors are shown as linear features in the B-series of schedules. The Corridor designation applies to any lot abutting the Corridor, subject to”:

- a) Generally, a maximum depth of:
  - ii. In the Case of Minor Corridors, a maximum depth of 120 metres from the centreline of the street identified as a Minor Corridor;
  - iii. Where part of a lot lies beyond the maximum depths specified in Policies i) and ii), that part of the lot is excluded from the Corridor designation.

- The Subject Site is designated as a *Minor Corridor* where the Subject Site abuts Fernbank Road. Measured from the road centreline using GeoOttawa, the *Minor Corridor* designation from Fernbank Road terminates approximately halfway through

**Block 304.** The *Minor Corridor* designation from Abbott Street terminates within the hydro transmission corridor however no development is proposed within the hydro corridor.

Section 6.2.1(2) states that “Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate. Further, development”:

- a) Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;
- b) May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;
- c) For sites generally of greater than one hectare in area or 100 metres in depth:
  - a. Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users.

- **The back-to-back townhouse dwellings within the *Minor Corridor* designation will provide an appropriate transition in height and development character towards the detached and townhouse dwellings proposed throughout the rest of the site. This will ensure compatibility with existing and planned residential development within the Fernbank Community.**
- **As per the submitted Transportation Impact Assessment Analysis Report prepared by IBI Group dated May 6, 2022, the collector roads have been designed according to the 2019 Neighbourhood Collector Road Guidelines maintaining the cross-section elements approved as part of CRT Phases 1 & 2. Specific design elements included in the City of Ottawa’s Local Residential Streets 30 km/h Design Toolbox will be considered following Draft Plan Approval. More information, such as a conceptual traffic calming plan, can be found in the TIA Analysis Report.**
- **Cope Drive is designated as a future major collector roadway and Goldhawk Drive is designated as a future collector roadway per *New Official Plan Schedule C4 – Urban Road Network* as shown in Figure 133. Bobolink Ridge is currently identified as a local roadway. As per the submitted Transportation Impact Assessment Analysis Report prepared by IBI Group dated May 6, 2022, the extension of Bobolink Ridge to connect with Granite Ridge as a future collector roadway will facilitate circulation through the site for pedestrians, cyclists, and automobiles.**

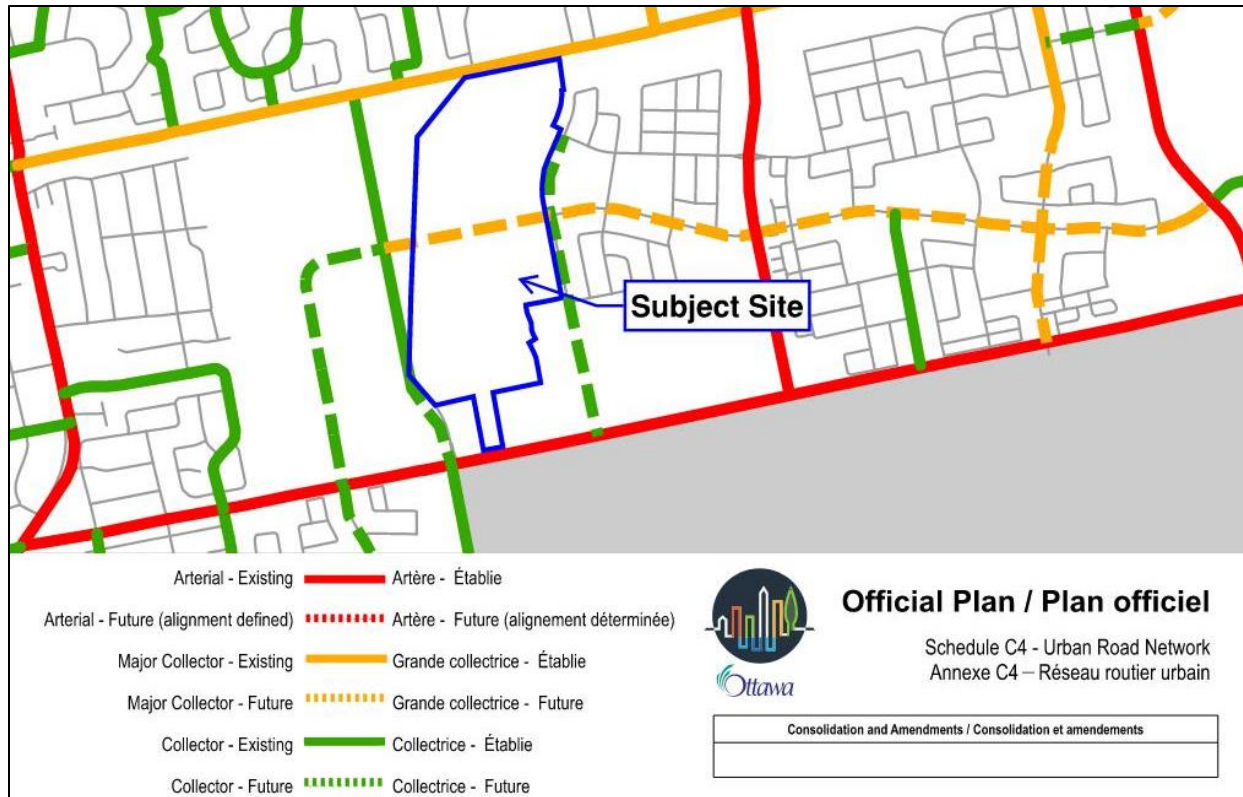


Figure 13: Excerpt from City of Ottawa New Official Plan Schedule C4 - Urban Road Network with markup by Novatech showing Subject Site.

Section 4.6 – Urban Design addresses policies regarding “the design of both the built form and the public realm. Urban design supports the City’s objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change”.

- The overall design and layout of the proposed development has considered the applicable policies of Sections 2.5.1 and 4.11 of the existing Official Plan policies as per Document 6 – Transition of In-Stream Applications which requires that the “more restrictive” policies apply.
- The Subject Site is not situated within a Design Priority Area as per Schedule C7-A – Design Priority Areas – Urban.

### 3.2.3 Fernbank Community Design Plan

The Subject Site is situated within the study area of the Fernbank Community Design Plan (Fernbank CDP). The Fernbank CDP provides guidelines for the future growth and development of the Fernbank community with respects to land use planning, water resources, wastewater, storm drainage, stormwater management, and road infrastructure. Though all aspects of the Fernbank CDP are considered, the relevant guidelines applicable to the proposed residential subdivision development are discussed below.

- The Subject Site is designated as Low Density Residential and Urban Natural Feature as shown on the Fernbank CDP – Land Use Plan in Appendix B.

- The proposed residential subdivision development consists of low to medium density that conforms with the policies of the *Fernbank CDP* and is compatible in scale with the existing residential development in the community.
- The 5.06 ha future woodland park shown as Block 290 on the Draft Plan of Subdivision is designated as an *Urban Natural Feature* and will be acquired by the City for protection and continued use by the community for passive activities such as walking, running, and dog walking as a woodland park.

Section 4.2.1 of the *Fernbank CDP* notes that *low density residential land uses will comprise the majority of the housing within the Fernbank Community. Low Density Residential land uses shall include residential dwellings of similar mass and scale as follows: detached dwellings; semi-detached dwellings; and linked detached dwellings.*

- The proposed residential subdivision will feature a mixture of low densities consistent with the residential densities of the surrounding Fernbank Community. Low density forms include detached, townhouse, and back-to-back townhouse dwelling units on lots as shown on the Draft Plan of Subdivision in Appendix A.

Section 4.2.6 outlines the guidelines for the accommodation of schools within the Fernbank Community as requested by the various School Boards. *“The location and size of these school sites have been conceptually illustrated on the Land Use Plan with consideration of School Board requests such as general locational criteria, minimum site area, and minimum school site lot frontage and site configurations standards. The type and range of such residential uses shall be in accordance with the Low Density Residential and Medium Density Residential land use designation as described in Sections 4.2.1 and 4.2.2”.*

- A future school site has been provided in accordance with the *Fernbank CDP Demonstration Plan*. The school site is shown on Block 289 of the Draft Plan of Subdivision in Appendix A.

Section 4.2.7 speaks to the Greenspace Network within the Fernbank community, which is comprised of open space, parks, stormwater management facilities, pathways and other linkages. The *Fernbank CDP* responds to the *Official Plan* policies for parks and leisure areas by providing *“policy directive through a distribution of Neighbourhood, Community and District Parks which serve the needs of the Fernbank community and the broader area”.* A system of public parks has been planned for the community, ranging from *“passive parks to active parks and amenities such as recreation facilities and sports fields to passive recreational activities such as multi-use pathways and cycling facilities”.* The intent of the *Urban Natural Feature* designation is to retain the woodlot east of Shea Road in its natural state: *“only passive recreation activities such as trails and orientation areas will be permitted”.* Further, *“an Environmental Impact Statement shall be prepared and submitted, in accordance with Section 3.2.2 of the official Plan, for development within 30 metres of the Urban Natural Feature”.*

- The 5.06 ha future woodland park, known as Shea Road Woods and shown as Block 290 on the Draft Plan of Subdivision, is designated as an *Urban Natural Feature* in the *City of Ottawa’s Official Plan (2003)*. As per the Report to the City of Ottawa’s Finance and Economic Development Committee (*File: ACS2022-PIE-CRO-0004*) of May 3, 2022, the Shea Road Woods will be acquired by the City for protection and continued use by the community for passive activities such as walking, running, and dog walking as a future woodland park.

- Both the 5.06 ha future woodland park and the 1.0 ha future parkette , shown as Block 301, have been centrally located in the community as per the *Fernbank CDP Land Use Plan* to provide for active and passive recreation opportunities as well as a community gathering space within walking and cycling distance for future residents.
- Pathway connections between residential blocks facilitate pedestrian and recreational active transportation to the future parks as per the *Fernbank CDP Community Design Guidelines*.
- An Environmental Impact Statement and Tree Conservation Report has been prepared by Muncaster Environment Planning Inc., dated June 28, 2022 . More information can be found in Section 4.0 of this report and within the EIS/TCR report itself.

Section 5.0 addresses the *Fernbank CDP Demonstration Plan* which illustrates one way in which the *Fernbank CDP Land Use Plan* could be implemented through development approvals. The purpose is to illustrate how the Fernbank community could develop over time, how community design guidelines and specific *Fernbank CDP* objectives could be achieved, and provide an estimate of the total housing supply, population, and employment that could be accommodated.

- **The proposed residential subdivision is in keeping with the objectives and vision of the *Fernbank CDP Demonstration Plan* with respect to the residential densities, subdivision design and layout, street network, and community amenities.**

Section 6.0 provides the Community Design Guidelines of the *Fernbank CDP*. As per Section 6.1, the guidelines “provide a framework of the design criteria for the overall identity and structure of the proposed Fernbank Community, as well as for the appearance of new buildings, streetscape, parks and open spaces within the community. The purpose of this set of design guidelines is to guide developers, builders, designers and City staff in achieving a consistently high-quality design standards throughout the community building process”. These guidelines, the design policies in the *Official Plan* as well as other relevant city-wide design guidelines such as the *Urban Design Guidelines for Greenfield Neighbourhoods* will ensure that build out of the Fernbank Community will be attractive, livable, and a healthy community with a distinct identity.

Section 6.2 outlines the Design Vision of the Fernbank Community with guiding principles which form the foundation of creating a vibrant, attractive, livable, healthy, and sustainable community:

- 1) *Maintain and respect the integrity and unique character of existing communities (Stittsville, Glencairn, Kanata South, Kanata West).*
  - **The proposed residential subdivision maintains and respects the character of the surrounding community by proposing detached, townhouse and back-to-back townhouse dwellings that are compatible in scale with existing residential and future planned development.**
- 2) *Create distinctive liveable neighbourhoods.*
  - **The proposed residential subdivision will contribute to the creation of liveable neighbourhoods by providing additional housing choices for future residents with access to several local community amenities such as schools, a woodland park and a parkette.**

- Following the implementation and build out of the *Fernbank CDP*, future residents will have access to various services and community amenities within walking distance.
- 3) *Create integrated, safe, passive and active green spaces.*
- Future residents will have access to the parkette, the woodland park and private rear yard amenity spaces with some units overlooking the parks and the stormwater management ponds southeast of the Subject Site.
  - A proposed mobility plan has been prepared by IBI Group as part of the Transportation Impact Assessment (TIA) Analysis Report dated May 6, 2022 and can be seen in Figure 3. As per the *new Official Plan Policy 4.1.2(11b)*, sidewalks will be provided on at least one side of new local streets in the Suburban Transect. All streets have been designed to continue the cross-section elements from the 2019 City of Ottawa Neighbourhood Collector Road Guidelines that were selected for CRT Phases 1 & 2. More information about the proposed transportation network through the Subject Site can be found in the TIA Analysis Report submitted with this application
  - The proposed development is situated southeast of the 'Community Core' with future opportunities for multi-use pathway connections along the hydro transmission corridor and the Trans Canada Trail. Future residents will also have access to several local community amenities such as a school, parks and future neighbourhood commercial development on Shea Road.
- 4) *Create a 'heart' for the community*
- The proposed residential subdivision is located southeast of the 'Community Core' and will maintain a residential land use and density that is in keeping with the vision of the *Fernbank CDP* while also contributing to a range of housing options.
- 5) *Provide effective, efficient, timely transportation that is integrated with land uses and with adjacent communities.*
- It is anticipated that as surrounding areas continue to develop and grow, additional public transit routes will be provided by OC Transpo to serve the needs of the community residents.
- 6) *Ensure efficient and timely phasing of future infrastructure.*
- The proposed residential subdivision is the fourth phase of the Westwood Subdivision by CRT Developments Inc. and ensues the Phase 2 and Phase 3 residential subdivisions located immediately east of the Subject Site. The proposed residential subdivision will connect with the municipal infrastructure and roads for the Phase 2 and Phase 3 residential subdivisions.
- 7) *Create liveable neighbourhoods.*
- The proposed residential subdivision will contribute to the creation of a liveable neighbourhood that emphasizes a '*live, work, and play*' lifestyle with access to several local community amenities such as a school and two parks within walking and cycling distance. Following the implementation and full build out of the *Fernbank CDP*

including the 'Community Core', future residents will have access to other local services and amenities within the community that are within walking and cycling distance.

8) *Create an environmentally sustainable community.*

- **The proposed development is situated southeast of the 'Community Core' with future opportunities for multi-use pathway connections along the hydro transmission corridor. Future residents will also have access to several local community amenities such as a school and parks within walking and cycling distance.**

*Section 6.6.2 – Residential Neighbourhoods* speaks to the General Guidelines for Residential Dwellings such as housing type and designs, building orientation, architectural design and character, visibility of front entrances, and garage projections.

- **The proposed residential subdivision will maintain a consistent architectural design, character and massing compatible in scale with the surrounding community. As demonstrated in the conceptual renderings, a variety of architectural styles and design elements are proposed to provide for visual interest along future streetscapes while ensuring compatibility with the existing character of the surrounding community.**

### 3.3 Zoning By-law 2008-250

#### 3.3.1 Existing Zoning

The Subject Site is currently zoned *Development Reserve – DR* and *Parks and Open Space – O1* under the *City of Ottawa's Zoning By-law 2008-250* as shown on **Figure 14**. The purpose of the *Development Reserve – DR* is to:

- 1) *recognize lands intended for future urban development in areas designated as General Urban Area and Developing Communities in the Official Plan, and future village development in areas designated as Village in the Official Plan;*
- 2) *limit the range of permitted uses to those which will not preclude future development options; and*
- 3) *impose regulations which ensure a low scale and intensity of development to reflect the characteristics of existing land uses.*
- 4) *permit limited lot creation on existing public streets in villages that will not preclude future development options in the DR3 – Development Reserve Subzone 3. (Bylaw 2013-58)*

The purpose of the *Parks and Open Space Zone – O1* is to:

- 1) *permit parks, open space and related and compatible uses to locate in areas designated as General Urban Area, General Rural Area, Major Open Space, Mixed Use Centre, Village, Greenbelt Rural and Central Area as well as in Major Recreational Pathway areas and along River Corridors as identified in the Official Plan, and*
- 2) *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.*



To facilitate the development of the proposed residential subdivision as shown on the Draft Plan of Subdivision, a *Zoning By-law Amendment* will be required and forms part of this development application.



Figure 14: Excerpt of existing zoning from GeoOttawa with markup by Novatech showing Subject Site.

### 3.3.2 Suggested Zoning

It is suggested to rezone the residential portions of the Subject Site planned for detached, townhouse and back-to-back townhouse dwellings from *Development Reserve – DR* and portions of the *Parks and Open Space – O1* to *Residential Third Density, Subzone Z, Urban Exception 2625 – R3Z[2625]* as shown on **Figure 15**.

The purpose of the *Residential Third Density – R3* is to:

- 1) *allow a mix of residential building forms ranging from detached to townhouse dwellings in areas designated as General Urban Area in the Official Plan; (By-law 2012-334)*
  - 2) *allow a number of other residential uses to provide additional housing choices within the third density residential areas;*
  - 3) *allow ancillary uses to the principal residential use to allow residents to work at home;*
  - 4) *regulate development in a manner that is compatible with existing land use patterns so that the mixed dwelling, residential character of a neighbourhood is maintained or enhanced; and*
  - 5) *permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.*
- **The suggested residential zone will provide the flexibility needed to achieve the type of density and neighbourhood design expected in new development. The proposed residential subdivision will feature a mixture of detached, townhouse and back-to-back dwelling units which are permitted under the suggested zone. The suggested *Residential Third Density, Subzone Z, Urban Exception 2625 – R3Z[2625]* is identical to the zoning currently in force and effect for Claridge's Bridlewood 3 residential subdivision. The suggested *Residential Third Density, Subzone Z, Urban Exception 2625 – R3Z[2625]* was approved by Planning Committee for *Zoning By-law Amendment application (City File No.: D02-02-19-0004)* and enacted as *By-law 2020-1138* by City Council.**

There are three non-residential portions of the Subject Site: the future woodland park, the future parkette , and the future elementary school site.

The future woodland park is suggested to be rezoned from *Development Reserve – DR* to *Environmental Protection – EP*. The purpose of the *Environmental Protection – EP* zone is to:

- 1) *recognize lands which are designated in the Official Plan as Significant wetlands, Natural Environment Areas and Urban Natural Features that contain important environmental resources which must be protected for ecological, educational and recreational reasons;*
- 2) *permit only those uses which are compatible with and assist in the protection of the environmental attributes of these lands, or are in keeping with applicable Official Plan policies; and*
- 3) *regulate development to minimize the impact of any buildings or structures within these environmental areas.*

Other woodland parks in Ottawa have been designated *Open Space – O1*, *Environmental Protection – EP* or a combination of the two. Discussions with City staff will be required to determine the most appropriate zone for the future woodland park on the Subject Site.

The parkette is suggested to be rezoned from *Development Reserve – DR* to *Parks and Open Space – O1*. The purpose of the *Parks and Open Space – O1* zone is to:

- 1) permit parks, open space and related and compatible uses to locate in areas designated as General Urban Area, General Rural Area, Major Open Space, Mixed Use Centre, Village, Greenbelt Rural and Central Area as well as in Major Recreational Pathway areas and along River Corridors as identified in the Official Plan, and
- 2) 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 future elementary school site is suggested to be rezoned from *Development Reserve – DR* to *Minor Institutional, Subzone B – I1B* and *Residential Third Density, Subzone Z – R3Z [2625]*. The purpose of the *Minor Institutional* zone is to:

- 1) permit a range of community uses, institutional accommodation and emergency service uses to locate in areas designated as General Urban Area or Central Area in the Official Plan; and
- 2) minimize the impact of these minor institutional uses located in close proximity to residential uses by ensuring that the such uses are of a scale and intensity that is compatible with neighbourhood character.

As per *Section 4.2.6* of the *Fernbank CDP* and *Section 33(2)* of the *Zoning By-law 2008-250*, the school site will be split zoned in the event that no school board acquires the school site. The purpose of split institutional and residential zone is to permit a future residential development should a future school no longer be considered. Under the *Planning Act*, school sites are reserved for a period of seven (7) years. It is anticipated that the institutional block will be purchased by a school board.

The suggested residential zones will provide the flexibility needed to achieve the type of density and neighbourhood design expected in new development. **Figure 15** below illustrates the suggested zoning for the residential subdivision. The proposed residential subdivision will feature a mixture of detached, townhouse, and back-to-back townhouse dwelling units which are permitted under the suggested zone. The suggested *Residential Third Density, Subzone Z – R3Z [2625]* will be identical to the suggested zoning of the CRT Developments Inc. Phase 3 Subdivision (*City File No.: D07-16-20-0033*). Discussions with City staff will be required in order to accommodate the 4.5 m setbacks for tree plantings on lots with Sensitive Marine Clay Soils identified in Drawing PG6087-3 of the Geotechnical Investigation prepared by Paterson Group dated February 16, 2022.

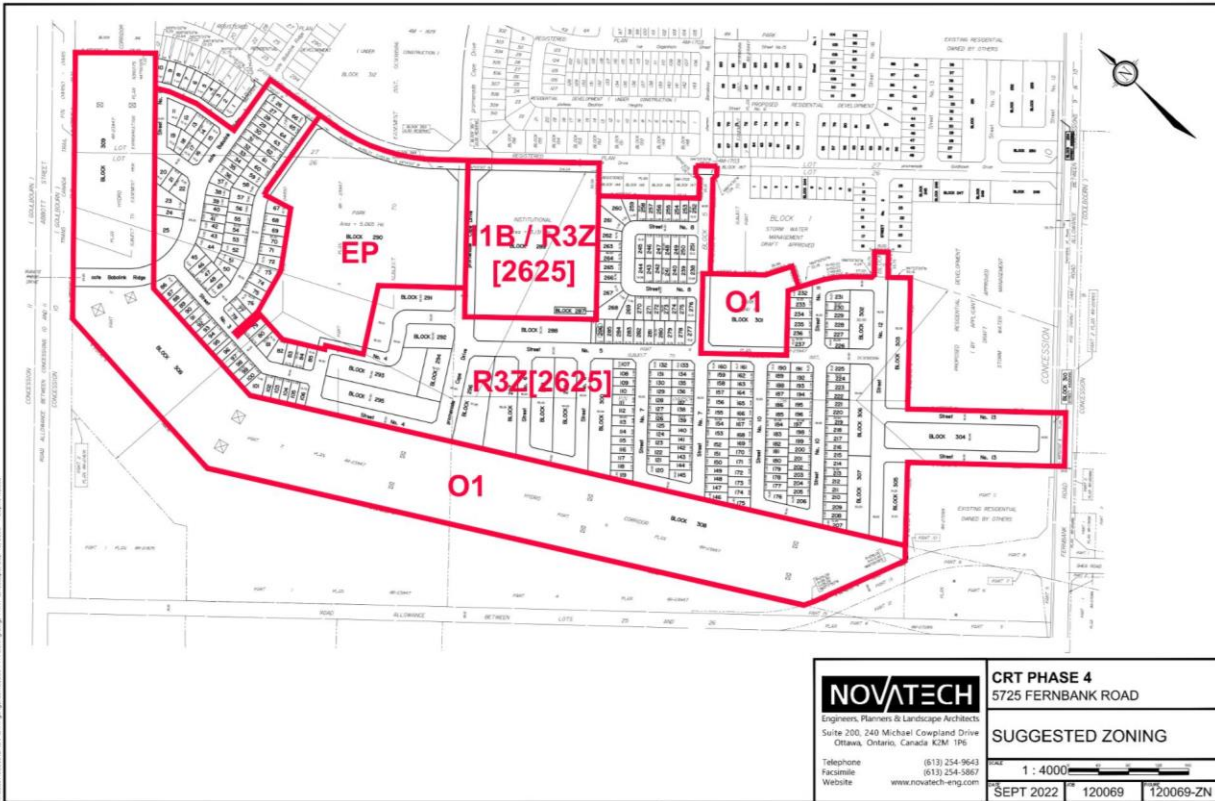


Figure 15: Excerpt from Suggested Zoning Key Plan prepared by Novatech.

#### 4.0 INTEGRATED ENVIRONMENTAL REVIEW STATEMENT

Section 4.7.1 of the *City of Ottawa Official Plan (2003)* states that a “comprehensive understanding of the relationship between the natural environment and the built environment is the foundation of site design and subdivision planning, as well as planning for the larger areas subject to community design plans”. The integrated environmental review considers as a whole the significant findings from individual studies and ensures that development design complies with the environmental policies of the *Official Plan* design principles with nature have been applied.

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

##### Adequacy of Public Servicing Report

An Adequacy of Public Servicing Report (136944-6.04.03) was prepared by IBI Group, dated May 9, 2022. The report provides stakeholders with a conceptual level layout of the proposed development sufficient to support the draft plan approval of the subject lands. The conclusions from the report include:

- **Water, wastewater, and stormwater systems required to accommodate the orderly development of CRT Development Inc.’s Phase 4 lands are available to service the subject site.**
- **Further details on the findings and recommendations are found within the report.**

##### Noise Control Feasibility Study

A Noise Control Feasibility Study (Project: 136944-6.04) was prepared by IBI Group, dated April 2022 to determine the transportation-related noise impacts for the proposed CRT Phase 4 development. The report analyses the expected noise levels within the proposed development and recommends any required noise control measures or warning clauses in the Agreement of Purchase and Sale of each dwelling unit. The conclusions from the report include:

- **The subdivision has been designed to orient outdoor living areas away from noise-generating collector and arterial roadways.**
- **The exact location and number of residential units requiring noise warning clauses, ventilation, air conditioning requirements, acoustical review/design of building components, as well as the location and size of any physical attenuation measures, including noise barriers or berms, will be determined during the detailed design stage, following Draft Approval. Figure 2 – Noise Plan included within the report identifies potential noise barrier locations.**
- **Further details on the findings and recommendations are found within the report.**

### **Geotechnical Investigation**

A Geotechnical Investigation (Report: PG6087-1) was prepared by Paterson Group, dated February 16, 2022. The objectives of the geotechnical investigation were to determine the subsoil and groundwater conditions at this site by means of test holes and provide geotechnical recommendations for the design of the proposed development included construction considerations which may affect the design.

- **From a geotechnical perspective, the subject site is considered suitable for the proposed development.**
- **It is recommended that the proposed buildings be supported on conventional spread footings bearing on the undisturbed silty clay or glacial till, or on the clean, surface sounded bedrock.**
- **As per the *City of Ottawa Tree Planting for Sensitive Marine Clay Soils Guidelines (2017)*, a 4.5 m tree planting setback is recommended for lots towards the southeast corner of the subject site where Sensitive Marine Clay Soils were found. Drawing PG6087-3 included within the report identifies the area recommended for this setback requirement.**
- **Further details on the findings and recommendations are found within the report.**

### **Tree Conservation Report (TCR) and Environmental Impact Assessment (EIS)**

A combined Tree Conservation Report and Environment Impact Assessment was prepared by Muncaster Environmental Planning Inc., dated June 28, 2022. The purpose of the study was to determine the feature and functions of the on-site and adjacent natural environment conditions, including potential Species at Risk utilization and suitable tree retention, and to assess the anticipated impacts associated with the proposed construction and operation of the urban residential development, including the associated vegetation removal, on these features and functions. The conclusions include:

- **With proper implementation of the mitigation measures described by this report it is anticipated that the construction and operation of the proposed urban residences will**

not increase the potential for cumulative effects on the general landscape given the adjacent land uses.

- As previously discussed, the *Urban Natural Feature* identified as Shea Road Woods will be acquired by the City for protection as a future woodland park.
- The only Species at Risk identified on the Subject Site within the report was butternut. The locations of the butternuts are identified on Map 2 included within the report. Eight (8) of the ten (10) butternuts found on the Subject Site were found to be unhealthy. The unhealthy butternuts will be removed, pending obtaining a Tree Cut Permit from the City. The remaining two (2) healthy butternuts fall within the proposed road alignment and are not proposed for retention. As a result, the two (2) healthy butternuts will be removed and compensated with plantings of twenty-two (22) pure butternut seedlings.
- Further details on the findings and recommendations are found within the report.

### Phase 1 Environmental Site Assessment (ESA)

A Phase 1 Environmental Site Assessment (Report: PE5528-1) was prepared by Paterson Group, dated December 6, 2021. The purpose of this Phase 1-ESA was to research the past and current use of the Phase 1 Property and 250m study area and to identify any environmental concerns with the potential to have impacted the Phase 1 Property. The findings from the report include:

- According to the historical research, the Phase 1 Property was vacant land in 1955, and in 1965, it was used for agricultural purposes, in that the site was occupied by a wooden barn. No potentially contaminating activities (PCAs) were noted with the historical use of the Phase 1 Property.
- Surrounding lands were also used for agricultural purposes. No PCAs were identified with the historical use of the surrounding lands.
- Based on the results of the assessment, a Phase 2 Environmental Site Assessment is not required for the Subject Site.
- Further details on the findings and recommendations are found within the report.

### Transportation Impact Assessment (TIA) Analysis Report

A Transportation Impact Assessment (TIA) Analysis Report was prepared by IBI Group, dated May 6, 2022. The purpose of the report was to document the results of any analyses undertaken to ensure that the transportation related features of the proposed development conform with prescribed technical standards and that its impacts on the transportation network are sustainable and effectively managed. The report also identifies a development strategy to ensure that what is being proposed is aligned with the City of Ottawa's city-building objectives, targets and policies.

- Based on the findings of this study, the proposed development will integrate well with and can be safely accommodated by the adjacent transportation network with the recommended actions and modifications in place.
- As per the *new Official Plan Policy 4.1.2(11b)*, sidewalks will be provided on at least one side of new local streets in the Suburban Transect. All streets have been designed to continue the cross-section elements from the *City of Ottawa Neighbourhood Collector Road Guidelines (2019)* that were selected for CRT Phases 1 & 2. Exhibit 11 included within in the report shows the proposed mobility plan for the Subject Site.

- **Specific design elements included in the *City of Ottawa Local Residential Streets 30 km/h Design Toolbox* will be considered following Draft Plan Approval. Exhibit 12 included within the report shows the proposed traffic calming plan for the Subject Site.**
- **Further details on the findings and recommendations are found within the report.**

### **Archaeological Assessment**

A Stage 1 Archaeological Assessment was prepared by Matrix Heritage Inc., dated June 2022. The purpose of the Assessment is to provide information about the Subject Site's geography, history, previous archaeological fieldwork and current land condition, to evaluate in detail the property's archaeological potential which will support recommendations for Stage 2 survey for all or parts of the property, and to recommend appropriate strategies for Stage 2 survey.

- **The site was identified by the City of Ottawa as having Archaeological Potential. A Stage 1 Archaeological Assessment was completed as a result.**
- **The Subject Site has both pre-contact Indigenous as well as historic Euro-Canadian archaeological potential. Accordingly, based on the findings of this study, a Stage 2 Archaeological Assessment is recommended.**
- **Further details on the findings and recommendations are found within the report.**

### **5.0 CONCLUSION**

It is our assessment that the proposed residential subdivision development is consistent with the *Provincial Policy Statement (PPS) 2020*, conforms with the existing and new *City of Ottawa Official Plan*, *Fernbank Community Design Plan*, and generally complies with *Zoning By-Law 2008-250*. This planning rationale, along with the associated technical studies supports the development of the residential subdivision development.

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

Yours truly,

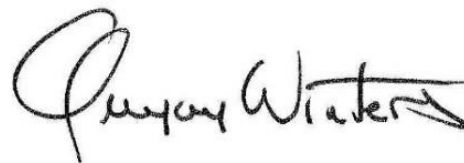
### **NOVATECH**

Prepared by:



Miranda Virginillo, M. PL.  
Planner, Planning & Development

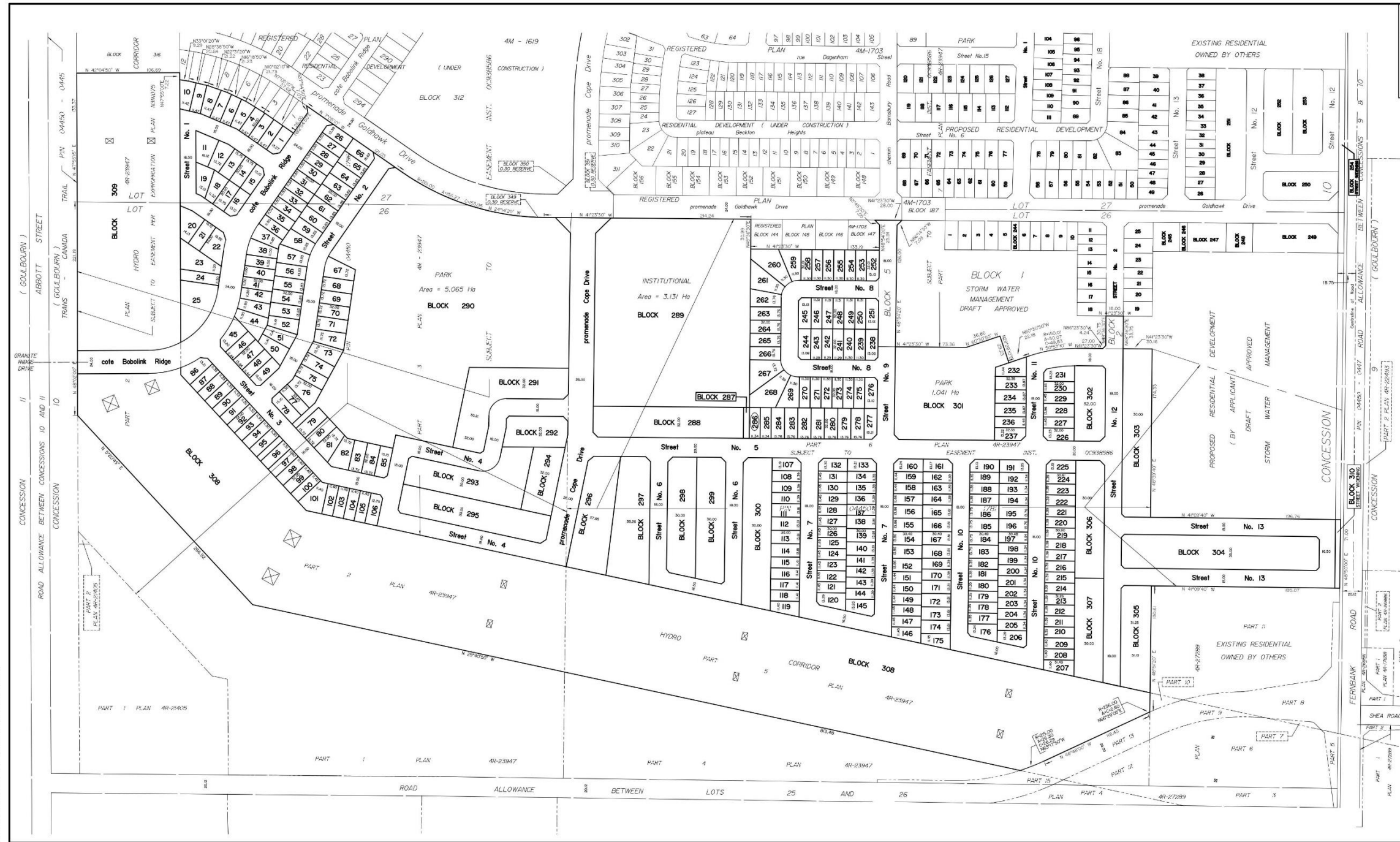
Reviewed by:



Greg Winters, MCIP, RPP  
Director, Planning & Development

**Appendix A**  
**Draft Plan of Subdivision, Project: 22099-21,**  
**Prepared by Annis O'Sullivan Vollebekk Ltd.**  
**Dated September 2021**





SUBJECT TO THE CONDITIONS, IF ANY, SET FORTH IN OUR LETTER DATED \_\_\_\_\_

THIS DRAFT PLAN IS APPROVED BY THE CITY OF OTTAWA UNDER SECTION 51 OF THE PLANNING ACT THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_.

ALLISON HALL, INC. (NCP) ACTING MANAGER  
DEVELOPMENT REVIEW/REGISTRATION  
PLANNING, REAL ESTATE AND ECONOMIC DEVELOPMENT DEPARTMENT, CITY OF OTTAWA

KEY MAP  
NOT TO SCALE

**DRAFT PLAN OF SUBDIVISION OF  
PART OF LOTS 26 AND 27  
CONCESSION 10**  
Geographic Township of Goulbourn  
CITY OF OTTAWA  
Prepared by Annis, O'Sullivan, Vollebek Ltd.  
Scale 1 : 1500

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

**SURVEYOR'S CERTIFICATE**  
I CERTIFY THAT  
The boundaries of the lands to be subdivided and their relationship to adjoining lands have been accurately and correctly shown.  
Date \_\_\_\_\_ T. Harnack  
ONTARIO LAND SURVEYOR

**OWNER'S CERTIFICATE**  
This is to certify that we are the owners of the lands to be subdivided and that this plan was prepared in accordance with our instructions.  
Date \_\_\_\_\_ Jim Boughner  
CLARIDGE HOMES (HUNT CLUB) INC.  
I have authority to bind the corporation.

**ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51-17 OF THE PLANNING ACT**  
(a) see plan  
(b) see plan  
(c) see plan  
(d) single family, multi-family residential housing, institutional and commercial  
(e) see plan  
(f) see plan  
(g) see plan  
(h) City of Ottawa  
(i) see soils report  
(j) see plan  
(k) sanitary, storm sewers, municipal water, bell, hydro, cable and gas to be available  
(l) see plan

**ANNIS, O'SULLIVAN, VOLLEBEK LTD.**  
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Nepean, Ont. K2E 7Z8  
Phone: (613) 727-0800 Fax: (613) 727-6279  
Email: info@annisov.com  
100 St. Lawrence Street, Suite 100, Ottawa, Ontario, Canada

**Appendix B  
Fernbank Community Design Plan  
Land Use Plan**

